# EXHIBIT 3

# BANKS HOUSING NEEDS ANALYSIS EXCERPT

# Housing Needs ©
# For City of Banks

## Scenario 1.1

## Template 1
## Current Housing Status
## as of April 2000

| CA Current Population | CB Persons in Group Quarters | CC Occupied Dwelling Units* / Households | CD Persons per Household | CE Vacant Units | CF Current Total Dwelling Units** | CG Current Vacancy Rate |
|---|---|---|---|---|---|---|
| Actual or estimated | Actual or estimated | Actual or estimated | (CA-CB)/CC | Actual or estimated | CC+CE | CE/CF |
| 1,286 | 0 | 440 | 2.923 | 50 | 490 | 10.20% |

* Number of non-Group Quarter Occupied Dwelling Units = Number of Households
** Excludes Group Quarter Dwelling Units

| | |
|---|---|
| x,xxx | Actual or estimated data for this planning area that is used as input to the Housing Needs Analysis model formulas |
| #### | A number produced by the Housing Needs Analysis model templates reflecting the data, assumptions, and estimates used for this scenario's time frame |

## Template 2
## Projected Future Housing Status
## as of 2024

| FA Future Population | FB Future Persons in Group Quarters | FC Future Persons per Household | FD Future Occupied Dwelling Units* | FE Current Total Dwelling Units | FF Dwelling Units Removed | FG New Dwelling Units Needed** |
|---|---|---|---|---|---|---|
| Estimated | Estimated | Estimated | (FA-FB)/FC | CF | Estimated | FD-FE+FF |
| 3,739 | 0 | 2.75 | 1,360 | 490 | 10 | 880 |

* Number of non-Group Quarter Occupied Dwelling Units
** Excludes Group Quarter Dwelling Units

# EXHIBIT 4

# TRANSPORTATION IMPACT ANALYSIS

KITTELSON & ASSOCIATES, INC.
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610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

# MEMORANDUM

Date: January 13, 2016 Project #: 13449

To: Stacey Goldstein and Rob Peacock, City of Banks
Randy Johnson, P.E., PTOE, DKS

Cc: Dan Grimberg, West Hills Development Company
Mike Robinson, Perkins Coie
Mike Peebles, P.E., OTAK

From: Julia Kuhn, P.E., Chris Brehmer, P.E., and Zachary Bugg

Project: Arbor Village No. 3 (Phase 9)

Subject: Traffic Impact Study

West Hills is proposing to develop 37 single family detached homes as part of the Arbor Village neighborhood in Banks. To support development of these homes, West Hills is submitting four concurrent applications: a post-acknowledgment comprehensive plan map amendment from industrial to residential, a concurrent zoning map amendment, a Master Plan, and a tentative land division application for up to 37 lots. The new homes will be located southeast of the existing neighborhoods along NW Buckshire Street and NW Broadshire Lane. As part of site development, NW Ashton Drive will be extended south from NW Buckshire Street to serve the new portion of the neighborhood. In addition, a new local street ("Street A") will connect the neighborhood to NW Buckshire Street to the west of NW Ashton Drive. This report addresses the anticipated transportation impacts associated with the proposed homes.

This report concludes that the proposed Arbor Village Phase 9 can be developed while maintaining acceptable levels of service and safety at the study intersections assuming provision of the recommended transportation improvements. The primary findings and recommendations of this study are summarized below.

- The study intersections operate in compliance with applicable City and ODOT standards under existing and projected future conditions.
- The existing traffic speeds and volumes, in combination with the increase in traffic associated with Arbor Village Phase 9, are consistent with the functional classification of the adjacent streets. As such, no mitigation measures are needed along Oak Way (a collector) or along the local streets within Arbor Village Phases 1 – 8.
- Neither the proposed post-acknowledgment comprehensive plan map amendment nor the zone change will result in a significant effect on the transportation system as defined OAR 660-012-0060. Further, site truck trip generation should be less under a residential development scenario (e.g., with the proposed rezone).

- On-site landscaping, signage, and any above-ground utilities should be provided and maintained appropriately to ensure that adequate sight distance is available.

## INTRODUCTION

West Hills Development Company is proposing to develop 37 single family homes south of NW Buckshire Street in Banks. The site vicinity map is shown in Figure 1 and the proposed site plan is shown in Figure 2.

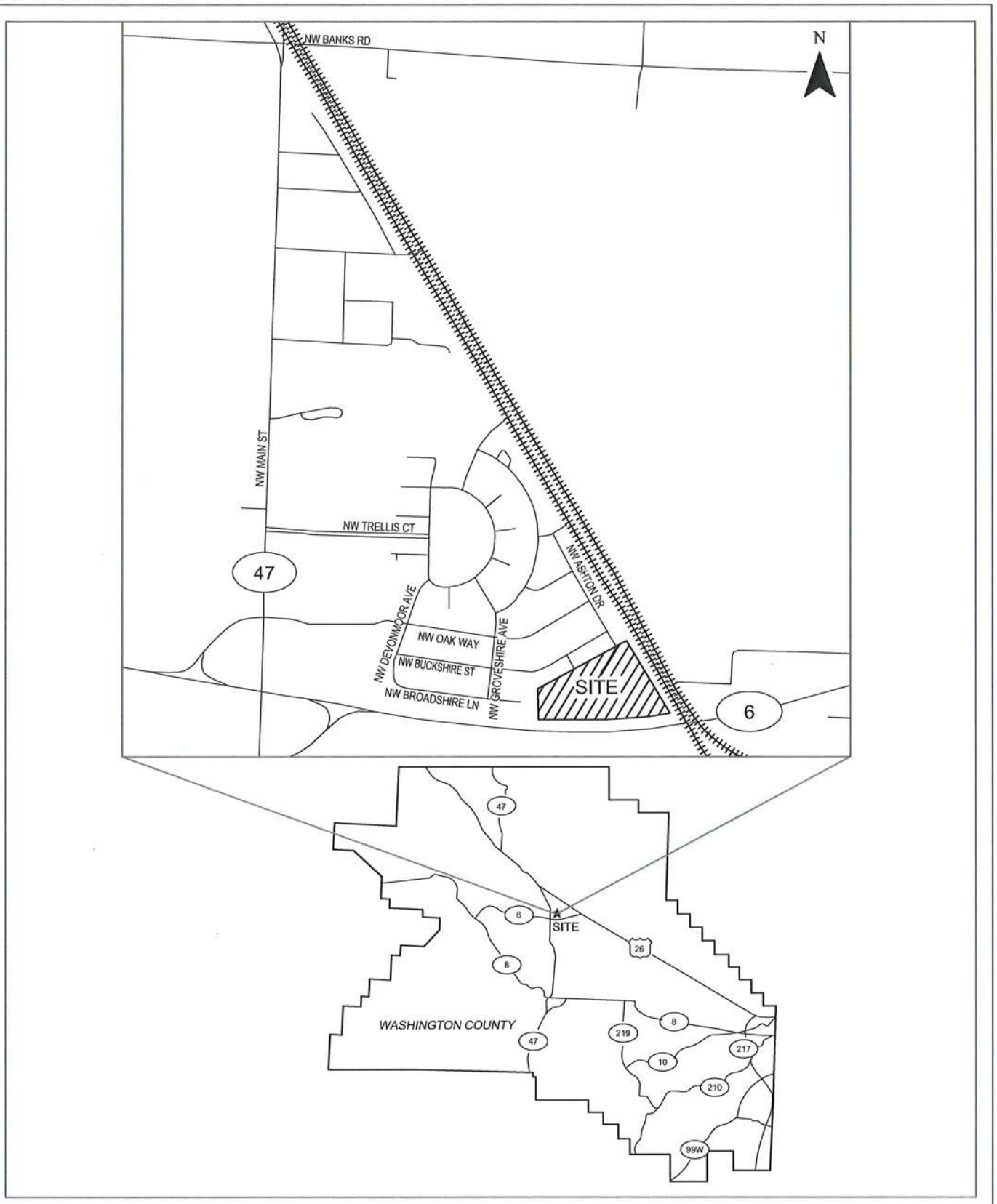
## STUDY SCOPE

This analysis identifies the transportation–related impacts associated with the proposed site development and was prepared in accordance with a project scoping memo dated February 3, 2015 as well as subsequent discussions with City staff. Per direction from City staff, the study addresses intersection operations and crash history at the following locations (intersection location numbers shown below correspond with the figures presented in this report):

1. NW Banks Road/NW Main Street (Oregon 47);
2. NW Trellis Court/NW Main Street;
3. NW Oak Way/NW Main Street;
4. NW Devonmoor Avenue/NW Oak Way;
5. NW Groveshire Drive/NW Oak Way;
6. NW Ashton Drive/NW Oak Way;
7. NW Groveshire Drive/NW Buckshire Street; and,
8. NW Ashton Drive/NW Buckshire Street.

This report addresses the following transportation issues:

- Existing land-use and transportation system conditions within the site vicinity during the weekday AM and PM peak hours;
- In-process developments and transportation improvements planned in the study area;
- Forecast year 2017 background traffic conditions during the weekday AM and PM peak hours without build-out of the site;
- Trip generation and distribution estimates for the proposed homes;
- Forecast year 2017 total traffic conditions;
- Transportation Planning Rule (TPR) compliance; and,
- Neighborhood traffic volume and travel speed considerations.




**Site Vicinity**
**Banks, Oregon**

Figure
**1**

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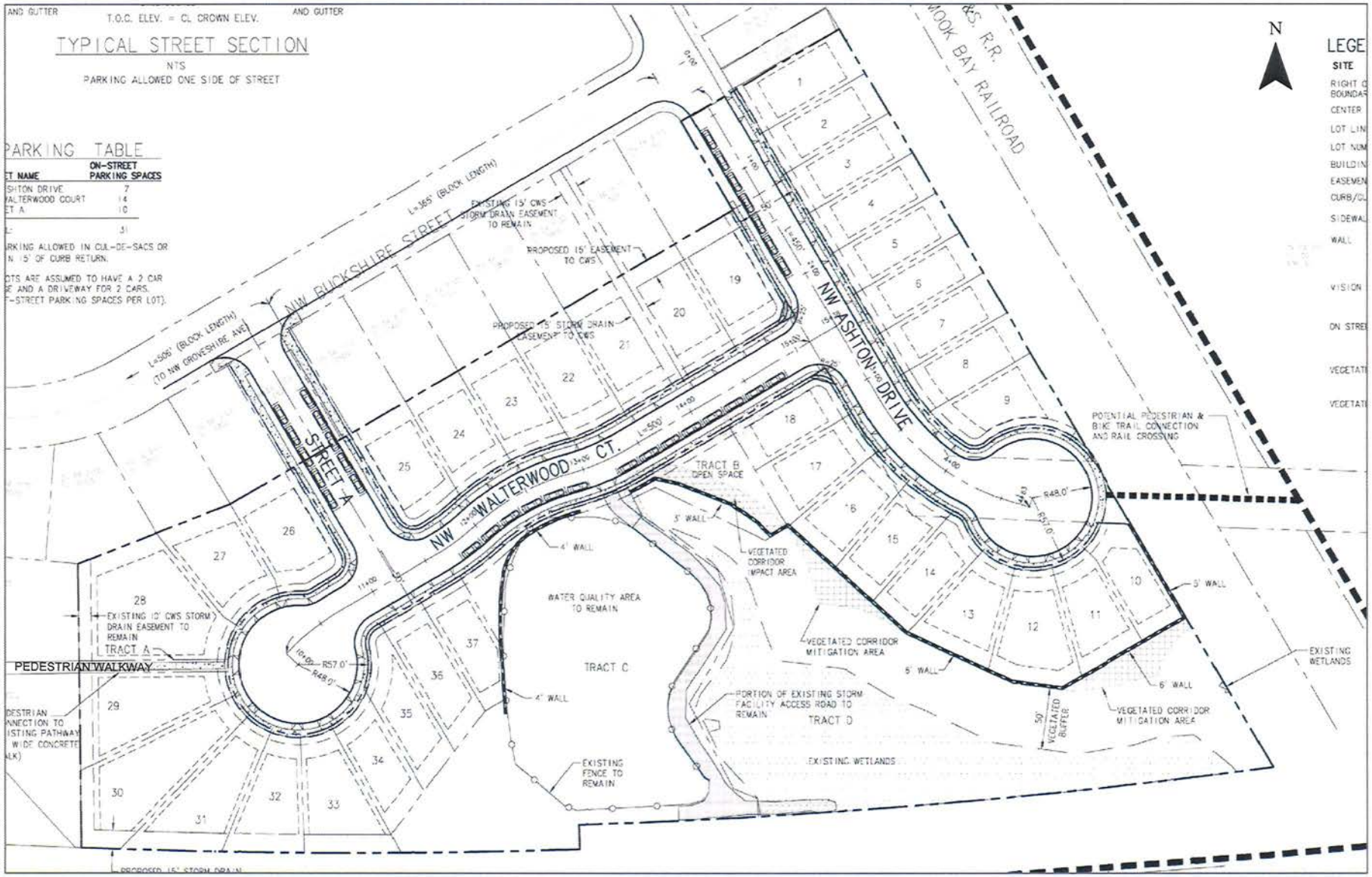


CONCEPT SITE PLAN PROVIDED BY OTAK AND DATED 1-11-2016

**Concept Site Plan**
**Banks, Oregon**

Figure
**2**



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# ANALYSIS METHODOLOGY

All level of service analyses described in this report was performed in accordance with the procedures started in the *2000 Highway Capacity Manual* (Reference 1). A description of level of service and the criteria by which they are determined is presented in *Appendix 1*. Appendix 1 also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

*Synchro 8* software was used for assessing intersection operations per the *2000 Highway Capacity Manual.* Traffic signal timing was provided by ODOT.

## Operating Standards

The City of Banks does not have adopted intersection performance measures. Instead, they rely on Washington County's standards. Per City staff direction, the applicable standard from Table 4 of Washington County's Engrossed Ordinance 768 for "other urban areas," such as Banks (i.e., a volume-to-capacity ratio of 0.90) applies.

The Main Street intersections are under the jurisdiction of ODOT. Per Policy 1F.6 of the Oregon Highway Plan, the applicable standard for Main Street as a statewide highway with a speed limit of 35 miles per hour or less is a mobility target corresponding to a volume-to-capacity ratio of less than 0.90.

# EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

The site of the proposed development and surrounding study area was visited and inventoried in January, May and November 2015. During those times, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

## Site Conditions and Adjacent Land Uses

The proposed neighborhood is located within the Banks city limits and is currently vacant. Today, the site is generally bounded by Phases 1 – 8 of the Arbor Village neighborhood to the north and west, the railroad to the east, and Oregon 6 to the south.

## Transportation Facilities

Table 1 summarizes key roadway facilities serving the site and Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

**Table 1. Existing Transportation Facilities**

| Roadway | Jurisdiction | Functional Classification[1] | Number of Lanes | Posted Speed (mph) | Sidewalks | Bicycle Lanes | On-Street Parking |
|---|---|---|---|---|---|---|---|
| NW Oak Way | City | Collector | 2 | NP[2] | Yes | Yes[3] | Yes |
| NW Trellis Court | City | Collector | 2 | NP[4] | Yes | No | Yes |
| NW Banks Road | City | Collector | 2 | 25 | Yes | No | Yes |
| NW Ashton Drive | City | Local | 2 | NP[2] | Yes | No | Yes |
| NW Buckshire Street | City | Local | 2 | NP[2] | Yes | No | Yes |
| NW Groveshire Drive | City | Local | 2 | NP[2] | Yes | No | Yes |
| NW Devonmoor Avenue | City | Local | 2 | NP[2] | Yes | No | Yes |
| Main Street (Oregon 47) | ODOT | Arterial | 2 – 3 | 20 – 35[5] | Yes | Yes[6] | No |
| Oregon 6 | ODOT | Arterial | 2 | 55 | No | No | No |

[1]Per City of Banks Transportation System Plan (Reference 2).
[2]Not posted. A speed limit of 25 mph was assumed within the Arbor Village neighborhood.
[3]On-street bike lanes provided between NW Main Street and NW Devonmoor Avenue.
[4]Not posted. There is a school zone along NW Trellis Court with a posted speed of 20 mph when children are present. A speed limit of 25 mph was assumed for all other times.
[5]There is a school zone along NW Main Street as well as posted speeds of 25 mph and 35 mph along the corridor.
[6]On-street bike lanes provided between NW Oak Way and the Banks High School.

There are also multi-use trails provided along Banks Creek, within the Greenville Park, and to the east and west of NW Groveshire Avenue in the existing Arbor Village neighborhood.

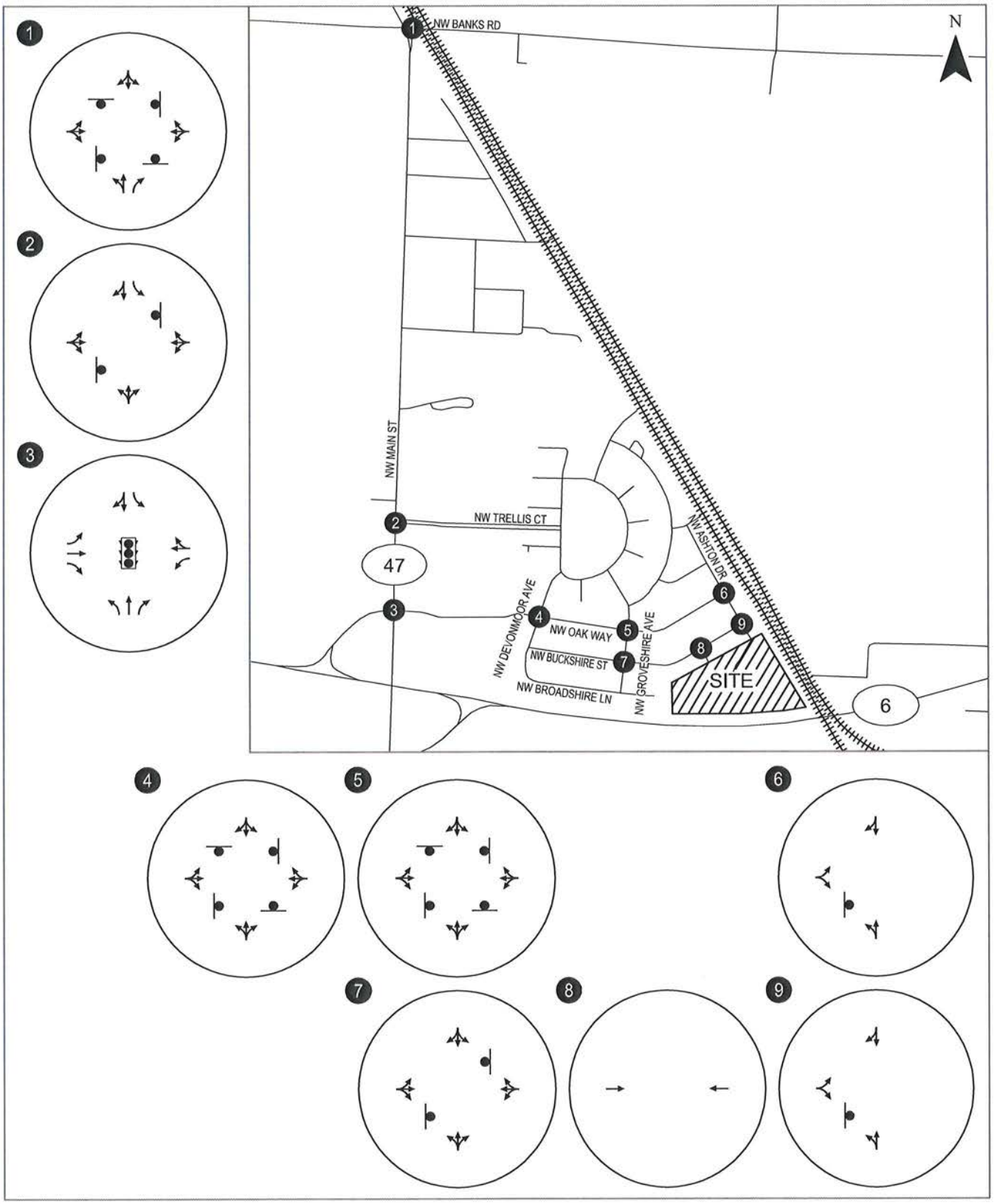
## Transit Facilities

Washington County provides transit service twice per day to the City of Banks via the WAVE system's Community Bus. This transit service provides connections to Tillamook, TriMet Service at SW 185$^{th}$ and the Sunset Transit, Portland's Union Station and the Portland Greyhound station.

## Existing Operations

Manual turning-movement counts were conducted at the study intersections in January and May 2015. The counts were conducted on a typical mid-week day during the morning peak period (7:00 to 9:00 AM) and the evening peak period (4:00 to 6:00 PM).

Figures 4 and 5 provide a summary of the existing turning-movement counts, which are rounded to the nearest five vehicles per hour for the weekday AM and PM peak hours, respectively. *Appendix 2* contains the traffic count worksheets used in this study. As shown in Figures 4 and 5, all of the study intersections currently satisfy the applicable operational standards during the weekday AM and PM peak hours. *Appendix 3* contains the existing traffic conditions worksheets.




- STOP SIGN
- TRAFFIC SIGNAL

**Existing Lane Configurations and Traffic Control Devices Banks, Oregon**

Figure **3**

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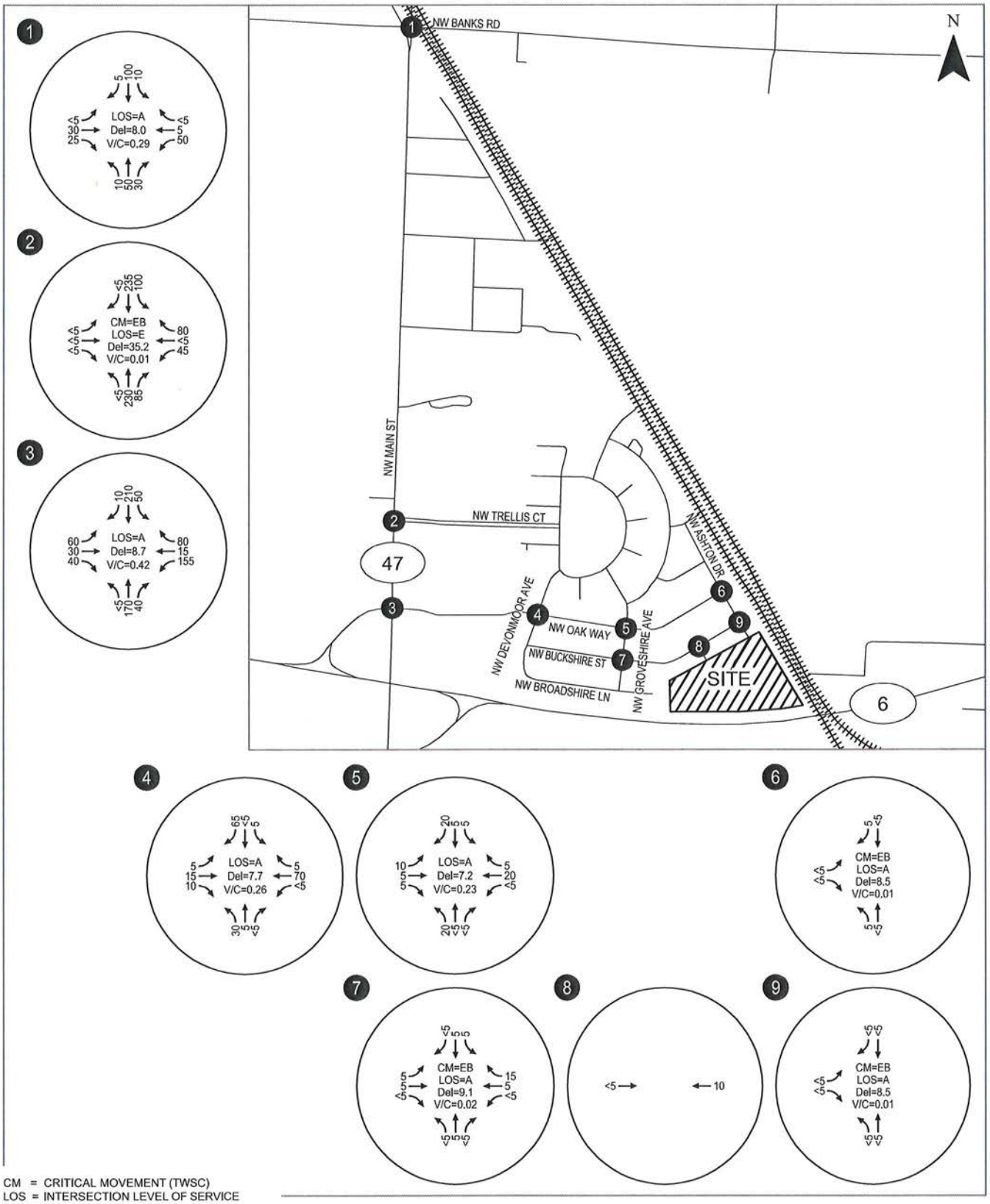


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**Existing Traffic Conditions**
**Weekday AM Peak Hour**
**Banks, Oregon**

Figure
**4**

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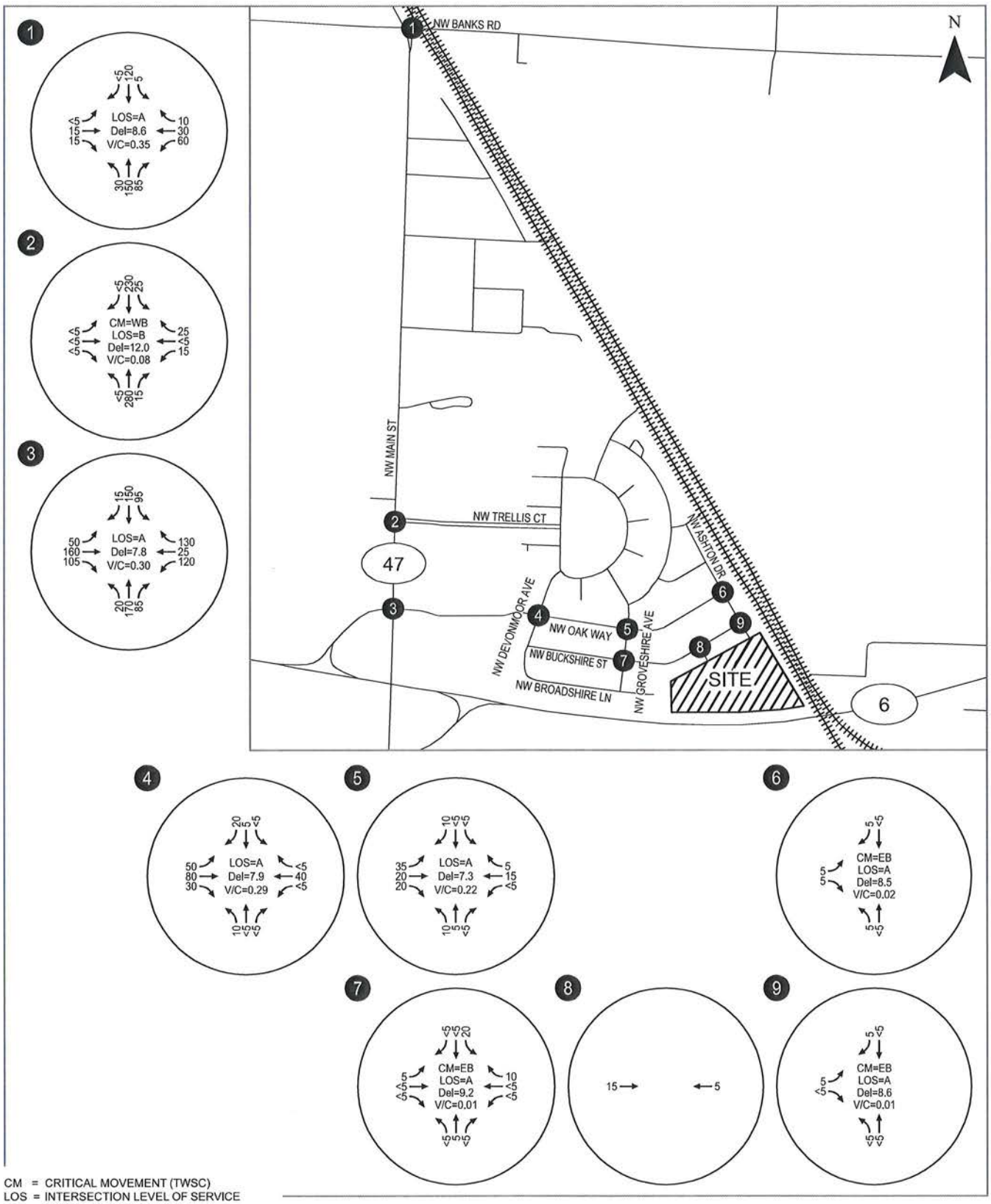


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**Existing Traffic Conditions**
**Weekday PM Peak Hour**
**Banks, Oregon**

Figure
**5**

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## TRAFFIC SAFETY

Washington County maintains a Safety Priority Index System (SPIS, 2011 – 2013, Reference 3) list to identify existing hazardous intersections for potential safety improvements. Intersections are included in the SPIS list if they have three or more crashes or if they have one or more severe injury or fatal crashes within three consecutive years. None of the study intersections appear on the 2011 – 2013 SPIS list.

In addition to reviewing the Washington County SPIS list, crash histories were reviewed at each of the study intersections in an effort to identify potential intersection safety issues. Crash data was obtained from the Oregon Department of Transportation (ODOT) for the five-year period from January 1, 2009 through December 31, 2013. Table 2 identifies the crashes reported at the study intersections. *Appendix 4* contains the ODOT crash data.

**Table 2. Crash Summary (2009-2013)**

| Intersection/Roadway | Crash Type | | | | | Crash Severity | | Total |
|---|---|---|---|---|---|---|---|---|
| | Rear-End | Angle | Fixed Object | Turning | Other | PDO | Injury | |
| NW Main Street / NW Banks Road | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 |
| NW Main Street / NW Trellis Way | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| NW Main Street / NW Oak Way | 1 | 3 | 0 | 5 | 0 | 4 | 5 | 9 |
| NW Devonmoor Avenue / NW Oak Way | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| NW Groveshire Avenue / NW Oak Way | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| NW Ashton Drive / NW Oak Way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NW Groveshire Avenue / NW Buckshire Street | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| NW Ashton Drive / NW Buckshire Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PDO = Property Damage Only

Critical crash rates were calculated for each of the study intersections following the analysis methodology presented in ODOT's *SPR 667 Assessment of Statewide Intersection Safety Performance* (Reference 4) and using a 95$^{th}$-percentile confidence interval. SPR 667 provided average crash rates at a variety of intersection configurations in Oregon based on the number of approaches and traffic control types. The average crash rate represents the approximate number of crashes that are "expected" at a study intersection. Additionally, this average crash rate was used to calculate the critical crash rate for each study intersection, based on the *Highway Safety Manual* methodology (Reference 5). The critical crash rate is calculated for each intersection based on the average crash rate for each facility and serves as a threshold for further analysis.

Table 3 summarizes the critical crash rate for each intersection and compares those values to the observed crash rate. Per ODOT, if the observed crash rate at the study intersection exceeds the critical rate, it is a possible indication that the location is exceeding average crash rates.

**Table 3. Critical Crash Rate**

| Location | Total Crashes | Critical Crash Rate by Intersection | Observed Crash Rate at Intersection | Observed Crash Rate>Critical Crash Rate? |
|---|---|---|---|---|
| NW Main Street / NW Banks Road | 2 | 0.55 | 0.21 | No |
| NW Main Street / NW Trellis Way | 1 | 0.53 | 0.09 | No |
| NW Main Street / NW Oak Way | 9 | 0.86* | 0.44 | No |
| NW Devonmoor Avenue / NW Oak Way | 1 | 0.68 | 0.23 | No |
| NW Groveshire Avenue / NW Oak Way | 1 | 0.85 | 0.45 | No |
| NW Ashton Drive / NW Oak Way | 0 | 1.76 | 0.00 | No |
| NW Groveshire Avenue / NW Buckshire Street | 1 | 1.23 | 1.27 | Yes |
| NW Ashton Drive / NW Buckshire Street | 0 | 2.02 | 0.00 | No |

*This was the only signalized intersection in the study area. A critical crash rate analysis can only be performed for a minimum of five intersections of a given control type. In lieu of local data, the statewide 90$^{th}$-percentile crash rate for signalized intersections was used.

As shown in Table 3, one of the intersections (SW Groveshire Avenue/NW Buckshire Street) experienced a crash rate that exceeds the critical crash rate. However, only one crash rate was recorded at this location within the past five years in which data is available. In this instance, the driver collided with a parked car. Based on the analysis presented herein, no safety-related mitigation measures were identified based on the crash data review alone.

## TRAFFIC IMPACT ANALYSIS

The traffic impact analysis identifies how the study's area transportation system will operate upon build out of the proposed site development. The impact of site-generated weekday AM and PM peak hour traffic was examined as follows:

- Planned developments and transportation improvements in the site vicinity were identified and reviewed;
- Year 2017 background traffic conditions (build-out year of the proposed development without site-generated traffic) were analyzed at the study intersections;
- Future peak hour site-generated trips were estimated for build-out of the site;
- A trip distribution pattern was prepared and site-generated trips were assigned to the study intersections;
- Forecast year 2017 total traffic conditions were analyzed during both peak periods with build-out of the site; and,
- Traffic volume impacts to nearby neighborhood streets were evaluated.

### Year 2017 Background Traffic Conditions

The year 2017 background traffic analysis identifies how the study area's transportation system will operate prior to the proposed Phase 9. This analysis accounts for traffic attributed to planned development within the study area and includes general growth in the region, but does not include

traffic from the proposed development. Based on direction from city staff, yearly background traffic growth rates of 1.5 percent per year were applied to the existing traffic counts.

### *In-Process Developments*

City staff did not identify any in-process developments for inclusion in the background traffic.

### *2017 Background Conditions Intersection Operations*

Figures 6 and 7 illustrate the forecast 2017 weekday AM and PM peak-hour turning movement volumes at the study intersections, respectively. As shown in the figures, the study intersections are all forecast to continue operating acceptably per the applicable City and ODOT standards. *Appendix 5* contains the background traffic analysis worksheets.

## Proposed Development Plan

West Hills is proposing to develop 37 homes as part of the Arbor Village neighborhood. The new homes will be located southeast of the existing neighborhoods along NW Buckshire Street and NW Broadshire Lane. As part of site development, NW Ashton Drive will be extended south from NW Buckshire Street to provide multi-modal access to the new portion of the neighborhood. In addition, Street A will provide a vehicular connection to NW Buckshire Street to the west of NW Ashton Drive. Sidewalk connections will be provided to the new neighborhood linking the proposed NW Walterwood Court with NW Broadshire Lane. These connections are shown in Figure 2. Site construction is anticipated to begin in 2016 with development completion and full occupancy occurring in 2017.

## Trip Generation

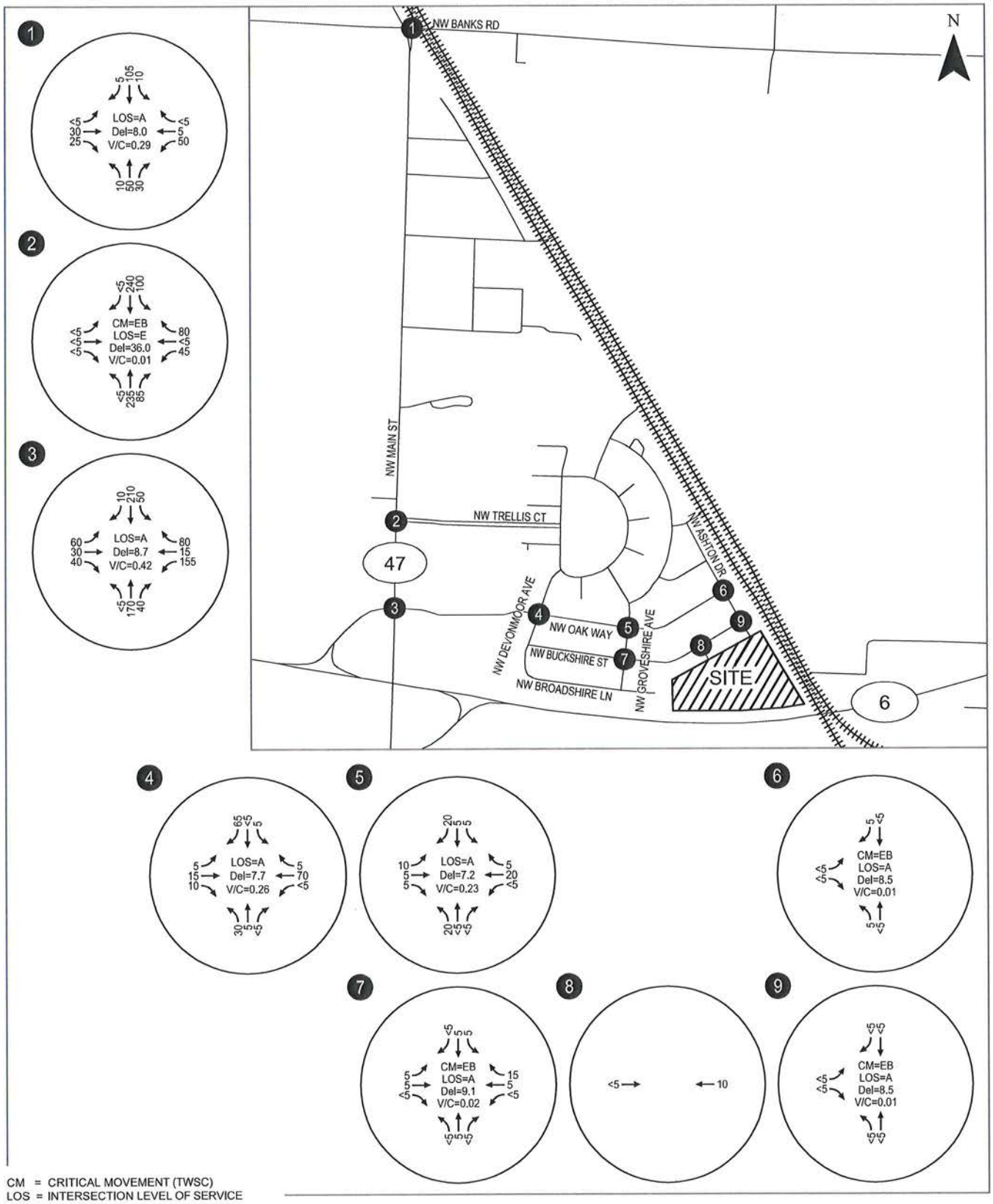
Trip estimates for the proposed homes were developed based on trip rates obtained from the standard reference *Trip Generation, 9th Edition* (Reference 6). These estimates are shown in Table 4.

**Table 4. Trip Generation**

| Land Use Category | ITE Code | Size | Total Daily Trips | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total Trips | In | Out | Total Trips | In | Out |
| Single Family Homes | 210 | 37 homes | 352 | 28 | 7 | 21 | 37 | 23 | 14 |

## Trip Distribution

The distribution of site-generated trips through the study intersections was estimated based on a review of existing peak hour directional travel characteristics and land uses. The assignment of the site-generated trips to the study intersections during the weekday AM and PM peak hours are shown in Figure 8.

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**Year 2017 Background Traffic Conditions**
**Weekday AM Peak Hour**
**Banks, Oregon**

Figure
**6**

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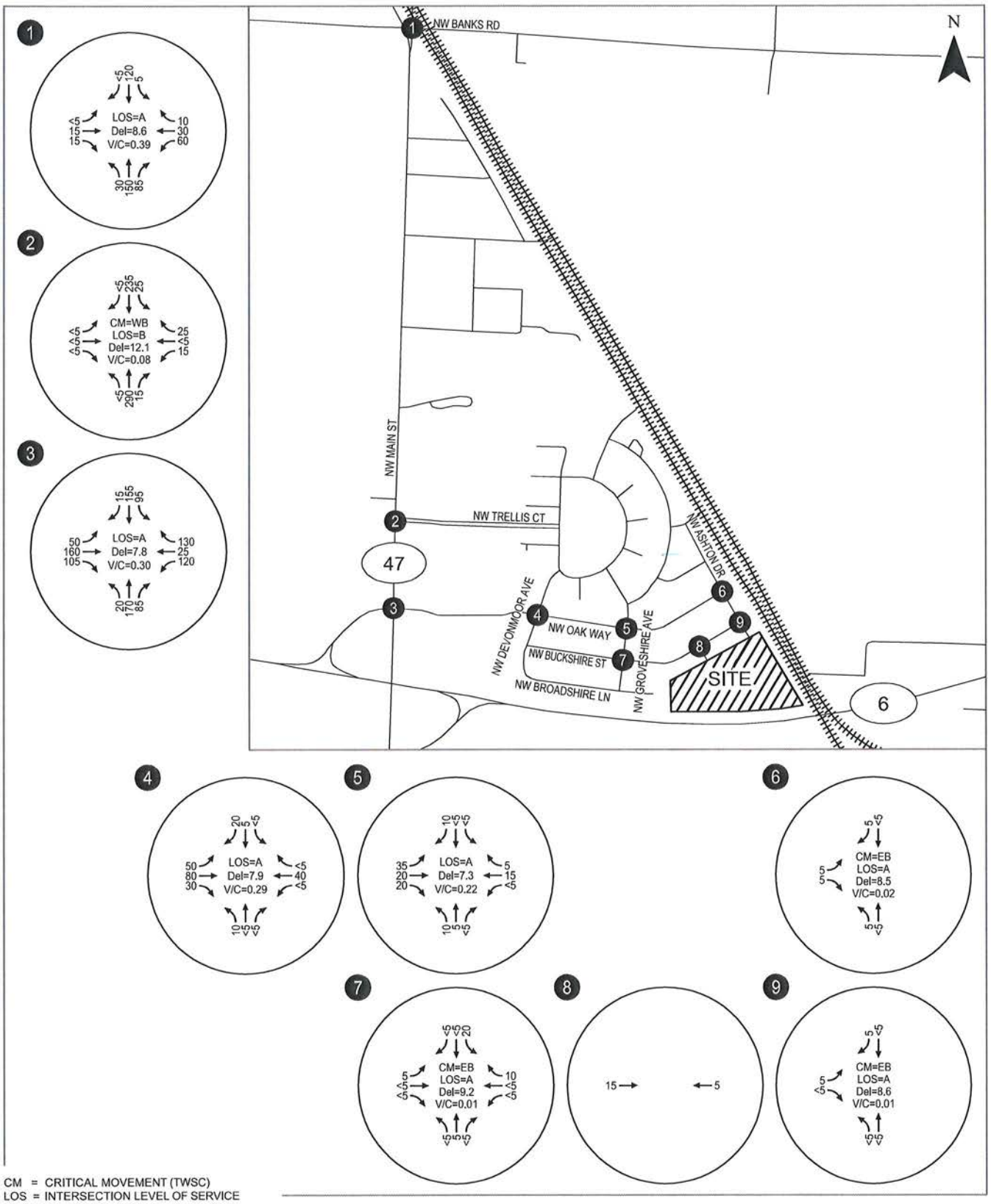


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**Year 2017 Background Traffic Conditions**
**Weekday PM Peak Hour**
**Banks, Oregon**

Figure **7**

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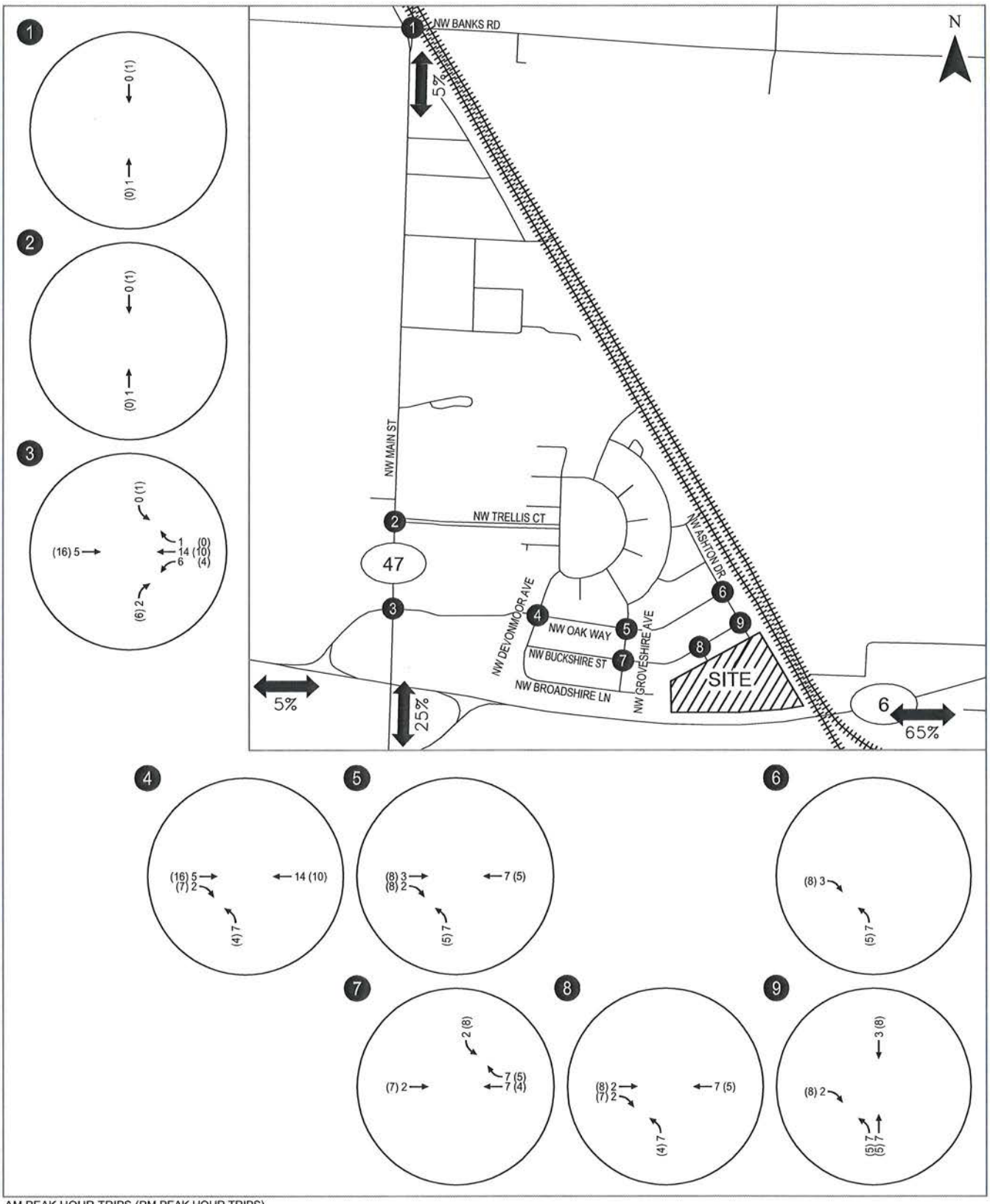


AM PEAK HOUR TRIPS (PM PEAK HOUR TRIPS)

**Site-Generated Trips**
**Weekday AM and PM Peak Hours**
**Banks, Oregon**

Figure **8**

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### Year 2017 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by Phase 9. The estimated site-generated traffic volumes were added to the estimated year 2017 background traffic volumes to arrive at the total traffic volumes.

#### *2017 Total Traffic Conditions Intersection Operations*

Figures 9 and 10 illustrate the operations at the study intersections under total traffic conditions during the peak hours. As shown, all intersections are forecast to continue to operate acceptably. *Appendix 6* contains the year 2017 total traffic operations worksheets.

## TRANSPORTATION PLANNING RULE (TPR) ANALYSIS

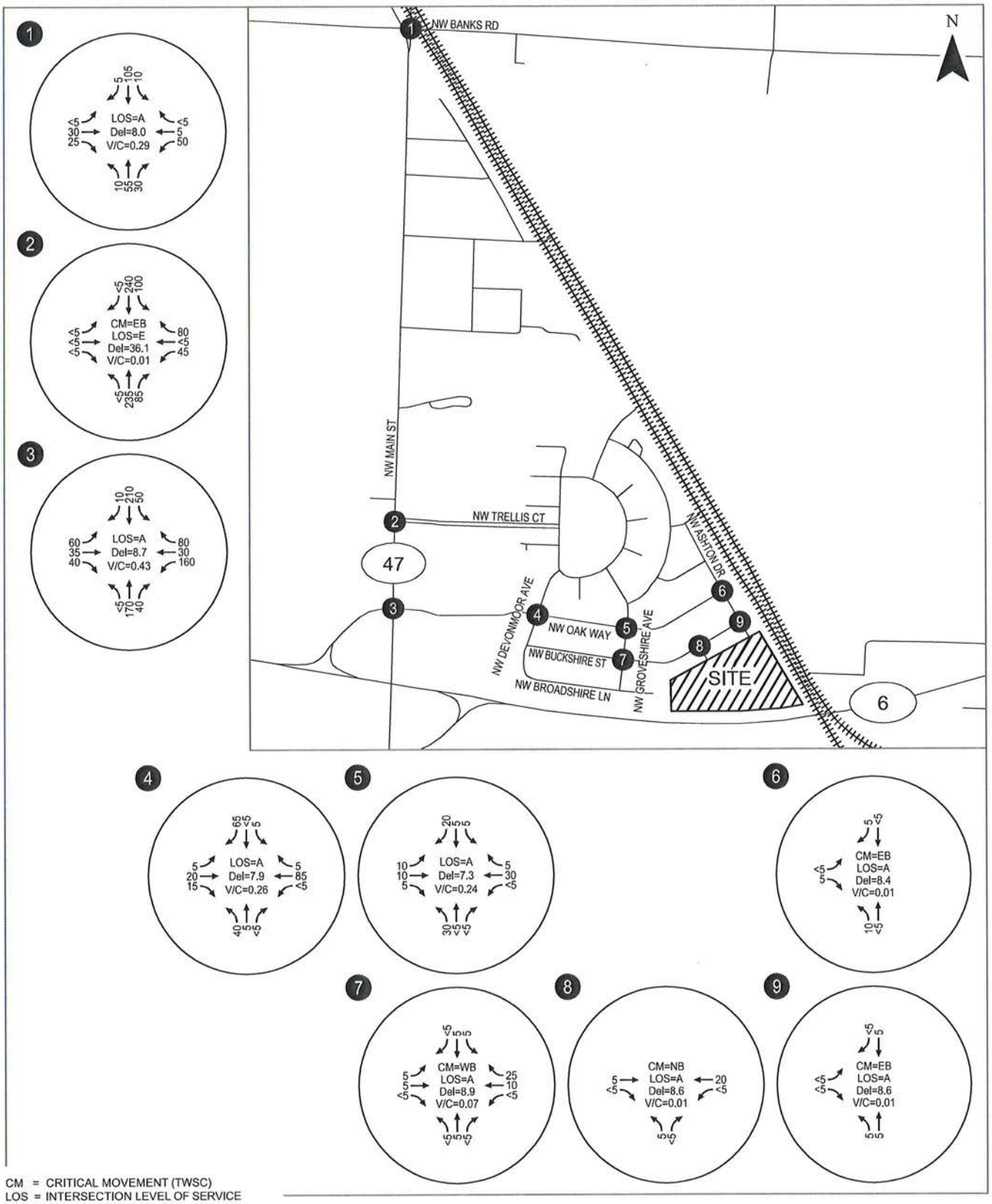
To support development of the proposed homes, West Hills is submitting four concurrent applications: a post-acknowledgment comprehensive plan map amendment from industrial to residential, a concurrent zoning map amendment, a Master Plan and a tentative land division application for up to 37 lots.

Per Oregon Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR), a zone change and Comprehensive Plan amendment must not create an unmitigated *significant effect* on an existing or planned transportation system. If a significant effect is expected to occur, it must be mitigated within the planning horizon. To determine whether a significant effect would occur, we compared the trip generation associated with land uses allowed under the existing zoning versus that of the proposed zoning. As discussed below, the proposed zoning generates fewer trips than the existing zoning; therefore, there will be no significant effect.

### Trip Generation Comparison

Today, the site has a comprehensive plan designation of *Industrial* and a zoning map designation of *General Industrial*. West Hills is proposing a post-acknowledgment plan amendment and zone change to change the plan map designation to "Residential" and zone map to "R5"

The trip generation associated with the reasonable worse case buildout of the existing and proposed zoning can be used to assess whether the proposed amendments constitute a significant effect on the transportation system. The rates included in *Trip Generation*, 9$^{th}$ Edition were used to calculate the trip generation for each scenario based on a property size of 8.4 acres. For the industrial zoning, a site coverage of 25 percent would result in approximately 91,500 square feet of potential building space. For the proposed zoning, the maximum number of homes permitted is 42. Table 5 provides this comparison.

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**Year 2017 Total Traffic Conditions**
**Weekday AM Peak Hour**
**Banks, Oregon**

Figure
**9**

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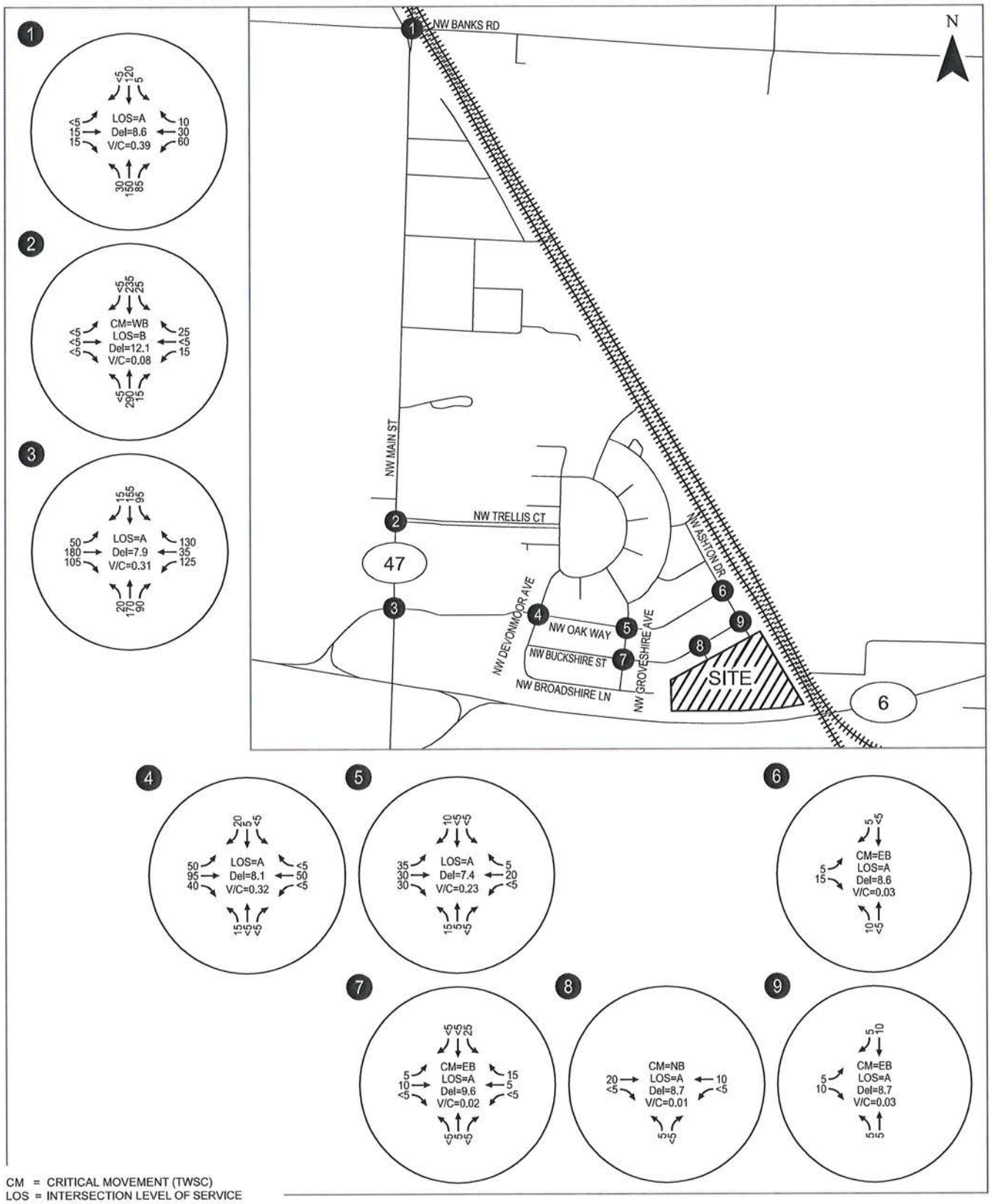


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**Year 2017 Total Traffic Conditions**
**Weekday PM Peak Hour**
**Banks, Oregon**

Figure
**10**

H:\projfile\13449 - Banks Zone Change\dwgs\figs\13449_TIA_02_.dwg Jan 14, 2016 - 10:37am - bculimore Layout Tab: 10 Total PM

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**Table 5. Reasonable Worse Case Trip Generation Comparison**

| Land Use Category | ITE Code | Size | Total Daily Trips | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total Trips | In | Out | Total Trips | In | Out |
| Single Family Homes | 210 | 42 homes | 400 | 32 | 8 | 24 | 42 | 26 | 16 |
| Light Industrial | 110 | 91,500 sq. ft. | 638 | 84 | 74 | 10 | 89 | 11 | 78 |
| Difference | | | -276 | -55 | -67 | 12 | -51 | 13 | -64 |

As shown in Table 5, the development of single family homes on the site would result in a reduction of the trip generation potential of the site as compared to a reasonable worse case industrial use. For this reason, we conclude that neither the proposed post-acknowledgment comprehensive plan map amendment nor the zone change will result in a significant effect on the transportation system as defined OAR 660-012-0060. Further, typical daily site truck trip generation should be much lower under a residential development scenario as compared to a light industrial land use.

## Policy Review

Approval of the Comprehensive Plan Amendment is dependent on meeting the criteria outlined in the Transportation Planning Rule (TPR). Table 6 summarizes the criteria identified in the TPR and their applicability to the proposed zone change and Comprehensive Plan Amendment.

**Table 6: TPR Criteria**

| Section | Criteria | Applicable? |
|---|---|---|
| 1 | Describes how to determine if a proposed land use action results in a significant impact. | Yes |
| 2 | Describes measures for complying with Criteria #1 where a significant impact is determined. | No |
| 3 | Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility | No |
| 4 | Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies. | No |
| 5 | Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands. | No |
| 6 | Indicates that local agencies should credit developments that provide a reduction in trips. | No |
| 7 | Outlines requirements for a local street plan, access management plan, or future street plan. | No |
| 8 | Defines a mixed-use, pedestrian-friendly neighborhood | No |
| 9 | Indicates that there is not a significant affect if the proposed zoning is consistent with existing plans | No |
| 10 | Defines a multi-modal mixed-use area (MMA) and the requirements that support it. | No |
| 11 | Encourages establishment of traded-sector jobs | No |

As noted in Table 6, there is one criterion that applies to the proposed zone change and Comprehensive Plan Amendment. The criterion is provided below in italics with our response shown in standard font.

*(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

*(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*

*(b) Change standards implementing a functional classification system; or*

*(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

*(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*

*(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*

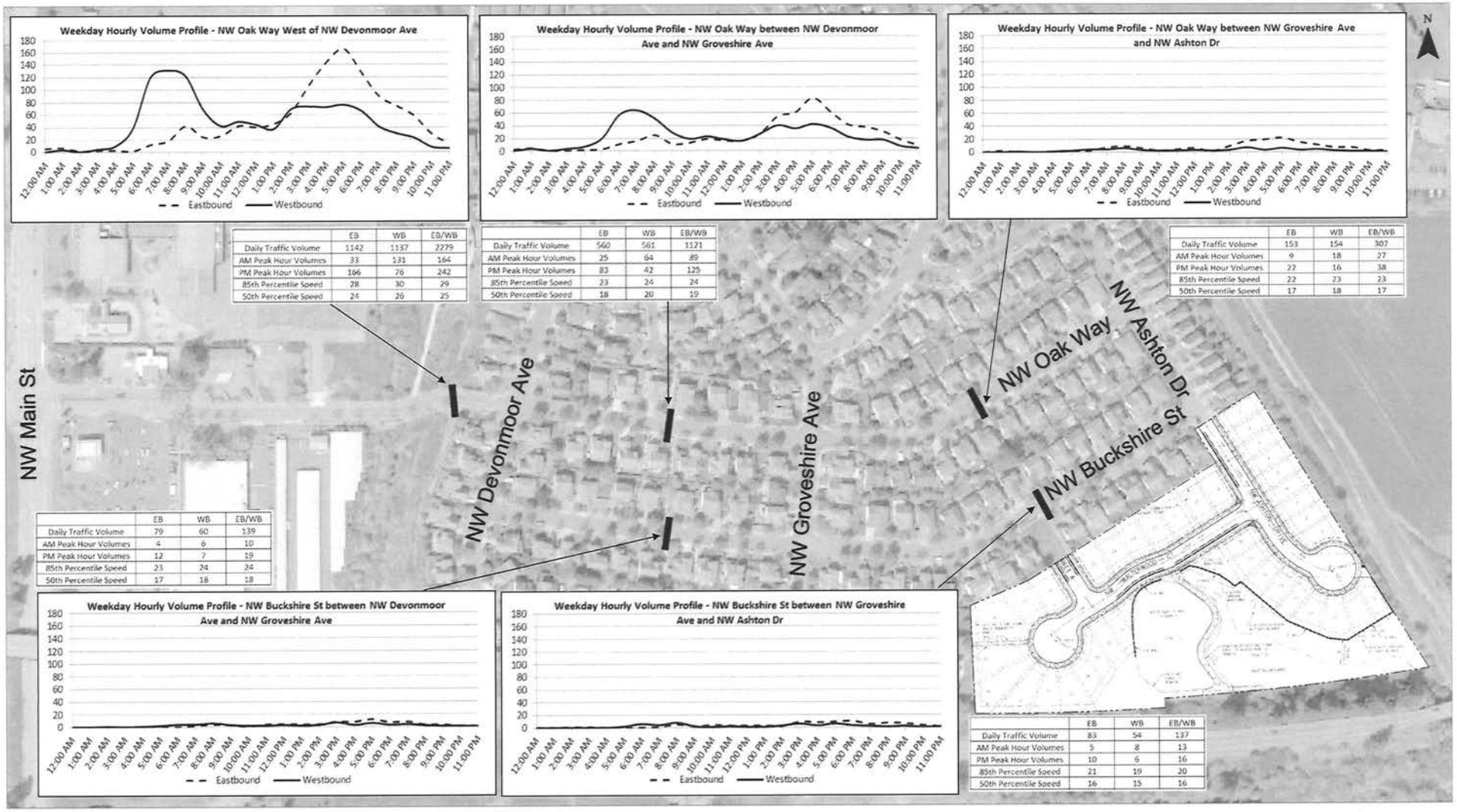
*(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

**Response:** Per the analysis described above, the trips generated by the site will be lower with the proposed post-acknowledgment comprehensive plan map amendment and zone map amendment; therefore there is no significant effect. Further, these changes are consistent with the existing functional classifications of the adjacent street system and adopted standards; no changes to the standards are required as part of the proposed amendments.

## NEIGHBORHOOD CONSIDERATIONS

Existing motor vehicle operating speeds and traffic volumes were measured at two locations along NW Oak Way and two locations on NW Buckshire Street within Arbor Village Phases 1 – 8 as well as along NW Oak Way to the west of the neighborhood. This data was collected to address community feedback and questions regarding potential impacts of the proposed homes associated with Phase 9. The traffic counts and speed studies were conducted by-direction over a 48-hour period mid-week in January 2015 when school was in-session.

Figure 11 illustrates the traffic volume and speed data collected along both streets. This figure also presents the average daily and peak hour volumes by direction, 85$^{th}$ percentile speed by direction (posted speed limits in Oregon are established based on 85$^{th}$ percentile speed), and average speed by direction.




| | EB | WB | EB/WB |
|---|---|---|---|
| Daily Traffic Volume | 1142 | 1137 | 2279 |
| AM Peak Hour Volumes | 33 | 131 | 164 |
| PM Peak Hour Volumes | 166 | 76 | 242 |
| 85th Percentile Speed | 28 | 30 | 29 |
| 50th Percentile Speed | 24 | 26 | 25 |

| | EB | WB | EB/WB |
|---|---|---|---|
| Daily Traffic Volume | 560 | 561 | 1121 |
| AM Peak Hour Volumes | 25 | 64 | 89 |
| PM Peak Hour Volumes | 83 | 42 | 125 |
| 85th Percentile Speed | 23 | 24 | 24 |
| 50th Percentile Speed | 18 | 20 | 19 |

| | EB | WB | EB/WB |
|---|---|---|---|
| Daily Traffic Volume | 153 | 154 | 307 |
| AM Peak Hour Volumes | 9 | 18 | 27 |
| PM Peak Hour Volumes | 22 | 16 | 38 |
| 85th Percentile Speed | 22 | 23 | 23 |
| 50th Percentile Speed | 17 | 18 | 17 |

| | EB | WB | EB/WB |
|---|---|---|---|
| Daily Traffic Volume | 79 | 60 | 139 |
| AM Peak Hour Volumes | 4 | 6 | 10 |
| PM Peak Hour Volumes | 12 | 7 | 19 |
| 85th Percentile Speed | 23 | 24 | 24 |
| 50th Percentile Speed | 17 | 18 | 18 |

| | EB | WB | EB/WB |
|---|---|---|---|
| Daily Traffic Volume | 83 | 54 | 137 |
| AM Peak Hour Volumes | 5 | 8 | 13 |
| PM Peak Hour Volumes | 10 | 6 | 16 |
| 85th Percentile Speed | 21 | 19 | 20 |
| 50th Percentile Speed | 16 | 15 | 16 |

- TUBE COUNT LOCATION

**Existing 24-hour Speeds and Volumes**
**Banks, Oregon**

Figure
**11**

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The City of Banks Transportation System Plan (TSP) does not recommend specific traffic volumes thresholds for local streets (e.g., NW Buckshire Street) nor for collector streets (e.g., Oak Way). Washington County recommends a traffic volume threshold for local streets of 1,000 vehicles per day and a speed of 25 miles per hour. For collector streets, Washington County recommends a volume threshold of 5,000 vehicles per day and generally a posted speed of 25 – 35 miles per hour, depending on the roadway.

As shown in Figure 11, the daily traffic volume along NW Buckshire Street is approximately 140 vehicles per day, which is well below what a local street can reasonably serve. Within Phases 1 – 8, NW Oak Way carries higher volumes than NW Buckshire Street but still well below a collector street designation. To the west of NW Devonmoor Avenue, the volumes on NW Oak Way increase to approximately 2,280 vehicles per day but still well within the volumes typical of a collector street.

No speed limits are posted within the Arbor Village neighborhood. Typically, it is desirable to have local streets with 85$^{th}$ percentile speeds of 25 miles per hour or less and collector speeds of less than 30 miles per hour, depending on the context. As shown, the 85$^{th}$ percentile speeds measured on both streets were at less than 25 miles per hour to the east of NW Devonmoor Avenue. On NW Oak Way, 85$^{th}$ percentile speeds were measured at less than 30 miles per hour.

## Proposed Development Implications

As previously shown in Table 4, the homes associated with Phase 9 are anticipated to generate 352 vehicles per day. Based on the trip distribution shown in Figure 8, we assigned the trips to the neighborhood streets. A comparison of the existing traffic volumes and those expected with development of Phase 9 is reflected in Table 7.

**Table 7. Comparison of Existing and 2017 Total Traffic Volumes**

| Street | Average Daily Traffic (2-way) | | | |
|---|---|---|---|---|
| | Existing | Site-Generated | Total | Meets County's Threshold? |
| NW Oak Way west of Devonmoor Avenue | 2,279 | 352 | 2,631 | Yes |
| NW Oak Way between Devonmoor Avenue and Groveshire Avenue | 1,121 | 236 | 1,357 | Yes |
| NW Oak Way between Groveshire Avenue and Ashton Drive | 307 | 118 | 425 | Yes |
| NW Buckshire Street between Devonmoor Avenue and Groveshire Avenue | 139 | 118 | 257 | Yes |
| NW Buckshire Street between Groveshire Avenue and Ashton Drive | 137 | 118 | 255 | Yes |

Based on the data collected, the existing traffic speeds and volumes in combination with the increase in traffic associated with Arbor Village Phase 9 are consistent with the functional classification of the adjacent streets. As such, no mitigation measures are needed along NW Oak Way (a collector) or along the local streets within Arbor Village Phases 1 – 8.

# FINDINGS AND RECOMMENDATIONS

Based on the results of this transportation impact analysis, the proposed Arbor Village Phase 9 can be developed while maintaining acceptable levels of service and safety at the study intersections assuming provision of the recommended transportation improvements. The primary findings and recommendations of this study are summarized below.

## Findings

- The study intersections operate in compliance with applicable City and ODOT standards under existing and projected future conditions.
- The existing traffic speeds and volumes, in combination with the increase in traffic associated with Arbor Village Phase 9, are consistent with the functional classification of the adjacent streets. As such, no mitigation measures are needed along NW Oak Way (a collector) or along the local streets within Arbor Village Phases 1 – 8.
- Neither the proposed post-acknowledgment comprehensive plan map amendment nor the zone change will result in a significant effect on the transportation system as defined OAR 660-012-0060. Further, site truck trip generation should be less under a residential development scenario as compared to development under the existing site zoning.

## Recommendations

- On-site landscaping, signage, and any above-ground utilities should be provided and maintained appropriately to ensure that adequate sight distance is available.

Please contact us if you have any questions regarding this study or the findings and recommendations presented.

## REFERENCES

1. Transportation Research Board. *2000 Highway Capacity Manual.* 2000.
2. City of Banks. *City of Banks Transportation System Plan*. 2010.
3. Washington County, Oregon. *Safety Priority Index System (SPIS)*. 2011-2013.
4. Oregon Department of Transportation Research Section. *SPR 667 Assessment of Statewide Intersection Safety Performance.* June 2011.
5. American Association of State Highway and Transportation Officials. *Highway Safety Manual.* 2010.
6. Institute of Transportation Engineers. *Trip Generation, 9th Edition*. 2012.

## APPENDIX

1. Description of Level of Service
2. Traffic Counts
3. Existing Traffic Conditions Worksheets
4. Crash Data
5. 2017 Background Traffic Conditions Worksheets
6. 2017 Total Traffic Conditions Worksheets

# Appendix 1 Description of Level of Service

# LEVEL-OF-SERVICE CONCEPT

Level of service (LOS) is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from "A" to "F."[1]

## Signalized Intersections

The six level-of-service grades are described qualitatively for signalized intersections in Table 1. Additionally, Table 2 identifies the relationship between level of service and average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using this definition, Level of Service "D" is generally considered to represent the minimum acceptable design standard.

Table 1 Level-of-Service Definitions (Signalized Intersections)

| Level of Service | Average Delay per Vehicle |
|---|---|
| A | Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. |
| B | Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay. |
| C | Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. |
| D | Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. |
| E | Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences. |
| F | Average control delay is in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values. |

[1]Most of the material in this Attachment is adapted from the Transportation Research Board, *Highway Capacity Manual*, 2000.

Table 2 Level-of-Service Criteria for Signalized Intersections

| Level of Service | Average Control Delay per Vehicle (Seconds) |
|---|---|
| A | <10.0 |
| B | >10 and [20 |
| C | >20 and [35 |
| D | >35 and [55 |
| E | >55 and [80 |
| F | >80 |

## Unsignalized Intersections

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The *2000 Highway Capacity Manual* (HCM) provides models for estimating control delay at both TWSC and AWSC intersections. A qualitative description of the various service levels associated with an unsignalized intersection is presented in Table 3. A quantitative definition of level of service for unsignalized intersections is presented in Table 4. Using this definition, Level of Service "E" is generally considered to represent the minimum acceptable design standard.

Table 3 Level-of-Service Definitions (Unsignalized Intersections)

| Level of Service | Average Delay per Vehicle to Minor Street |
|---|---|
| A | • Nearly all drivers find freedom of operation.<br>• Very seldom is there more than one vehicle in queue. |
| B | • Some drivers begin to consider the delay an inconvenience.<br>• Occasionally there is more than one vehicle in queue. |
| C | • Many times there is more than one vehicle in queue.<br>• Most drivers feel restricted, but not objectionably so. |
| D | • Often there is more than one vehicle in queue.<br>• Drivers feel quite restricted. |
| E | • Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement.<br>• There is almost always more than one vehicle in queue.<br>• Drivers find the delays approaching intolerable levels. |
| F | • Forced flow.<br>• Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection. |

Table 4 Level-of-Service Criteria for Unsignalized Intersections

| Level of Service | Average Control Delay per Vehicle (Seconds) |
|---|---|
| A | <10.0 |
| B | >10.0 and ≤ 15.0 |
| C | >15.0 and ≤ 25.0 |
| D | >25.0 and ≤ 35.0 |
| E | >35.0 and ≤ 50.0 |
| F | >50.0 |

It should be noted that the level-of-service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less galling than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, it is considered that the control delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level of service is only calculated for each minor street lane.

In the performance evaluation of TWSC intersections, it is important to consider other measures of effectiveness (MOEs) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95$^{th}$–percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions. The potential for making such inappropriate decisions is likely to be particularly pronounced when the HCM level-of-service thresholds are adopted as legal standards, as is the case in many public agencies.

# Appendix 2 Traffic Counts

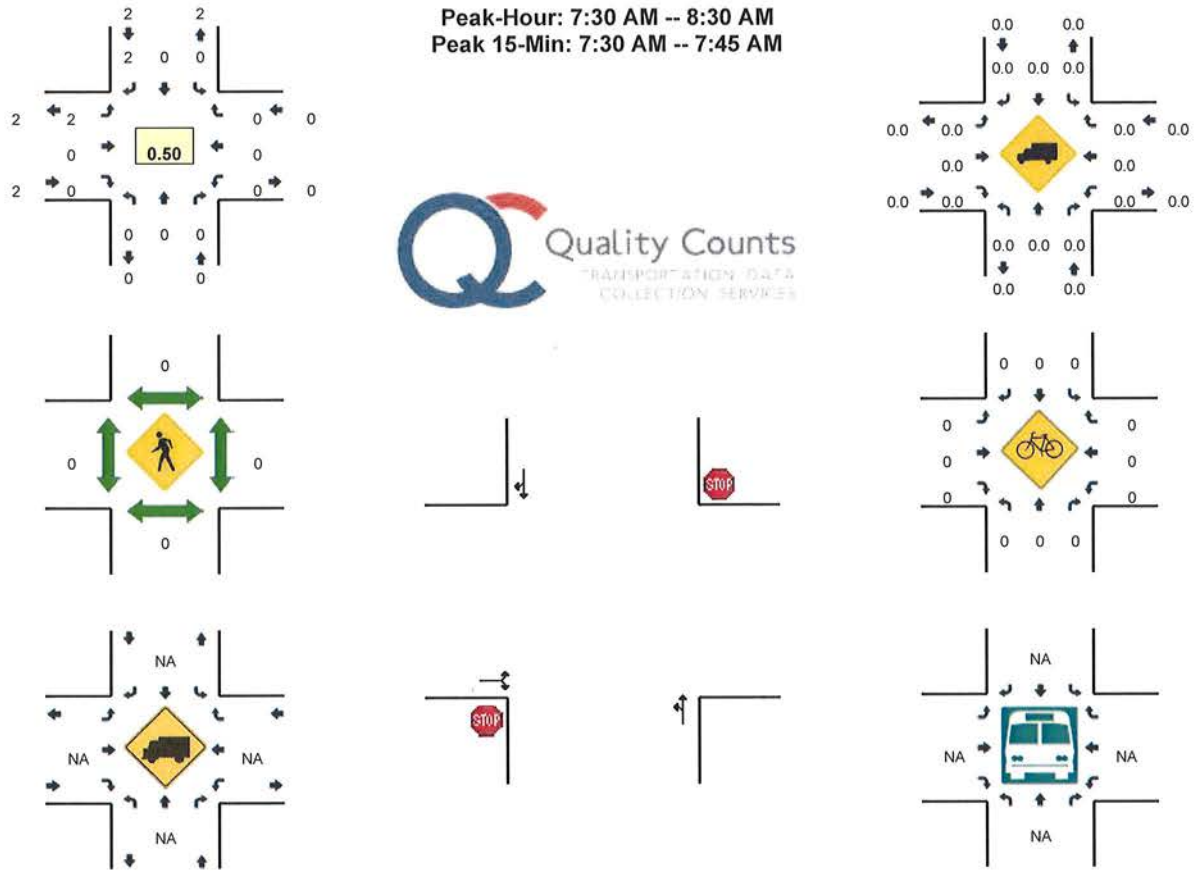
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** NW Ashton Dr -- NW Buckshire St
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175401
**DATE:** Tue, Jan 06 2015

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




| 5-Min Count Period Beginning At | NW Ashton Dr (Northbound) | | | | NW Ashton Dr (Southbound) | | | | NW Buckshire St (Eastbound) | | | | NW Buckshire 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 | 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 | 0 | 0 | 0 | 0 | |
| 7:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | |
| 7:25 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | |
| 7:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:10 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |

| 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 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

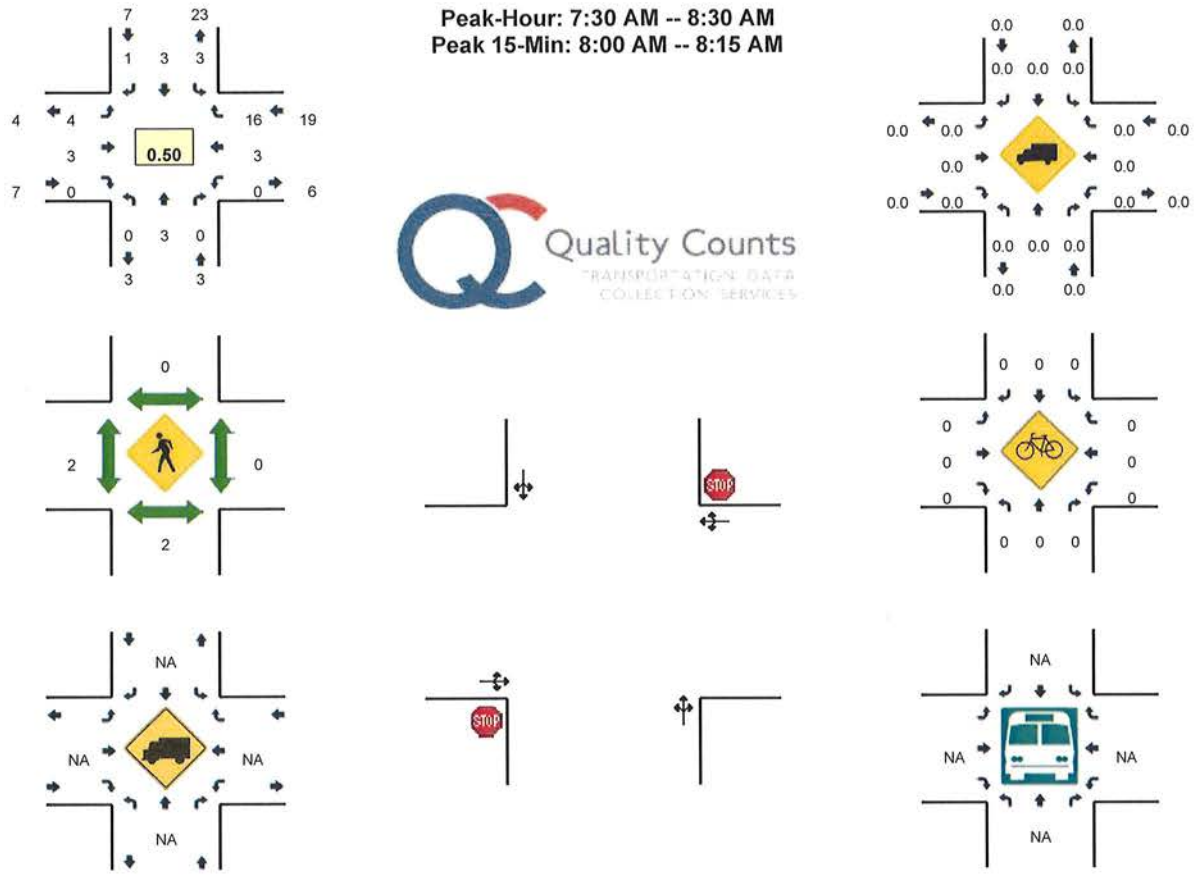
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** NW Groveshire Ave -- NW Buckshire St
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175405
**DATE:** Tue, Jan 06 2015

**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**




| 5-Min Count Period Beginning At | NW Groveshire Ave (Northbound) | | | | NW Groveshire Ave (Southbound) | | | | NW Buckshire St (Eastbound) | | | | NW Buckshire 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 | 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 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 7:10 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | |
| 7:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| 7:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 7:35 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | |
| 7:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| 7:50 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | |
| 7:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 19 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 23 |
| 8:05 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 28 |
| 8:10 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 7 | 32 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 |
| 8:20 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 |
| 8:25 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 36 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 36 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 8:50 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 32 |
| 8:55 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 32 |

| 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 | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 8 | 36 | 0 | 72 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

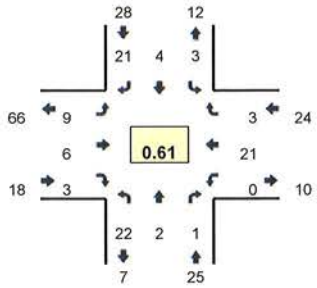
Type of peak hour being reported: User-Defined

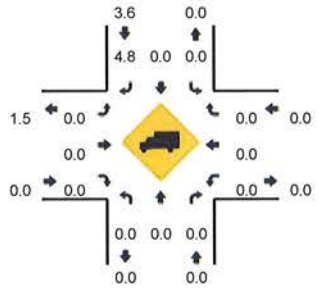
Method for determining peak hour: Total Entering Volume

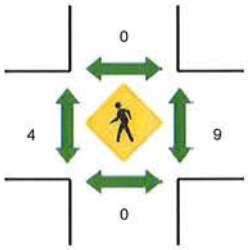
**LOCATION:** NW Groveshire Ave -- NW Oak Way
**CITY/STATE:** Banks, OR

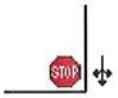
**QC JOB #:** 13175407
**DATE:** Tue, Jan 06 2015

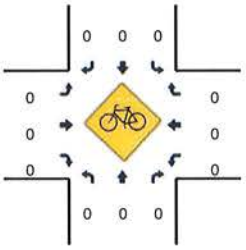
**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:00 AM -- 8:15 AM**

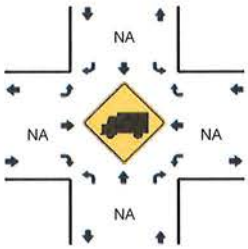


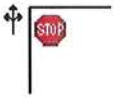



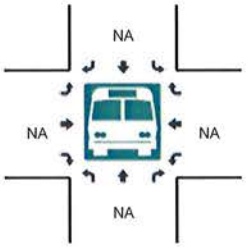








| 5-Min Count Period Beginning At | NW Groveshire Ave (Northbound) | | | | NW Groveshire Ave (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | |
| 7:05 AM | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 12 | |
| 7:10 AM | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 11 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | |
| 7:20 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 7:25 AM | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | |
| 7:30 AM | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 7:35 AM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | |
| 7:40 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 6 | |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | |
| 7:50 AM | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 9 | |
| 7:55 AM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 81 |
| 8:00 AM | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 13 | 89 |
| 8:05 AM | 4 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 14 | 91 |
| 8:10 AM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 5 | 0 | 0 | 12 | 92 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 96 |
| 8:20 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 98 |
| 8:25 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 95 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 95 |
| 8:35 AM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 91 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 91 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 88 |
| 8:50 AM | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 83 |
| 8:55 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 81 |

| 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 | 40 | 0 | 4 | 0 | 8 | 4 | 12 | 0 | 8 | 8 | 8 | 4 | 0 | 56 | 4 | 0 | 156 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 28 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

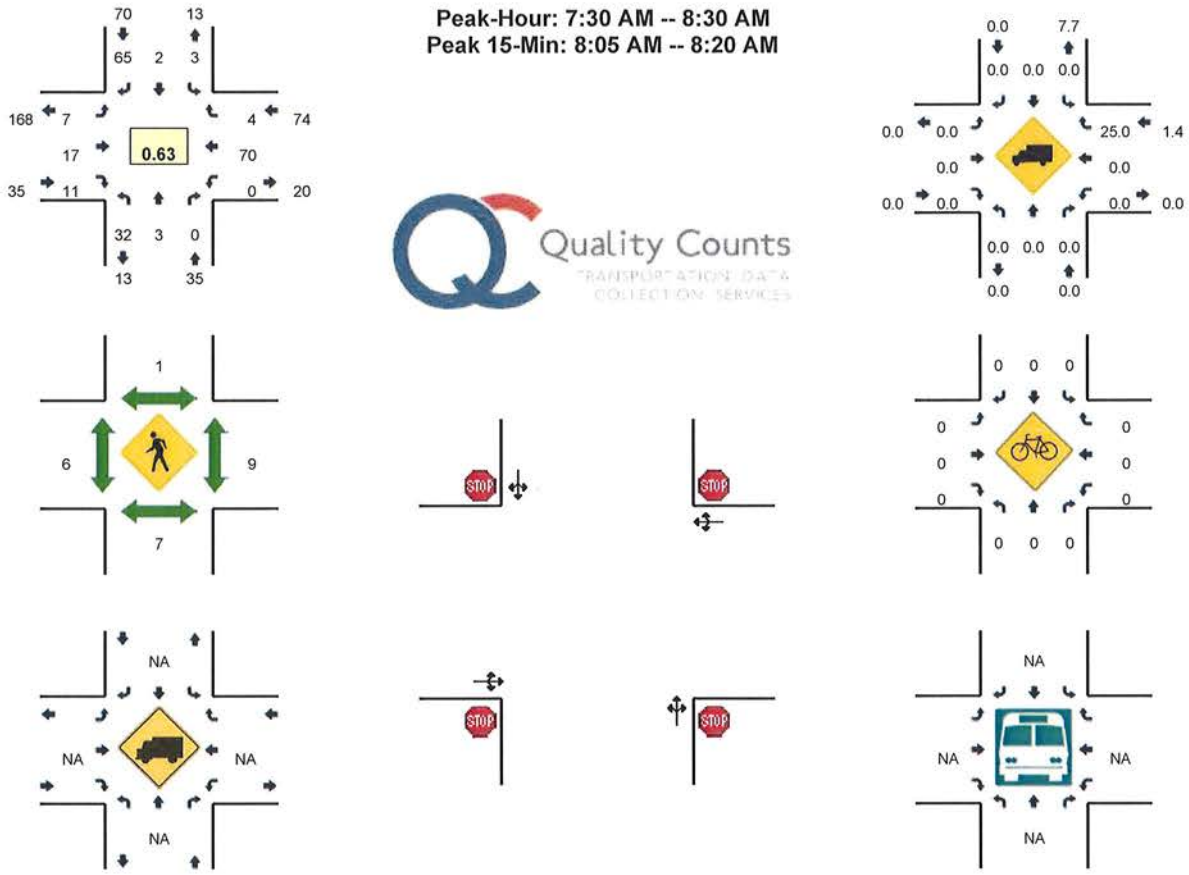
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** NW Devonmoor Ave -- NW Oak Way
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175409
**DATE:** Tue, Jan 06 2015

**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:05 AM -- 8:20 AM**




| 5-Min Count Period Beginning At | NW Devonmoor Ave (Northbound) | | | | NW Devonmoor Ave (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 11 | |
| 7:05 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 1 | 0 | 0 | 7 | 1 | 0 | 15 | |
| 7:10 AM | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 12 | |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 10 | |
| 7:20 AM | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 9 | |
| 7:25 AM | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 14 | |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 11 | |
| 7:35 AM | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 21 | |
| 7:40 AM | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 11 | |
| 7:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 16 | |
| 7:50 AM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 10 | |
| 7:55 AM | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 150 |
| 8:00 AM | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 2 | 1 | 0 | 0 | 6 | 2 | 0 | 20 | 159 |
| 8:05 AM | 5 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 11 | 0 | 0 | 25 | 169 |
| 8:10 AM | 3 | 0 | 0 | 0 | 2 | 1 | 11 | 0 | 1 | 2 | 1 | 0 | 0 | 8 | 1 | 0 | 30 | 187 |
| 8:15 AM | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 3 | 5 | 0 | 0 | 6 | 0 | 0 | 30 | 207 |
| 8:20 AM | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 17 | 215 |
| 8:25 AM | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 13 | 214 |
| 8:30 AM | 4 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 215 |
| 8:35 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 14 | 208 |
| 8:40 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 17 | 214 |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 204 |
| 8:50 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 8 | 202 |
| 8:55 AM | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 199 |

| 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 | 44 | 0 | 0 | 0 | 12 | 4 | 116 | 0 | 8 | 24 | 28 | 0 | 0 | 100 | 4 | 0 | 340 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 8 | | | | 4 | | | | 8 | | | | 8 | | | 28 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

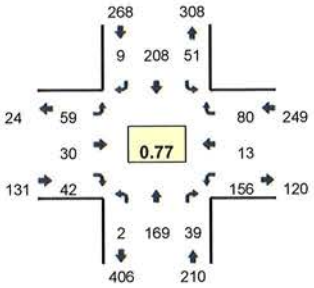
Type of peak hour being reported: User-Defined

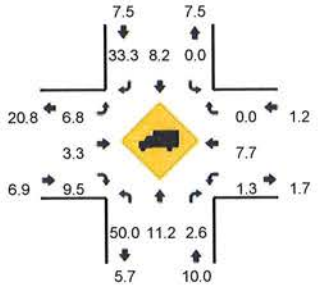
Method for determining peak hour: Total Entering Volume

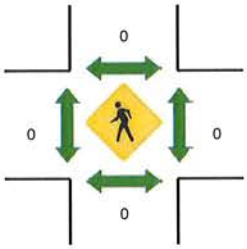
**LOCATION:** NW Main St -- NW Oak Way
**CITY/STATE:** Banks, OR

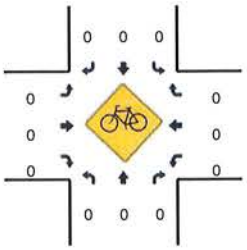
**QC JOB #:** 13175411
**DATE:** Tue, Jan 06 2015

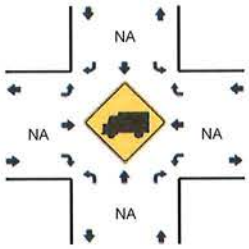
**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:05 AM -- 8:20 AM**

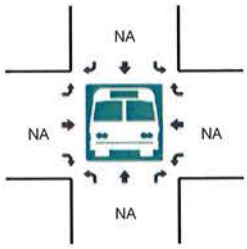







| 5-Min Count Period Beginning At | NW Main St (Northbound) | | | | NW Main St (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 6 | 3 | 0 | 6 | 11 | 0 | 0 | 0 | 4 | 4 | 0 | 13 | 0 | 2 | 0 | 49 | |
| 7:05 AM | 0 | 6 | 4 | 0 | 2 | 12 | 1 | 0 | 1 | 3 | 2 | 0 | 10 | 2 | 4 | 0 | 47 | |
| 7:10 AM | 0 | 9 | 3 | 0 | 2 | 13 | 0 | 0 | 1 | 1 | 2 | 0 | 14 | 0 | 2 | 0 | 47 | |
| 7:15 AM | 0 | 6 | 4 | 0 | 0 | 19 | 1 | 0 | 2 | 2 | 2 | 0 | 10 | 0 | 1 | 0 | 47 | |
| 7:20 AM | 0 | 8 | 2 | 0 | 0 | 10 | 0 | 0 | 1 | 5 | 4 | 0 | 9 | 1 | 4 | 0 | 44 | |
| 7:25 AM | 0 | 11 | 4 | 0 | 3 | 6 | 0 | 0 | 7 | 1 | 4 | 0 | 10 | 1 | 2 | 0 | 49 | |
| 7:30 AM | 0 | 9 | 0 | 0 | 1 | 19 | 0 | 0 | 6 | 2 | 4 | 0 | 14 | 1 | 4 | 0 | 60 | |
| 7:35 AM | 0 | 5 | 6 | 0 | 2 | 23 | 2 | 0 | 1 | 2 | 3 | 0 | 16 | 1 | 3 | 0 | 64 | |
| 7:40 AM | 0 | 8 | 5 | 0 | 2 | 10 | 0 | 0 | 6 | 2 | 2 | 0 | 13 | 0 | 4 | 0 | 52 | |
| 7:45 AM | 0 | 8 | 1 | 0 | 1 | 18 | 0 | 0 | 4 | 1 | 4 | 0 | 16 | 2 | 6 | 0 | 61 | |
| 7:50 AM | 0 | 10 | 2 | 0 | 0 | 16 | 0 | 0 | 7 | 3 | 5 | 0 | 11 | 0 | 1 | 0 | 55 | |
| 7:55 AM | 0 | 20 | 7 | 0 | 6 | 7 | 0 | 0 | 9 | 3 | 3 | 0 | 6 | 2 | 5 | 0 | 68 | 643 |
| 8:00 AM | 0 | 28 | 3 | 0 | 4 | 24 | 0 | 0 | 1 | 3 | 2 | 0 | 13 | 0 | 3 | 0 | 81 | 675 |
| 8:05 AM | 0 | 18 | 3 | 0 | 7 | 18 | 1 | 0 | 4 | 3 | 6 | 0 | 16 | 1 | 12 | 0 | 89 | 717 |
| 8:10 AM | 1 | 21 | 4 | 0 | 6 | 24 | 2 | 0 | 5 | 2 | 4 | 0 | 13 | 2 | 12 | 0 | 96 | 766 |
| 8:15 AM | 0 | 22 | 4 | 0 | 7 | 20 | 1 | 0 | 8 | 5 | 1 | 0 | 10 | 0 | 15 | 0 | 93 | 812 |
| 8:20 AM | 0 | 11 | 2 | 0 | 12 | 17 | 1 | 0 | 4 | 2 | 4 | 0 | 11 | 2 | 8 | 0 | 74 | 842 |
| 8:25 AM | 1 | 9 | 2 | 0 | 3 | 12 | 2 | 0 | 4 | 2 | 4 | 0 | 17 | 2 | 7 | 0 | 65 | 858 |
| 8:30 AM | 0 | 6 | 3 | 0 | 4 | 9 | 1 | 0 | 1 | 3 | 3 | 0 | 10 | 0 | 1 | 0 | 41 | 839 |
| 8:35 AM | 0 | 6 | 3 | 0 | 3 | 13 | 2 | 0 | 1 | 1 | 2 | 0 | 13 | 2 | 5 | 0 | 51 | 826 |
| 8:40 AM | 0 | 7 | 4 | 0 | 12 | 8 | 0 | 0 | 1 | 4 | 2 | 0 | 12 | 1 | 1 | 0 | 52 | 826 |
| 8:45 AM | 1 | 9 | 4 | 0 | 4 | 12 | 0 | 0 | 3 | 1 | 4 | 0 | 10 | 1 | 4 | 0 | 53 | 818 |
| 8:50 AM | 2 | 6 | 10 | 0 | 4 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 1 | 0 | 51 | 814 |
| 8:55 AM | 0 | 7 | 4 | 0 | 7 | 11 | 0 | 0 | 1 | 5 | 1 | 0 | 9 | 0 | 1 | 0 | 46 | 792 |

| 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 | 244 | 44 | 0 | 80 | 248 | 16 | 0 | 68 | 40 | 44 | 0 | 156 | 12 | 156 | 0 | 1112 |
| Heavy Trucks | 4 | 20 | 4 | | 0 | 12 | 8 | | 4 | 4 | 0 | | 0 | 0 | 0 | | 56 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

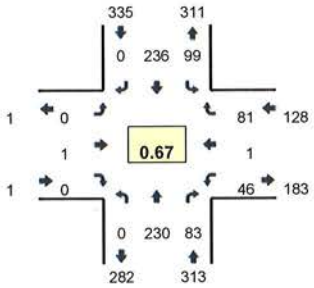
Type of peak hour being reported: User-Defined

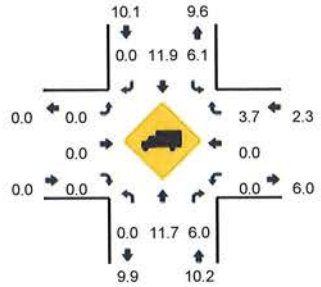
Method for determining peak hour: Total Entering Volume

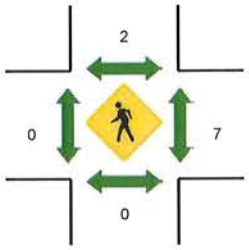
**LOCATION:** NW Main St -- NW Trellis Way
**CITY/STATE:** Banks, OR

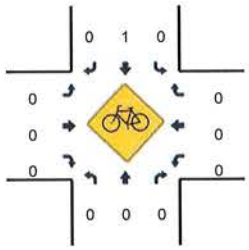
**QC JOB #:** 13175413
**DATE:** Thu, Jan 08 2015

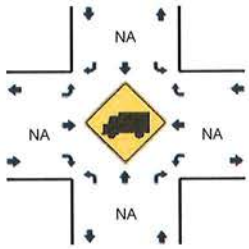
**Peak-Hour: 7:30 AM -- 8:30 AM**
**Peak 15-Min: 8:05 AM -- 8:20 AM**

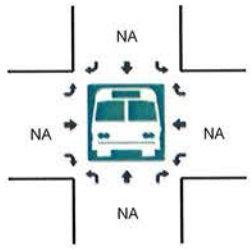







| 5-Min Count Period Beginning At | NW Main St (Northbound) | | | | NW Main St (Southbound) | | | | NW Trellis Way (Eastbound) | | | | NW Trellis Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 8 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 21 | |
| 7:05 AM | 0 | 8 | 2 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 24 | |
| 7:10 AM | 0 | 11 | 2 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 25 | |
| 7:15 AM | 0 | 9 | 2 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | |
| 7:20 AM | 0 | 9 | 3 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 26 | |
| 7:25 AM | 0 | 14 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | |
| 7:30 AM | 0 | 10 | 5 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 30 | |
| 7:35 AM | 0 | 16 | 1 | 0 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | |
| 7:40 AM | 0 | 16 | 3 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 36 | |
| 7:45 AM | 0 | 12 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 | |
| 7:50 AM | 0 | 14 | 5 | 0 | 6 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 51 | |
| 7:55 AM | 0 | 18 | 10 | 0 | 7 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 64 | 406 |
| 8:00 AM | 0 | 27 | 9 | 0 | 8 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 81 | 466 |
| 8:05 AM | 0 | 39 | 13 | 0 | 10 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 0 | 103 | 545 |
| 8:10 AM | 0 | 22 | 9 | 0 | 14 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 89 | 609 |
| 8:15 AM | 0 | 24 | 11 | 0 | 18 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 0 | 99 | 676 |
| 8:20 AM | 0 | 25 | 11 | 0 | 16 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 12 | 0 | 96 | 746 |
| 8:25 AM | 0 | 7 | 4 | 0 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 9 | 0 | 56 | 777 |
| 8:30 AM | 0 | 14 | 3 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 51 | 798 |
| 8:35 AM | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 25 | 781 |
| 8:40 AM | 0 | 10 | 1 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 34 | 779 |
| 8:45 AM | 0 | 11 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 772 |
| 8:50 AM | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 739 |
| 8:55 AM | 0 | 12 | 0 | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 32 | 707 |

| 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 | 340 | 132 | 0 | 168 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 176 | 0 | 1164 |
| Heavy Trucks | 0 | 40 | 8 | | 12 | 20 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | | 84 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 8 | | | 8 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:07 AM

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

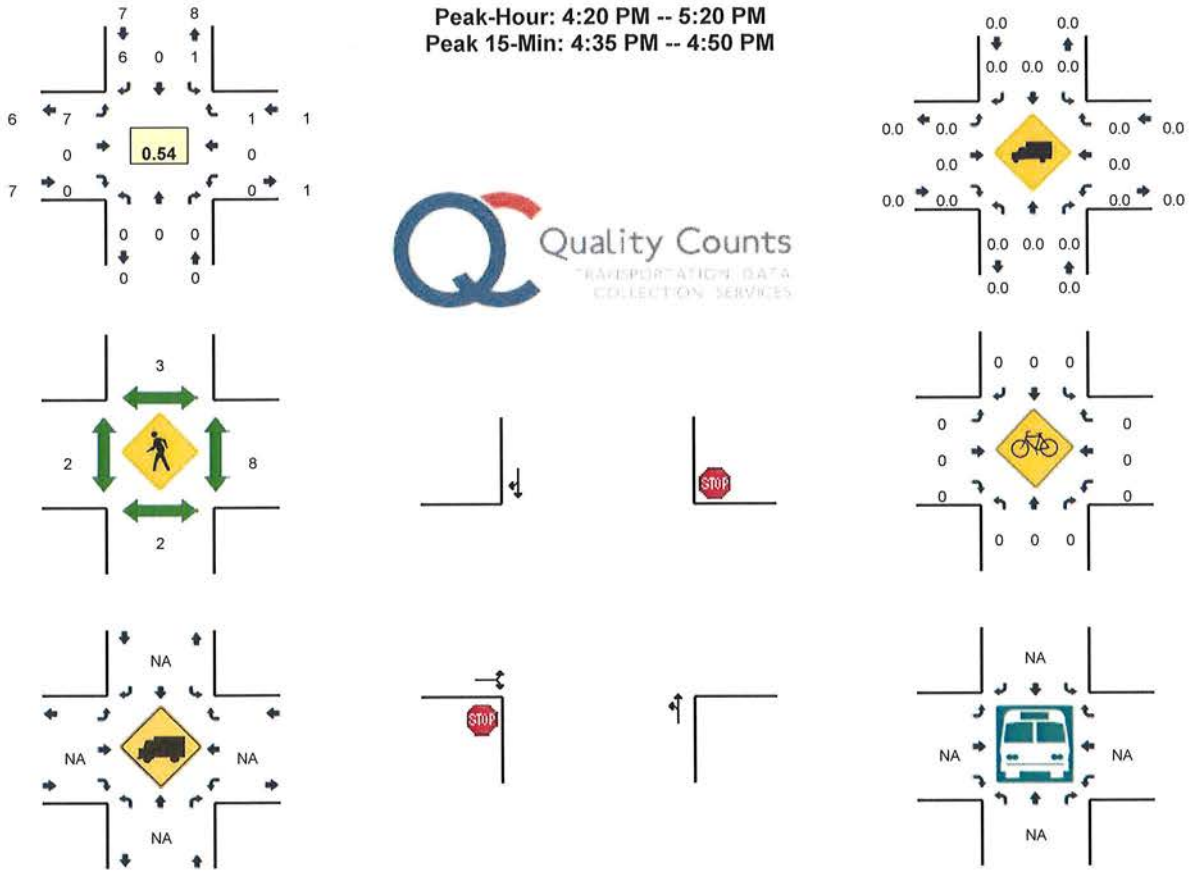
Type of peak hour being reported: User-Defined

Method for determining peak hour: Total Entering Volume

**LOCATION:** NW Ashton Dr -- NW Buckshire St
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175402
**DATE:** Tue, Jan 06 2015

**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 4:35 PM -- 4:50 PM**




| 5-Min Count Period Beginning At | NW Ashton Dr (Northbound) | | | | NW Ashton Dr (Southbound) | | | | NW Buckshire St (Eastbound) | | | | NW Buckshire 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:10 PM | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 4:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 |
| 5:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 5:25 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| 5:35 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 5:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 12 |
| 5:55 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |

| 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 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 28 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 12 | | | | 0 | | | | 24 | | | 36 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

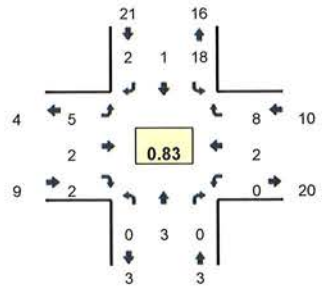
Type of peak hour being reported: User-Defined

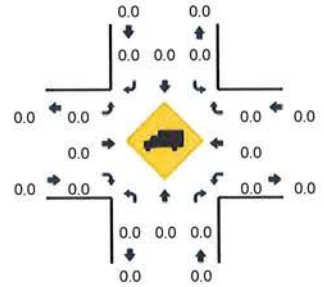
Method for determining peak hour: Total Entering Volume

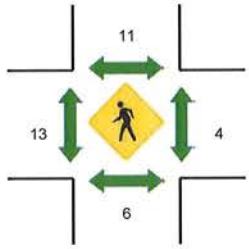
**LOCATION:** NW Groveshire Ave -- NW Buckshire St
**CITY/STATE:** Banks, OR

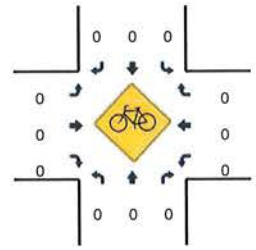
**QC JOB #:** 13175406
**DATE:** Tue, Jan 06 2015

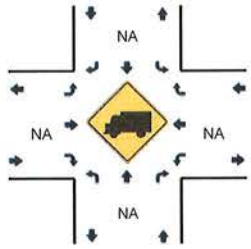
**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 4:20 PM -- 4:35 PM**

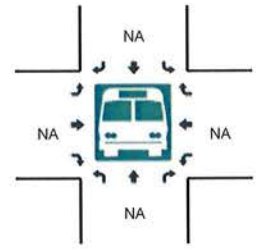







| 5-Min Count Period Beginning At | NW Groveshire Ave (Northbound) | | | | NW Groveshire Ave (Southbound) | | | | NW Buckshire St (Eastbound) | | | | NW Buckshire St (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:10 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:20 PM | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 4:25 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 4:35 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 4:40 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 4:50 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:55 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 37 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 37 |
| 5:05 PM | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 41 |
| 5:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 41 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 43 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 38 |
| 5:25 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 38 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 5:35 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 |
| 5:45 PM | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 |
| 5:50 PM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 31 |
| 5:55 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 30 |

| 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 | 24 | 0 | 4 | 0 | 12 | 4 | 0 | 0 | 0 | 0 | 8 | 0 | 52 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 8 | | | | 24 | | | | 32 | | | | 0 | | | 64 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

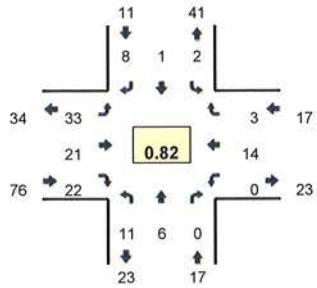
Type of peak hour being reported: User-Defined

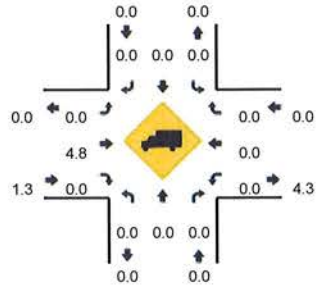
Method for determining peak hour: Total Entering Volume

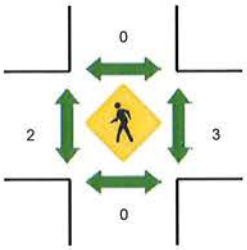
**LOCATION:** NW Groveshire Ave -- NW Oak Way
**CITY/STATE:** Banks, OR

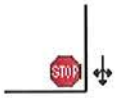
**QC JOB #:** 13175408
**DATE:** Tue, Jan 06 2015

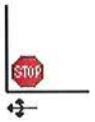
**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 5:00 PM -- 5:15 PM**

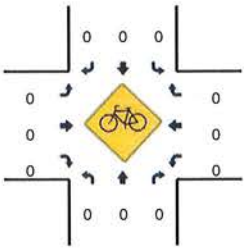


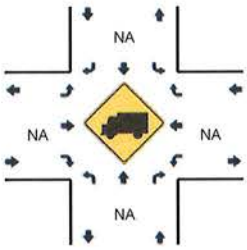



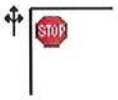



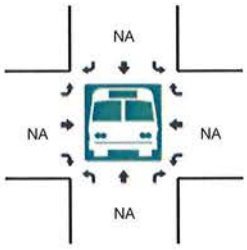






| 5-Min Count Period Beginning At | NW Groveshire Ave (Northbound) | | | | NW Groveshire Ave (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 4:05 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | |
| 4:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 4:20 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 8 | |
| 4:25 PM | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 13 | |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 8 | |
| 4:35 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 10 | |
| 4:40 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 13 | |
| 4:45 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 7 | |
| 4:50 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 9 | |
| 4:55 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 7 | 104 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 11 | 104 |
| 5:05 PM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 15 | 111 |
| 5:10 PM | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 115 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 121 |
| 5:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 121 |
| 5:25 PM | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 120 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 120 |
| 5:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 119 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 113 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | 117 |
| 5:50 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 10 | 118 |
| 5:55 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 123 |

| 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 | 8 | 0 | 0 | 4 | 4 | 12 | 0 | 48 | 20 | 16 | 0 | 0 | 24 | 4 | 0 | 148 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 0 | | | 4 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

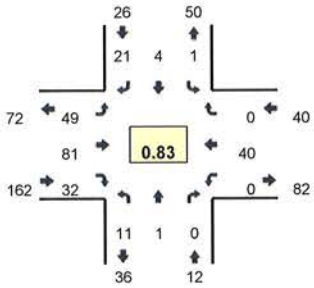
Type of peak hour being reported: User-Defined

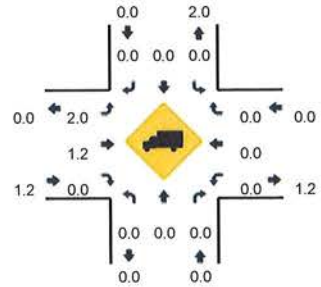
Method for determining peak hour: Total Entering Volume

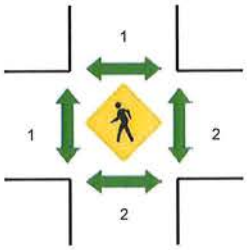
**LOCATION:** NW Devonmoor Ave -- NW Oak Way
**CITY/STATE:** Banks, OR

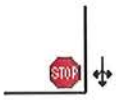
**QC JOB #:** 13175410
**DATE:** Tue, Jan 06 2015

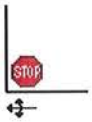
**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 5:05 PM -- 5:20 PM**

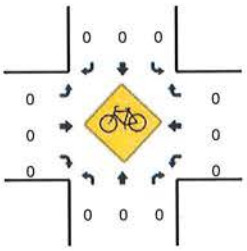


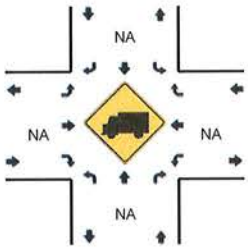



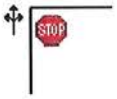



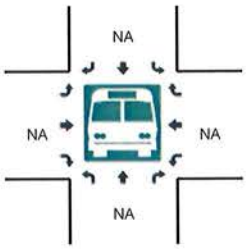






| 5-Min Count Period Beginning At | NW Devonmoor Ave (Northbound) | | | | NW Devonmoor Ave (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 8 | 1 | 0 | 1 | 2 | 0 | 0 | 20 | |
| 4:05 PM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 14 | |
| 4:10 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 1 | 0 | 0 | 3 | 0 | 0 | 14 | |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 11 | |
| 4:20 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 4:25 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 7 | 4 | 0 | 0 | 6 | 0 | 0 | 26 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 5 | 3 | 0 | 0 | 2 | 0 | 0 | 15 | |
| 4:35 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 2 | 0 | 0 | 3 | 0 | 0 | 19 | |
| 4:40 PM | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 8 | 1 | 0 | 0 | 5 | 0 | 0 | 20 | |
| 4:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 3 | 0 | 0 | 4 | 0 | 0 | 20 | |
| 4:50 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 10 | 4 | 0 | 0 | 1 | 0 | 0 | 19 | |
| 4:55 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 16 | 209 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 8 | 4 | 0 | 0 | 2 | 0 | 0 | 18 | 207 |
| 5:05 PM | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 9 | 7 | 1 | 0 | 0 | 5 | 0 | 0 | 29 | 222 |
| 5:10 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 7 | 1 | 0 | 0 | 7 | 0 | 0 | 21 | 229 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 6 | 5 | 4 | 0 | 0 | 2 | 0 | 0 | 22 | 240 |
| 5:20 PM | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 14 | 239 |
| 5:25 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 2 | 0 | 0 | 5 | 1 | 0 | 24 | 237 |
| 5:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 18 | 240 |
| 5:35 PM | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 6 | 3 | 0 | 0 | 2 | 0 | 0 | 22 | 243 |
| 5:40 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 13 | 236 |
| 5:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 22 | 238 |
| 5:50 PM | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 8 | 3 | 0 | 0 | 1 | 0 | 0 | 21 | 240 |
| 5:55 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 238 |

| 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 | 12 | 0 | 0 | 0 | 0 | 12 | 32 | 0 | 76 | 76 | 24 | 0 | 0 | 56 | 0 | 0 | 288 |
| Heavy Trucks | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 8 | | | 8 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

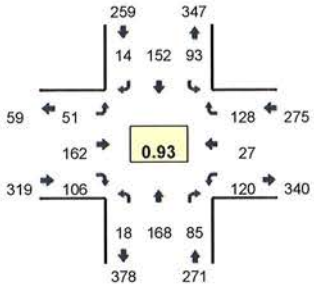
Type of peak hour being reported: User-Defined

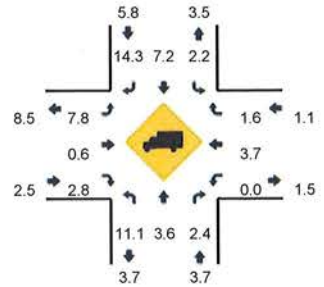
Method for determining peak hour: Total Entering Volume

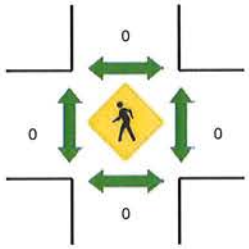
**LOCATION:** NW Main St -- NW Oak Way
**CITY/STATE:** Banks, OR

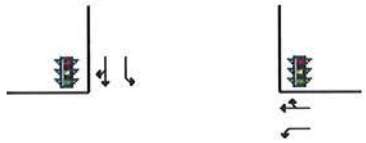
**QC JOB #:** 13175412
**DATE:** Tue, Jan 06 2015

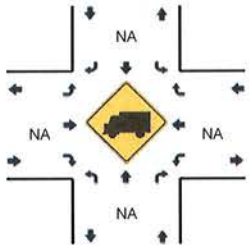
**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 4:25 PM -- 4:40 PM**

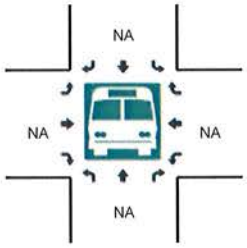







| 5-Min Count Period Beginning At | NW Main St (Northbound) | | | | NW Main St (Southbound) | | | | NW Oak Way (Eastbound) | | | | NW Oak Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 11 | 6 | 0 | 9 | 23 | 1 | 0 | 0 | 9 | 8 | 0 | 9 | 1 | 6 | 0 | 83 | |
| 4:05 PM | 1 | 13 | 9 | 0 | 5 | 22 | 0 | 0 | 6 | 7 | 2 | 0 | 11 | 2 | 13 | 0 | 91 | |
| 4:10 PM | 3 | 7 | 9 | 0 | 7 | 20 | 1 | 0 | 1 | 10 | 9 | 0 | 9 | 1 | 17 | 0 | 94 | |
| 4:15 PM | 0 | 9 | 15 | 0 | 7 | 11 | 0 | 1 | 1 | 13 | 9 | 0 | 4 | 4 | 10 | 0 | 84 | |
| 4:20 PM | 2 | 9 | 9 | 0 | 6 | 11 | 1 | 0 | 6 | 18 | 7 | 0 | 8 | 2 | 11 | 0 | 90 | |
| 4:25 PM | 1 | 17 | 4 | 0 | 8 | 14 | 0 | 0 | 2 | 14 | 11 | 0 | 10 | 2 | 11 | 0 | 94 | |
| 4:30 PM | 2 | 16 | 4 | 0 | 12 | 14 | 2 | 0 | 4 | 13 | 15 | 0 | 13 | 3 | 13 | 0 | 111 | |
| 4:35 PM | 1 | 19 | 7 | 0 | 8 | 19 | 0 | 0 | 3 | 14 | 8 | 0 | 7 | 3 | 9 | 0 | 98 | |
| 4:40 PM | 2 | 12 | 7 | 0 | 7 | 6 | 1 | 0 | 3 | 6 | 8 | 0 | 18 | 4 | 8 | 0 | 82 | |
| 4:45 PM | 0 | 8 | 8 | 0 | 8 | 15 | 1 | 0 | 7 | 19 | 7 | 0 | 13 | 1 | 9 | 0 | 96 | |
| 4:50 PM | 3 | 24 | 10 | 0 | 9 | 12 | 5 | 0 | 6 | 12 | 8 | 0 | 9 | 2 | 7 | 0 | 107 | |
| 4:55 PM | 0 | 13 | 5 | 0 | 9 | 14 | 1 | 0 | 6 | 17 | 9 | 0 | 8 | 4 | 10 | 0 | 96 | 1126 |
| 5:00 PM | 1 | 5 | 7 | 0 | 6 | 17 | 1 | 0 | 4 | 16 | 11 | 0 | 10 | 3 | 16 | 0 | 97 | 1140 |
| 5:05 PM | 1 | 13 | 6 | 0 | 7 | 9 | 1 | 0 | 6 | 11 | 5 | 0 | 7 | 1 | 6 | 0 | 73 | 1122 |
| 5:10 PM | 2 | 20 | 9 | 0 | 7 | 14 | 1 | 0 | 1 | 11 | 9 | 0 | 8 | 1 | 12 | 0 | 95 | 1123 |
| 5:15 PM | 3 | 12 | 9 | 0 | 6 | 7 | 0 | 0 | 3 | 11 | 8 | 0 | 9 | 1 | 16 | 0 | 85 | 1124 |
| 5:20 PM | 0 | 15 | 6 | 0 | 7 | 12 | 0 | 0 | 4 | 10 | 12 | 0 | 6 | 2 | 10 | 0 | 84 | 1118 |
| 5:25 PM | 2 | 14 | 7 | 0 | 3 | 10 | 2 | 0 | 8 | 17 | 5 | 0 | 9 | 2 | 6 | 0 | 85 | 1109 |
| 5:30 PM | 1 | 10 | 8 | 0 | 3 | 10 | 2 | 0 | 7 | 16 | 11 | 0 | 7 | 2 | 12 | 0 | 89 | 1087 |
| 5:35 PM | 0 | 10 | 7 | 0 | 4 | 16 | 0 | 0 | 1 | 11 | 7 | 0 | 8 | 1 | 8 | 0 | 73 | 1062 |
| 5:40 PM | 2 | 7 | 2 | 0 | 3 | 8 | 0 | 0 | 4 | 4 | 10 | 0 | 6 | 6 | 7 | 0 | 59 | 1039 |
| 5:45 PM | 2 | 21 | 6 | 0 | 3 | 13 | 0 | 0 | 3 | 10 | 7 | 0 | 3 | 1 | 4 | 0 | 73 | 1016 |
| 5:50 PM | 0 | 8 | 7 | 0 | 7 | 8 | 0 | 0 | 7 | 15 | 9 | 0 | 6 | 3 | 4 | 0 | 74 | 983 |
| 5:55 PM | 2 | 14 | 6 | 0 | 3 | 9 | 0 | 0 | 3 | 4 | 6 | 0 | 5 | 3 | 9 | 0 | 64 | 951 |

| 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 | 16 | 208 | 60 | 0 | 112 | 188 | 8 | 0 | 36 | 164 | 136 | 0 | 120 | 32 | 132 | 0 | 1212 |
| Heavy Trucks | 0 | 16 | 0 | | 0 | 8 | 0 | | 4 | 4 | 4 | | 0 | 0 | 0 | | 36 |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

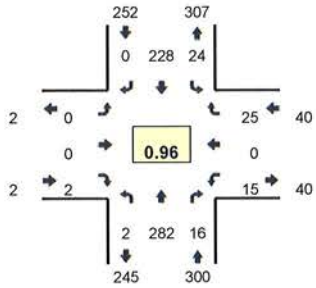
Type of peak hour being reported: User-Defined

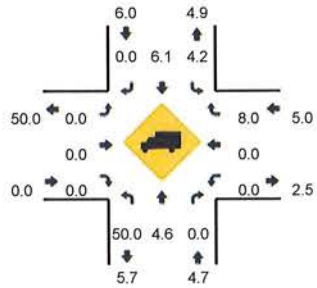
Method for determining peak hour: Total Entering Volume

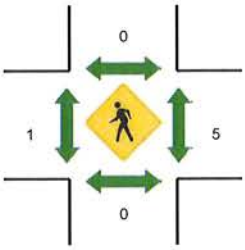
**LOCATION:** NW Main St -- NW Trellis Way
**CITY/STATE:** Banks, OR

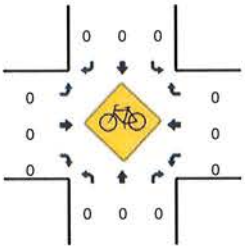
**QC JOB #:** 13175414
**DATE:** Wed, Jan 07 2015

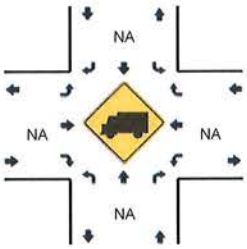
**Peak-Hour: 4:20 PM -- 5:20 PM**
**Peak 15-Min: 4:45 PM -- 5:00 PM**

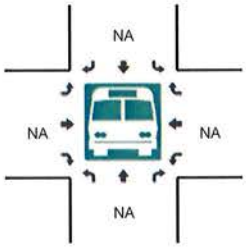







| 5-Min Count Period Beginning At | NW Main St (Northbound) | | | | NW Main St (Southbound) | | | | NW Trellis Way (Eastbound) | | | | NW Trellis Way (Westbound) | | | | Total | Hourly Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 0 | 22 | 1 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 42 | |
| 4:05 PM | 0 | 21 | 0 | 0 | 2 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 60 | |
| 4:10 PM | 0 | 20 | 1 | 0 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 54 | |
| 4:15 PM | 0 | 18 | 2 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 53 | |
| 4:20 PM | 0 | 25 | 1 | 0 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 53 | |
| 4:25 PM | 0 | 28 | 1 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 51 | |
| 4:30 PM | 1 | 20 | 0 | 0 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 41 | |
| 4:35 PM | 0 | 20 | 1 | 0 | 4 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 54 | |
| 4:40 PM | 0 | 20 | 2 | 0 | 3 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | |
| 4:45 PM | 0 | 23 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 45 | |
| 4:50 PM | 0 | 27 | 1 | 0 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 55 | |
| 4:55 PM | 1 | 26 | 0 | 0 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 54 | 615 |
| 5:00 PM | 0 | 23 | 1 | 0 | 5 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 45 | 618 |
| 5:05 PM | 0 | 20 | 5 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 52 | 610 |
| 5:10 PM | 0 | 24 | 2 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 46 | 602 |
| 5:15 PM | 0 | 26 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 45 | 594 |
| 5:20 PM | 0 | 28 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 46 | 587 |
| 5:25 PM | 0 | 26 | 2 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 44 | 580 |
| 5:30 PM | 0 | 20 | 2 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 31 | 570 |
| 5:35 PM | 0 | 12 | 3 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 31 | 547 |
| 5:40 PM | 0 | 18 | 1 | 0 | 4 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 48 | 542 |
| 5:45 PM | 0 | 25 | 1 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 41 | 538 |
| 5:50 PM | 0 | 20 | 9 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 45 | 528 |
| 5:55 PM | 0 | 21 | 1 | 0 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 47 | 521 |

| 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 | 304 | 8 | 0 | 20 | 212 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 52 | 0 | 616 |
| Heavy Trucks | 4 | 8 | 0 | | 4 | 20 | 0 | | 0 | 0 | 0 | | 0 | 0 | 8 | | 44 |
| Pedestrians | | 0 | | | | 0 | | | | 4 | | | | 8 | | | 12 |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Railroad | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | |

*Comments:*

Report generated on 12/9/2015 5:10 AM

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

Type of report: Tube Count - Speed Data

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 1:00 AM | 1 | 1 | 4 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 9 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 1 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 26-35 | 5 |
| 4:00 AM | 1 | 0 | 4 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21-30 | 9 |
| 5:00 AM | 0 | 3 | 7 | 26 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 | 33 |
| 6:00 AM | 2 | 1 | 30 | 71 | **24** | **3** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 21-30 | 100 |
| 7:00 AM | 1 | 4 | 49 | **75** | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 21-30 | 124 |
| 8:00 AM | **9** | **22** | **86** | 69 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **194** | 21-30 | 155 |
| 9:00 AM | 2 | 11 | 28 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 21-30 | 58 |
| 10:00 AM | 2 | 6 | 34 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 21-30 | 64 |
| 11:00 AM | 5 | 7 | 29 | 32 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 21-30 | 61 |
| 12:00 PM | 7 | 6 | 25 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 21-30 | 60 |
| 1:00 PM | 2 | 10 | 27 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 21-30 | 64 |
| 2:00 PM | 2 | 4 | 55 | 55 | 7 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 21-30 | 110 |
| 3:00 PM | 5 | 8 | 69 | 64 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 21-30 | 133 |
| 4:00 PM | 14 | **17** | 101 | 73 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 21-30 | 174 |
| 5:00 PM | **19** | 16 | **106** | **89** | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **246** | 21-30 | 195 |
| 6:00 PM | 7 | 6 | 85 | 71 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 21-30 | 155 |
| 7:00 PM | 8 | 4 | 41 | 47 | **18** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 21-30 | 88 |
| 8:00 PM | 7 | 6 | 42 | 46 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 21-30 | 87 |
| 9:00 PM | 2 | 2 | 33 | 24 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 21-30 | 56 |
| 10:00 PM | 4 | 2 | 14 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 21-30 | 34 |
| 11:00 PM | 2 | 0 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 9 |
| Day Total | 104 | 136 | 875 | 912 | 185 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2236 | 21-30 | 1787 |
| Percent | 4.7% | 6.1% | 39.1% | 40.8% | 8.3% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 2236 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM 9 | 8:00 AM 22 | 8:00 AM 86 | 7:00 AM 75 | 6:00 AM 24 | 6:00 AM 3 | 6:00 AM 1 | | | | | | | | 8:00 AM 194 | | |
| PM Peak Volume | 5:00 PM 19 | 4:00 PM 17 | 5:00 PM 106 | 5:00 PM 89 | 7:00 PM 18 | 2:00 PM 3 | | | | | | | | | 5:00 PM 246 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Speed Data

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** EB/WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 8 |
| 1:00 AM | 1 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 21-30 | 9 |
| 2:00 AM | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26-35 | 3 |
| 3:00 AM | 0 | 0 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27-36 | 5 |
| 4:00 AM | 0 | 0 | 5 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 22-31 | 11 |
| 5:00 AM | 0 | 2 | 6 | 22 | 6 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 26-35 | 28 |
| 6:00 AM | 3 | 4 | 31 | 69 | **25** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 21-30 | 100 |
| 7:00 AM | 2 | 2 | **52** | **75** | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** | 21-30 | 127 |
| 8:00 AM | **6** | 4 | 42 | 50 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 21-30 | 92 |
| 9:00 AM | 3 | **11** | 49 | 54 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 21-30 | 103 |
| 10:00 AM | 4 | 5 | 14 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 22-31 | 42 |
| 11:00 AM | 5 | 3 | 28 | 46 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 21-30 | 74 |
| 12:00 PM | 3 | 5 | 22 | 43 | 8 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 21-30 | 65 |
| 1:00 PM | 6 | 3 | 31 | 50 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 21-30 | 81 |
| 2:00 PM | 5 | 8 | 42 | 62 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 21-30 | 104 |
| 3:00 PM | 11 | **12** | 85 | 78 | **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 21-30 | 163 |
| 4:00 PM | 16 | 12 | 81 | 84 | 15 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 21-30 | 165 |
| 5:00 PM | 22 | 10 | **107** | **85** | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **236** | 21-30 | 192 |
| 6:00 PM | **25** | 9 | 90 | 81 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 21-30 | 170 |
| 7:00 PM | 12 | 8 | 56 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 21-30 | 106 |
| 8:00 PM | 13 | 2 | 39 | 34 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 21-30 | 73 |
| 9:00 PM | 6 | 3 | 31 | 35 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 21-30 | 66 |
| 10:00 PM | 3 | 0 | 12 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 21-30 | 23 |
| 11:00 PM | 2 | 0 | 4 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 23-32 | 14 |
| Day Total | 148 | 103 | 838 | 991 | 227 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2326 | 21-30 | 1828 |
| Percent | 6.4% | 4.4% | 36.0% | 42.6% | 9.8% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**2326**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>6 | 9:00 AM<br>11 | 7:00 AM<br>52 | 7:00 AM<br>75 | 6:00 AM<br>25 | 5:00 AM<br>4 | | 7:00 AM<br>154 |
| PM Peak Volume | 6:00 PM<br>25 | 3:00 PM<br>12 | 5:00 PM<br>107 | 5:00 PM<br>85 | 3:00 PM<br>16 | 12:00 PM<br>2 | 4:00 PM<br>1 | 5:00 PM<br>236 |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** EB/WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 2 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 26-35 | 10 |
| 1:00 AM | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 8 |
| 2:00 AM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 3 |
| 3:00 AM | 1 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26-35 | 5 |
| 4:00 AM | 0 | 0 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21-30 | 8 |
| 5:00 AM | 1 | 2 | 9 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 22-31 | 30 |
| 6:00 AM | 3 | 3 | 34 | 64 | **23** | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 21-30 | 98 |
| 7:00 AM | 2 | 5 | 41 | 75 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 21-30 | 116 |
| 8:00 AM | **7** | **9** | **68** | **76** | 13 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **176** | 21-30 | 143 |
| 9:00 AM | 3 | 2 | 19 | 33 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 21-30 | 51 |
| 10:00 AM | 5 | 2 | 14 | 31 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 21-30 | 45 |
| 11:00 AM | 4 | 3 | 25 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 21-30 | 69 |
| 12:00 PM | 12 | 4 | 21 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 21-30 | 68 |
| 1:00 PM | 5 | 3 | 24 | 24 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 21-30 | 47 |
| 2:00 PM | 10 | 8 | 47 | 57 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 21-30 | 104 |
| 3:00 PM | 5 | 5 | 71 | 73 | **19** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 21-30 | 144 |
| 4:00 PM | 16 | **20** | 91 | 77 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 21-30 | 167 |
| 5:00 PM | 19 | 17 | **108** | **89** | 11 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **245** | 21-30 | 197 |
| 6:00 PM | **20** | 9 | 58 | 80 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 21-30 | 138 |
| 7:00 PM | 9 | 6 | 57 | 46 | 16 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 21-30 | 102 |
| 8:00 PM | 2 | 3 | 43 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 21-30 | 90 |
| 9:00 PM | 7 | 4 | 41 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 21-30 | 71 |
| 10:00 PM | 5 | 2 | 13 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 21-30 | 31 |
| 11:00 PM | 5 | 0 | 4 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 26-35 | 15 |
| **Day Total** | 145 | 107 | 797 | 963 | 242 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2274 | 21-30 | 1759 |
| **Percent** | 6.4% | 4.7% | 35.0% | 42.3% | 10.6% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| **ADT 2274** | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>7 | 8:00 AM<br>9 | 8:00 AM<br>68 | 8:00 AM<br>76 | 6:00 AM<br>23 | 8:00 AM<br>3 | 6:00 AM<br>1 | | | | | | | | 8:00 AM<br>176 | | |
| PM Peak Volume | 6:00 PM<br>20 | 4:00 PM<br>20 | 5:00 PM<br>108 | 5:00 PM<br>89 | 3:00 PM<br>19 | 3:00 PM<br>3 | 5:00 PM<br>1 | | | | | | | | 5:00 PM<br>245 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Speed Data

## SUMMARY - Tube Count - Speed Data

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 397 | 346 | 2510 | 2866 | 654 | 58 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6836 | 21-30 | 5376 |
| Percent | 5.8% | 5.1% | 36.7% | 41.9% | 9.6% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 5.8% | 10.9% | 47.6% | 89.5% | 99.1% | 99.9% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

ADT
2278

**85th Percentile** 29 MPH

**Mean Speed(Average)** 24 MPH

**Median** 25 MPH
**Mode:** 28 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 8 | 12 | | 7 | | | 7 | |
| 1:00 AM | | 14 | 10 | 9 | | 11 | | | 11 | |
| 2:00 AM | | 1 | 4 | 4 | | 3 | | | 3 | |
| 3:00 AM | | 7 | 8 | 8 | | 8 | | | 8 | |
| 4:00 AM | | 11 | 15 | 12 | | 13 | | | 13 | |
| 5:00 AM | | 42 | 40 | 41 | | 41 | | | 41 | |
| 6:00 AM | | 132 | 134 | 129 | | 132 | | | 132 | |
| 7:00 AM | | 148 | **154** | 146 | | 149 | | | 149 | |
| 8:00 AM | | **194** | 123 | **176** | | **164** | | | **164** | |
| 9:00 AM | | 81 | 127 | 69 | | 92 | | | 92 | |
| 10:00 AM | | 75 | 63 | 65 | | 68 | | | 68 | |
| 11:00 AM | | 85 | 95 | 92 | | 91 | | | 91 | |
| 12:00 PM | | 77 | 83 | 91 | | 84 | | | 84 | |
| 1:00 PM | | 82 | 101 | 64 | | 82 | | | 82 | |
| 2:00 PM | | 126 | 132 | 139 | | 132 | | | 132 | |
| 3:00 PM | | 159 | 202 | 176 | | 179 | | | 179 | |
| 4:00 PM | | 219 | 209 | 216 | | 215 | | | 215 | |
| 5:00 PM | | **246** | **236** | **245** | | **242** | | | **242** | |
| 6:00 PM | | 179 | 217 | 186 | | 194 | | | 194 | |
| 7:00 PM | | 120 | 136 | 138 | | 131 | | | 131 | |
| 8:00 PM | | 111 | 99 | 102 | | 104 | | | 104 | |
| 9:00 PM | | 69 | 82 | 91 | | 81 | | | 81 | |
| 10:00 PM | | 43 | 29 | 38 | | 37 | | | 37 | |
| 11:00 PM | | 14 | 19 | 25 | | 19 | | | 19 | |
| Day Total | | 2236 | 2326 | 2274 | | 2279 | | | 2279 | |
| % Weekday Average | | 98.1% | 102.1% | 99.8% | | | | | | |
| % Week Average | | 98.1% | 102.1% | 99.8% | | 100.0% | | | | |
| AM Peak Volume | | 8:00 AM 194 | 7:00 AM 154 | 8:00 AM 176 | | 8:00 AM 164 | | | 8:00 AM 164 | |
| PM Peak Volume | | 5:00 PM 246 | 5:00 PM 236 | 5:00 PM 245 | | 5:00 PM 242 | | | 5:00 PM 242 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 | 3 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26-35 | 4 |
| 4:00 AM | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 7 |
| 5:00 AM | 0 | 3 | 7 | 24 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21-30 | 31 |
| 6:00 AM | 1 | 1 | 26 | **69** | **24** | **3** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 21-30 | 95 |
| 7:00 AM | 0 | 3 | 41 | 68 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 21-30 | 108 |
| 8:00 AM | **4** | **16** | **67** | 51 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** | 21-30 | 117 |
| 9:00 AM | 1 | 5 | 22 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 21-30 | 45 |
| 10:00 AM | 0 | 5 | 20 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 | 35 |
| 11:00 AM | 1 | 4 | 15 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 21-30 | 33 |
| 12:00 PM | **5** | 1 | 12 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21-30 | 30 |
| 1:00 PM | 1 | 5 | 13 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 21-30 | 31 |
| 2:00 PM | 1 | 2 | 27 | **33** | 4 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 21-30 | 59 |
| 3:00 PM | 0 | 5 | 26 | 28 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 21-30 | 53 |
| 4:00 PM | 3 | **6** | **29** | 25 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **72** | 21-30 | 54 |
| 5:00 PM | 1 | 6 | 23 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 21-30 | 50 |
| 6:00 PM | 2 | 2 | 23 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 21-30 | 55 |
| 7:00 PM | 4 | 0 | 9 | 12 | **11** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 26-35 | 23 |
| 8:00 PM | 1 | 3 | 11 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 21-30 | 24 |
| 9:00 PM | 1 | 1 | 7 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21-30 | 12 |
| 10:00 PM | 3 | 1 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 9 |
| 11:00 PM | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 26-35 | 3 |
| Day Total | 32 | 70 | 391 | 497 | 130 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1138 | 21-30 | 888 |
| Percent | 2.8% | 6.2% | 34.4% | 43.7% | 11.4% | 1.5% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 1138 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>4 | 8:00 AM<br>16 | 8:00 AM<br>67 | 6:00 AM<br>69 | 6:00 AM<br>24 | 6:00 AM<br>3 | 6:00 AM<br>1 | | | | | | | | 8:00 AM<br>143 | | |
| PM Peak Volume | 12:00 PM<br>5 | 4:00 PM<br>6 | 4:00 PM<br>29 | 2:00 PM<br>33 | 7:00 PM<br>11 | 2:00 PM<br>3 | | | | | | | | | 4:00 PM<br>72 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 3 |
| 2:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 3:00 AM | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 28-37 | 4 |
| 4:00 AM | 0 | 0 | 5 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 21-30 | 9 |
| 5:00 AM | 0 | 2 | 6 | 20 | 5 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 21-30 | 26 |
| 6:00 AM | 0 | 4 | 25 | 64 | **25** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 21-30 | 89 |
| 7:00 AM | 2 | 2 | **38** | **71** | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** | 21-30 | 108 |
| 8:00 AM | **4** | 3 | 24 | 41 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 65 |
| 9:00 AM | 1 | **8** | 30 | 46 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 21-30 | 76 |
| 10:00 AM | 2 | 3 | 10 | 22 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 25-34 | 31 |
| 11:00 AM | 1 | 1 | 7 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 26-35 | 35 |
| 12:00 PM | 2 | 4 | 10 | 23 | 7 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 21-30 | 33 |
| 1:00 PM | 2 | 1 | 14 | 26 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 21-30 | 40 |
| 2:00 PM | 2 | **5** | 22 | 35 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 21-30 | 57 |
| 3:00 PM | 4 | 3 | 26 | 35 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 21-30 | 61 |
| 4:00 PM | **6** | 5 | **27** | **37** | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** | 21-30 | 64 |
| 5:00 PM | 2 | 0 | 23 | 34 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 21-30 | 56 |
| 6:00 PM | 4 | 5 | 21 | 32 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 21-30 | 53 |
| 7:00 PM | 1 | 2 | 11 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 21-30 | 32 |
| 8:00 PM | 1 | 1 | 7 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 21-30 | 16 |
| 9:00 PM | 0 | 0 | 7 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 21-30 | 18 |
| 10:00 PM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 11:00 PM | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26-35 | 4 |
| Day Total | 34 | 49 | 319 | 567 | 171 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1157 | 21-30 | 886 |
| Percent | 2.9% | 4.2% | 27.6% | 49.0% | 14.8% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT 1157**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>4 | 9:00 AM<br>8 | 7:00 AM<br>38 | 7:00 AM<br>71 | 6:00 AM<br>25 | 5:00 AM<br>4 | 7:00 AM<br>135 | | |
| PM Peak Volume | 4:00 PM<br>6 | 2:00 PM<br>5 | 4:00 PM<br>27 | 4:00 PM<br>37 | 5:00 PM<br>11 | 12:00 PM<br>2 | 4:00 PM<br>82 | | |

*Comments:*

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26-35 | 2 |
| 1:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 3 |
| 2:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 3:00 AM | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31-40 | 3 |
| 4:00 AM | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26-35 | 5 |
| 5:00 AM | 1 | 2 | 9 | 21 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 21-30 | 30 |
| 6:00 AM | 0 | 2 | 30 | 59 | **22** | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 21-30 | 89 |
| 7:00 AM | **2** | **4** | 32 | **67** | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 21-30 | 99 |
| 8:00 AM | 0 | 4 | **51** | 62 | 11 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **131** | 21-30 | 113 |
| 9:00 AM | 1 | 1 | 11 | 26 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 26-35 | 37 |
| 10:00 AM | 1 | 1 | 5 | 21 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 26-35 | 32 |
| 11:00 AM | 1 | 1 | 13 | 24 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 26-35 | 40 |
| 12:00 PM | 2 | 2 | 7 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 21-30 | 34 |
| 1:00 PM | 0 | 1 | 6 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21-30 | 16 |
| 2:00 PM | 1 | 3 | 22 | 26 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 21-30 | 48 |
| 3:00 PM | 0 | 2 | 27 | 35 | **13** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 21-30 | 62 |
| 4:00 PM | 1 | 4 | 20 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 21-30 | 48 |
| 5:00 PM | **5** | **6** | **33** | **40** | 6 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** | 21-30 | 73 |
| 6:00 PM | 2 | 2 | 14 | 33 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 22-31 | 46 |
| 7:00 PM | 3 | 2 | 10 | 15 | 11 | **3** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 26-35 | 26 |
| 8:00 PM | 1 | 1 | 10 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 21-30 | 26 |
| 9:00 PM | 2 | 2 | 8 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 21-30 | 18 |
| 10:00 PM | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21-30 | 6 |
| 11:00 PM | 1 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 26-35 | 8 |
| Day Total | 24 | 40 | 314 | 539 | 184 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1118 | 21-30 | 852 |
| Percent | 2.1% | 3.6% | 28.1% | 48.2% | 16.5% | 1.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 1118 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 7:00 AM<br>2 | 7:00 AM<br>4 | 8:00 AM<br>51 | 7:00 AM<br>67 | 6:00 AM<br>22 | 8:00 AM<br>3 | 6:00 AM<br>1 | | | | | | | | 8:00 AM<br>131 | | |
| PM Peak Volume | 5:00 PM<br>5 | 5:00 PM<br>6 | 5:00 PM<br>33 | 5:00 PM<br>40 | 3:00 PM<br>13 | 7:00 PM<br>3 | 5:00 PM<br>1 | | | | | | | | 5:00 PM<br>91 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data

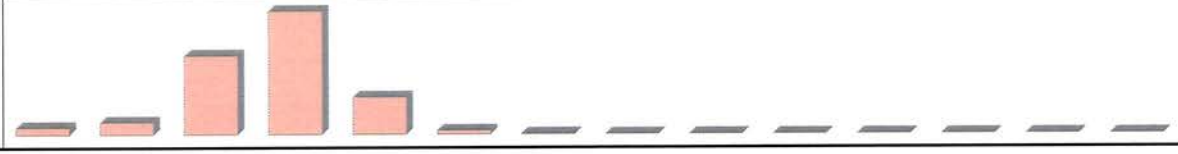


**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 90 | 159 | 1024 | 1603 | 485 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3413 | 21-30 | 2627 |
| Percent | 2.6% | 4.7% | 30.0% | 47.0% | 14.2% | 1.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 2.6% | 7.3% | 37.3% | 84.3% | 98.5% | 99.9% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**1137**



**85th Percentile** 30 MPH

**Mean Speed(Average)** 25 MPH

**Median** 26 MPH
**Mode:** 28 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way west of Devonmoor Ave
**SPECIFIC LOCATION:** 0 ft from Devonmoor
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175416
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | 2 | | 1 | | | 1 | |
| 1:00 AM | | 7 | 3 | 3 | | 4 | | | 4 | |
| 2:00 AM | | 1 | 2 | 1 | | 1 | | | 1 | |
| 3:00 AM | | 5 | 5 | 5 | | 5 | | | 5 | |
| 4:00 AM | | 8 | 12 | 9 | | 10 | | | 10 | |
| 5:00 AM | | 39 | 37 | 40 | | 39 | | | 39 | |
| 6:00 AM | | 125 | 120 | 115 | | 120 | | | 120 | |
| 7:00 AM | | 130 | **135** | 127 | | **131** | | | **131** | |
| 8:00 AM | | **143** | 93 | **131** | | 122 | | | 122 | |
| 9:00 AM | | 59 | 93 | 51 | | 68 | | | 68 | |
| 10:00 AM | | 42 | 46 | 39 | | 42 | | | 42 | |
| 11:00 AM | | 48 | 44 | 55 | | 49 | | | 49 | |
| 12:00 PM | | 39 | 48 | 44 | | 44 | | | 44 | |
| 1:00 PM | | 43 | 47 | 21 | | 37 | | | 37 | |
| 2:00 PM | | 70 | 75 | 61 | | 69 | | | 69 | |
| 3:00 PM | | 67 | 75 | 78 | | 73 | | | 73 | |
| 4:00 PM | | **72** | **82** | 62 | | 72 | | | 72 | |
| 5:00 PM | | 67 | 70 | **91** | | **76** | | | **76** | |
| 6:00 PM | | 66 | 71 | 62 | | 66 | | | 66 | |
| 7:00 PM | | 37 | 42 | 45 | | 41 | | | 41 | |
| 8:00 PM | | 33 | 23 | 34 | | 30 | | | 30 | |
| 9:00 PM | | 17 | 25 | 27 | | 23 | | | 23 | |
| 10:00 PM | | 14 | 5 | 6 | | 8 | | | 8 | |
| 11:00 PM | | 6 | 4 | 9 | | 6 | | | 6 | |
| Day Total | | 1138 | 1157 | 1118 | | 1137 | | | 1137 | |
| % Weekday Average | | 100.1% | 101.8% | 98.3% | | | | | | |
| % Week Average | | 100.1% | 101.8% | 98.3% | | 100.0% | | | | |
| AM Peak Volume | | 8:00 AM 143 | 7:00 AM 135 | 8:00 AM 131 | | 7:00 AM 131 | | | 7:00 AM 131 | |
| PM Peak Volume | | 4:00 PM 72 | 4:00 PM 82 | 5:00 PM 91 | | 5:00 PM 76 | | | 5:00 PM 76 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 6:00 AM | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18-27 | 4 |
| 7:00 AM | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 7 |
| 8:00 AM | 2 | **15** | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | 16-25 | 21 |
| 9:00 AM | 3 | 2 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 |
| 10:00 AM | **4** | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 9 |
| 11:00 AM | 4 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 11 |
| 12:00 PM | 1 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16-25 | 17 |
| 1:00 PM | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 13 |
| 2:00 PM | 3 | 16 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16-25 | 26 |
| 3:00 PM | 3 | 18 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 38 |
| 4:00 PM | 14 | 34 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16-25 | 56 |
| 5:00 PM | **26** | **35** | **34** | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** | 16-25 | 69 |
| 6:00 PM | 12 | 21 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 16-25 | 43 |
| 7:00 PM | 4 | 23 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16-25 | 33 |
| 8:00 PM | 8 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 33 |
| 9:00 PM | 1 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 16-25 | 24 |
| 10:00 PM | 5 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 16 |
| 11:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17-26 | 4 |
| Day Total | 96 | 244 | 193 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 16-25 | 437 |
| Percent | 17.5% | 44.4% | 35.1% | 3.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**550**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 10:00 AM<br>4 | 8:00 AM<br>15 | 8:00 AM<br>6 | 9:00 AM<br>1 | | 8:00 AM<br>23 | |
| PM Peak Volume | 5:00 PM<br>26 | 5:00 PM<br>35 | 5:00 PM<br>34 | 5:00 PM<br>7 | | 5:00 PM<br>102 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 3 |
| 2:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 3:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 4:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 5:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 6:00 AM | 4 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 7 |
| 7:00 AM | 3 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 12 |
| 8:00 AM | **9** | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 10 |
| 9:00 AM | 5 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17-26 | 9 |
| 10:00 AM | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 7 |
| 11:00 AM | 2 | **9** | **8** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** | 16-25 | 17 |
| 12:00 PM | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 1:00 PM | 1 | 5 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 21-30 | 15 |
| 2:00 PM | 2 | 11 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 17 |
| 3:00 PM | **14** | 36 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 58 |
| 4:00 PM | 8 | 19 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 35 |
| 5:00 PM | 12 | **45** | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **81** | 16-25 | 65 |
| 6:00 PM | 11 | 29 | **23** | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 16-25 | 51 |
| 7:00 PM | 7 | 15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16-25 | 33 |
| 8:00 PM | 7 | 12 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 28 |
| 9:00 PM | 7 | 9 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 22 |
| 10:00 PM | 0 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 17-26 | 7 |
| 11:00 PM | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 8 |
| **Day Total** | 103 | 226 | 196 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 16-25 | 422 |
| **Percent** | 18.4% | 40.4% | 35.0% | 6.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**560**

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>9 | 11:00 AM<br>9 | 11:00 AM<br>8 | 11:00 AM<br>4 | 11:00 AM<br>23 |
| PM Peak Volume | 3:00 PM<br>14 | 5:00 PM<br>45 | 6:00 PM<br>23 | 6:00 PM<br>5 | 5:00 PM<br>81 |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Speed Data

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18-27 | 4 |
| 1:00 AM | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 4 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 4:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 5:00 AM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6-15 | 2 |
| 6:00 AM | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 9 |
| 7:00 AM | **11** | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 10 |
| 8:00 AM | 9 | **15** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | 16-25 | 23 |
| 9:00 AM | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 8 |
| 10:00 AM | 4 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17-26 | 10 |
| 11:00 AM | 1 | 4 | **11** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18-27 | 14 |
| 12:00 PM | 4 | 4 | 10 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 14 |
| 1:00 PM | 0 | 6 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 17-26 | 11 |
| 2:00 PM | 3 | 12 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 22 |
| 3:00 PM | **13** | 13 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 16-25 | 29 |
| 4:00 PM | 11 | 27 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 16-25 | 52 |
| 5:00 PM | 12 | **36** | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | 16-25 | 52 |
| 6:00 PM | 7 | 23 | **26** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 16-25 | 49 |
| 7:00 PM | 5 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 36 |
| 8:00 PM | 5 | 21 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 16-25 | 27 |
| 9:00 PM | 2 | 17 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16-25 | 28 |
| 10:00 PM | 3 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16-25 | 14 |
| 11:00 PM | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 17-26 | 6 |
| **Day Total** | 109 | 237 | 198 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 | 16-25 | 435 |
| **Percent** | 19.1% | 41.6% | 34.7% | 4.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**570**

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Volume | 7:00 AM<br>11 | 8:00 AM<br>15 | 11:00 AM<br>11 | 11:00 AM<br>2 | 8:00 AM<br>32 |
| PM Peak Volume | 3:00 PM<br>13 | 5:00 PM<br>36 | 6:00 PM<br>26 | 12:00 PM<br>3 | 5:00 PM<br>65 |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 308 | 707 | 587 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1680 | 16-25 | 1294 |
| Percent | 18.3% | 42.1% | 34.9% | 4.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 18.3% | 60.4% | 95.4% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**560**

**85th Percentile** 23 MPH

**Mean Speed(Average)** 17 MPH

**Median** 18 MPH
**Mode:** 18 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Volume Data

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 3 | 7 | | 3 | | | 3 | |
| 1:00 AM | | 4 | 4 | 7 | | 5 | | | 5 | |
| 2:00 AM | | 0 | 2 | 1 | | 1 | | | 1 | |
| 3:00 AM | | 0 | 2 | 1 | | 1 | | | 1 | |
| 4:00 AM | | 0 | 3 | 2 | | 2 | | | 2 | |
| 5:00 AM | | 3 | 3 | 4 | | 3 | | | 3 | |
| 6:00 AM | | 6 | 11 | 17 | | 11 | | | 11 | |
| 7:00 AM | | 10 | 15 | 22 | | 16 | | | 16 | |
| 8:00 AM | | **23** | 19 | **32** | | **25** | | | **25** | |
| 9:00 AM | | 8 | 15 | 10 | | 11 | | | 11 | |
| 10:00 AM | | 13 | 10 | 16 | | 13 | | | 13 | |
| 11:00 AM | | 17 | **23** | 18 | | 19 | | | 19 | |
| 12:00 PM | | 18 | 8 | 21 | | 16 | | | 16 | |
| 1:00 PM | | 13 | 21 | 15 | | 16 | | | 16 | |
| 2:00 PM | | 32 | 22 | 28 | | 27 | | | 27 | |
| 3:00 PM | | 41 | 75 | 46 | | 54 | | | 54 | |
| 4:00 PM | | 73 | 43 | 63 | | 60 | | | 60 | |
| 5:00 PM | | **102** | **81** | **65** | | **83** | | | **83** | |
| 6:00 PM | | 56 | 68 | 59 | | 61 | | | 61 | |
| 7:00 PM | | 38 | 43 | 41 | | 41 | | | 41 | |
| 8:00 PM | | 41 | 36 | 35 | | 37 | | | 37 | |
| 9:00 PM | | 26 | 33 | 32 | | 30 | | | 30 | |
| 10:00 PM | | 21 | 10 | 20 | | 17 | | | 17 | |
| 11:00 PM | | 5 | 10 | 8 | | 8 | | | 8 | |
| **Day Total** | | 550 | 560 | 570 | | 560 | | | 560 | |
| % Weekday Average | | 98.2% | 100.0% | 101.8% | | | | | | |
| % Week Average | | 98.2% | 100.0% | 101.8% | | 100.0% | | | | |
| AM Peak Volume | | 8:00 AM 23 | 11:00 AM 23 | 8:00 AM 32 | | 8:00 AM 25 | | | 8:00 AM 25 | |
| PM Peak Volume | | 5:00 PM 102 | 5:00 PM 81 | 5:00 PM 65 | | 5:00 PM 83 | | | 5:00 PM 83 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Speed Data

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 2 | 3 | 3 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 18-27 | 5 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 3 |
| 4:00 AM | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 6 |
| 5:00 AM | 0 | 10 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 18 |
| 6:00 AM | 4 | 13 | **41** | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 16-25 | 54 |
| 7:00 AM | 6 | 24 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 16-25 | 64 |
| 8:00 AM | **12** | **41** | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | 16-25 | 61 |
| 9:00 AM | 4 | 11 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 16-25 | 24 |
| 10:00 AM | 9 | 9 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 22 |
| 11:00 AM | 9 | 12 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16-25 | 25 |
| 12:00 PM | 3 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16-25 | 29 |
| 1:00 PM | 2 | 14 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 22 |
| 2:00 PM | 4 | 27 | 22 | 5 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 16-25 | 49 |
| 3:00 PM | 4 | 34 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 16-25 | 66 |
| 4:00 PM | 19 | **46** | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 16-25 | 81 |
| 5:00 PM | **36** | 46 | **50** | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **141** | 16-25 | 96 |
| 6:00 PM | 15 | 30 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 16-25 | 72 |
| 7:00 PM | 4 | 31 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 16-25 | 49 |
| 8:00 PM | 13 | 23 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 16-25 | 43 |
| 9:00 PM | 5 | 24 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16-25 | 34 |
| 10:00 PM | 11 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16-25 | 19 |
| 11:00 PM | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 7 |
| Day Total | 164 | 425 | 431 | 76 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1100 | 16-25 | 856 |
| Percent | 14.9% | 38.6% | 39.2% | 6.9% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**1100**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>12 | 8:00 AM<br>41 | 6:00 AM<br>41 | 6:00 AM<br>10 | 1:00 AM<br>1 | | 8:00 AM<br>76 |
| PM Peak Volume | 5:00 PM<br>36 | 4:00 PM<br>46 | 5:00 PM<br>50 | 5:00 PM<br>9 | 2:00 PM<br>1 | 2:00 PM<br>1 | 5:00 PM<br>141 |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB/WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12-21 | 4 |
| 2:00 AM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 3:00 AM | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22-31 | 5 |
| 4:00 AM | 4 | 4 | 3 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17-26 | 6 |
| 5:00 AM | 2 | 4 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 19 |
| 6:00 AM | 12 | 17 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 16-25 | 48 |
| 7:00 AM | 9 | **26** | **37** | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** | 16-25 | 63 |
| 8:00 AM | **13** | 18 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 16-25 | 36 |
| 9:00 AM | 9 | 13 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 16-25 | 38 |
| 10:00 AM | 3 | 8 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 16-25 | 19 |
| 11:00 AM | 3 | 12 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 16-25 | 32 |
| 12:00 PM | 4 | 6 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 20-29 | 12 |
| 1:00 PM | 2 | 13 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16-25 | 35 |
| 2:00 PM | 2 | 15 | 19 | **12** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 17-26 | 33 |
| 3:00 PM | 19 | 52 | **38** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 16-25 | 89 |
| 4:00 PM | 14 | 32 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 16-25 | 63 |
| 5:00 PM | **24** | **59** | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** | 16-25 | 93 |
| 6:00 PM | 22 | 41 | 37 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 16-25 | 78 |
| 7:00 PM | 12 | 21 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 16-25 | 48 |
| 8:00 PM | 11 | 17 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 40 |
| 9:00 PM | 7 | 13 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 16-25 | 35 |
| 10:00 PM | 2 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 10 |
| 11:00 PM | 1 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20-29 | 8 |
| Day Total | 183 | 384 | 437 | 106 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1115 | 16-25 | 821 |
| Percent | 16.4% | 34.4% | 39.2% | 9.5% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 1115 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>13 | 7:00 AM<br>26 | 7:00 AM<br>37 | 7:00 AM<br>11 | 4:00 AM<br>1 | | | | | | | | | | 7:00 AM<br>83 | | |
| PM Peak Volume | 5:00 PM<br>24 | 5:00 PM<br>59 | 3:00 PM<br>38 | 2:00 PM<br>12 | 2:00 PM<br>1 | | | | | | | | | | 5:00 PM<br>123 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB/WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 17-26 | 5 |
| 1:00 AM | 3 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 |
| 2:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 3:00 AM | 0 | 1 | 3 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 4:00 AM | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 5:00 AM | 8 | 6 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 15 |
| 6:00 AM | 17 | 18 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 16-25 | 49 |
| 7:00 AM | **25** | 22 | 25 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 16-25 | 47 |
| 8:00 AM | 16 | **34** | **37** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **95** | 16-25 | 71 |
| 9:00 AM | 3 | 10 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 25 |
| 10:00 AM | 5 | 8 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 18-27 | 24 |
| 11:00 AM | 2 | 7 | 24 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 21-30 | 35 |
| 12:00 PM | 13 | 10 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 16-25 | 26 |
| 1:00 PM | 0 | 8 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16-25 | 16 |
| 2:00 PM | 3 | 21 | 22 | 6 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 43 |
| 3:00 PM | **24** | 26 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 16-25 | 59 |
| 4:00 PM | 17 | 36 | **38** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 16-25 | 73 |
| 5:00 PM | 24 | **51** | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **110** | 16-25 | 81 |
| 6:00 PM | 12 | 28 | 38 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 16-25 | 65 |
| 7:00 PM | 9 | 36 | 15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 16-25 | 51 |
| 8:00 PM | 9 | 26 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 38 |
| 9:00 PM | 9 | 21 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 16-25 | 39 |
| 10:00 PM | 7 | 9 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 16-25 | 15 |
| 11:00 PM | 0 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 9 |
| Day Total | 211 | 389 | 419 | 118 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1140 | 16-25 | 807 |
| Percent | 18.5% | 34.1% | 36.8% | 10.4% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 1140 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 7:00 AM<br>25 | 8:00 AM<br>34 | 8:00 AM<br>37 | 7:00 AM<br>11 | 3:00 AM<br>1 | | | | | | | | | | 8:00 AM<br>95 | | |
| PM Peak Volume | 3:00 PM<br>24 | 5:00 PM<br>51 | 4:00 PM<br>38 | 6:00 PM<br>12 | 2:00 PM<br>1 | | | | | | | | | | 5:00 PM<br>110 | | |

*Comments:* at ped crossing

Type of report: Tube Count - Speed Data

## SUMMARY - Tube Count - Speed Data

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 558 | 1198 | 1287 | 300 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3355 | 16-25 | 2485 |
| Percent | 16.6% | 35.7% | 38.4% | 8.9% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 16.6% | 52.3% | 90.7% | 99.6% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

ADT 1118

**85th Percentile** 24 MPH

**Mean Speed(Average)** 18 MPH

**Median** 19 MPH
**Mode:** 23 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 3 | 9 | | 4 | | | 4 | |
| 1:00 AM | | 10 | 8 | 9 | | 9 | | | 9 | |
| 2:00 AM | | 1 | 3 | 2 | | 2 | | | 2 | |
| 3:00 AM | | 4 | 7 | 5 | | 5 | | | 5 | |
| 4:00 AM | | 6 | 13 | 7 | | 9 | | | 9 | |
| 5:00 AM | | 22 | 24 | 25 | | 24 | | | 24 | |
| 6:00 AM | | 68 | 63 | 73 | | 68 | | | 68 | |
| 7:00 AM | | 74 | **83** | 83 | | **80** | | | **80** | |
| 8:00 AM | | **76** | 55 | **95** | | 75 | | | 75 | |
| 9:00 AM | | 33 | 52 | 34 | | 40 | | | 40 | |
| 10:00 AM | | 34 | 26 | 36 | | 32 | | | 32 | |
| 11:00 AM | | 42 | 40 | 44 | | 42 | | | 42 | |
| 12:00 PM | | 32 | 22 | 47 | | 34 | | | 34 | |
| 1:00 PM | | 28 | 45 | 23 | | 32 | | | 32 | |
| 2:00 PM | | 60 | 49 | 53 | | 54 | | | 54 | |
| 3:00 PM | | 75 | 115 | 91 | | 94 | | | 94 | |
| 4:00 PM | | 107 | 81 | 95 | | 94 | | | 94 | |
| 5:00 PM | | **141** | **123** | **110** | | **125** | | | **125** | |
| 6:00 PM | | 91 | 109 | 90 | | 97 | | | 97 | |
| 7:00 PM | | 58 | 65 | 65 | | 63 | | | 63 | |
| 8:00 PM | | 57 | 53 | 53 | | 54 | | | 54 | |
| 9:00 PM | | 42 | 50 | 51 | | 48 | | | 48 | |
| 10:00 PM | | 30 | 14 | 27 | | 24 | | | 24 | |
| 11:00 PM | | 9 | 12 | 13 | | 11 | | | 11 | |
| **Day Total** | | 1100 | 1115 | 1140 | | 1120 | | | 1120 | |
| % Weekday Average | | 98.2% | 99.6% | 101.8% | | | | | | |
| % Week Average | | 98.2% | 99.6% | 101.8% | | 100.0% | | | | |
| AM Peak Volume | | 8:00 AM 76 | 7:00 AM 83 | 8:00 AM 95 | | 7:00 AM 80 | | | 7:00 AM 80 | |
| PM Peak Volume | | 5:00 PM 141 | 5:00 PM 123 | 5:00 PM 110 | | 5:00 PM 125 | | | 5:00 PM 125 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 3 | 1 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 3 |
| 4:00 AM | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 6 |
| 5:00 AM | 0 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 14 |
| 6:00 AM | 3 | 11 | **38** | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 20-29 | 48 |
| 7:00 AM | 3 | 21 | 36 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **64** | 16-25 | 57 |
| 8:00 AM | **10** | **26** | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 16-25 | 39 |
| 9:00 AM | 1 | 9 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 20 |
| 10:00 AM | 5 | 5 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 14 |
| 11:00 AM | 5 | 6 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 18-27 | 14 |
| 12:00 PM | 2 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 12 |
| 1:00 PM | 2 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 9 |
| 2:00 PM | 1 | 11 | 12 | 2 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 16-25 | 22 |
| 3:00 PM | 1 | **16** | 12 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 27 |
| 4:00 PM | 5 | 12 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 16-25 | 25 |
| 5:00 PM | **10** | 11 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** | 16-25 | 27 |
| 6:00 PM | 3 | 9 | **20** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 16-25 | 29 |
| 7:00 PM | 0 | 8 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16-25 | 17 |
| 8:00 PM | 5 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 10 |
| 9:00 PM | 4 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 10 |
| 10:00 PM | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6-15 | 4 |
| 11:00 PM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| Day Total | 68 | 181 | 238 | 59 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 550 | 16-25 | 419 |
| Percent | 12.4% | 32.9% | 43.3% | 10.7% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**550**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>10 | 8:00 AM<br>26 | 6:00 AM<br>38 | 6:00 AM<br>10 | 1:00 AM<br>1 | | 7:00 AM<br>64 | | |
| PM Peak Volume | 5:00 PM<br>10 | 3:00 PM<br>16 | 6:00 PM<br>20 | 3:00 PM<br>5 | 2:00 PM<br>1 | 2:00 PM<br>1 | 5:00 PM<br>39 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8-17 | 2 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 23-32 | 4 |
| 4:00 AM | 2 | 4 | 2 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 6 |
| 5:00 AM | 2 | 4 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 16 |
| 6:00 AM | **8** | 15 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 16-25 | 41 |
| 7:00 AM | 6 | **19** | **32** | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** | 16-25 | 51 |
| 8:00 AM | 4 | 11 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 16-25 | 27 |
| 9:00 AM | 4 | 9 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 17-26 | 27 |
| 10:00 AM | 0 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 17-26 | 12 |
| 11:00 AM | 1 | 3 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 15 |
| 12:00 PM | 2 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 21-30 | 8 |
| 1:00 PM | 1 | 8 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 19 |
| 2:00 PM | 0 | 4 | 13 | **9** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 21-30 | 21 |
| 3:00 PM | 5 | **16** | **16** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 16-25 | 32 |
| 4:00 PM | 6 | 13 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 16-25 | 28 |
| 5:00 PM | **12** | 14 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** | 16-25 | 27 |
| 6:00 PM | 11 | 12 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 16-25 | 25 |
| 7:00 PM | 5 | 6 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 16-25 | 15 |
| 8:00 PM | 4 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 13 |
| 9:00 PM | 0 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 21-30 | 13 |
| 10:00 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 11:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| **Day Total** | 80 | 158 | 241 | 71 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 555 | 16-25 | 399 |
| **Percent** | 14.4% | 28.5% | 43.4% | 12.8% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**555**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 6:00 AM<br>8 | 7:00 AM<br>19 | 7:00 AM<br>32 | 7:00 AM<br>11 | 4:00 AM<br>1 | | 7:00 AM<br>68 | |
| PM Peak Volume | 5:00 PM<br>12 | 3:00 PM<br>16 | 3:00 PM<br>16 | 2:00 PM<br>9 | 2:00 PM<br>1 | | 5:00 PM<br>42 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 1:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 1 | 2 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 4:00 AM | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 5:00 AM | 5 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 14 |
| 6:00 AM | 9 | 13 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 16-25 | 40 |
| 7:00 AM | **14** | 17 | 20 | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 16-25 | 37 |
| 8:00 AM | 7 | **19** | **29** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** | 16-25 | 47 |
| 9:00 AM | 1 | 7 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 17 |
| 10:00 AM | 1 | 4 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 21-30 | 15 |
| 11:00 AM | 1 | 3 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 21-30 | 21 |
| 12:00 PM | 9 | 6 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 20-29 | 11 |
| 1:00 PM | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 6 |
| 2:00 PM | 0 | 9 | 12 | 3 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 20 |
| 3:00 PM | 11 | 13 | **17** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** | 16-25 | 29 |
| 4:00 PM | 6 | 9 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16-25 | 22 |
| 5:00 PM | **12** | **15** | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 16-25 | 30 |
| 6:00 PM | 5 | 5 | 12 | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 21-30 | 20 |
| 7:00 PM | 4 | 11 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 15 |
| 8:00 PM | 4 | 5 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18-27 | 10 |
| 9:00 PM | 7 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 17-26 | 10 |
| 10:00 PM | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 | 3 |
| 11:00 PM | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 4 |
| Day Total | 102 | 152 | 221 | 92 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 570 | 16-25 | 373 |
| Percent | 17.9% | 26.7% | 38.8% | 16.1% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**570**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| AM Peak Volume | 7:00 AM<br>14 | 8:00 AM<br>19 | 8:00 AM<br>29 | 7:00 AM<br>10 | 3:00 AM<br>1 | | 8:00 AM<br>63 | |
| PM Peak Volume | 5:00 PM<br>12 | 5:00 PM<br>15 | 3:00 PM<br>17 | 6:00 PM<br>9 | 2:00 PM<br>1 | | 3:00 PM<br>45 | |

*Comments:* at ped crossing

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 250 | 491 | 700 | 222 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1675 | 16-25 | 1191 |
| Percent | 14.9% | 29.3% | 41.8% | 13.3% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 14.9% | 44.2% | 86.0% | 99.3% | 99.9% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**558**

**85th Percentile** 24 MPH

**Mean Speed(Average)** 19 MPH

**Median** 20 MPH
**Mode:** 23 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Devonmoor and Groveshire
**SPECIFIC LOCATION:** 0 ft from ped xing
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175417
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | 2 | | 1 | | | 1 | |
| 1:00 AM | | 6 | 4 | 2 | | 4 | | | 4 | |
| 2:00 AM | | 1 | 1 | 1 | | 1 | | | 1 | |
| 3:00 AM | | 4 | 5 | 4 | | 4 | | | 4 | |
| 4:00 AM | | 6 | 10 | 5 | | 7 | | | 7 | |
| 5:00 AM | | 19 | 21 | 21 | | 20 | | | 20 | |
| 6:00 AM | | 62 | 52 | 56 | | 57 | | | 57 | |
| 7:00 AM | | **64** | **68** | 61 | | **64** | | | **64** | |
| 8:00 AM | | 53 | 36 | **63** | | 51 | | | 51 | |
| 9:00 AM | | 25 | 37 | 24 | | 29 | | | 29 | |
| 10:00 AM | | 21 | 16 | 20 | | 19 | | | 19 | |
| 11:00 AM | | 25 | 17 | 26 | | 23 | | | 23 | |
| 12:00 PM | | 14 | 14 | 26 | | 18 | | | 18 | |
| 1:00 PM | | 15 | 24 | 8 | | 16 | | | 16 | |
| 2:00 PM | | 28 | 27 | 25 | | 27 | | | 27 | |
| 3:00 PM | | 34 | 40 | **45** | | 40 | | | 40 | |
| 4:00 PM | | 34 | 38 | 32 | | 35 | | | 35 | |
| 5:00 PM | | **39** | **42** | 45 | | **42** | | | **42** | |
| 6:00 PM | | 35 | 41 | 31 | | 36 | | | 36 | |
| 7:00 PM | | 20 | 22 | 24 | | 22 | | | 22 | |
| 8:00 PM | | 16 | 17 | 18 | | 17 | | | 17 | |
| 9:00 PM | | 16 | 17 | 19 | | 17 | | | 17 | |
| 10:00 PM | | 9 | 4 | 7 | | 7 | | | 7 | |
| 11:00 PM | | 4 | 2 | 5 | | 4 | | | 4 | |
| **Day Total** | | 550 | 555 | 570 | | 561 | | | 561 | |
| % Weekday Average | | 98.0% | 98.9% | 101.6% | | | | | | |
| % Week Average | | 98.0% | 98.9% | 101.6% | | 100.0% | | | | |
| AM Peak Volume | | 7:00 AM 64 | 7:00 AM 68 | 8:00 AM 63 | | 7:00 AM 64 | | | 7:00 AM 64 | |
| PM Peak Volume | | 5:00 PM 39 | 5:00 PM 42 | 3:00 PM 45 | | 5:00 PM 42 | | | 5:00 PM 42 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 6:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 7:00 AM | 1 | **5** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 7 |
| 8:00 AM | **4** | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 16-25 | 6 |
| 9:00 AM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 1 | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 12:00 PM | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17-26 | 5 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 PM | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 9 |
| 3:00 PM | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 7 |
| 4:00 PM | 6 | **9** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 13 |
| 5:00 PM | **15** | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** | 11-20 | 14 |
| 6:00 PM | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15-24 | 8 |
| 7:00 PM | 1 | 6 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 |
| 8:00 PM | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 |
| 9:00 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| **Day Total** | 49 | 66 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 16-25 | 98 |
| **Percent** | 32.7% | 44.0% | 22.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**150**

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>4 | 7:00 AM<br>5 | 11:00 AM<br>3 | | 8:00 AM<br>10 | |
| PM Peak Volume | 5:00 PM<br>15 | 4:00 PM<br>9 | 4:00 PM<br>4 | 7:00 PM<br>1 | 5:00 PM<br>27 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 1:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 5:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 6:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 7:00 AM | **4** | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 |
| 8:00 AM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 9:00 AM | 4 | **5** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 15-24 | 6 |
| 10:00 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 11:00 AM | 0 | 1 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 12:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 1:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 2:00 PM | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 3:00 PM | 7 | **11** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | 16-25 | 15 |
| 4:00 PM | **12** | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 12-21 | 10 |
| 5:00 PM | 6 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 15 |
| 6:00 PM | 1 | 8 | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 14 |
| 7:00 PM | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 9 |
| 8:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 2 |
| 9:00 PM | 2 | 5 | 4 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 9 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| Day Total | 48 | 66 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 16-25 | 108 |
| Percent | 30.4% | 41.8% | 27.2% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**158**

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Volume | 7:00 AM<br>4 | 9:00 AM<br>5 | 11:00 AM<br>4 | | 9:00 AM<br>10 |
| PM Peak Volume | 4:00 PM<br>12 | 3:00 PM<br>11 | 6:00 PM<br>7 | 9:00 PM<br>1 | 3:00 PM<br>22 |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 6:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 7:00 AM | 1 | **3** | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 8:00 AM | **4** | 3 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | 17-26 | 8 |
| 9:00 AM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 11:00 AM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 3 |
| 12:00 PM | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18-27 | 4 |
| 1:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 2:00 PM | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 17-26 | 5 |
| 3:00 PM | 6 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 11 |
| 4:00 PM | **7** | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | 16-25 | 11 |
| 5:00 PM | 4 | **12** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 15-24 | 13 |
| 6:00 PM | 3 | 6 | 4 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 10 |
| 7:00 PM | 0 | 9 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 14 |
| 8:00 PM | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 9:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 10:00 PM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| Day Total | 37 | 68 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 16-25 | 110 |
| Percent | 24.7% | 45.3% | 28.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 150 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>4 | 7:00 AM<br>3 | 8:00 AM<br>6 | 7:00 AM<br>1 | | | | | | | | | | | 8:00 AM<br>13 | | |
| PM Peak Volume | 4:00 PM<br>7 | 5:00 PM<br>12 | 7:00 PM<br>5 | 6:00 PM<br>1 | | | | | | | | | | | 4:00 PM<br>18 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 134 | 200 | 118 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 16-25 | 318 |
| Percent | 29.3% | 43.7% | 25.8% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 29.3% | 72.9% | 98.7% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**152**

**85th Percentile** 22 MPH

**Mean Speed(Average)** 15 MPH
**Median** 17 MPH
**Mode:** 18 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Volume Data

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 1 | 0 | | 0 | | | 0 | |
| 1:00 AM | | 1 | 1 | 3 | | 2 | | | 2 | |
| 2:00 AM | | 0 | 0 | 0 | | 0 | | | 0 | |
| 3:00 AM | | 0 | 1 | 0 | | 0 | | | 0 | |
| 4:00 AM | | 0 | 1 | 1 | | 1 | | | 1 | |
| 5:00 AM | | 2 | 2 | 1 | | 2 | | | 2 | |
| 6:00 AM | | 2 | 1 | 3 | | 2 | | | 2 | |
| 7:00 AM | | 8 | 8 | 6 | | 7 | | | 7 | |
| 8:00 AM | | **10** | 5 | **13** | | **9** | | | **9** | |
| 9:00 AM | | 5 | **10** | 4 | | 6 | | | 6 | |
| 10:00 AM | | 0 | 4 | 1 | | 2 | | | 2 | |
| 11:00 AM | | 5 | 5 | 3 | | 4 | | | 4 | |
| 12:00 PM | | 6 | 2 | 9 | | 6 | | | 6 | |
| 1:00 PM | | 0 | 3 | 1 | | 1 | | | 1 | |
| 2:00 PM | | 13 | 7 | 8 | | 9 | | | 9 | |
| 3:00 PM | | 11 | **22** | 17 | | 17 | | | 17 | |
| 4:00 PM | | 19 | 20 | **18** | | 19 | | | 19 | |
| 5:00 PM | | **27** | 21 | 17 | | **22** | | | **22** | |
| 6:00 PM | | 15 | 16 | 14 | | 15 | | | 15 | |
| 7:00 PM | | 9 | 10 | 14 | | 11 | | | 11 | |
| 8:00 PM | | 8 | 4 | 8 | | 7 | | | 7 | |
| 9:00 PM | | 5 | 12 | 3 | | 7 | | | 7 | |
| 10:00 PM | | 1 | 0 | 4 | | 2 | | | 2 | |
| 11:00 PM | | 3 | 2 | 2 | | 2 | | | 2 | |
| Day Total | | 150 | 158 | 150 | | 153 | | | 153 | |
| % Weekday Average | | 98.0% | 103.3% | 98.0% | | | | | | |
| % Week Average | | 98.0% | 103.3% | 98.0% | | 100.0% | | | | |
| AM Peak Volume | | 8:00 AM 10 | 9:00 AM 10 | 8:00 AM 13 | | 8:00 AM 9 | | | 8:00 AM 9 | |
| PM Peak Volume | | 5:00 PM 27 | 3:00 PM 22 | 4:00 PM 18 | | 5:00 PM 22 | | | 5:00 PM 22 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Speed Data

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 5:00 AM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 6:00 AM | 1 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 17 |
| 7:00 AM | 3 | 12 | **10** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** | 16-25 | 22 |
| 8:00 AM | **6** | **13** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 19 |
| 9:00 AM | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17-26 | 6 |
| 10:00 AM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 11:00 AM | 3 | 3 | 6 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 20-29 | 8 |
| 12:00 PM | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 10 |
| 1:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 4 | 11 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16-25 | 12 |
| 3:00 PM | 5 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 12 |
| 4:00 PM | 11 | **12** | **7** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 16-25 | 18 |
| 5:00 PM | **27** | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **43** | 11-20 | 20 |
| 6:00 PM | 8 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 13 |
| 7:00 PM | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 9 |
| 8:00 PM | 5 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 6 |
| 9:00 PM | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 9 |
| 10:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 11:00 PM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| Day Total | 88 | 121 | 76 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 16-25 | 196 |
| Percent | 29.8% | 41.0% | 25.8% | 3.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**295**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>6 | 8:00 AM<br>13 | 7:00 AM<br>10 | 11:00 AM<br>2 | | 7:00 AM<br>26 | |
| PM Peak Volume | 5:00 PM<br>27 | 4:00 PM<br>12 | 4:00 PM<br>7 | 2:00 PM<br>1 | | 5:00 PM<br>43 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB/WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 1:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 2 |
| 4:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17-26 | 4 |
| 5:00 AM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 6:00 AM | 4 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16-25 | 13 |
| 7:00 AM | 7 | 8 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 16-25 | 19 |
| 8:00 AM | 5 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 12 |
| 9:00 AM | 7 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16-25 | 13 |
| 10:00 AM | 1 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 9 |
| 11:00 AM | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 8 |
| 12:00 PM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 1:00 PM | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 6 |
| 2:00 PM | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 17-26 | 9 |
| 3:00 PM | 14 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16-25 | 18 |
| 4:00 PM | 28 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 11-20 | 20 |
| 5:00 PM | 9 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 16-25 | 20 |
| 6:00 PM | 1 | 15 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 16-25 | 25 |
| 7:00 PM | 1 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 12 |
| 8:00 PM | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12-21 | 6 |
| 9:00 PM | 2 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 12 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| Day Total | 100 | 130 | 84 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 16-25 | 214 |
| Percent | 31.2% | 40.5% | 26.2% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 321 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 7:00 AM<br>7 | 6:00 AM<br>10 | 7:00 AM<br>11 | 3:00 AM<br>1 | | | | | | | | | | | 7:00 AM<br>27 | | |
| PM Peak Volume | 4:00 PM<br>28 | 6:00 PM<br>15 | 6:00 PM<br>10 | 6:00 PM<br>1 | | | | | | | | | | | 4:00 PM<br>41 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
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**DIRECTION:** EB/WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 2:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 4:00 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 5:00 AM | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 6:00 AM | 1 | **9** | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 14 |
| 7:00 AM | 4 | 8 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16-25 | 18 |
| 8:00 AM | **7** | 8 | **13** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | 16-25 | 21 |
| 9:00 AM | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 10:00 AM | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 4 |
| 11:00 AM | 0 | 2 | 8 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 21-30 | 11 |
| 12:00 PM | 7 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 16-25 | 10 |
| 1:00 PM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 2:00 PM | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 10 |
| 3:00 PM | 8 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 15 |
| 4:00 PM | **15** | 9 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** | 16-25 | 17 |
| 5:00 PM | 10 | **15** | 3 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 16-25 | 18 |
| 6:00 PM | 8 | 9 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 16-25 | 14 |
| 7:00 PM | 1 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 16-25 | 17 |
| 8:00 PM | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 10 |
| 9:00 PM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| 10:00 PM | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17-26 | 5 |
| 11:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17-26 | 4 |
| Day Total | 76 | 114 | 100 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 309 | 16-25 | 214 |
| Percent | 24.6% | 36.9% | 32.4% | 6.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**309**

| | | | | | |
|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>7 | 6:00 AM<br>9 | 8:00 AM<br>13 | 11:00 AM<br>3 | 8:00 AM<br>30 |
| PM Peak Volume | 4:00 PM<br>15 | 5:00 PM<br>15 | 4:00 PM<br>8 | 5:00 PM<br>2 | 4:00 PM<br>32 |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 264 | 365 | 260 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 925 | 16-25 | 625 |
| Percent | 28.5% | 39.5% | 28.1% | 3.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 28.5% | 68.0% | 96.1% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

ADT
308

**85th Percentile** 23 MPH

**Mean Speed(Average)** 16 MPH

**Median** 17 MPH
**Mode:** 18 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 1 | 0 | | 0 | | | 0 | |
| 1:00 AM | | 1 | 2 | 3 | | 2 | | | 2 | |
| 2:00 AM | | 1 | 0 | 1 | | 1 | | | 1 | |
| 3:00 AM | | 2 | 3 | 1 | | 2 | | | 2 | |
| 4:00 AM | | 2 | 5 | 3 | | 3 | | | 3 | |
| 5:00 AM | | 4 | 6 | 5 | | 5 | | | 5 | |
| 6:00 AM | | 19 | 18 | 17 | | 18 | | | 18 | |
| 7:00 AM | | **26** | **27** | 24 | | **26** | | | **26** | |
| 8:00 AM | | 25 | 17 | **30** | | 24 | | | 24 | |
| 9:00 AM | | 13 | 21 | 6 | | 13 | | | 13 | |
| 10:00 AM | | 5 | 11 | 8 | | 8 | | | 8 | |
| 11:00 AM | | 14 | 8 | 13 | | 12 | | | 12 | |
| 12:00 PM | | 11 | 6 | 18 | | 12 | | | 12 | |
| 1:00 PM | | 2 | 10 | 4 | | 5 | | | 5 | |
| 2:00 PM | | 18 | 14 | 13 | | 15 | | | 15 | |
| 3:00 PM | | 17 | 32 | 25 | | 25 | | | 25 | |
| 4:00 PM | | 31 | **41** | **32** | | **35** | | | **35** | |
| 5:00 PM | | **43** | 29 | 30 | | 34 | | | 34 | |
| 6:00 PM | | 21 | 27 | 25 | | 24 | | | 24 | |
| 7:00 PM | | 12 | 15 | 19 | | 15 | | | 15 | |
| 8:00 PM | | 12 | 10 | 14 | | 12 | | | 12 | |
| 9:00 PM | | 9 | 15 | 6 | | 10 | | | 10 | |
| 10:00 PM | | 2 | 0 | 7 | | 3 | | | 3 | |
| 11:00 PM | | 5 | 3 | 5 | | 4 | | | 4 | |
| **Day Total** | | 295 | 321 | 309 | | 308 | | | 308 | |
| % Weekday Average | | 95.8% | 104.2% | 100.3% | | | | | | |
| % Week Average | | 95.8% | 104.2% | 100.3% | | 100.0% | | | | |
| AM Peak Volume | | 7:00 AM 26 | 7:00 AM 27 | 8:00 AM 30 | | 7:00 AM 26 | | | 7:00 AM 26 | |
| PM Peak Volume | | 5:00 PM 43 | 4:00 PM 41 | 4:00 PM 32 | | 4:00 PM 35 | | | 4:00 PM 35 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 5:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 6:00 AM | 1 | **11** | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 15 |
| 7:00 AM | **2** | 7 | **8** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | 16-25 | 15 |
| 8:00 AM | 2 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 13 |
| 9:00 AM | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20-29 | 4 |
| 10:00 AM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 11:00 AM | 2 | 2 | 3 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 21-30 | 5 |
| 12:00 PM | 0 | 2 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 18-27 | 4 |
| 1:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 1 | **3** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 3 |
| 3:00 PM | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 4:00 PM | 5 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 18-27 | 5 |
| 5:00 PM | **12** | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | 6-15 | 8 |
| 6:00 PM | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18-27 | 4 |
| 7:00 PM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 8:00 PM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 2 |
| 9:00 PM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| Day Total | 39 | 55 | 43 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 16-25 | 97 |
| Percent | 26.9% | 37.9% | 29.7% | 5.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**145**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 7:00 AM<br>2 | 6:00 AM<br>11 | 7:00 AM<br>8 | 11:00 AM<br>2 | 7:00 AM<br>18 | | |
| PM Peak Volume | 5:00 PM<br>12 | 2:00 PM<br>3 | 12:00 PM<br>3 | 2:00 PM<br>1 | 5:00 PM<br>16 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 4:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 5:00 AM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 6:00 AM | **4** | **10** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 16-25 | 11 |
| 7:00 AM | 3 | 6 | **9** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | 16-25 | 15 |
| 8:00 AM | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 9 |
| 9:00 AM | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 8 |
| 10:00 AM | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18-27 | 5 |
| 11:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 12:00 PM | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 1:00 PM | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 2:00 PM | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 3:00 PM | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 8-17 | 4 |
| 4:00 PM | **16** | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | 8-17 | 10 |
| 5:00 PM | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11-20 | 5 |
| 6:00 PM | 0 | **7** | **3** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 10 |
| 7:00 PM | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 8:00 PM | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 4 |
| 9:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| Day Total | 52 | 64 | 41 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 16-25 | 104 |
| Percent | 31.9% | 39.3% | 25.2% | 3.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**163**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 6:00 AM<br>4 | 6:00 AM<br>10 | 7:00 AM<br>9 | 3:00 AM<br>1 | | 7:00 AM<br>19 | |
| PM Peak Volume | 4:00 PM<br>16 | 6:00 PM<br>7 | 6:00 PM<br>3 | 6:00 PM<br>1 | | 4:00 PM<br>21 | |

*Comments:* at ped crossing

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21-30 | 1 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 4:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 5:00 AM | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 6:00 AM | 1 | **7** | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16-25 | 12 |
| 7:00 AM | **3** | 5 | **9** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** | 16-25 | 14 |
| 8:00 AM | 3 | 5 | 7 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17-26 | 11 |
| 9:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 1 |
| 10:00 AM | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 | 3 |
| 11:00 AM | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 8 |
| 12:00 PM | 3 | 1 | **4** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 5 |
| 1:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 2:00 PM | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 3:00 PM | 2 | **3** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 |
| 4:00 PM | **8** | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 16-25 | 6 |
| 5:00 PM | 6 | 3 | 2 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 16-25 | 5 |
| 6:00 PM | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 5 |
| 7:00 PM | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 4 |
| 8:00 PM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 9:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 10:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| 11:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| Day Total | 39 | 46 | 58 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 16-25 | 103 |
| Percent | 24.5% | 28.9% | 36.5% | 10.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 159 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 7:00 AM<br>3 | 6:00 AM<br>7 | 7:00 AM<br>9 | 8:00 AM<br>2 | | | | | | | | | | | 7:00 AM<br>18 | | |
| PM Peak Volume | 4:00 PM<br>8 | 3:00 PM<br>3 | 12:00 PM<br>4 | 5:00 PM<br>2 | | | | | | | | | | | 4:00 PM<br>14 | | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 130 | 165 | 142 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 467 | 16-25 | 306 |
| Percent | 27.8% | 35.3% | 30.4% | 6.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 27.8% | 63.2% | 93.6% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**155**

**85th Percentile** 23 MPH

**Mean Speed(Average)** 16 MPH

**Median** 18 MPH
**Mode:** 18 MPH

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Oak Way at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175418
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | 0 | | 0 | | | 0 | |
| 1:00 AM | | 0 | 1 | 0 | | 0 | | | 0 | |
| 2:00 AM | | 1 | 0 | 1 | | 1 | | | 1 | |
| 3:00 AM | | 2 | 2 | 1 | | 2 | | | 2 | |
| 4:00 AM | | 2 | 4 | 2 | | 3 | | | 3 | |
| 5:00 AM | | 2 | 4 | 4 | | 3 | | | 3 | |
| 6:00 AM | | 17 | 17 | 14 | | 16 | | | 16 | |
| 7:00 AM | | **18** | **19** | **18** | | **18** | | | **18** | |
| 8:00 AM | | 15 | 12 | 17 | | 15 | | | 15 | |
| 9:00 AM | | 8 | 11 | 2 | | 7 | | | 7 | |
| 10:00 AM | | 5 | 7 | 7 | | 6 | | | 6 | |
| 11:00 AM | | 9 | 3 | 10 | | 7 | | | 7 | |
| 12:00 PM | | 5 | 4 | 9 | | 6 | | | 6 | |
| 1:00 PM | | 2 | 7 | 3 | | 4 | | | 4 | |
| 2:00 PM | | 5 | 7 | 5 | | 6 | | | 6 | |
| 3:00 PM | | 6 | 10 | 8 | | 8 | | | 8 | |
| 4:00 PM | | 12 | **21** | **14** | | **16** | | | **16** | |
| 5:00 PM | | **16** | 8 | 13 | | 12 | | | 12 | |
| 6:00 PM | | 6 | 11 | 11 | | 9 | | | 9 | |
| 7:00 PM | | 3 | 5 | 5 | | 4 | | | 4 | |
| 8:00 PM | | 4 | 6 | 6 | | 5 | | | 5 | |
| 9:00 PM | | 4 | 3 | 3 | | 3 | | | 3 | |
| 10:00 PM | | 1 | 0 | 3 | | 1 | | | 1 | |
| 11:00 PM | | 2 | 1 | 3 | | 2 | | | 2 | |
| Day Total | | 145 | 163 | 159 | | 154 | | | 154 | |
| % Weekday Average | | 94.2% | 105.8% | 103.2% | | | | | | |
| % Week Average | | 94.2% | 105.8% | 103.2% | | 100.0% | | | | |
| AM Peak Volume | | 7:00 AM 18 | 7:00 AM 19 | 7:00 AM 18 | | 7:00 AM 18 | | | 7:00 AM 18 | |
| PM Peak Volume | | 5:00 PM 16 | 4:00 PM 21 | 4:00 PM 14 | | 4:00 PM 16 | | | 4:00 PM 16 | |

*Comments:* at ped crossing

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | | | | | | | | | | | | | | | |
| 1:00 AM | | | | | | | | | | | | | | | | | |
| 2:00 AM | | | | | | | | | | | | | | | | | |
| 3:00 AM | | | | | | | | | | | | | | | | | |
| 4:00 AM | | | | | | | | | | | | | | | | | |
| 5:00 AM | | | | | | | | | | | | | | | | | |
| 6:00 AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | | | | | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | | | | | |
| 12:00 PM | | | | | | | | | | | | | | | | | |
| 1:00 PM | | | | | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | | | | | |
| 4:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | | | | | | | | | | | | | | | | | |
| 6:00 PM | **3** | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 2 |
| 7:00 PM | 3 | 1 | **4** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 21-30 | 6 |
| 8:00 PM | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 3 |
| 9:00 PM | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 10:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| **Day Total** | 10 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 16-25 | 16 |
| **Percent** | 34.5% | 20.7% | 34.5% | 10.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | | | | | | | |
| PM Peak Volume | 6:00 PM<br>3 | 6:00 PM<br>1 | 7:00 PM<br>4 | 7:00 PM<br>2 | 7:00 PM<br>10 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 5:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 7:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 8:00 AM | **2** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 9:00 AM | 1 | **2** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 10:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 1 | 1 | **3** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 16-25 | 4 |
| 12:00 PM | 1 | 1 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 1:00 PM | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 4 |
| 2:00 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 3:00 PM | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21-30 | 3 |
| 4:00 PM | **4** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 2 |
| 5:00 PM | 3 | 4 | **4** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 16-25 | 8 |
| 6:00 PM | 4 | **6** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 15-24 | 7 |
| 7:00 PM | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17-26 | 4 |
| 8:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 9:00 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 27 | 26 | 21 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 16-25 | 47 |
| Percent | 32.1% | 31.0% | 25.0% | 8.3% | 3.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 84 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>2 | 9:00 AM<br>2 | 11:00 AM<br>3 | | 11:00 AM<br>2 | | | | | | | | | | 11:00 AM<br>7 | | |
| PM Peak Volume | 4:00 PM<br>4 | 6:00 PM<br>6 | 5:00 PM<br>4 | 5:00 PM<br>3 | 12:00 PM<br>1 | | | | | | | | | | 5:00 PM<br>14 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 7:00 AM | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 8:00 AM | **3** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 6-15 | 2 |
| 9:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 12:00 PM | 3 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6-15 | 2 |
| 1:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 3:00 PM | 4 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 21-30 | 3 |
| 4:00 PM | 1 | **5** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 16-25 | 9 |
| 5:00 PM | **6** | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6-15 | 4 |
| 6:00 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17-26 | 4 |
| 7:00 PM | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 9:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 22 | 17 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 16-25 | 37 |
| Percent | 36.1% | 27.9% | 32.8% | 3.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 61 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>3 | 7:00 AM<br>1 | 8:00 AM<br>1 | | | | | | | | | | | | 8:00 AM<br>4 | | |
| PM Peak Volume | 5:00 PM<br>6 | 4:00 PM<br>5 | 4:00 PM<br>4 | 12:00 PM<br>1 | | | | | | | | | | | 4:00 PM<br>10 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 59 | 49 | 51 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 16-25 | 99 |
| Percent | 33.9% | 28.2% | 29.3% | 6.9% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 33.9% | 62.1% | 91.4% | 98.3% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

ADT
79

**85th Percentile** 23 MPH

**Mean Speed(Average)** 16 MPH

**Median** 17 MPH
**Mode:** 8 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 1:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 2:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 3:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 4:00 AM | | | 1 | 0 | | 1 | | | 1 | |
| 5:00 AM | | | 1 | 1 | | 1 | | | 1 | |
| 6:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 7:00 AM | | | 2 | 1 | | 2 | | | 2 | |
| 8:00 AM | | | 4 | **4** | | **4** | | | **4** | |
| 9:00 AM | | | 4 | 1 | | 3 | | | 3 | |
| 10:00 AM | | | 2 | 0 | | 1 | | | 1 | |
| 11:00 AM | | | **7** | 1 | | 4 | | | 4 | |
| 12:00 PM | | | 4 | 4 | | 4 | | | 4 | |
| 1:00 PM | | | 5 | 2 | | 4 | | | 4 | |
| 2:00 PM | | | 3 | 4 | | 4 | | | 4 | |
| 3:00 PM | | | 7 | 8 | | 8 | | | 8 | |
| 4:00 PM | | | 6 | **10** | | 8 | | | 8 | |
| 5:00 PM | | | **14** | 10 | | **12** | | | **12** | |
| 6:00 PM | | 5 | 11 | 5 | | 7 | | | 7 | |
| 7:00 PM | | **10** | 7 | 6 | | 8 | | | 8 | |
| 8:00 PM | | 5 | 3 | 1 | | 3 | | | 3 | |
| 9:00 PM | | 5 | 3 | 2 | | 3 | | | 3 | |
| 10:00 PM | | 2 | 0 | 1 | | 1 | | | 1 | |
| 11:00 PM | | 2 | 0 | 0 | | 1 | | | 1 | |
| **Day Total** | | 29 | 84 | 61 | | 79 | | | 79 | |
| % Weekday Average | | 36.7% | 106.3% | 77.2% | | | | | | |
| % Week Average | | 36.7% | 106.3% | 77.2% | | 100.0% | | | | |
| AM Peak Volume | | | 11:00 AM 7 | 8:00 AM 4 | | 8:00 AM 4 | | | 8:00 AM 4 | |
| PM Peak Volume | | 7:00 PM 10 | 5:00 PM 14 | 4:00 PM 10 | | 5:00 PM 12 | | | 5:00 PM 12 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | | | | | | | | | | | | | | | |
| 1:00 AM | | | | | | | | | | | | | | | | | |
| 2:00 AM | | | | | | | | | | | | | | | | | |
| 3:00 AM | | | | | | | | | | | | | | | | | |
| 4:00 AM | | | | | | | | | | | | | | | | | |
| 5:00 AM | | | | | | | | | | | | | | | | | |
| 6:00 AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | | | | | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | | | | | |
| 12:00 PM | | | | | | | | | | | | | | | | | |
| 1:00 PM | | | | | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | | | | | |
| 4:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | | | | | | | | | | | | | | | | | |
| 6:00 PM | **7** | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8-17 | 4 |
| 7:00 PM | 6 | 1 | **5** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 21-30 | 7 |
| 8:00 PM | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 4 |
| 9:00 PM | 2 | **2** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 10:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 11:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 3 |
| Day Total | 19 | 8 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 16-25 | 21 |
| Percent | 43.2% | 18.2% | 31.8% | 6.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Volume | | | | | | | | | | | | | | | | | |
| PM Peak Volume | 6:00 PM<br>7 | 9:00 PM<br>2 | 7:00 PM<br>5 | 7:00 PM<br>2 | | | | | | | | | | | 7:00 PM<br>14 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

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| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 5:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 6:00 AM | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 7:00 AM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 8:00 AM | **5** | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 18-27 | 4 |
| 9:00 AM | 1 | **3** | 3 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18-27 | 5 |
| 10:00 AM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 11:00 AM | 1 | 2 | **4** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 6 |
| 12:00 PM | 1 | 1 | 2 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 1:00 PM | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21-30 | 4 |
| 2:00 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 3:00 PM | 6 | 5 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 7 |
| 4:00 PM | **7** | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12-21 | 4 |
| 5:00 PM | 4 | 5 | **8** | **4** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | 16-25 | 13 |
| 6:00 PM | 4 | **6** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 8 |
| 7:00 PM | 2 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18-27 | 7 |
| 8:00 PM | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12-21 | 3 |
| 9:00 PM | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 46 | 41 | 39 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 16-25 | 80 |
| Percent | 31.9% | 28.5% | 27.1% | 9.0% | 3.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 144 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>5 | 9:00 AM<br>3 | 11:00 AM<br>4 | 9:00 AM<br>1 | 11:00 AM<br>2 | | | | | | | | | | 8:00 AM<br>10 | | |
| PM Peak Volume | 4:00 PM<br>7 | 6:00 PM<br>6 | 5:00 PM<br>8 | 5:00 PM<br>4 | 12:00 PM<br>1 | | | | | | | | | | 5:00 PM<br>22 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB/WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 5:00 AM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 6:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 7:00 AM | 1 | **3** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 5 |
| 8:00 AM | **4** | 2 | **3** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 20-29 | 4 |
| 9:00 AM | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 21-30 | 3 |
| 10:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 12:00 PM | **7** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7-16 | 4 |
| 1:00 PM | 0 | 1 | 2 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 3 |
| 2:00 PM | 1 | 2 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 7 |
| 3:00 PM | 6 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20-29 | 4 |
| 4:00 PM | 1 | **6** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 16-25 | 10 |
| 5:00 PM | 7 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | 16-25 | 6 |
| 6:00 PM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 7 |
| 7:00 PM | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 17-26 | 5 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 9:00 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 10:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 36 | 30 | 37 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 16-25 | 67 |
| Percent | 33.0% | 27.5% | 33.9% | 3.7% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 109 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>4 | 7:00 AM<br>3 | 8:00 AM<br>3 | 8:00 AM<br>1 | | | | | | | | | | | 8:00 AM<br>10 | | |
| PM Peak Volume | 12:00 PM<br>7 | 4:00 PM<br>6 | 2:00 PM<br>5 | 12:00 PM<br>1 | 1:00 PM<br>2 | | | | | | | | | | 5:00 PM<br>13 | | |

*Comments:*

## SUMMARY - Tube Count - Speed Data

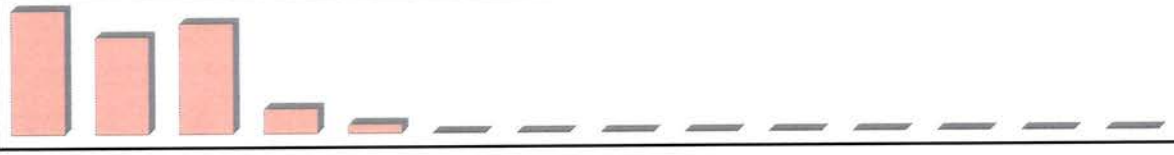


**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 101 | 79 | 90 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 16-25 | 169 |
| Percent | 34.0% | 26.6% | 30.3% | 6.7% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 34.0% | 60.6% | 90.9% | 97.6% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**138**



**85th Percentile** 24 MPH

**Mean Speed(Average)** 16 MPH

**Median** 18 MPH
**Mode:** 8 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

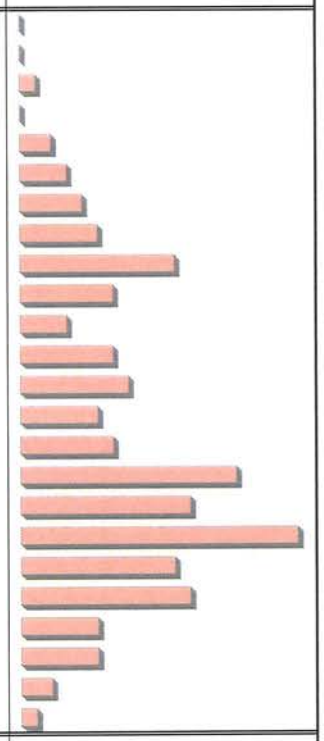
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** EB/WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 1:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 2:00 AM | | | 1 | 0 | | 1 | | | 1 | |
| 3:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 4:00 AM | | | 2 | 1 | | 2 | | | 2 | |
| 5:00 AM | | | 2 | 4 | | 3 | | | 3 | |
| 6:00 AM | | | 4 | 3 | | 4 | | | 4 | |
| 7:00 AM | | | 4 | 6 | | 5 | | | 5 | |
| 8:00 AM | | | **10** | **10** | | **10** | | | **10** | |
| 9:00 AM | | | 8 | 3 | | 6 | | | 6 | |
| 10:00 AM | | | 4 | 2 | | 3 | | | 3 | |
| 11:00 AM | | | 9 | 3 | | 6 | | | 6 | |
| 12:00 PM | | | 5 | 8 | | 7 | | | 7 | |
| 1:00 PM | | | 5 | 5 | | 5 | | | 5 | |
| 2:00 PM | | | 4 | 8 | | 6 | | | 6 | |
| 3:00 PM | | | 16 | 12 | | 14 | | | 14 | |
| 4:00 PM | | | 11 | 11 | | 11 | | | 11 | |
| 5:00 PM | | | **22** | **13** | | **18** | | | **18** | |
| 6:00 PM | | 11 | 12 | 7 | | 10 | | | 10 | |
| 7:00 PM | | **14** | 13 | 7 | | 11 | | | 11 | |
| 8:00 PM | | 7 | 6 | 1 | | 5 | | | 5 | |
| 9:00 PM | | 6 | 5 | 3 | | 5 | | | 5 | |
| 10:00 PM | | 3 | 1 | 2 | | 2 | | | 2 | |
| 11:00 PM | | 3 | 0 | 0 | | 1 | | | 1 | |
| Day Total | | 44 | 144 | 109 | | 135 | | | 135 | |
| % Weekday Average | | 32.6% | 106.7% | 80.7% | | | | | | |
| % Week Average | | 32.6% | 106.7% | 80.7% | | 100.0% | | | | |
| AM Peak Volume | | | 8:00 AM 10 | 8:00 AM 10 | | 8:00 AM 10 | | | 8:00 AM 10 | |
| PM Peak Volume | | 7:00 PM 14 | 5:00 PM 22 | 5:00 PM 13 | | 5:00 PM 18 | | | 5:00 PM 18 | |

*Comments:*



Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** WB
**DATE:** Jan 06 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | | | | | | | | | | | | | | | |
| 1:00 AM | | | | | | | | | | | | | | | | | |
| 2:00 AM | | | | | | | | | | | | | | | | | |
| 3:00 AM | | | | | | | | | | | | | | | | | |
| 4:00 AM | | | | | | | | | | | | | | | | | |
| 5:00 AM | | | | | | | | | | | | | | | | | |
| 6:00 AM | | | | | | | | | | | | | | | | | |
| 7:00 AM | | | | | | | | | | | | | | | | | |
| 8:00 AM | | | | | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | | | | | |
| 12:00 PM | | | | | | | | | | | | | | | | | |
| 1:00 PM | | | | | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | | | | | |
| 4:00 PM | | | | | | | | | | | | | | | | | |
| 5:00 PM | | | | | | | | | | | | | | | | | |
| 6:00 PM | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8-17 | 2 |
| 7:00 PM | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6-15 | 2 |
| 8:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 9:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total | 9 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 6 |
| Percent | 60.0% | 13.3% | 26.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak Volume | | | | | | | | | | | | | | | | | |
| PM Peak Volume | 6:00 PM<br>4 | 9:00 PM<br>1 | 6:00 PM<br>2 | | | | | | | | | | | | 6:00 PM<br>6 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** WB
**DATE:** Jan 07 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 5:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 6:00 AM | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 7:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 8:00 AM | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 3 |
| 9:00 AM | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21-30 | 3 |
| 10:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 3:00 PM | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 15-24 | 4 |
| 4:00 PM | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 2 |
| 5:00 PM | 1 | 1 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 |
| 6:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 7:00 PM | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 21-30 | 4 |
| 8:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6-15 | 2 |
| 9:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 10:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 19 | 15 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 16-25 | 33 |
| Percent | 31.7% | 25.0% | 30.0% | 10.0% | 3.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 60 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>3 | 4:00 AM<br>1 | 8:00 AM<br>2 | 9:00 AM<br>1 | 6:00 AM<br>1 | | | | | | | | | | 8:00 AM<br>6 | | |
| PM Peak Volume | 3:00 PM<br>4 | 3:00 PM<br>3 | 5:00 PM<br>4 | 7:00 PM<br>2 | 5:00 PM<br>1 | | | | | | | | | | 3:00 PM<br>9 | | |

*Comments:*

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** WB
**DATE:** Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 5:00 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 6:00 AM | **2** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 7:00 AM | 1 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 8:00 AM | 1 | 2 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 16-25 | 4 |
| 9:00 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 2 |
| 10:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 11:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:00 PM | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 8-17 | 2 |
| 1:00 PM | 0 | **1** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26-35 | 2 |
| 2:00 PM | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 3:00 PM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 5:00 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 6:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 9:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 14 | 13 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 16-25 | 29 |
| Percent | 29.2% | 27.1% | 35.4% | 4.2% | 4.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 48 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 6:00 AM<br>2 | 7:00 AM<br>2 | 7:00 AM<br>2 | 8:00 AM<br>1 | | | | | | | | | | | 8:00 AM<br>6 | | |
| PM Peak Volume | 12:00 PM<br>4 | 1:00 PM<br>1 | 2:00 PM<br>3 | | 1:00 PM<br>2 | | | | | | | | | | 12:00 PM<br>4 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 42 | 30 | 39 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 16-25 | 69 |
| Percent | 34.1% | 24.4% | 31.7% | 6.5% | 3.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 34.1% | 58.5% | 90.2% | 96.7% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**59**

**85th Percentile** 24 MPH

**Mean Speed(Average)** 16 MPH

**Median** 18 MPH
**Mode:** 8 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwen Devonshire and Groveshire
**SPECIFIC LOCATION:** 0 ft from Groveshire
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175419
**DIRECTION:** WB
**DATE:** Jan 06 2015 - Jan 08 2015

| Start Time | Mon | Tue 06-Jan-15 | Wed 07-Jan-15 | Thu 08-Jan-15 | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 1:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 2:00 AM | | | 1 | 0 | | 1 | | | 1 | |
| 3:00 AM | | | 0 | 0 | | 0 | | | 0 | |
| 4:00 AM | | | 1 | 1 | | 1 | | | 1 | |
| 5:00 AM | | | 1 | 3 | | 2 | | | 2 | |
| 6:00 AM | | | 4 | 3 | | 4 | | | 4 | |
| 7:00 AM | | | 2 | 5 | | 4 | | | 4 | |
| 8:00 AM | | | **6** | **6** | | **6** | | | **6** | |
| 9:00 AM | | | 4 | 2 | | 3 | | | 3 | |
| 10:00 AM | | | 2 | 2 | | 2 | | | 2 | |
| 11:00 AM | | | 2 | 2 | | 2 | | | 2 | |
| 12:00 PM | | | 1 | **4** | | 3 | | | 3 | |
| 1:00 PM | | | 0 | 3 | | 2 | | | 2 | |
| 2:00 PM | | | 1 | 4 | | 3 | | | 3 | |
| 3:00 PM | | | **9** | 4 | | **7** | | | **7** | |
| 4:00 PM | | | 5 | 1 | | 3 | | | 3 | |
| 5:00 PM | | | 8 | 3 | | 6 | | | 6 | |
| 6:00 PM | | **6** | 1 | 2 | | 3 | | | 3 | |
| 7:00 PM | | 4 | 6 | 1 | | 4 | | | 4 | |
| 8:00 PM | | 2 | 3 | 0 | | 2 | | | 2 | |
| 9:00 PM | | 1 | 2 | 1 | | 1 | | | 1 | |
| 10:00 PM | | 1 | 1 | 1 | | 1 | | | 1 | |
| 11:00 PM | | 1 | 0 | 0 | | 0 | | | 0 | |
| Day Total | | 15 | 60 | 48 | | 60 | | | 60 | |
| % Weekday Average | | 25.0% | 100.0% | 80.0% | | | | | | |
| % Week Average | | 25.0% | 100.0% | 80.0% | | 100.0% | | | | |
| AM Peak Volume | | | 8:00 AM 6 | 8:00 AM 6 | | 8:00 AM 6 | | | 8:00 AM 6 | |
| PM Peak Volume | | 6:00 PM 6 | 3:00 PM 9 | 12:00 PM 4 | | 3:00 PM 7 | | | 3:00 PM 7 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB
**DATE:** Jan 06 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 7:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21-30 | 1 |
| 8:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 9:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 10:00 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 3 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 1:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 2:00 PM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 3:00 PM | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8-17 | 4 |
| 4:00 PM | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 11-20 | 8 |
| 5:00 PM | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 5 |
| 6:00 PM | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11-20 | 5 |
| 7:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 8:00 PM | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 7 |
| 9:00 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 10:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| Day Total | 37 | 31 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 11-20 | 43 |
| Percent | 48.1% | 40.3% | 9.1% | 2.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**77**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Volume | 10:00 AM<br>2 | 8:00 AM<br>3 | 8:00 AM<br>1 | 7:00 AM<br>1 | 10:00 AM<br>5 | | |
| PM Peak Volume | 3:00 PM<br>7 | 4:00 PM<br>6 | 5:00 PM<br>2 | 2:00 PM<br>1 | 4:00 PM<br>12 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB
**DATE:** Jan 07 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 7:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 8:00 AM | **3** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 11-20 | 2 |
| 9:00 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 10:00 AM | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 2 |
| 11:00 AM | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 3 |
| 12:00 PM | 1 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 1:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 2:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 3:00 PM | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 18-27 | 4 |
| 4:00 PM | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 5:00 PM | 1 | **6** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 8 |
| 6:00 PM | **8** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | 12-21 | 5 |
| 7:00 PM | 2 | 1 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 16-25 | 5 |
| 8:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 4 |
| 9:00 PM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 33 | 32 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 16-25 | 45 |
| Percent | 40.7% | 39.5% | 17.3% | 2.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |

**ADT**
**81**

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Volume | 8:00 AM<br>3 | 11:00 AM<br>3 | | | 8:00 AM<br>4 | |
| PM Peak Volume | 6:00 PM<br>8 | 5:00 PM<br>6 | 7:00 PM<br>4 | 12:00 PM<br>1 | 6:00 PM<br>11 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB
**DATE:** Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 8:00 AM | 2 | **3** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 16-25 | 5 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 10:00 AM | **3** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 11:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 12:00 PM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6-15 | 2 |
| 1:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 3:00 PM | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11-20 | 6 |
| 4:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 5 |
| 5:00 PM | **6** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6-15 | 4 |
| 6:00 PM | 2 | 4 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 17-26 | 9 |
| 7:00 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 8:00 PM | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 9:00 PM | 1 | **6** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 10:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 11:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| Day Total | 25 | 38 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 16-25 | 59 |
| Percent | 29.8% | 45.2% | 25.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 84 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 10:00 AM<br>3 | 8:00 AM<br>3 | 8:00 AM<br>2 | | | | | | | | | | | | 8:00 AM<br>7 | | |
| PM Peak Volume | 5:00 PM<br>6 | 9:00 PM<br>6 | 6:00 PM<br>6 | | | | | | | | | | | | 6:00 PM<br>12 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 95 | 101 | 42 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 242 | 16-25 | 143 |
| Percent | 39.3% | 41.7% | 17.4% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 39.3% | 81.0% | 98.3% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**80**

**85th Percentile** 21 MPH

**Mean Speed(Average)**: 14 MPH

**Median** 16 MPH
**Mode:** 18 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Volume Data

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | Mon 06-Jan-14 | Tue 07-Jan-14 | Wed 08-Jan-14 | Thu | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 1:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 2:00 AM | 1 | 0 | 1 | | | 1 | | | 1 | |
| 3:00 AM | 0 | 2 | 1 | | | 1 | | | 1 | |
| 4:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 5:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 6:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 7:00 AM | 2 | 2 | 0 | | | 1 | | | 1 | |
| 8:00 AM | 4 | **4** | **7** | | | **5** | | | **5** | |
| 9:00 AM | 2 | 4 | 0 | | | 2 | | | 2 | |
| 10:00 AM | **5** | 4 | 4 | | | 4 | | | 4 | |
| 11:00 AM | 2 | 4 | 2 | | | 3 | | | 3 | |
| 12:00 PM | 0 | 3 | 5 | | | 3 | | | 3 | |
| 1:00 PM | 3 | 3 | 2 | | | 3 | | | 3 | |
| 2:00 PM | 3 | 2 | 1 | | | 2 | | | 2 | |
| 3:00 PM | 9 | 8 | 9 | | | 9 | | | 9 | |
| 4:00 PM | **12** | 6 | 5 | | | 8 | | | 8 | |
| 5:00 PM | 9 | 10 | 8 | | | 9 | | | 9 | |
| 6:00 PM | 7 | **11** | **12** | | | **10** | | | **10** | |
| 7:00 PM | 2 | 7 | 5 | | | 5 | | | 5 | |
| 8:00 PM | 9 | 4 | 8 | | | 7 | | | 7 | |
| 9:00 PM | 4 | 6 | 8 | | | 6 | | | 6 | |
| 10:00 PM | 2 | 1 | 5 | | | 3 | | | 3 | |
| 11:00 PM | 1 | 0 | 1 | | | 1 | | | 1 | |
| Day Total | 77 | 81 | 84 | | | 83 | | | 83 | |
| % Weekday Average | 92.8% | 97.6% | 101.2% | | | | | | | |
| % Week Average | 92.8% | 97.6% | 101.2% | | | 100.0% | | | | |
| AM Peak Volume | 10:00 AM 5 | 8:00 AM 4 | 8:00 AM 7 | | | 8:00 AM 5 | | | 8:00 AM 5 | |
| PM Peak Volume | 4:00 PM 12 | 6:00 PM 11 | 6:00 PM 12 | | | 6:00 PM 10 | | | 6:00 PM 10 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB/WB
**DATE:** Jan 06 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 5:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 6:00 AM | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15-24 | 5 |
| 7:00 AM | **3** | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 2 |
| 8:00 AM | 3 | **9** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 16-25 | 10 |
| 9:00 AM | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 2 |
| 10:00 AM | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11-20 | 5 |
| 11:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 1:00 PM | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 4 |
| 2:00 PM | 3 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 2 |
| 3:00 PM | **9** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 11-20 | 5 |
| 4:00 PM | 7 | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** | 11-20 | 11 |
| 5:00 PM | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 16-25 | 5 |
| 6:00 PM | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11-20 | 6 |
| 7:00 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 8:00 PM | 2 | 5 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 7 |
| 9:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 10:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 11:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| Day Total | 60 | 52 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 11-20 | 72 |
| Percent | 47.6% | 41.3% | 9.5% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 126 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 7:00 AM<br>3 | 8:00 AM<br>9 | 8:00 AM<br>2 | 7:00 AM<br>1 | | | | | | | | | | | 8:00 AM<br>14 | | |
| PM Peak Volume | 3:00 PM<br>9 | 4:00 PM<br>9 | 8:00 PM<br>3 | 2:00 PM<br>1 | | | | | | | | | | | 4:00 PM<br>16 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB/WB
**DATE:** Jan 07 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 6:00 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 7:00 AM | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 12-21 | 4 |
| 8:00 AM | **6** | **5** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 11-20 | 7 |
| 9:00 AM | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13-22 | 3 |
| 10:00 AM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 11:00 AM | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15-24 | 4 |
| 12:00 PM | 1 | 2 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 15-24 | 2 |
| 1:00 PM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 2:00 PM | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16-25 | 4 |
| 3:00 PM | 4 | 8 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16-25 | 12 |
| 4:00 PM | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 15-24 | 4 |
| 5:00 PM | 5 | **11** | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | 16-25 | 12 |
| 6:00 PM | **8** | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 12-21 | 6 |
| 7:00 PM | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16-25 | 8 |
| 8:00 PM | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 16-25 | 5 |
| 9:00 PM | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 4 |
| 10:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| Day Total | 57 | 63 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 16-25 | 82 |
| Percent | 40.4% | 44.7% | 13.5% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 141 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM 6 | 8:00 AM 5 | 8:00 AM 1 | | | | | | | | | | | | 8:00 AM 12 | | |
| PM Peak Volume | 6:00 PM 8 | 5:00 PM 11 | 3:00 PM 4 | 12:00 PM 1 | | | | | | | | | | | 5:00 PM 19 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB/WB
**DATE:** Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 6:00 AM | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 4 |
| 7:00 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 3 |
| 8:00 AM | **5** | **5** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 16-25 | 9 |
| 9:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 10:00 AM | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 11:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17-26 | 4 |
| 12:00 PM | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8-17 | 2 |
| 1:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 3:00 PM | 7 | **7** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | 12-21 | 9 |
| 4:00 PM | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 5 |
| 5:00 PM | **9** | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 11-20 | 7 |
| 6:00 PM | 3 | 6 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 16-25 | 11 |
| 7:00 PM | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 7 |
| 8:00 PM | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16-25 | 7 |
| 9:00 PM | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11-20 | 7 |
| 10:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11-20 | 3 |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| Day Total | 48 | 65 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 16-25 | 90 |
| Percent | 34.5% | 46.8% | 18.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 139 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>5 | 8:00 AM<br>5 | 8:00 AM<br>4 | | | | | | | | | | | | 8:00 AM<br>14 | | |
| PM Peak Volume | 5:00 PM<br>9 | 3:00 PM<br>7 | 6:00 PM<br>6 | | | | | | | | | | | | 3:00 PM<br>15 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB/WB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 165 | 180 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 406 | 16-25 | 236 |
| Percent | 40.6% | 44.3% | 14.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 40.6% | 85.0% | 99.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**135**

**85th Percentile** 20 MPH

**Mean Speed(Average)** 14 MPH

**Median** 16 MPH
**Mode:** 18 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** EB/WB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | Mon 06-Jan-14 | Tue 07-Jan-14 | Wed 08-Jan-14 | Thu | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 1:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 2:00 AM | 1 | 1 | 1 | | | 1 | | | 1 | |
| 3:00 AM | 0 | 3 | 1 | | | 1 | | | 1 | |
| 4:00 AM | 1 | 0 | 0 | | | 0 | | | 0 | |
| 5:00 AM | 1 | 2 | 3 | | | 2 | | | 2 | |
| 6:00 AM | 7 | 4 | 6 | | | 6 | | | 6 | |
| 7:00 AM | 5 | 7 | 5 | | | 6 | | | 6 | |
| 8:00 AM | **14** | **12** | **14** | | | **13** | | | **13** | |
| 9:00 AM | 4 | 7 | 2 | | | 4 | | | 4 | |
| 10:00 AM | 8 | 5 | 4 | | | 6 | | | 6 | |
| 11:00 AM | 2 | 6 | 5 | | | 4 | | | 4 | |
| 12:00 PM | 1 | 4 | 6 | | | 4 | | | 4 | |
| 1:00 PM | 5 | 4 | 2 | | | 4 | | | 4 | |
| 2:00 PM | 5 | 6 | 3 | | | 5 | | | 5 | |
| 3:00 PM | 12 | 16 | **15** | | | 14 | | | 14 | |
| 4:00 PM | **16** | 8 | 8 | | | 11 | | | 11 | |
| 5:00 PM | 12 | **19** | 15 | | | **15** | | | **15** | |
| 6:00 PM | 10 | 13 | 15 | | | 13 | | | 13 | |
| 7:00 PM | 3 | 10 | 8 | | | 7 | | | 7 | |
| 8:00 PM | 10 | 5 | 9 | | | 8 | | | 8 | |
| 9:00 PM | 5 | 8 | 10 | | | 8 | | | 8 | |
| 10:00 PM | 2 | 1 | 5 | | | 3 | | | 3 | |
| 11:00 PM | 2 | 0 | 2 | | | 1 | | | 1 | |
| Day Total | 126 | 141 | 139 | | | 136 | | | 136 | |
| % Weekday Average | 92.6% | 103.7% | 102.2% | | | | | | | |
| % Week Average | 92.6% | 103.7% | 102.2% | | | 100.0% | | | | |
| AM Peak Volume | 8:00 AM 14 | 8:00 AM 12 | 8:00 AM 14 | | | 8:00 AM 13 | | | 8:00 AM 13 | |
| PM Peak Volume | 4:00 PM 16 | 5:00 PM 19 | 3:00 PM 15 | | | 5:00 PM 15 | | | 5:00 PM 15 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
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**QC JOB #:** 13175420
**DIRECTION:** WB
**DATE:** Jan 06 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 5:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 6:00 AM | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 15-24 | 5 |
| 7:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 8:00 AM | **3** | **6** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 11-20 | 7 |
| 9:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 1 |
| 10:00 AM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16-25 | 2 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 1:00 PM | 0 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 2:00 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 3:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 4:00 PM | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 15-24 | 3 |
| 5:00 PM | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6-15 | 2 |
| 6:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6-15 | 2 |
| 7:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 9:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| Day Total | 23 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 12-21 | 28 |
| Percent | 46.9% | 42.9% | 10.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| ADT 49 | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 8:00 AM<br>3 | 8:00 AM<br>6 | 8:00 AM<br>1 | | | | | | | | | | | | 8:00 AM<br>10 | | |
| PM Peak Volume | 5:00 PM<br>3 | 4:00 PM<br>3 | 1:00 PM<br>1 | | | | | | | | | | | | 4:00 PM<br>4 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 6:00 AM | **3** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11-20 | 2 |
| 7:00 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 3 |
| 8:00 AM | 3 | **4** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | 11-20 | 5 |
| 9:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 1 |
| 10:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 11:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15-24 | 1 |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 1:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 2:00 PM | 1 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16-25 | 3 |
| 3:00 PM | 1 | **6** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 16-25 | 6 |
| 4:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 5:00 PM | **4** | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 12-21 | 6 |
| 6:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 7:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 8:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16-25 | 1 |
| 9:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| **Day Total** | 24 | 31 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 11-20 | 39 |
| **Percent** | 40.0% | 51.7% | 8.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| **ADT 60** | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 6:00 AM<br>3 | 8:00 AM<br>4 | 8:00 AM<br>1 | | | | | | | | | | | | 8:00 AM<br>8 | | |
| PM Peak Volume | 5:00 PM<br>4 | 3:00 PM<br>6 | 2:00 PM<br>1 | | | | | | | | | | | | 5:00 PM<br>9 | | |

*Comments:*

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** WB
**DATE:** Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>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 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 5:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 6:00 AM | **3** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11-20 | 4 |
| 7:00 AM | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15-24 | 3 |
| 8:00 AM | 3 | 2 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 16-25 | 4 |
| 9:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16-25 | 2 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11-20 | 3 |
| 12:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15-24 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 2:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11-20 | 2 |
| 3:00 PM | **4** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12-21 | 3 |
| 4:00 PM | 2 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8-17 | 1 |
| 5:00 PM | 3 | **3** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 11-20 | 4 |
| 6:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 7:00 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15-24 | 2 |
| 8:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| 9:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8-17 | 1 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1-10 | 0 |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11-20 | 1 |
| **Day Total** | 23 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 12-21 | 34 |
| **Percent** | 41.8% | 49.1% | 9.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| **ADT 55** | | | | | | | | | | | | | | | | | |
| AM Peak Volume | 6:00 AM<br>3 | 6:00 AM<br>3 | 8:00 AM<br>2 | | | | | | | | | | | | 8:00 AM<br>7 | | |
| PM Peak Volume | 3:00 PM<br>4 | 5:00 PM<br>3 | 4:00 PM<br>1 | | | | | | | | | | | | 5:00 PM<br>7 | | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

## SUMMARY - Tube Count - Speed Data



**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** WB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total | Pace Speed | Number in Pace |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Total | 70 | 79 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 11-20 | 102 |
| Percent | 42.7% | 48.2% | 9.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Cumulative Percent | 42.7% | 90.9% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | | |

**ADT**
**54**

**85th Percentile** 19 MPH

**Mean Speed(Average)** 13 MPH

**Median** 15 MPH
**Mode:** 18 MPH

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

Type of report: Tube Count - Volume Data

**LOCATION:** NW Buckshire St at ped xing btwn Groveshire and Ashton
**SPECIFIC LOCATION:** 0 ft from Ashton
**CITY/STATE:** Banks, OR

**QC JOB #:** 13175420
**DIRECTION:** WB
**DATE:** Jan 06 2014 - Jan 08 2014

| Start Time | Mon 06-Jan-14 | Tue 07-Jan-14 | Wed 08-Jan-14 | Thu | Fri | Average Weekday Hourly Traffic | Sat | Sun | Average Week Hourly Traffic | Average Week Profile |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 1:00 AM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 2:00 AM | 0 | 1 | 0 | | | 0 | | | 0 | |
| 3:00 AM | 0 | 1 | 0 | | | 0 | | | 0 | |
| 4:00 AM | 1 | 0 | 0 | | | 0 | | | 0 | |
| 5:00 AM | 1 | 2 | 3 | | | 2 | | | 2 | |
| 6:00 AM | 7 | 4 | 6 | | | 6 | | | 6 | |
| 7:00 AM | 3 | 5 | 5 | | | 4 | | | 4 | |
| 8:00 AM | **10** | **8** | **7** | | | **8** | | | **8** | |
| 9:00 AM | 2 | 3 | 2 | | | 2 | | | 2 | |
| 10:00 AM | 3 | 1 | 0 | | | 1 | | | 1 | |
| 11:00 AM | 0 | 2 | 3 | | | 2 | | | 2 | |
| 12:00 PM | 1 | 1 | 1 | | | 1 | | | 1 | |
| 1:00 PM | 2 | 1 | 0 | | | 1 | | | 1 | |
| 2:00 PM | 2 | 4 | 2 | | | 3 | | | 3 | |
| 3:00 PM | 3 | 8 | 6 | | | **6** | | | **6** | |
| 4:00 PM | **4** | 2 | 3 | | | 3 | | | 3 | |
| 5:00 PM | 3 | **9** | **7** | | | 6 | | | 6 | |
| 6:00 PM | 3 | 2 | 3 | | | 3 | | | 3 | |
| 7:00 PM | 1 | 3 | 3 | | | 2 | | | 2 | |
| 8:00 PM | 1 | 1 | 1 | | | 1 | | | 1 | |
| 9:00 PM | 1 | 2 | 2 | | | 2 | | | 2 | |
| 10:00 PM | 0 | 0 | 0 | | | 0 | | | 0 | |
| 11:00 PM | 1 | 0 | 1 | | | 1 | | | 1 | |
| Day Total | 49 | 60 | 55 | | | 54 | | | 54 | |
| % Weekday Average | 90.7% | 111.1% | 101.9% | | | | | | | |
| % Week Average | 90.7% | 111.1% | 101.9% | | | 100.0% | | | | |
| AM Peak Volume | 8:00 AM 10 | 8:00 AM 8 | 8:00 AM 7 | | | 8:00 AM 8 | | | 8:00 AM 8 | |
| PM Peak Volume | 4:00 PM 4 | 5:00 PM 9 | 5:00 PM 7 | | | 3:00 PM 6 | | | 3:00 PM 6 | |

*Comments:*

Report generated on 1/13/2015 1:03 PM

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

# Appendix 3 Existing Traffic Conditions Worksheets

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

12/9/2015

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 30 | 27 | 49 | 4 | 1 | 10 | 51 | 31 | 11 | 102 | 3 |
| 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 | 33 | 29 | 53 | 4 | 1 | 11 | 55 | 34 | 12 | 111 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 62 | 59 | 66 | 34 | 126 |
| Volume Left (vph) | 0 | 53 | 11 | 0 | 12 |
| Volume Right (vph) | 29 | 1 | 0 | 34 | 3 |
| Hadj (s) | -0.25 | 0.26 | 0.61 | -0.33 | 0.24 |
| Departure Headway (s) | 4.2 | 4.7 | 4.9 | 3.2 | 4.5 |
| Degree Utilization, x | 0.07 | 0.08 | 0.09 | 0.03 | 0.16 |
| Capacity (veh/h) | 815 | 722 | 700 | 1121 | 771 |
| Control Delay (s) | 7.5 | 8.1 | 8.4 | 6.3 | 8.4 |
| Approach Delay (s) | 7.5 | 8.1 | 7.7 | | 8.4 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.0 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 29.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 0 | 0 | 46 | 1 | 81 | 0 | 230 | 83 | 99 | 236 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 69 | 1 | 121 | 0 | 343 | 124 | 148 | 352 | 0 |
| Pedestrians | | | | | 7 | | | | | | 2 | |
| Lane Width (ft) | | | | | 12.0 | | | | | | 13.0 | |
| Walking Speed (ft/s) | | | | | 3.5 | | | | | | 3.5 | |
| Percent Blockage | | | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1177 | 1122 | 352 | 1060 | 1060 | 414 | 352 | | | 474 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1177 | 1122 | 352 | 1060 | 1060 | 414 | 352 | | | 474 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 62 | 99 | 81 | 100 | | | 86 | | |
| cM capacity (veh/h) | 121 | 178 | 696 | 180 | 193 | 628 | 1218 | | | 1060 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 1 | 191 | 467 | 148 | 352 |
| Volume Left | 1 | 69 | 0 | 148 | 0 |
| Volume Right | 0 | 121 | 124 | 0 | 0 |
| cSH | 121 | 328 | 1218 | 1060 | 1700 |
| Volume to Capacity | 0.01 | 0.58 | 0.00 | 0.14 | 0.21 |
| Queue Length 95th (ft) | 1 | 87 | 0 | 12 | 0 |
| Control Delay (s) | 35.2 | 30.2 | 0.0 | 8.9 | 0.0 |
| Lane LOS | E | D | | A | |
| Approach Delay (s) | 35.2 | 30.2 | 0.0 | 2.6 | |
| Approach LOS | E | D | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.2 | | | |
| Intersection Capacity Utilization | 47.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 59 | 30 | 42 | 156 | 13 | 80 | 2 | 169 | 39 | 51 | 208 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1687 | 1845 | 1468 | 1728 | 1582 | | 1364 | 1940 | 1777 | 1865 | 1789 | |
| Flt Permitted | 0.68 | 1.00 | 1.00 | 0.73 | 1.00 | | 0.59 | 1.00 | 1.00 | 0.62 | 1.00 | |
| Satd. Flow (perm) | 1206 | 1845 | 1468 | 1330 | 1582 | | 842 | 1940 | 1777 | 1220 | 1789 | |
| Peak-hour factor, PHF | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Adj. Flow (vph) | 77 | 39 | 55 | 203 | 17 | 104 | 3 | 219 | 51 | 66 | 270 | 12 |
| RTOR Reduction (vph) | 0 | 0 | 39 | 0 | 74 | 0 | 0 | 0 | 28 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 77 | 39 | 16 | 203 | 47 | 0 | 3 | 219 | 23 | 66 | 279 | 0 |
| Heavy Vehicles (%) | 7% | 3% | 10% | 1% | 8% | 0% | 50% | 11% | 3% | 0% | 8% | 33% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | |
| Effective Green, g (s) | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 343 | 525 | 417 | 378 | 450 | | 382 | 882 | 808 | 554 | 813 | |
| v/s Ratio Prot | | 0.02 | | | 0.03 | | | 0.11 | | | c0.16 | |
| v/s Ratio Perm | 0.06 | | 0.01 | c0.15 | | | 0.00 | | 0.01 | 0.05 | | |
| v/c Ratio | 0.22 | 0.07 | 0.04 | 0.54 | 0.10 | | 0.01 | 0.25 | 0.03 | 0.12 | 0.34 | |
| Uniform Delay, d1 | 10.3 | 9.8 | 9.7 | 11.4 | 9.9 | | 5.6 | 6.3 | 5.7 | 5.9 | 6.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.0 | 0.0 | 1.1 | 0.1 | | 0.0 | 0.2 | 0.0 | 0.3 | 0.7 | |
| Delay (s) | 10.5 | 9.9 | 9.8 | 12.5 | 10.0 | | 5.6 | 6.5 | 5.7 | 6.2 | 7.3 | |
| Level of Service | B | A | A | B | A | | A | A | A | A | A | |
| Approach Delay (s) | | 10.1 | | | 11.6 | | | 6.3 | | | 7.1 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 8.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 37.6 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 7 | 17 | 11 | 0 | 70 | 4 | 32 | 3 | 0 | 3 | 2 | 65 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 11 | 27 | 17 | 0 | 111 | 6 | 51 | 5 | 0 | 5 | 3 | 103 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 56 | 117 | 56 | 111 |
| Volume Left (vph) | 11 | 0 | 51 | 5 |
| Volume Right (vph) | 17 | 6 | 0 | 103 |
| Hadj (s) | -0.15 | -0.01 | 0.18 | -0.55 |
| Departure Headway (s) | 4.2 | 4.3 | 4.6 | 3.8 |
| Degree Utilization, x | 0.07 | 0.14 | 0.07 | 0.12 |
| Capacity (veh/h) | 808 | 792 | 745 | 901 |
| Control Delay (s) | 7.5 | 8.0 | 7.9 | 7.3 |
| Approach Delay (s) | 7.5 | 8.0 | 7.9 | 7.3 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.7 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 6 | 3 | 0 | 21 | 3 | 22 | 2 | 1 | 3 | 4 | 21 |
| Peak Hour Factor | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Hourly flow rate (vph) | 15 | 10 | 5 | 0 | 34 | 5 | 36 | 3 | 2 | 5 | 7 | 34 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 30 | 39 | 41 | 46 |
| Volume Left (vph) | 15 | 0 | 36 | 5 |
| Volume Right (vph) | 5 | 5 | 2 | 34 |
| Hadj (s) | 0.00 | -0.07 | 0.15 | -0.36 |
| Departure Headway (s) | 4.1 | 4.0 | 4.2 | 3.7 |
| Degree Utilization, x | 0.03 | 0.04 | 0.05 | 0.05 |
| Capacity (veh/h) | 849 | 868 | 823 | 943 |
| Control Delay (s) | 7.3 | 7.2 | 7.5 | 6.9 |
| Approach Delay (s) | 7.3 | 7.2 | 7.5 | 6.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.2 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 23.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 3 | 0 | 1 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 1 | 4 | 0 | 1 | 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 | 13 | 5 | 9 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 13 | 5 | 9 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1009 | 1084 | 1624 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 4 | 9 |
| Volume Left | 1 | 4 | 0 |
| Volume Right | 1 | 0 | 8 |
| cSH | 1045 | 1624 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 7.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 7.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 3 | 0 | 0 | 3 | 16 | 0 | 3 | 0 | 3 | 3 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 8 | 6 | 0 | 0 | 6 | 32 | 0 | 6 | 0 | 6 | 6 | 2 |
| Pedestrians | | 2 | | | | | | 2 | | | | |
| Lane Width (ft) | | 15.0 | | | | | | 15.0 | | | | |
| 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 | 62 | 27 | 11 | 30 | 28 | 6 | 10 | | | 6 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 62 | 27 | 11 | 30 | 28 | 6 | 10 | | | 6 | | |
| 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 | 100 | 99 | 97 | 100 | | | 100 | | |
| cM capacity (veh/h) | 899 | 865 | 1071 | 972 | 864 | 1083 | 1619 | | | 1628 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 38 | 6 | 14 |
| Volume Left | 8 | 0 | 0 | 6 |
| Volume Right | 0 | 32 | 0 | 2 |
| cSH | 884 | 1041 | 1619 | 1628 |
| Volume to Capacity | 0.02 | 0.04 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 9.1 | 8.6 | 0.0 | 3.1 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.1 | 8.6 | 0.0 | 3.1 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.9 | | |
| Intersection Capacity Utilization | 15.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 4 | 0 | 0 | 0 | 0 | 4 |
| 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 | 2 | 2 | 4 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | 2 | 4 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1026 | 1088 | 1631 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 0 | 4 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1026 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.5 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

12/9/2015

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 1 | 15 | 15 | 62 | 32 | 11 | 32 | 148 | 83 | 3 | 118 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 1 | 18 | 18 | 73 | 38 | 13 | 38 | 174 | 98 | 4 | 139 | 1 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 36 | 124 | 212 | 98 | 144 |
| Volume Left (vph) | 1 | 73 | 38 | 0 | 4 |
| Volume Right (vph) | 18 | 13 | 0 | 98 | 1 |
| Hadj (s) | -0.28 | 0.15 | 0.07 | -0.53 | 0.15 |
| Departure Headway (s) | 4.6 | 4.9 | 4.6 | 3.2 | 4.7 |
| Degree Utilization, x | 0.05 | 0.17 | 0.27 | 0.09 | 0.19 |
| Capacity (veh/h) | 701 | 674 | 758 | 1121 | 729 |
| Control Delay (s) | 7.9 | 9.0 | 9.2 | 6.5 | 8.8 |
| Approach Delay (s) | 7.9 | 9.0 | 8.4 | | 8.8 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.6 | | | |
| Level of Service | A | | | |
| Intersection Capacity Utilization | 35.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 2 | 15 | 0 | 25 | 2 | 282 | 16 | 24 | 228 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 0 | 2 | 16 | 0 | 26 | 2 | 294 | 17 | 25 | 238 | 0 |
| Pedestrians | | 1 | | | 5 | | | | | | | |
| 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) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 621 | 608 | 238 | 601 | 600 | 307 | 238 | | | 315 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 621 | 608 | 238 | 601 | 600 | 307 | 238 | | | 315 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.6 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.7 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 96 | 100 | 96 | 100 | | | 98 | | |
| cM capacity (veh/h) | 379 | 401 | 805 | 403 | 406 | 716 | 1091 | | | 1228 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 2 | 42 | 312 | 25 | 238 |
| Volume Left | 0 | 16 | 2 | 25 | 0 |
| Volume Right | 2 | 26 | 17 | 0 | 0 |
| cSH | 805 | 555 | 1091 | 1228 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 | 0.02 | 0.14 |
| Queue Length 95th (ft) | 0 | 6 | 0 | 2 | 0 |
| Control Delay (s) | 9.5 | 12.0 | 0.1 | 8.0 | 0.0 |
| Lane LOS | A | B | A | A | |
| Approach Delay (s) | 9.5 | 12.0 | 0.1 | 0.8 | |
| Approach LOS | A | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 33.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 51 | 162 | 106 | 120 | 27 | 128 | 18 | 168 | 85 | 93 | 152 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1671 | 1881 | 1568 | 1745 | 1572 | | 1843 | 2071 | 1794 | 1829 | 1802 | |
| Flt Permitted | 0.65 | 1.00 | 1.00 | 0.65 | 1.00 | | 0.64 | 1.00 | 1.00 | 0.64 | 1.00 | |
| Satd. Flow (perm) | 1146 | 1881 | 1568 | 1189 | 1572 | | 1251 | 2071 | 1794 | 1238 | 1802 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 55 | 174 | 114 | 129 | 29 | 138 | 19 | 181 | 91 | 100 | 163 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 81 | 0 | 107 | 0 | 0 | 0 | 50 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 55 | 174 | 33 | 129 | 60 | 0 | 19 | 181 | 41 | 100 | 172 | 0 |
| Heavy Vehicles (%) | 8% | 1% | 3% | 0% | 4% | 2% | 11% | 4% | 2% | 2% | 7% | 14% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| Effective Green, g (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 256 | 420 | 350 | 265 | 351 | | 567 | 940 | 814 | 561 | 818 | |
| v/s Ratio Prot | | 0.09 | | | 0.04 | | | 0.09 | | | c0.10 | |
| v/s Ratio Perm | 0.05 | | 0.02 | c0.11 | | | 0.02 | | 0.02 | 0.08 | | |
| v/c Ratio | 0.21 | 0.41 | 0.10 | 0.49 | 0.17 | | 0.03 | 0.19 | 0.05 | 0.18 | 0.21 | |
| Uniform Delay, d1 | 9.6 | 10.1 | 9.4 | 10.3 | 9.5 | | 4.6 | 5.0 | 4.6 | 4.9 | 5.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.5 | 0.1 | 1.0 | 0.2 | | 0.0 | 0.1 | 0.0 | 0.4 | 0.3 | |
| Delay (s) | 9.9 | 10.6 | 9.4 | 11.3 | 9.7 | | 4.6 | 5.1 | 4.7 | 5.3 | 5.4 | |
| Level of Service | A | B | A | B | A | | A | A | A | A | A | |
| Approach Delay (s) | | 10.1 | | | 10.4 | | | 4.9 | | | 5.3 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 7.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.30 | | |
| Actuated Cycle Length (s) | 30.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 49 | 81 | 32 | 0 | 40 | 0 | 11 | 1 | 0 | 1 | 4 | 21 |
| 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) | 59 | 98 | 39 | 0 | 48 | 0 | 13 | 1 | 0 | 1 | 5 | 25 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 195 | 48 | 14 | 31 |
| Volume Left (vph) | 59 | 0 | 13 | 1 |
| Volume Right (vph) | 39 | 0 | 0 | 25 |
| Hadj (s) | -0.04 | 0.00 | 0.18 | -0.48 |
| Departure Headway (s) | 4.0 | 4.2 | 4.6 | 4.0 |
| Degree Utilization, x | 0.22 | 0.06 | 0.02 | 0.03 |
| Capacity (veh/h) | 883 | 840 | 729 | 853 |
| Control Delay (s) | 8.1 | 7.4 | 7.7 | 7.1 |
| Approach Delay (s) | 8.1 | 7.4 | 7.7 | 7.1 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 28.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 33 | 21 | 22 | 0 | 14 | 3 | 11 | 6 | 0 | 2 | 1 | 8 |
| 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) | 40 | 26 | 27 | 0 | 17 | 4 | 13 | 7 | 0 | 2 | 1 | 10 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 93 | 21 | 21 | 13 |
| Volume Left (vph) | 40 | 0 | 13 | 2 |
| Volume Right (vph) | 27 | 4 | 0 | 10 |
| Hadj (s) | -0.06 | -0.11 | 0.13 | -0.40 |
| Departure Headway (s) | 3.9 | 4.0 | 4.3 | 3.8 |
| Degree Utilization, x | 0.10 | 0.02 | 0.02 | 0.01 |
| Capacity (veh/h) | 902 | 894 | 809 | 925 |
| Control Delay (s) | 7.4 | 7.0 | 7.4 | 6.8 |
| Approach Delay (s) | 7.4 | 7.0 | 7.4 | 6.8 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.3 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 6 | 4 | 1 | 1 | 3 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 6 | 12 | 8 | 2 | 2 | 6 |
| Pedestrians | 7 | | | | | |
| Lane Width (ft) | 15.0 | | | | | |
| Walking Speed (ft/s) | 3.5 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 12 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 12 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 99 | 100 | | | |
| cM capacity (veh/h) | 976 | 1066 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 18 | 10 | 8 |
| Volume Left | 6 | 8 | 0 |
| Volume Right | 12 | 0 | 6 |
| cSH | 1034 | 1603 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.5 | 5.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 5.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 15.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 2 | 2 | 0 | 2 | 8 | 0 | 3 | 0 | 18 | 1 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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) | 6 | 2 | 2 | 0 | 2 | 10 | 0 | 4 | 0 | 22 | 1 | 2 |
| Pedestrians | | 13 | | | 4 | | | 6 | | | 11 | |
| Lane Width (ft) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 84 | 66 | 21 | 63 | 68 | 19 | 17 | | | 8 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 84 | 66 | 21 | 63 | 68 | 19 | 17 | | | 8 | | |
| 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 | 100 | 100 | 100 | 100 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 849 | 801 | 1038 | 898 | 799 | 1047 | 1589 | | | 1618 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 12 | 4 | 25 |
| Volume Left | 6 | 0 | 0 | 22 |
| Volume Right | 2 | 10 | 0 | 2 |
| cSH | 873 | 986 | 1589 | 1618 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 1 |
| Control Delay (s) | 9.2 | 8.7 | 0.0 | 6.2 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.2 | 8.7 | 0.0 | 6.2 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.0 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 7 | 0 | 0 | 0 | 0 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 |
| Hourly flow rate (vph) | 13 | 0 | 0 | 0 | 0 | 11 |
| Pedestrians | 2 | | | 2 | 3 | |
| Lane Width (ft) | 15.0 | | | 15.0 | 15.0 | |
| 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 | 11 | 10 | 13 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | 10 | 13 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 1009 | 1073 | 1615 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 13 | 0 | 11 |
| Volume Left | 13 | 0 | 0 |
| Volume Right | 0 | 0 | 11 |
| cSH | 1009 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Appendix 4 Crash Data

## Bart Rudolph

**From:** WARD Kimberlee S <Kimberlee.S.WARD@odot.state.or.us>
**Sent:** Wednesday, April 29, 2015 8:08 AM
**To:** Bart Rudolph
**Cc:** Julia Kuhn; VOGEL Sylvia M
**Subject:** RE: Crash Data Request - Washington County -- Req #150127
**Attachments:** FTP OutsideRetrieval.doc

Hello Bart,

I have placed your crash data on our FTP site in the folder named "B. Rudolph". Instructions for retrieval are attached above. There were no crashes reported for the intersection of NW Ashton Dr & NW Buckshire St during the time period requested.

Thank you and have a great day !

Kim

***Kim Ward***
Crash Reporting Technician
Crash Analysis and Reporting Unit
Transportation Data Section
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
ph: (503) 986-4237
fax: (503) 986-4249
mailto: kimberlee.s.ward@odot.state.or.us

**From:** Bart Rudolph [mailto:brudolph@kittelson.com]
**Sent:** Wednesday, April 08, 2015 11:53 AM
**To:** WARD Kimberlee S
**Cc:** Julia Kuhn
**Subject:** Crash Data Request - Washington County

Hi Kim –

Would you please provide the most recent 5 year cash data for the following intersections in Banks, OR:

- NW Oak Way/Main Street (Highway 47);
- NW Trellis Court/Main Street;
- NW Ashton Drive/NW Buckshire Street;
- NW Groveshire Drive/NW Buckshire Street;
- NW Groveshire Drive/NW Oak Way; and,
- NW Devonmoor Avenue/NW Oak Way.

Thanks

Bart Rudolph
Senior Planner

## Bart Rudolph

**From:** WARD Kimberlee S <Kimberlee.S.WARD@odot.state.or.us>
**Sent:** Tuesday, May 19, 2015 8:38 AM
**To:** Bart Rudolph
**Cc:** VOGEL Sylvia M
**Subject:** RE: Crash Data Request - Banks, OR -- Request #150154

Hello Bart,

There were no crashes reported at the intersection of NW Oak Way and NW Ashton Dr during the time period requested.

Thank you again and hope you have a great work week !

Kim

***Kim Ward***
Crash Reporting Technician
Crash Analysis and Reporting Unit
Transportation Data Section
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
ph: (503) 986-4237
fax: (503) 986-4249
mailto: kimberlee.s.ward@odot.state.or.us

**From:** Bart Rudolph [mailto:brudolph@kittelson.com]
**Sent:** Tuesday, May 12, 2015 11:33 AM
**To:** WARD Kimberlee S
**Subject:** Crash Data Request - Banks, OR

Hi Kim –

I hope things are going well. It's finally starting to look like spring up here, so everyone is in a good spirits up here.

Would you please provide the most recent 5 year cash data for the following intersection in Banks, OR:

- NW Oak Way/NW Ashton Dr

Thanks for your help.

Bart Rudolph
Senior Planner

Kittelson & Associates, Inc.
Transportation Engineering / Planning
880 H Street, Suite 202
Anchorage, Alaska 99501
907.646.7995
907.443.8107 (direct)
907.952.0785 (cell)

102 NEHALEM

NW Oak Way & Main Street Hwy 47 (Hwy 102)
January 1, 2009 through December 31, 2013

| SER# INVEST | S P E D E A U C O R S W D C G H R S L K | DATE DAY TIME | COUNTY CITY URBAN AREA | RD# FC COMPNT MLG TYP MILEPNT | CONN # FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CNTL | OFFRD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | A G E | S E X | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06377 | N N N | 11/15/2012 | WASHINGTON | 1 02 | | INTER | CROSS | N | N | CLD | BIKE | | | | | | | | | | | | | 110 | 04,27 |
| COUNTY | | Thu | | 0 0 | | CN | | TRF SIGNAL | N | DRY | ANGL | | | | | | | | | | | | | | |
| | | 1P | | 83.62 | | 02 | 0 | | N | DAY | INJ | | | STRGHT S N | 01 | BIKE | INJB | 52 | M | | 02 | 000 | 000 | 110 | 00 |
| | | | | | | | | | | | | 01 | NONE 0 PRVTE PSNGR CAR | STRGHT E W | 01 | DRVR | NONE | 34 | M | OR-Y OR>25 | | 020,016 | 000 038 | | 00 04,27 |
| 03430 | N N N N N | 07/18/2009 | WASHINGTON | 1 02 | | INTER | CROSS | N | N | CLR | ANGL-OTH | 01 | NONE 0 PRVTE PSNGR CAR | STRGHT W E | 01 | DRVR | NONE | 47 | F | OR-Y OR<25 | | 000 | 000 000 | | 04 00 00 |
| COUNTY | | Sat | | 0 0 | | CN | | TRF SIGNAL | N | DRY | ANGL | | | | | | | | | | | | | | |
| | | 12P | | 83.62 | | 03 | 1 | | N | DAY | PDO | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT N S | 01 | DRVR | NONE | 47 | F | OR-Y OR>25 | | 020 | 000 000 | | 00 04 |
| 06048 | N N N N N | 11/05/2010 | WASHINGTON | 1 02 | | INTER | CROSS | N | N | CLD | O-1TURN | 01 | NONE 0 PRVTE PSNGR CAR | TURN-L E S | 01 | DRVR | NONE | 16 | F | OR-Y OR<25 | | 004,028 | 000 000 | | 02 00 02 |
| COUNTY | | Fri | | 0 0 | | CN | | TRF SIGNAL | N | DRY | TURN | | | | | | | | | | | | | | |
| | | 9P | | 83.62 | | 03 | 1 | | N | DLIT | INJ | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT W E | 01 | DRVR | NONE | 15 | M | OR-Y OR<25 | | 000 | 000 000 | | 00 00 |
| | | | | | | | | | | | | | | | 02 | PSNG | INJB | 37 | M | | | 000 | 000 | | 00 |
| 07009 | N N N | 12/02/2013 | WASHINGTON | 1 02 | | INTER | CROSS | N | N | RAIN | O-1TURN | 01 | NONE 0 PRVTE PSNGR CAR | STRGHT W E | 01 | DRVR | NONE | 68 | F | OR-Y OR>25 | | 000 | 000 000 | | 02 00 00 |
| NONE | | Mon | | 0 0 | | CN | | TRF SIGNAL | N | WET | TURN | | | | | | | | | | | | | | |
| | | 6P | | 83.62 | | 03 | 1 | | N | DLIT | PDO | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | TURN-L E S | 01 | DRVR | NONE | 00 | U | UNK UNK | | 004,028 | 000 000 | | 00 02 |
| 02621 | N N N | 05/28/2010 | WASHINGTON | 1 02 | | INTER | CROSS | N | N | RAIN | ANGL-OTH | 01 | NONE 0 PRVTE PSNGR CAR | STRGHT W E | 01 | DRVR | NONE | 28 | F | OR-Y OR<25 | | 097 | 000 000 | | 04 00 00 |
| NO RPT | | Fri | | 0 0 | | CN | | TRF SIGNAL | N | WET | ANGL | | | | | | | | | | | | | | |
| | | 3P | | 83.62 | | 04 | 1 | | N | DAY | PDO | | | | | | | | | | | | | | |
| | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT S N | 01 | DRVR | NONE | 24 | F | OR-Y OR>25 | | 097 | 000 000 | | 00 00 |

102 NEHALEM

NW Oak Way & Main Street Hwy 47 (Hwy 102)
January 1, 2009 through December 31, 2013

| SER# INVEST | SPEED | ALCOHOL | DRUG | SCHOOL | WORK | DATE DAY TIME | COUNTY CITY URBAN AREA | RD# FC COMPNT MLG TYP MILEPNT | CONN # FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CNTL | OFFRD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | AGE | SEX | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05636 NONE | N | N | N | | | 10/21/2010 Thu 9P | WASHINGTON | 1 02 0 0 83.62 | | INTER CN 04 | CROSS 1 | N TRF SIGNAL | N N N | CLR DRY DLIT | O-1TURN TURN PDO | 01 | NONE 0 PRVTE PSNGR CAR | TURN-L N E | 01 | DRVR | NONE | 25 | M | OR-Y OR<25 | | 004,028 | 000 000 | | 02 00 02 |
| | | | | | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT S N | 01 | DRVR | NONE | 60 | M | OR-Y OR<25 | | 000 | 000 000 | | 00 00 |
| 01858 STATE | N | N | N | N | N | 04/11/2011 Mon 2P | WASHINGTON | 1 02 0 0 83.62 | | INTER CN 04 | CROSS 1 | N TRF SIGNAL | N N N | CLD DRY DAY | ANGL-OTH TURN INJ | 01 | NONE 0 PRVTE PSNGR CAR | TURN-L N E | 01 | DRVR | NONE | 76 | F | OR-Y OR<25 | | 020 | 000 000 | | 04 00 04 |
| | | | | | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT W E | 01 | DRVR | INJC | 32 | F | OR-Y OR<25 | | 000 | 000 000 | | 00 00 |
| 07513 COUNTY | N | N | N | N | N | 12/30/2012 Sun 6P | WASHINGTON | 1 02 0 0 83.62 | | INTER CN 04 | CROSS 1 | N TRF SIGNAL | N N N | CLR WET DLIT | O-1TURN TURN INJ | 01 | NONE 0 PRVTE PSNGR CAR | TURN-L N E | 01 | DRVR | NONE | 16 | M | OR-Y OR<25 | | 004,028 | 000 000 | | 02 00 02 |
| | | | | | | | | | | | | | | | | 02 | NONE 0 PRVTE PSNGR CAR | STRGHT S N | 01 | DRVR | NONE | 60 | M | OR-Y OR<25 | | 000 | 000 000 | | 00 00 |
| | | | | | | | | | | | | | | | | | | | 02 | PSNG | INJC | 59 | F | | | 000 | 000 | | 00 |

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
COUNTY ROAD CRASH LISTING

WASHINGTON COUNTY

NW Oak Way & Main Street Hwy 47 (Hwy 102)
January 1, 2009 through December 31, 2013

| SER# INVEST | SPED | ALCS | DRUG | SCHL | WORK | DATE DAY TIME | MILEPNT DIST FROM INTERSECT | COUNTY ROADS FIRST SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CONTL | OFF-RD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | AGE | SEX | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04759 | N | N | N | | | 9/4/2011 | | OAK WAY | INTER | CROSS | N | N | CLR | S-1STOP | 01 | NONE 0 | STRGHT | | | | | | | | | | | 07 |
| NONE | | | | | | Sun | 0 | NEHALEM HY | E | | TRF SIGNAL | N | DRY | REAR | | PRVTE | E W | | | | | | | | | 000 | | 00 |
| | | | | | | 7P | | | 06 | 1 | | N | DAY | INJ | | PSNGR CAR | | 01 | DRVR | NONE | 45 | F | OR-Y OR<25 | 026 | | 000 | | 07 |
| | | | | | | | | | | | | | | | 02 | NONE 0 | STOP | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | PRVTE | E W | | | | | | | | | 012 | | 00 |
| | | | | | | | | | | | | | | | | PSNGR CAR | | 01 | DRVR | INJC | 71 | F | OR-Y OR<25 | 000 | | 000 | | 00 |

102 NEHALEM

NW Trellis Way & Main Street Hwy 47 (Hwy 102)
January 1, 2009 through December 31, 2013

| SER# INVEST | S P E D | A L C | R G S | S L | W C H L | O R K | DATE DAY TIME | COUNTY CITY URBAN AREA | RD# FC COMPNT MLG TYP MILEPNT | CONN # FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CNTL | OFFRD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | A G E | S E X | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 05604 | N | N | N | N | N | | 10/11/2011 | WASHINGTON | 1 02 | | INTER | 3-LEG | N | Y | CLR | FIX OBJ | 01 | NONE 0 | TURN-L | | | | | | | | | | 062,058,040 | 08 |
| COUNTY | | | | | | | Tue | BANKS | 0 0 | S MAIN ST | E | | STOP SIGN | N | WET | FIX | | PRVTE | N E | | | | | | | | | 000 | 062,058,040 | 00 |
| | | | | | | | 11P | | 83.49 | NW TRELLIS WAY | 05 | 0 | | N | DLIT | PDO | | PSNGR CAR | | 01 | DRVR | NONE | 24 | M | OR-Y<br>OR<25 | 001,080,081 | 088 | | 08 |

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF BANKS, WASHINGTON COUNTY

NW Groveshire Avenue & NW Buckshire Street
January 1, 2009 through December 31, 2013

| SER# INVEST | SPEED | ALC | DRUGS | SCHL | WORK | DATE DAY TIME | CLASS DIST FROM | CITY STREET FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CONTL | OFF-RD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | AGE | SEX | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06624 | Y | N | N | | | 12/22/2009 | 09 | NW GROVESHIRE AVE | INTER | CROSS | N | Y | UNK | PRKD MV | 01 | NONE 0 | STRGHT | | | | | | | | | | | 01 |
| NONE | | | | | | Tue | 0 | NW BUCKSHIRE ST | N | | STOP SIGN | N | UNK | SS-M | | PRVTE | S N | | | | | | | | | 000 | | 00 |
| | | | | | | 3A | | | 06 | 0 | | N | DLIT | PDO | | PSNGR CAR | | 01 | DRVR | NONE | 22 | M | OR-Y | | 047,080,081 | 017 | | 01 |
| | | | | | | | | | | | | | | | | | | | | | | | OR<25 | | | | | |
| | | | | | | | | | | | | | | | 02 | UNKN 9 | PRKD-P | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | PRVTE | N S | | | | | | | | | 008 | | 00 |
| | | | | | | | | | | | | | | | | PSNGR CAR | | | | | | | | | | | | |

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF BANKS, WASHINGTON COUNTY

NW Groveshire Avenue & NW Oak Way
January 1, 2009 through December 31, 2013

| SER# INVEST | SPED | ALC | DRUGS | SCHL | WORK | DATE DAY TIME | CLASS DIST FROM | CITY STREET FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CONTL | OFF-RD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | AGE | SEX | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 07263 | N | N | N | N | N | 12/17/2012 | 09 | NW GROVESHIRE AVE | INTER | CROSS | N | N | RAIN | PED | 01 | NONE 0 | TURN-L | | | | | | | | | | | 32,02 |
| COUNTY | | | | | | Mon | 0 | NW OAK WAY | W | | STOP SIGN | N | WET | PED | | PRVTE | S W | | | | | | | | | 015 | | 00 |
| | | | | | | 6P | | | 05 | 0 | | N | DLIT | INJ | | PSNGR CAR | | 01 | DRVR | NONE | 24 | M | OR-Y | | 052,029 | 000 | | 32,02 |
| | | | | | | | | | | | | | | | | | | | | | | | OR<25 | | | | | |
| | | | | | | | | | | | | | | | | | STRGHT | 01 | PED | INJC | 35 | F | | 01 | 000 | 000 | | 00 |
| | | | | | | | | | | | | | | | | | N S | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | STRGHT | 02 | PED | INJC | 04 | F | | 01 | 000 | 000 | | 00 |
| | | | | | | | | | | | | | | | | | N S | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | STRGHT | 03 | PED | NO<5 | 02 | F | | 01 | 000 | 000 | | 00 |
| | | | | | | | | | | | | | | | | | N S | | | | | | | | | | | |

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF BANKS, WASHINGTON COUNTY

NW Devonmoor Avenue & NW Oak Way
January 1, 2009 through December 31, 2013

| SER# INVEST | SPED | ALC | DRUG | SCHL | WORK | DATE DAY TIME | CLASS DIST FROM | CITY STREET FIRST STREET SECOND STREET | RD CHAR DIRECT LOCTN | INT-TYP (MEDIAN) LEGS (#LANES) | INT-REL TRAF-CONTL | OFF-RD RNDBT DRVWY | WTHR SURF LIGHT | CRASH TYP COLL TYP SVRTY | V# | SPCL USE TRLR QTY OWNER VEH TYPE | MOVE FROM TO | P# | PRTC TYPE | INJ SVRTY | AGE | SEX | LICNS RES | PED LOC | ERROR | ACTN | EVENT | CAUSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 03870 | Y | N | N | | | 08/10/2009 | 09 | NW DEVONMOOR AVE | INTER | CROSS | N | Y | CLR | FIX OBJ | 01 | NONE 0 | TURN-R | | | | | | | | | | 072 | 22,11,03 |
| COUNTY | | | | | | Mon | 0 | NW OAK WAY | S | | TRF SIGNAL | N | DRY | FIX | | PRVTE | W S | | | | | | | | | 088 | 072 | 22,11 |
| | | | | | | 11P | | | 06 | 0 | | N | DLIT | PDO | | PSNGR CAR | | 01 | DRVR | NONE | 18 | M | OR-Y | | 017,021 | 017 | | 03,30 |
| | | | | | | | | | | | | | | | | | | | | | | | OR<25 | | | | | |

ACTION CODE TRANSLATION LIST

| ACTION CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 000 | NONE | NO ACTION OR NON-WARRANTED |
| 001 | SKIDDED | SKIDDED |
| 002 | ON/OFF V | GETTING ON OR OFF STOPPED OR PARKED VEHICLE |
| 003 | LOAD OVR | OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC. |
| 006 | SLOW DN | SLOWED DOWN |
| 007 | AVOIDING | AVOIDING MANEUVER |
| 008 | PAR PARK | PARALLEL PARKING |
| 009 | ANG PARK | ANGLE PARKING |
| 010 | INTERFERE | PASSENGER INTERFERING WITH DRIVER |
| 011 | STOPPED | STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN |
| 012 | STP/L TRN | STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC. |
| 013 | STP TURN | STOPPED WHILE EXECUTING A TURN |
| 015 | GO A/STOP | PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED. |
| 016 | TRN A/RED | TURNED ON RED AFTER STOPPING |
| 017 | LOSTCTRL | LOST CONTROL OF VEHICLE |
| 018 | EXIT DWY | ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY |
| 019 | ENTR DWY | ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY |
| 020 | STR ENTR | BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER |
| 021 | NO DRVR | CAR RAN AWAY - NO DRIVER |
| 022 | PREV COL | STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED |
| 023 | STALLED | VEHICLE STALLED |
| 024 | DRVR DEAD | DEAD BY UNASSOCIATED CAUSE |
| 025 | FATIGUE | FATIGUED, SLEEPY, ASLEEP |
| 026 | SUN | DRIVER BLINDED BY SUN |
| 027 | HDLGHTS | DRIVER BLINDED BY HEADLIGHTS |
| 028 | ILLNESS | PHYSICALLY ILL |
| 029 | THRU MED | VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER |
| 030 | PURSUIT | PURSUING OR ATTEMPTING TO STOP A VEHICLE |
| 031 | PASSING | PASSING SITUATION |
| 032 | PRKOFFRD | VEHICLE PARKED BEYOND CURB OR SHOULDER |
| 033 | CROS MED | VEHICLE CROSSED EARTH OR GRASS MEDIAN |
| 034 | X N/SGNL | CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT |
| 035 | X W/ SGNL | CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT |
| 036 | DIAGONAL | CROSSING AT INTERSECTION - DIAGONALLY |
| 037 | BTWN INT | CROSSING BETWEEN INTERSECTIONS |
| 038 | DISTRACT | DRIVER'S ATTENTION DISTRACTED |
| 039 | W/TRAF-S | WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC |
| 040 | A/TRAF-S | WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC |
| 041 | W/TRAF-P | WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC |
| 042 | A/TRAF-P | WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC |
| 043 | PLAYINRD | PLAYING IN STREET OR ROAD |
| 044 | PUSH MV | PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER |
| 045 | WORK ON | WORKING IN ROADWAY OR ALONG SHOULDER |
| 046 | W/ TRAFIC | NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC |
| 047 | A/ TRAFIC | NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC |
| 050 | LAY ON RD | STANDING OR LYING IN ROADWAY |
| 051 | ENT OFFRD | ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD |
| 052 | MERGING | MERGING |
| 055 | SPRAY | BLINDED BY WATER SPRAY |
| 088 | OTHER | OTHER ACTION |

ACTION CODE TRANSLATION LIST

| ACTION CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 099 | UNK | UNKNOWN ACTION |

## CAUSE CODE TRANSLATION LIST

| CAUSE CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 00 | NO CODE | NO CAUSE ASSOCIATED AT THIS LEVEL |
| 01 | TOO-FAST | TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED |
| 02 | NO-YIELD | DID NOT YIELD RIGHT-OF-WAY |
| 03 | PAS-STOP | PASSED STOP SIGN OR RED FLASHER |
| 04 | DIS SIG | DISREGARDED TRAFFIC SIGNAL |
| 05 | LEFT-CTR | DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING |
| 06 | IMP-OVER | IMPROPER OVERTAKING |
| 07 | TOO-CLOS | FOLLOWED TOO CLOSELY |
| 08 | IMP-TURN | MADE IMPROPER TURN |
| 09 | DRINKING | ALCOHOL OR DRUG INVOLVED |
| 10 | OTHR-IMP | OTHER IMPROPER DRIVING |
| 11 | MECH-DEF | MECHANICAL DEFECT |
| 12 | OTHER | OTHER (NOT IMPROPER DRIVING) |
| 13 | IMP LN C | IMPROPER CHANGE OF TRAFFIC LANES |
| 14 | DIS TCD | DISREGARDED OTHER TRAFFIC CONTROL DEVICE |
| 15 | WRNG WAY | WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO. |
| 16 | FATIGUE | DRIVER DROWSY/FATIGUED/SLEEPY |
| 17 | ILLNESS | PHYSICAL ILLNESS |
| 18 | IN RDWY | NON-MOTORIST ILLEGALLY IN ROADWAY |
| 19 | NT VISBL | NOT VISIBLE: DARK / NON-REFLECTIVE CLOTHING |
| 20 | IMP PKNG | VEHICLE IMPROPERLY PARKED |
| 21 | DEF STER | DEFECTIVE STEERING MECHANISM |
| 22 | DEF BRKE | INADEQUATE OR NO BRAKES |
| 24 | LOADSHFT | VEHICLE LOST LOAD OR LOAD SHIFTED |
| 25 | TIREFAIL | TIRE FAILURE |
| 26 | PHANTOM | PHANTOM / NON-CONTACT VEHICLE |
| 27 | INATTENT | INATTENTION |
| 28 | NM INATT | NON-MOTORIST INATTENTION |
| 29 | F AVOID | FAILED TO AVOID VEHICLE AHEAD |
| 30 | SPEED | DRIVING IN EXCESS OF POSTED SPEED |
| 31 | RACING | SPEED RACING (PER PAR) |
| 32 | CARELESS | CARELESS DRIVING (PER PAR) |
| 33 | RECKLESS | RECKLESS DRIVING (PER PAR) |
| 34 | AGGRESV | AGGRESSIVE DRIVING (PER PAR) |
| 35 | RD RAGE | ROAD RAGE (PER PAR) |
| 40 | VIEW OBS | VIEW OBSCURED |
| 50 | USED MDN | IMPROPER USE OF MEDIAN OR SHOULDER |

## COLLISION TYPE CODE TRANSLATION LIST

| COLL CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| & | OTH | MISCELLANEOUS |
| - | BACK | BACKING |
| 0 | PED | PEDESTRIAN |
| 1 | ANGL | ANGLE |
| 2 | HEAD | HEAD-ON |
| 3 | REAR | REAR-END |
| 4 | SS-M | SIDESWIPE - MEETING |
| 5 | SS-O | SIDESWIPE - OVERTAKING |
| 6 | TURN | TURNING MOVEMENT |
| 7 | PARK | PARKING MANEUVER |
| 8 | NCOL | NON-COLLISION |
| 9 | FIX | FIXED OBJECT OR OTHER OBJECT |

## CRASH TYPE CODE TRANSLATION LIST

| CRASH TYPE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| & | OVERTURN | OVERTURNED |
| 0 | NON-COLL | OTHER NON-COLLISION |
| 1 | OTH RDWY | MOTOR VEHICLE ON OTHER ROADWAY |
| 2 | PRKD MV | PARKED MOTOR VEHICLE |
| 3 | PED | PEDESTRIAN |
| 4 | TRAIN | RAILWAY TRAIN |
| 6 | BIKE | PEDALCYCLIST |
| 7 | ANIMAL | ANIMAL |
| 8 | FIX OBJ | FIXED OBJECT |
| 9 | OTH OBJ | OTHER OBJECT |
| A | ANGL-STP | ENTERING AT ANGLE - ONE VEHICLE STOPPED |
| B | ANGL-OTH | ENTERING AT ANGLE - ALL OTHERS |
| C | S-STRGHT | FROM SAME DIRECTION - BOTH GOING STRAIGHT |
| D | S-1TURN | FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT |
| E | S-1STOP | FROM SAME DIRECTION - ONE STOPPED |
| F | S-OTHER | FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING |
| G | O-STRGHT | FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT |
| H | O-1TURN | FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT |
| I | O-1STOP | FROM OPPOSITE DIRECTION - ONE STOPPED |
| J | O-OTHER | FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING |

DRIVER LICENSE CODE TRANSLATION LIST

| LIC CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | NONE | NOT LICENSED (HAD NEVER BEEN LICENSED) |
| 1 | OR-Y | VALID OREGON LICENSE |
| 2 | OTH-Y | VALID LICENSE, OTHER STATE OR COUNTRY |
| 3 | SUSP | SUSPENDED/REVOKED |

DRIVER RESIDENCE CODE TRANSLATION LIST

| RES CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 1 | OR<25 | OREGON RESIDENT WITHIN 25 MILE OF HOME |
| 2 | OR>25 | OREGON RESIDENT 25 OR MORE MILES FROM HOME |
| 3 | OR-? | OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME |
| 4 | N-RES | NON-RESIDENT |
| 9 | UNK | UNKNOWN IF OREGON RESIDENT |

ERROR CODE TRANSLATION LIST

| ERROR CODE | SHORT DESCRIPTION | FULL DESCRIPTION |
|---|---|---|
| 000 | NONE | NO ERROR |
| 001 | WIDE TRN | WIDE TURN |
| 002 | CUT CORN | CUT CORNER ON TURN |
| 003 | FAIL TRN | FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS |
| 004 | L IN TRF | LEFT TURN IN FRONT OF ONCOMING TRAFFIC |
| 005 | L PROHIB | LEFT TURN WHERE PROHIBITED |
| 006 | FRM WRNG | TURNED FROM WRONG LANE |
| 007 | TO WRONG | TURNED INTO WRONG LANE |
| 008 | ILLEG U | U-TURNED ILLEGALLY |
| 009 | IMP STOP | IMPROPERLY STOPPED IN TRAFFIC LANE |
| 010 | IMP SIG | IMPROPER SIGNAL OR FAILURE TO SIGNAL |
| 011 | IMP BACK | BACKING IMPROPERLY (NOT PARKING) |
| 012 | IMP PARK | IMPROPERLY PARKED |
| 013 | UNPARK | IMPROPER START LEAVING PARKED POSITION |
| 014 | IMP STRT | IMPROPER START FROM STOPPED POSITION |
| 015 | IMP LGHT | IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC) |
| 016 | INATTENT | INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97) |
| 017 | UNSF VEH | DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT) |
| 018 | OTH PARK | ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER |
| 019 | DIS DRIV | DISREGARDED OTHER DRIVER'S SIGNAL |
| 020 | DIS SGNL | DISREGARDED TRAFFIC SIGNAL |
| 021 | RAN STOP | DISREGARDED STOP SIGN OR FLASHING RED |
| 022 | DIS SIGN | DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER |
| 023 | DIS OFCR | DISREGARDED POLICE OFFICER OR FLAGMAN |
| 024 | DIS EMER | DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE |
| 025 | DIS RR | DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN |
| 026 | REAR-END | FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS |
| 027 | BIKE ROW | DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST |
| 028 | NO ROW | DID NOT HAVE RIGHT-OF-WAY |
| 029 | PED ROW | FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN |
| 030 | PAS CURV | PASSING ON A CURVE |
| 031 | PAS WRNG | PASSING ON THE WRONG SIDE |
| 032 | PAS TANG | PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS |
| 033 | PAS X-WK | PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN |
| 034 | PAS INTR | PASSING AT INTERSECTION |
| 035 | PAS HILL | PASSING ON CREST OF HILL |
| 036 | N/PAS ZN | PASSING IN "NO PASSING" ZONE |
| 037 | PAS TRAF | PASSING IN FRONT OF ONCOMING TRAFFIC |
| 038 | CUT-IN | CUTTING IN (TWO LANES - TWO WAY ONLY) |
| 039 | WRNGSIDE | DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS) |
| 040 | THRU MED | DRIVING THROUGH SAFETY ZONE OR OVER ISLAND |
| 041 | F/ST BUS | FAILED TO STOP FOR SCHOOL BUS |

ERROR CODE TRANSLATION LIST

| ERROR CODE | SHORT DESCRIPTION | FULL DESCRIPTION |
|---|---|---|
| 042 | F/SLO MV | FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE |
| 043 | TO CLOSE | FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT) |
| 044 | STRDL LN | STRADDLING OR DRIVING ON WRONG LANES |
| 045 | IMP CHG | IMPROPER CHANGE OF TRAFFIC LANES |
| 046 | WRNG WAY | WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD |
| 047 | BASCRULE | DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED) |
| 048 | OPN DOOR | OPENED DOOR INTO ADJACENT TRAFFIC LANE |
| 049 | IMPEDING | IMPEDING TRAFFIC |
| 050 | SPEED | DRIVING IN EXCESS OF POSTED SPEED |
| 051 | RECKLESS | RECKLESS DRIVING (PER PAR) |
| 052 | CARELESS | CARELESS DRIVING (PER PAR) |
| 053 | RACING | SPEED RACING (PER PAR) |
| 054 | X N/SGNL | CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT |
| 055 | X W/SGNL | CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT |
| 056 | DIAGONAL | CROSSING AT INTERSECTION - DIAGONALLY |
| 057 | BTWN INT | CROSSING BETWEEN INTERSECTIONS |
| 059 | W/TRAF-S | WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC |
| 060 | A/TRAF-S | WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC |
| 061 | W/TRAF-P | WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC |
| 062 | A/TRAF-P | WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC |
| 063 | PLAYINRD | PLAYING IN STREET OR ROAD |
| 064 | PUSH MV | PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER |
| 065 | WK IN RD | WORKING IN ROADWAY OR ALONG SHOULDER |
| 070 | LAYON RD | STANDING OR LYING IN ROADWAY |
| 071 | NM IMP USE | IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST |
| 073 | ELUDING | ELUDING / ATTEMPT TO ELUDE |
| 079 | F NEG CURV | FAILED TO NEGOTIATE A CURVE |
| 080 | FAIL LN | FAILED TO MAINTAIN LANE |
| 081 | OFF RD | RAN OFF ROAD |
| 082 | NO CLEAR | DRIVER MISJUDGED CLEARANCE |
| 083 | OVRSTEER | OVER-CORRECTING |
| 084 | NOT USED | CODE NOT IN USE |
| 085 | OVRLOAD | OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS |
| 097 | UNA DIS TC | UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE |

EVENT CODE TRANSLATION LIST

| EVENT CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 001 | FEL/JUMP | OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE |
| 002 | INTERFER | PASSENGER INTERFERED WITH DRIVER |
| 003 | BUG INTF | ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER |
| 004 | INDRCT PED | PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK) |
| 005 | SUB-PED | "SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC. |
| 006 | INDRCT BIK | PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK) |
| 007 | HITCHIKR | HITCHHIKER (SOLICITING A RIDE) |
| 008 | PSNGR TOW | PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE |
| 009 | ON/OFF V | GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI( |
| 010 | SUB OTRN | OVERTURNED AFTER FIRST HARMFUL EVENT |
| 011 | MV PUSHD | VEHICLE BEING PUSHED |
| 012 | MV TOWED | VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE |
| 013 | FORCED | VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN |
| 014 | SET MOTN | VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.) |
| 015 | RR ROW | AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL) |
| 016 | LT RL ROW | AT OR ON LIGHT-RAIL RIGHT-OF-WAY |
| 017 | RR HIT V | TRAIN STRUCK VEHICLE |
| 018 | V HIT RR | VEHICLE STRUCK TRAIN |
| 019 | HIT RR CAR | VEHICLE STRUCK RAILROAD CAR ON ROADWAY |
| 020 | JACKNIFE | JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE |
| 021 | TRL OTRN | TRAILER OR TOWED VEHICLE OVERTURNED |
| 022 | CN BROKE | TRAILER CONNECTION BROKE |
| 023 | DETACH TRL | DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT |
| 024 | V DOOR OPN | VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE |
| 025 | WHEELOFF | WHEEL CAME OFF |
| 026 | HOOD UP | HOOD FLEW UP |
| 028 | LOAD SHIFT | LOST LOAD, LOAD MOVED OR SHIFTED |
| 029 | TIREFAIL | TIRE FAILURE |
| 030 | PET | PET: CAT, DOG AND SIMILAR |
| 031 | LVSTOCK | STOCK: COW, CALF, BULL, STEER, SHEEP, ETC. |
| 032 | HORSE | HORSE, MULE, OR DONKEY |
| 033 | HRSE&RID | HORSE AND RIDER |
| 034 | GAME | WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK) |
| 035 | DEER ELK | DEER OR ELK, WAPITI |
| 036 | ANML VEH | ANIMAL-DRAWN VEHICLE |
| 037 | CULVERT | CULVERT, OPEN LOW OR HIGH MANHOLE |
| 038 | ATENUATN | IMPACT ATTENUATOR |
| 039 | PK METER | PARKING METER |
| 040 | CURB | CURB (ALSO NARROW SIDEWALKS ON BRIDGES) |
| 041 | JIGGLE | JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION |
| 042 | GDRL END | LEADING EDGE OF GUARDRAIL |
| 043 | GARDRAIL | GUARD RAIL (NOT METAL MEDIAN BARRIER) |
| 044 | BARRIER | MEDIAN BARRIER (RAISED OR METAL) |
| 045 | WALL | RETAINING WALL OR TUNNEL WALL |
| 046 | BR RAIL | BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH) |
| 047 | BR ABUTMNT | BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013) |
| 048 | BR COLMN | BRIDGE PILLAR OR COLUMN |
| 049 | BR GIRDR | BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD) |
| 050 | ISLAND | TRAFFIC RAISED ISLAND |
| 051 | GORE | GORE |
| 052 | POLE UNK | POLE - TYPE UNKNOWN |
| 053 | POLE UTL | POLE - POWER OR TELEPHONE |
| 054 | ST LIGHT | POLE - STREET LIGHT ONLY |
| 055 | TRF SGNL | POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY |
| 056 | SGN BRDG | POLE - SIGN BRIDGE |
| 057 | STOPSIGN | STOP OR YIELD SIGN |
| 058 | OTH SIGN | OTHER SIGN, INCLUDING STREET SIGNS |
| 059 | HYDRANT | HYDRANT |

EVENT CODE TRANSLATION LIST

| EVENT CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 060 | MARKER | DELINEATOR OR MARKER (REFLECTOR POSTS) |
| 061 | MAILBOX | MAILBOX |
| 062 | TREE | TREE, STUMP OR SHRUBS |
| 063 | VEG OHED | TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC. |
| 064 | WIRE/CBL | WIRE OR CABLE ACROSS OR OVER THE ROAD |
| 065 | TEMP SGN | TEMPORARY SIGN OR BARRICADE IN ROAD, ETC. |
| 066 | PERM SGN | PERMANENT SIGN OR BARRICADE IN/OFF ROAD |
| 067 | SLIDE | SLIDES, FALLEN OR FALLING ROCKS |
| 068 | FRGN OBJ | FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL) |
| 069 | EQP WORK | EQUIPMENT WORKING IN/OFF ROAD |
| 070 | OTH EQP | OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT) |
| 071 | MAIN EQP | WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT |
| 072 | OTHER WALL | ROCK, BRICK OR OTHER SOLID WALL |
| 073 | IRRGL PVMT | OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR) |
| 074 | OVERHD OBJ | OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE |
| 075 | CAVE IN | BRIDGE OR ROAD CAVE IN |
| 076 | HI WATER | HIGH WATER |
| 077 | SNO BANK | SNOW BANK |
| 078 | LO-HI EDGE | LOW OR HIGH SHOULDER AT PAVEMENT EDGE |
| 079 | DITCH | CUT SLOPE OR DITCH EMBANKMENT |
| 080 | OBJ FRM MV | STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS) |
| 081 | FLY-OBJ | STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE) |
| 082 | VEH HID | VEHICLE OBSCURED VIEW |
| 083 | VEG HID | VEGETATION OBSCURED VIEW |
| 084 | BLDG HID | VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC. |
| 085 | WIND GUST | WIND GUST |
| 086 | IMMERSED | VEHICLE IMMERSED IN BODY OF WATER |
| 087 | FIRE/EXP | FIRE OR EXPLOSION |
| 088 | FENC/BLD | FENCE OR BUILDING, ETC. |
| 089 | OTHR CRASH | CRASH RELATED TO ANOTHER SEPARATE CRASH |
| 090 | TO 1 SIDE | TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE |
| 091 | BUILDING | BUILDING OR OTHER STRUCTURE |
| 092 | PHANTOM | OTHER (PHANTOM) NON-CONTACT VEHICLE |
| 093 | CELL PHONE | CELL PHONE (ON PAR OR DRIVER IN USE) |
| 094 | VIOL GDL | TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM |
| 095 | GUY WIRE | GUY WIRE |
| 096 | BERM | BERM (EARTHEN OR GRAVEL MOUND) |
| 097 | GRAVEL | GRAVEL IN ROADWAY |
| 098 | ABR EDGE | ABRUPT EDGE |
| 099 | CELL WTNSD | CELL PHONE USE WITNESSED BY OTHER PARTICIPANT |
| 100 | UNK FIXD | FIXED OBJECT, UNKNOWN TYPE. |
| 101 | OTHER OBJ | NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE |
| 102 | TEXTING | TEXTING |
| 103 | WZ WORKER | WORK ZONE WORKER |
| 104 | ON VEHICLE | PASSENGER RIDING ON VEHICLE EXTERIOR |
| 105 | PEDAL PSGR | PASSENGER RIDING ON PEDALCYCLE |
| 106 | MAN WHLCHR | PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR |
| 107 | MTR WHLCHR | PEDESTRIAN IN MOTORIZED WHEELCHAIR |
| 108 | OFFICER | LAW ENFORCEMENT / POLICE OFFICER |
| 109 | SUB-BIKE | "SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC. |
| 110 | N-MTR | NON-MOTORIST STRUCK VEHICLE |
| 111 | S CAR VS V | STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE |
| 112 | V VS S CAR | VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) |
| 113 | S CAR ROW | AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY |
| 114 | RR EQUIP | VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS |
| 115 | DSTRCT GPS | DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE |
| 116 | DSTRCT OTH | DISTRACTED BY OTHER ELECTRONIC DEVICE |
| 117 | RR GATE | RAIL CROSSING DROP-ARM GATE |

EVENT CODE TRANSLATION LIST

| EVENT CODE | SHORT DESCRIPTION | LONG DESCRIPTION |
|---|---|---|
| 118 | EXPNSN JNT | EXPANSION JOINT |
| 119 | JERSEY BAR | JERSEY BARRIER |
| 120 | WIRE BAR | WIRE OR CABLE MEDIAN BARRIER |
| 121 | FENCE | FENCE |
| 123 | OBJ IN VEH | LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT |
| 124 | SLIPPERY | SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL) |
| 125 | SHLDR | SHOULDER GAVE WAY |
| 126 | BOULDER | ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE) |
| 127 | LAND SLIDE | ROCK SLIDE OR LAND SLIDE |
| 128 | CURVE INV | CURVE PRESENT AT CRASH LOCATION |
| 129 | HILL INV | VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION |
| 130 | CURVE HID | VIEW OBSCURED BY CURVE |
| 131 | HILL HID | VIEW OBSCURED BY VERTICAL GRADE / HILL |
| 132 | WINDOW HID | VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS |
| 133 | SPRAY HID | VIEW OBSCURED BY WATER SPRAY |

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

| FUNC CLASS | DESCRIPTION |
|---|---|
| 01 | RURAL PRINCIPAL ARTERIAL - INTERSTATE |
| 02 | RURAL PRINCIPAL ARTERIAL - OTHER |
| 06 | RURAL MINOR ARTERIAL |
| 07 | RURAL MAJOR COLLECTOR |
| 08 | RURAL MINOR COLLECTOR |
| 09 | RURAL LOCAL |
| 11 | URBAN PRINCIPAL ARTERIAL - INTERSTATE |
| 12 | URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP |
| 14 | URBAN PRINCIPAL ARTERIAL - OTHER |
| 16 | URBAN MINOR ARTERIAL |
| 17 | URBAN COLLECTOR |
| 19 | URBAN LOCAL |
| 78 | UNKNOWN RURAL SYSTEM |
| 79 | UNKNOWN RURAL NON-SYSTEM |
| 98 | UNKNOWN URBAN SYSTEM |
| 99 | UNKNOWN URBAN NON-SYSTEM |

HIGHWAY COMPONENT TRANSLATION LIST

| CODE | DESCRIPTION |
|---|---|
| 0 | MAINLINE STATE HIGHWAY |
| 1 | COUPLET |
| 3 | FRONTAGE ROAD |
| 6 | CONNECTION |
| 8 | HIGHWAY - OTHER |

INJURY SEVERITY CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 1 | KILL | FATAL INJURY |
| 2 | INJA | INCAPACITATING INJURY - BLEEDING, BROKEN BONES |
| 3 | INJB | NON-INCAPACITATING INJURY |
| 4 | INJC | POSSIBLE INJURY - COMPLAINT OF PAIN |
| 5 | PRI | DIED PRIOR TO CRASH |
| 7 | NO<5 | NO INJURY - 0 TO 4 YEARS OF AGE |

LIGHT CONDITION CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | UNK | UNKNOWN |
| 1 | DAY | DAYLIGHT |
| 2 | DLIT | DARKNESS - WITH STREET LIGHTS |
| 3 | DARK | DARKNESS - NO STREET LIGHTS |
| 4 | DAWN | DAWN (TWILIGHT) |
| 5 | DUSK | DUSK (TWILIGHT) |

MEDIAN TYPE CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | NONE | NO MEDIAN |
| 1 | RSDMD | SOLID MEDIAN BARRIER |
| 2 | DIVMD | EARTH, GRASS OR PAVED MEDIAN |

MILEAGE TYPE CODE TRANSLATION LIST

| CODE | LONG DESCRIPTION |
|---|---|
| 0 | REGULAR MILEAGE |
| T | TEMPORARY |
| Y | SPUR |
| Z | OVERLAPPING |

MOVEMENT TYPE CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | UNK | UNKNOWN |
| 1 | STRGHT | STRAIGHT AHEAD |
| 2 | TURN-R | TURNING RIGHT |
| 3 | TURN-L | TURNING LEFT |
| 4 | U-TURN | MAKING A U-TURN |
| 5 | BACK | BACKING |
| 6 | STOP | STOPPED IN TRAFFIC |
| 7 | PRKD-P | PARKED - PROPERLY |
| 8 | PRKD-I | PARKED - IMPROPERLY |

PEDESTRIAN LOCATION CODE TRANSLATION LIST

| CODE | LONG DESCRIPTION |
|---|---|
| 00 | AT INTERSECTION - NOT IN ROADWAY |
| 01 | AT INTERSECTION - INSIDE CROSSWALK |
| 02 | AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK |
| 03 | AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN |
| 04 | NOT AT INTERSECTION - IN ROADWAY |
| 05 | NOT AT INTERSECTION - ON SHOULDER |
| 06 | NOT AT INTERSECTION - ON MEDIAN |
| 07 | NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY |
| 08 | NOT AT INTERSECTION - IN BIKE PATH |
| 09 | NOT-AT INTERSECTION - ON SIDEWALK |
| 10 | OUTSIDE TRAFFICWAY BOUNDARIES |
| 13 | AT INTERSECTION - IN BIKE LANE |
| 15 | NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK |
| 18 | OTHER, NOT IN ROADWAY |
| 99 | UNKNOWN LOCATION |

ROAD CHARACTER CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | UNK | UNKNOWN |
| 1 | INTER | INTERSECTION |
| 2 | ALLEY | DRIVEWAY OR ALLEY |
| 3 | STRGHT | STRAIGHT ROADWAY |
| 4 | TRANS | TRANSITION |
| 5 | CURVE | CURVE (HORIZONTAL CURVE) |
| 6 | OPENAC | OPEN ACCESS OR TURNOUT |
| 7 | GRADE | GRADE (VERTICAL CURVE) |
| 8 | BRIDGE | BRIDGE STRUCTURE |
| 9 | TUNNEL | TUNNEL |

PARTICIPANT TYPE CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | OCC | UNKNOWN OCCUPANT TYPE |
| 1 | DRVR | DRIVER |
| 2 | PSNG | PASSENGER |
| 3 | PED | PEDESTRIAN |
| 4 | CONV | PEDESTRIAN USING A PEDESTRIAN CONVEYA |
| 5 | PTOW | PEDESTRIAN TOWING OR TRAILERING AN OB |
| 6 | BIKE | PEDALCYCLIST |
| 7 | BTOW | PEDALCYCLIST TOWING OR TRAILERING AN |
| 8 | PRKD | OCCUPANT OF A PARKED MOTOR VEHICLE |
| 9 | UNK | UNKNOWN TYPE OF NON-MOTORIST |

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 000 | NONE | NO CONTROL |
| 001 | TRF SIGNAL | TRAFFIC SIGNALS |
| 002 | FLASHBCN-R | FLASHING BEACON - RED (STOP) |
| 003 | FLASHBCN-A | FLASHING BEACON - AMBER (SLOW) |
| 004 | STOP SIGN | STOP SIGN |
| 005 | SLOW SIGN | SLOW SIGN |
| 006 | REG-SIGN | REGULATORY SIGN |
| 007 | YIELD | YIELD SIGN |
| 008 | WARNING | WARNING SIGN |
| 009 | CURVE | CURVE SIGN |
| 010 | SCHL X-ING | SCHOOL CROSSING SIGN OR SPECIAL SIGNAL |
| 011 | OFCR/FLAG | POLICE OFFICER, FLAGMAN - SCHOOL PATROL |
| 012 | BRDG-GATE | BRIDGE GATE - BARRIER |
| 013 | TEMP-BARR | TEMPORARY BARRIER |
| 014 | NO-PASS-ZN | NO PASSING ZONE |
| 015 | ONE-WAY | ONE-WAY STREET |
| 016 | CHANNEL | CHANNELIZATION |
| 017 | MEDIAN BAR | MEDIAN BARRIER |
| 018 | PILOT CAR | PILOT CAR |
| 019 | SP PED SIG | SPECIAL PEDESTRIAN SIGNAL |
| 020 | X-BUCK | CROSSBUCK |
| 021 | THR-GN-SIG | THROUGH GREEN ARROW OR SIGNAL |
| 022 | L-GRN-SIG | LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL |
| 023 | R-GRN-SIG | RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL |
| 024 | WIGWAG | WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE |
| 025 | X-BUCK WRN | CROSSBUCK AND ADVANCE WARNING |
| 026 | WW W/ GATE | FLASHING LIGHTS WITH DROP-ARM GATES |
| 027 | OVRHD SGNL | SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY) |
| 028 | SP RR STOP | SPECIAL RR STOP SIGN |
| 029 | ILUM GRD X | ILLUMINATED GRADE CROSSING |
| 037 | RAMP METER | METERED RAMPS |
| 038 | RUMBLE STR | RUMBLE STRIP |
| 090 | L-TURN REF | LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED) |
| 091 | R-TURN ALL | RIGHT TURN AT ALL TIMES SIGN, ETC. |
| 092 | EMR SGN/FL | EMERGENCY SIGNS OR FLARES |
| 093 | ACCEL LANE | ACCELERATION OR DECELERATION LANES |
| 094 | R-TURN PRO | RIGHT TURN PROHIBITED ON RED AFTER STOPPING |

VEHICLE TYPE CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 01 | PSNGR CAR | PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC. |
| 02 | BOBTAIL | TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL) |
| 03 | FARM TRCTR | FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT |
| 04 | SEMI TOW | TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW |
| 05 | TRUCK | TRUCK WITH NON-DETACHABLE BED, PANEL, ETC. |
| 06 | MOPED | MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE |
| 07 | SCHL BUS | SCHOOL BUS (INCLUDES VAN) |
| 08 | OTH BUS | OTHER BUS |
| 09 | MTRCYCLE | MOTORCYCLE, DIRT BIKE |
| 10 | OTHER | OTHER: FORKLIFT, BACKHOE, ETC. |
| 11 | MOTRHOME | MOTORHOME |
| 12 | TROLLEY | MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES) |
| 13 | ATV | ATV |
| 14 | MTRSCTR | MOTORIZED SCOOTER (STANDING) |
| 15 | SNOWMOBILE | SNOWMOBILE |
| 99 | UNKNOWN | UNKNOWN VEHICLE TYPE |

| | | |
|---|---|---|
| 095 | BUS STPSGN | BUS STOP SIGN AND RED LIGHTS |
| 099 | UNKNOWN | UNKNOWN OR NOT DEFINITE |

WEATHER CONDITION CODE TRANSLATION LIST

| CODE | SHORT DESC | LONG DESCRIPTION |
|---|---|---|
| 0 | UNK | UNKNOWN |
| 1 | CLR | CLEAR |
| 2 | CLD | CLOUDY |
| 3 | RAIN | RAIN |
| 4 | SLT | SLEET |
| 5 | FOG | FOG |
| 6 | SNOW | SNOW |
| 7 | DUST | DUST |
| 8 | SMOK | SMOKE |
| 9 | ASH | ASH |

# Appendix 5 2017 Background Traffic Conditions Worksheets

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

12/9/2015

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 30 | 27 | 49 | 4 | 1 | 10 | 52 | 31 | 11 | 104 | 3 |
| 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 | 33 | 29 | 53 | 4 | 1 | 11 | 57 | 34 | 12 | 113 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 62 | 59 | 67 | 34 | 128 |
| Volume Left (vph) | 0 | 53 | 11 | 0 | 12 |
| Volume Right (vph) | 29 | 1 | 0 | 34 | 3 |
| Hadj (s) | -0.25 | 0.26 | 0.62 | -0.33 | 0.24 |
| Departure Headway (s) | 4.2 | 4.7 | 4.9 | 3.2 | 4.5 |
| Degree Utilization, x | 0.07 | 0.08 | 0.09 | 0.03 | 0.16 |
| Capacity (veh/h) | 813 | 720 | 699 | 1121 | 771 |
| Control Delay (s) | 7.5 | 8.1 | 8.4 | 6.3 | 8.4 |
| Approach Delay (s) | 7.5 | 8.1 | 7.7 | | 8.4 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.0 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1 | 0 | 0 | 46 | 1 | 81 | 0 | 235 | 83 | 99 | 241 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 69 | 1 | 121 | 0 | 351 | 124 | 148 | 360 | 0 |
| Pedestrians | | | | | 7 | | | | | | 2 | |
| Lane Width (ft) | | | | | 12.0 | | | | | | 13.0 | |
| Walking Speed (ft/s) | | | | | 3.5 | | | | | | 3.5 | |
| Percent Blockage | | | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1192 | 1137 | 360 | 1075 | 1075 | 422 | 360 | | | 482 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1192 | 1137 | 360 | 1075 | 1075 | 422 | 360 | | | 482 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 61 | 99 | 81 | 100 | | | 86 | | |
| cM capacity (veh/h) | 118 | 174 | 689 | 176 | 189 | 622 | 1210 | | | 1053 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 1 | 191 | 475 | 148 | 360 |
| Volume Left | 1 | 69 | 0 | 148 | 0 |
| Volume Right | 0 | 121 | 124 | 0 | 0 |
| cSH | 118 | 322 | 1210 | 1053 | 1700 |
| Volume to Capacity | 0.01 | 0.59 | 0.00 | 0.14 | 0.21 |
| Queue Length 95th (ft) | 1 | 90 | 0 | 12 | 0 |
| Control Delay (s) | 36.0 | 31.2 | 0.0 | 9.0 | 0.0 |
| Lane LOS | E | D | | A | |
| Approach Delay (s) | 36.0 | 31.2 | 0.0 | 2.6 | |
| Approach LOS | E | D | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 59 | 30 | 42 | 156 | 13 | 80 | 2 | 172 | 39 | 51 | 212 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1687 | 1845 | 1468 | 1728 | 1582 | | 1364 | 1940 | 1777 | 1865 | 1789 | |
| Flt Permitted | 0.68 | 1.00 | 1.00 | 0.73 | 1.00 | | 0.58 | 1.00 | 1.00 | 0.62 | 1.00 | |
| Satd. Flow (perm) | 1206 | 1845 | 1468 | 1330 | 1582 | | 838 | 1940 | 1777 | 1215 | 1789 | |
| Peak-hour factor, PHF | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Adj. Flow (vph) | 77 | 39 | 55 | 203 | 17 | 104 | 3 | 223 | 51 | 66 | 275 | 12 |
| RTOR Reduction (vph) | 0 | 0 | 39 | 0 | 74 | 0 | 0 | 0 | 28 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 77 | 39 | 16 | 203 | 47 | 0 | 3 | 223 | 23 | 66 | 284 | 0 |
| Heavy Vehicles (%) | 7% | 3% | 10% | 1% | 8% | 0% | 50% | 11% | 3% | 0% | 8% | 33% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | | 17.2 | 17.2 | 17.2 | 17.2 | 17.2 | |
| Effective Green, g (s) | 10.7 | 10.7 | 10.7 | 10.7 | 10.7 | | 17.2 | 17.2 | 17.2 | 17.2 | 17.2 | |
| Actuated g/C Ratio | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 342 | 523 | 416 | 377 | 449 | | 382 | 885 | 810 | 554 | 816 | |
| v/s Ratio Prot | | 0.02 | | | 0.03 | | | 0.11 | | | c0.16 | |
| v/s Ratio Perm | 0.06 | | 0.01 | c0.15 | | | 0.00 | | 0.01 | 0.05 | | |
| v/c Ratio | 0.23 | 0.07 | 0.04 | 0.54 | 0.10 | | 0.01 | 0.25 | 0.03 | 0.12 | 0.35 | |
| Uniform Delay, d1 | 10.3 | 9.9 | 9.8 | 11.4 | 10.0 | | 5.6 | 6.3 | 5.6 | 5.9 | 6.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.0 | 0.0 | 1.2 | 0.1 | | 0.0 | 0.2 | 0.0 | 0.3 | 0.7 | |
| Delay (s) | 10.6 | 9.9 | 9.8 | 12.6 | 10.0 | | 5.6 | 6.5 | 5.7 | 6.2 | 7.3 | |
| Level of Service | B | A | A | B | B | | A | A | A | A | A | |
| Approach Delay (s) | | 10.2 | | | 11.6 | | | 6.3 | | | 7.1 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 8.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.42 | | |
| Actuated Cycle Length (s) | 37.7 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 47.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 7 | 17 | 11 | 0 | 70 | 4 | 32 | 3 | 0 | 3 | 2 | 65 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 11 | 27 | 17 | 0 | 111 | 6 | 51 | 5 | 0 | 5 | 3 | 103 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 56 | 117 | 56 | 111 |
| Volume Left (vph) | 11 | 0 | 51 | 5 |
| Volume Right (vph) | 17 | 6 | 0 | 103 |
| Hadj (s) | -0.15 | -0.01 | 0.18 | -0.55 |
| Departure Headway (s) | 4.2 | 4.3 | 4.6 | 3.8 |
| Degree Utilization, x | 0.07 | 0.14 | 0.07 | 0.12 |
| Capacity (veh/h) | 808 | 792 | 745 | 901 |
| Control Delay (s) | 7.5 | 8.0 | 7.9 | 7.3 |
| Approach Delay (s) | 7.5 | 8.0 | 7.9 | 7.3 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.7 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 6 | 3 | 0 | 21 | 3 | 22 | 2 | 1 | 3 | 4 | 21 |
| Peak Hour Factor | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Hourly flow rate (vph) | 15 | 10 | 5 | 0 | 34 | 5 | 36 | 3 | 2 | 5 | 7 | 34 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 30 | 39 | 41 | 46 |
| Volume Left (vph) | 15 | 0 | 36 | 5 |
| Volume Right (vph) | 5 | 5 | 2 | 34 |
| Hadj (s) | 0.00 | -0.07 | 0.15 | -0.36 |
| Departure Headway (s) | 4.1 | 4.0 | 4.2 | 3.7 |
| Degree Utilization, x | 0.03 | 0.04 | 0.05 | 0.05 |
| Capacity (veh/h) | 849 | 868 | 823 | 943 |
| Control Delay (s) | 7.3 | 7.2 | 7.5 | 6.9 |
| Approach Delay (s) | 7.3 | 7.2 | 7.5 | 6.9 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.2 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 23.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1 | 1 | 3 | 0 | 1 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 1 | 4 | 0 | 1 | 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 | 13 | 5 | 9 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 13 | 5 | 9 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1009 | 1084 | 1624 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 4 | 9 |
| Volume Left | 1 | 4 | 0 |
| Volume Right | 1 | 0 | 8 |
| cSH | 1045 | 1624 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 7.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 7.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 4 | 3 | 0 | 0 | 3 | 16 | 0 | 3 | 0 | 3 | 3 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 8 | 6 | 0 | 0 | 6 | 32 | 0 | 6 | 0 | 6 | 6 | 2 |
| Pedestrians | | 2 | | | | | | 2 | | | | |
| Lane Width (ft) | | 15.0 | | | | | | 15.0 | | | | |
| 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 | 62 | 27 | 11 | 30 | 28 | 6 | 10 | | | 6 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 62 | 27 | 11 | 30 | 28 | 6 | 10 | | | 6 | | |
| 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 | 100 | 99 | 97 | 100 | | | 100 | | |
| cM capacity (veh/h) | 899 | 865 | 1071 | 972 | 864 | 1083 | 1619 | | | 1628 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 14 | 38 | 6 | 14 |
| Volume Left | 8 | 0 | 0 | 6 |
| Volume Right | 0 | 32 | 0 | 2 |
| cSH | 884 | 1041 | 1619 | 1628 |
| Volume to Capacity | 0.02 | 0.04 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 9.1 | 8.6 | 0.0 | 3.1 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.1 | 8.6 | 0.0 | 3.1 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.9 | | |
| Intersection Capacity Utilization | 15.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 4 | 0 | 0 | 0 | 0 | 4 |
| 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 | 2 | 2 | 4 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | 2 | 4 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1026 | 1088 | 1631 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 0 | 4 |
| Volume Left | 4 | 0 | 0 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1026 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.5 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

12/9/2015

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 1 | 15 | 15 | 62 | 32 | 11 | 32 | 151 | 83 | 3 | 120 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 1 | 18 | 18 | 73 | 38 | 13 | 38 | 178 | 98 | 4 | 141 | 1 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 36 | 124 | 215 | 98 | 146 |
| Volume Left (vph) | 1 | 73 | 38 | 0 | 4 |
| Volume Right (vph) | 18 | 13 | 0 | 98 | 1 |
| Hadj (s) | -0.28 | 0.15 | 0.07 | -0.53 | 0.15 |
| Departure Headway (s) | 4.7 | 5.0 | 4.6 | 3.2 | 4.7 |
| Degree Utilization, x | 0.05 | 0.17 | 0.27 | 0.09 | 0.19 |
| Capacity (veh/h) | 696 | 672 | 757 | 1121 | 728 |
| Control Delay (s) | 7.9 | 9.0 | 9.3 | 6.5 | 8.8 |
| Approach Delay (s) | 7.9 | 9.0 | 8.4 | | 8.8 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 8.6 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 38.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 0 | 0 | 2 | 15 | 0 | 25 | 2 | 288 | 16 | 24 | 233 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 0 | 2 | 16 | 0 | 26 | 2 | 300 | 17 | 25 | 243 | 0 |
| Pedestrians | | 1 | | | 5 | | | | | | | |
| 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) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 632 | 620 | 244 | 612 | 611 | 313 | 244 | | | 322 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 632 | 620 | 244 | 612 | 611 | 313 | 244 | | | 322 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.6 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.7 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 96 | 100 | 96 | 100 | | | 98 | | |
| cM capacity (veh/h) | 373 | 395 | 799 | 396 | 400 | 710 | 1086 | | | 1221 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 2 | 42 | 319 | 25 | 243 |
| Volume Left | 0 | 16 | 2 | 25 | 0 |
| Volume Right | 2 | 26 | 17 | 0 | 0 |
| cSH | 799 | 547 | 1086 | 1221 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 | 0.02 | 0.14 |
| Queue Length 95th (ft) | 0 | 6 | 0 | 2 | 0 |
| Control Delay (s) | 9.5 | 12.1 | 0.1 | 8.0 | 0.0 |
| Lane LOS | A | B | A | A | |
| Approach Delay (s) | 9.5 | 12.1 | 0.1 | 0.7 | |
| Approach LOS | A | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 51 | 162 | 106 | 120 | 27 | 128 | 18 | 171 | 85 | 93 | 155 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1671 | 1881 | 1568 | 1745 | 1572 | | 1843 | 2071 | 1794 | 1829 | 1802 | |
| Flt Permitted | 0.65 | 1.00 | 1.00 | 0.65 | 1.00 | | 0.64 | 1.00 | 1.00 | 0.64 | 1.00 | |
| Satd. Flow (perm) | 1146 | 1881 | 1568 | 1189 | 1572 | | 1247 | 2071 | 1794 | 1235 | 1802 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 55 | 174 | 114 | 129 | 29 | 138 | 19 | 184 | 91 | 100 | 167 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 81 | 0 | 107 | 0 | 0 | 0 | 50 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 55 | 174 | 33 | 129 | 60 | 0 | 19 | 184 | 41 | 100 | 176 | 0 |
| Heavy Vehicles (%) | 8% | 1% | 3% | 0% | 4% | 2% | 11% | 4% | 2% | 2% | 7% | 14% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| Effective Green, g (s) | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | | 13.8 | 13.8 | 13.8 | 13.8 | 13.8 | |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 256 | 420 | 350 | 265 | 351 | | 566 | 940 | 814 | 560 | 818 | |
| v/s Ratio Prot | | 0.09 | | | 0.04 | | | 0.09 | | | c0.10 | |
| v/s Ratio Perm | 0.05 | | 0.02 | c0.11 | | | 0.02 | | 0.02 | 0.08 | | |
| v/c Ratio | 0.21 | 0.41 | 0.10 | 0.49 | 0.17 | | 0.03 | 0.20 | 0.05 | 0.18 | 0.22 | |
| Uniform Delay, d1 | 9.6 | 10.1 | 9.4 | 10.3 | 9.5 | | 4.6 | 5.0 | 4.6 | 4.9 | 5.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.5 | 0.1 | 1.0 | 0.2 | | 0.0 | 0.1 | 0.0 | 0.4 | 0.4 | |
| Delay (s) | 9.9 | 10.6 | 9.4 | 11.3 | 9.7 | | 4.6 | 5.1 | 4.7 | 5.3 | 5.4 | |
| Level of Service | A | B | A | B | A | | A | A | A | A | A | |
| Approach Delay (s) | | 10.1 | | | 10.4 | | | 4.9 | | | 5.4 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 7.8 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.30 | | |
| Actuated Cycle Length (s) | 30.4 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 48.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 49 | 81 | 32 | 0 | 40 | 0 | 11 | 1 | 0 | 1 | 4 | 21 |
| 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) | 59 | 98 | 39 | 0 | 48 | 0 | 13 | 1 | 0 | 1 | 5 | 25 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 195 | 48 | 14 | 31 |
| Volume Left (vph) | 59 | 0 | 13 | 1 |
| Volume Right (vph) | 39 | 0 | 0 | 25 |
| Hadj (s) | -0.04 | 0.00 | 0.18 | -0.48 |
| Departure Headway (s) | 4.0 | 4.2 | 4.6 | 4.0 |
| Degree Utilization, x | 0.22 | 0.06 | 0.02 | 0.03 |
| Capacity (veh/h) | 883 | 840 | 729 | 853 |
| Control Delay (s) | 8.1 | 7.4 | 7.7 | 7.1 |
| Approach Delay (s) | 8.1 | 7.4 | 7.7 | 7.1 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.9 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 28.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 33 | 21 | 22 | 0 | 14 | 3 | 11 | 6 | 0 | 2 | 1 | 8 |
| 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) | 40 | 26 | 27 | 0 | 17 | 4 | 13 | 7 | 0 | 2 | 1 | 10 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 93 | 21 | 21 | 13 |
| Volume Left (vph) | 40 | 0 | 13 | 2 |
| Volume Right (vph) | 27 | 4 | 0 | 10 |
| Hadj (s) | -0.06 | -0.11 | 0.13 | -0.40 |
| Departure Headway (s) | 3.9 | 4.0 | 4.3 | 3.8 |
| Degree Utilization, x | 0.10 | 0.02 | 0.02 | 0.01 |
| Capacity (veh/h) | 902 | 894 | 809 | 925 |
| Control Delay (s) | 7.4 | 7.0 | 7.4 | 6.8 |
| Approach Delay (s) | 7.4 | 7.0 | 7.4 | 6.8 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.3 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3 | 6 | 4 | 1 | 1 | 3 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 6 | 12 | 8 | 2 | 2 | 6 |
| Pedestrians | 7 | | | | | |
| Lane Width (ft) | 15.0 | | | | | |
| Walking Speed (ft/s) | 3.5 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 12 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 12 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 99 | 100 | | | |
| cM capacity (veh/h) | 976 | 1066 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 18 | 10 | 8 |
| Volume Left | 6 | 8 | 0 |
| Volume Right | 12 | 0 | 6 |
| cSH | 1034 | 1603 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.5 | 5.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 5.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 15.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 5 | 2 | 2 | 0 | 2 | 8 | 0 | 3 | 0 | 18 | 1 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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) | 6 | 2 | 2 | 0 | 2 | 10 | 0 | 4 | 0 | 22 | 1 | 2 |
| Pedestrians | | 13 | | | 4 | | | 6 | | | 11 | |
| Lane Width (ft) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 84 | 66 | 21 | 63 | 68 | 19 | 17 | | | 8 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 84 | 66 | 21 | 63 | 68 | 19 | 17 | | | 8 | | |
| 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 | 100 | 100 | 100 | 100 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 849 | 801 | 1038 | 898 | 799 | 1047 | 1589 | | | 1618 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 12 | 4 | 25 |
| Volume Left | 6 | 0 | 0 | 22 |
| Volume Right | 2 | 10 | 0 | 2 |
| cSH | 873 | 986 | 1589 | 1618 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 1 |
| Control Delay (s) | 9.2 | 8.7 | 0.0 | 6.2 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.2 | 8.7 | 0.0 | 6.2 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.0 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 7 | 0 | 0 | 0 | 0 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 |
| Hourly flow rate (vph) | 13 | 0 | 0 | 0 | 0 | 11 |
| Pedestrians | 2 | | | 2 | 3 | |
| Lane Width (ft) | 15.0 | | | 15.0 | 15.0 | |
| 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 | 11 | 10 | 13 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | 10 | 13 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 1009 | 1073 | 1615 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 13 | 0 | 11 |
| Volume Left | 13 | 0 | 0 |
| Volume Right | 0 | 0 | 11 |
| cSH | 1009 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# Appendix 6 2017 Total Traffic Conditions Worksheets

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

1/13/2016

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 0 | 30 | 27 | 49 | 4 | 1 | 10 | 53 | 31 | 11 | 104 | 3 |
| Future Volume (vph) | 0 | 30 | 27 | 49 | 4 | 1 | 10 | 53 | 31 | 11 | 104 | 3 |
| 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 | 33 | 29 | 53 | 4 | 1 | 11 | 58 | 34 | 12 | 113 | 3 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 62 | 58 | 69 | 34 | 128 |
| Volume Left (vph) | 0 | 53 | 11 | 0 | 12 |
| Volume Right (vph) | 29 | 1 | 0 | 34 | 3 |
| Hadj (s) | -0.25 | 0.27 | 0.62 | -0.33 | 0.24 |
| Departure Headway (s) | 4.2 | 4.7 | 4.9 | 3.2 | 4.5 |
| Degree Utilization, x | 0.07 | 0.08 | 0.09 | 0.03 | 0.16 |
| Capacity (veh/h) | 812 | 719 | 700 | 1121 | 771 |
| Control Delay (s) | 7.5 | 8.1 | 8.5 | 6.3 | 8.4 |
| Approach Delay (s) | 7.5 | 8.1 | 7.7 | | 8.4 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.0 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 0 | 0 | 46 | 1 | 81 | 0 | 236 | 83 | 99 | 241 | 0 |
| Future Volume (Veh/h) | 1 | 0 | 0 | 46 | 1 | 81 | 0 | 236 | 83 | 99 | 241 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 | 0.67 |
| Hourly flow rate (vph) | 1 | 0 | 0 | 69 | 1 | 121 | 0 | 352 | 124 | 148 | 360 | 0 |
| Pedestrians | | | | | 7 | | | | | | 2 | |
| Lane Width (ft) | | | | | 12.0 | | | | | | 13.0 | |
| Walking Speed (ft/s) | | | | | 3.5 | | | | | | 3.5 | |
| Percent Blockage | | | | | 1 | | | | | | 0 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1194 | 1139 | 360 | 1077 | 1077 | 423 | 360 | | | 483 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1194 | 1139 | 360 | 1077 | 1077 | 423 | 360 | | | 483 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.3 | | |
| p0 queue free % | 99 | 100 | 100 | 61 | 99 | 81 | 100 | | | 86 | | |
| cM capacity (veh/h) | 117 | 173 | 689 | 175 | 188 | 621 | 1210 | | | 1052 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 1 | 191 | 476 | 148 | 360 |
| Volume Left | 1 | 69 | 0 | 148 | 0 |
| Volume Right | 0 | 121 | 124 | 0 | 0 |
| cSH | 117 | 321 | 1210 | 1052 | 1700 |
| Volume to Capacity | 0.01 | 0.59 | 0.00 | 0.14 | 0.21 |
| Queue Length 95th (ft) | 1 | 90 | 0 | 12 | 0 |
| Control Delay (s) | 35.9 | 31.4 | 0.0 | 9.0 | 0.0 |
| Lane LOS | E | D | | A | |
| Approach Delay (s) | 35.9 | 31.4 | 0.0 | 2.6 | |
| Approach LOS | E | D | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 59 | 35 | 42 | 162 | 27 | 81 | 2 | 172 | 41 | 51 | 212 | 9 |
| Future Volume (vph) | 59 | 35 | 42 | 162 | 27 | 81 | 2 | 172 | 41 | 51 | 212 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.89 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1687 | 1845 | 1468 | 1728 | 1598 | | 1364 | 1940 | 1777 | 1865 | 1789 | |
| Flt Permitted | 0.67 | 1.00 | 1.00 | 0.73 | 1.00 | | 0.58 | 1.00 | 1.00 | 0.62 | 1.00 | |
| Satd. Flow (perm) | 1186 | 1845 | 1468 | 1323 | 1598 | | 838 | 1940 | 1777 | 1215 | 1789 | |
| Peak-hour factor, PHF | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| Adj. Flow (vph) | 77 | 45 | 55 | 210 | 35 | 105 | 3 | 223 | 53 | 66 | 275 | 12 |
| RTOR Reduction (vph) | 0 | 0 | 39 | 0 | 74 | 0 | 0 | 0 | 29 | 0 | 3 | 0 |
| Lane Group Flow (vph) | 77 | 45 | 16 | 210 | 66 | 0 | 3 | 223 | 24 | 66 | 284 | 0 |
| Heavy Vehicles (%) | 7% | 3% | 10% | 1% | 8% | 0% | 50% | 11% | 3% | 0% | 8% | 33% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 10.9 | 10.9 | 10.9 | 10.9 | 10.9 | | 16.5 | 16.5 | 16.5 | 16.5 | 16.5 | |
| Effective Green, g (s) | 10.9 | 10.9 | 10.9 | 10.9 | 10.9 | | 16.5 | 16.5 | 16.5 | 16.5 | 16.5 | |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 347 | 540 | 430 | 387 | 468 | | 371 | 860 | 788 | 538 | 793 | |
| v/s Ratio Prot | | 0.02 | | | 0.04 | | | 0.11 | | | c0.16 | |
| v/s Ratio Perm | 0.06 | | 0.01 | c0.16 | | | 0.00 | | 0.01 | 0.05 | | |
| v/c Ratio | 0.22 | 0.08 | 0.04 | 0.54 | 0.14 | | 0.01 | 0.26 | 0.03 | 0.12 | 0.36 | |
| Uniform Delay, d1 | 9.9 | 9.5 | 9.4 | 11.1 | 9.7 | | 5.8 | 6.5 | 5.8 | 6.1 | 6.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.0 | 0.0 | 1.2 | 0.1 | | 0.0 | 0.2 | 0.0 | 0.3 | 0.7 | |
| Delay (s) | 10.2 | 9.6 | 9.4 | 12.3 | 9.8 | | 5.8 | 6.7 | 5.9 | 6.4 | 7.6 | |
| Level of Service | B | A | A | B | A | | A | A | A | A | A | |
| Approach Delay (s) | | 9.8 | | | 11.3 | | | 6.5 | | | 7.4 | |
| Approach LOS | | A | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 8.7 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 37.2 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 48.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 7 | 22 | 13 | 0 | 84 | 4 | 39 | 3 | 0 | 3 | 2 | 65 |
| Future Volume (vph) | 7 | 22 | 13 | 0 | 84 | 4 | 39 | 3 | 0 | 3 | 2 | 65 |
| Peak Hour Factor | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 11 | 35 | 21 | 0 | 133 | 6 | 62 | 5 | 0 | 5 | 3 | 103 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 67 | 139 | 67 | 111 |
| Volume Left (vph) | 11 | 0 | 62 | 5 |
| Volume Right (vph) | 21 | 6 | 0 | 103 |
| Hadj (s) | -0.16 | -0.01 | 0.19 | -0.55 |
| Departure Headway (s) | 4.3 | 4.4 | 4.7 | 3.9 |
| Degree Utilization, x | 0.08 | 0.17 | 0.09 | 0.12 |
| Capacity (veh/h) | 795 | 782 | 728 | 863 |
| Control Delay (s) | 7.7 | 8.2 | 8.1 | 7.4 |
| Approach Delay (s) | 7.7 | 8.2 | 8.1 | 7.4 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.9 | | |
| Level of Service | | A | | |
| Intersection Capacity Utilization | | 26.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 9 | 9 | 5 | 0 | 28 | 3 | 29 | 2 | 1 | 3 | 4 | 21 |
| Future Volume (vph) | 9 | 9 | 5 | 0 | 28 | 3 | 29 | 2 | 1 | 3 | 4 | 21 |
| Peak Hour Factor | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 |
| Hourly flow rate (vph) | 15 | 15 | 8 | 0 | 46 | 5 | 48 | 3 | 2 | 5 | 7 | 34 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 38 | 51 | 53 | 46 |
| Volume Left (vph) | 15 | 0 | 48 | 5 |
| Volume Right (vph) | 8 | 5 | 2 | 34 |
| Hadj (s) | -0.05 | -0.06 | 0.16 | -0.36 |
| Departure Headway (s) | 4.1 | 4.1 | 4.3 | 3.8 |
| Degree Utilization, x | 0.04 | 0.06 | 0.06 | 0.05 |
| Capacity (veh/h) | 847 | 854 | 810 | 922 |
| Control Delay (s) | 7.3 | 7.3 | 7.6 | 7.0 |
| Approach Delay (s) | 7.3 | 7.3 | 7.6 | 7.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.3 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 24.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1 | 4 | 10 | 0 | 1 | 6 |
| Future Volume (Veh/h) | 1 | 4 | 10 | 0 | 1 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 5 | 13 | 0 | 1 | 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 | 31 | 5 | 9 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 31 | 5 | 9 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 99 | | | |
| cM capacity (veh/h) | 980 | 1084 | 1624 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 6 | 13 | 9 |
| Volume Left | 1 | 13 | 0 |
| Volume Right | 5 | 0 | 8 |
| cSH | 1065 | 1624 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 0 |
| Control Delay (s) | 8.4 | 7.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.4 | 7.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 17.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 5 | 0 | 0 | 10 | 23 | 0 | 3 | 0 | 5 | 3 | 1 |
| Future Volume (Veh/h) | 4 | 5 | 0 | 0 | 10 | 23 | 0 | 3 | 0 | 5 | 3 | 1 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 8 | 10 | 0 | 0 | 20 | 46 | 0 | 6 | 0 | 10 | 6 | 2 |
| Pedestrians | | 2 | | | | | | 2 | | | | |
| Lane Width (ft) | | 15.0 | | | | | | 15.0 | | | | |
| 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 | 91 | 35 | 11 | 40 | 36 | 6 | 10 | | | 6 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 91 | 35 | 11 | 40 | 36 | 6 | 10 | | | 6 | | |
| 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 | 100 | 98 | 96 | 100 | | | 99 | | |
| cM capacity (veh/h) | 837 | 854 | 1071 | 952 | 853 | 1083 | 1619 | | | 1628 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 66 | 6 | 18 |
| Volume Left | 8 | 0 | 0 | 10 |
| Volume Right | 0 | 46 | 0 | 2 |
| cSH | 846 | 1001 | 1619 | 1628 |
| Volume to Capacity | 0.02 | 0.07 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 5 | 0 | 0 |
| Control Delay (s) | 9.3 | 8.9 | 0.0 | 4.0 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.3 | 8.9 | 0.0 | 4.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.6 | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 2 | 0 | 18 | 7 | 0 |
| Future Volume (Veh/h) | 4 | 2 | 0 | 18 | 7 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 4 | 2 | 0 | 20 | 8 | 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 | | | 6 | | 25 | 5 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 6 | | 25 | 5 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 100 |
| cM capacity (veh/h) | | | 1628 | | 996 | 1084 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 6 | 20 | 8 |
| Volume Left | 0 | 0 | 8 |
| Volume Right | 2 | 0 | 0 |
| cSH | 1700 | 1628 | 996 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 2 | 7 | 7 | 3 | 2 |
| Future Volume (Veh/h) | 2 | 2 | 7 | 7 | 3 | 2 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 4 | 4 | 14 | 14 | 6 | 4 |
| 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 | 50 | 8 | 10 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 50 | 8 | 10 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 99 | | | |
| cM capacity (veh/h) | 956 | 1080 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 28 | 10 |
| Volume Left | 4 | 14 | 0 |
| Volume Right | 4 | 0 | 4 |
| cSH | 1014 | 1623 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 1 | 1 | 0 |
| Control Delay (s) | 8.6 | 3.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 3.7 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.7 | | |
| Intersection Capacity Utilization | 16.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# HCM Unsignalized Intersection Capacity Analysis
## 1: NW Main St/Nehalem Hwy & NW Cedar Canyon Rd/NW Banks Rd

1/13/2016

| 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 | 15 | 15 | 62 | 32 | 11 | 32 | 151 | 83 | 3 | 122 | 1 |
| Future Volume (vph) | 1 | 15 | 15 | 62 | 32 | 11 | 32 | 151 | 83 | 3 | 122 | 1 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 1 | 18 | 18 | 73 | 38 | 13 | 38 | 178 | 98 | 4 | 144 | 1 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 37 | 124 | 216 | 98 | 149 |
| Volume Left (vph) | 1 | 73 | 38 | 0 | 4 |
| Volume Right (vph) | 18 | 13 | 0 | 98 | 1 |
| Hadj (s) | -0.29 | 0.15 | 0.07 | -0.53 | 0.15 |
| Departure Headway (s) | 4.7 | 5.0 | 4.6 | 3.2 | 4.7 |
| Degree Utilization, x | 0.05 | 0.17 | 0.27 | 0.09 | 0.20 |
| Capacity (veh/h) | 694 | 670 | 756 | 1121 | 727 |
| Control Delay (s) | 7.9 | 9.0 | 9.3 | 6.5 | 8.9 |
| Approach Delay (s) | 7.9 | 9.0 | 8.4 | | 8.9 |
| Approach LOS | A | A | A | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.6 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 38.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 2 | 15 | 0 | 25 | 2 | 288 | 16 | 24 | 234 | 0 |
| Future Volume (Veh/h) | 0 | 0 | 2 | 15 | 0 | 25 | 2 | 288 | 16 | 24 | 234 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 0 | 2 | 16 | 0 | 26 | 2 | 300 | 17 | 25 | 244 | 0 |
| Pedestrians | | 1 | | | 5 | | | | | | | |
| 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) | | | | | | | | 635 | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 634 | 621 | 245 | 614 | 612 | 314 | 245 | | | 322 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 634 | 621 | 245 | 614 | 612 | 314 | 245 | | | 322 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.3 | 4.6 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 | 2.7 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 96 | 100 | 96 | 100 | | | 98 | | |
| cM capacity (veh/h) | 372 | 395 | 798 | 396 | 399 | 710 | 1085 | | | 1221 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 2 | 42 | 319 | 25 | 244 |
| Volume Left | 0 | 16 | 2 | 25 | 0 |
| Volume Right | 2 | 26 | 17 | 0 | 0 |
| cSH | 798 | 545 | 1085 | 1221 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 | 0.02 | 0.14 |
| Queue Length 95th (ft) | 0 | 6 | 0 | 2 | 0 |
| Control Delay (s) | 9.5 | 12.2 | 0.1 | 8.0 | 0.0 |
| Lane LOS | A | B | A | A | |
| Approach Delay (s) | 9.5 | 12.2 | 0.1 | 0.7 | |
| Approach LOS | A | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 51 | 178 | 106 | 124 | 37 | 128 | 18 | 171 | 91 | 94 | 155 | 14 |
| Future Volume (vph) | 51 | 178 | 106 | 124 | 37 | 128 | 18 | 171 | 91 | 94 | 155 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 12 | 12 | 12 | 11 | 11 | 11 | 16 | 16 | 16 | 13 | 13 | 13 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.88 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1671 | 1881 | 1568 | 1745 | 1584 | | 1843 | 2071 | 1794 | 1829 | 1802 | |
| Flt Permitted | 0.64 | 1.00 | 1.00 | 0.64 | 1.00 | | 0.64 | 1.00 | 1.00 | 0.64 | 1.00 | |
| Satd. Flow (perm) | 1135 | 1881 | 1568 | 1171 | 1584 | | 1247 | 2071 | 1794 | 1235 | 1802 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 55 | 191 | 114 | 133 | 40 | 138 | 19 | 184 | 98 | 101 | 167 | 15 |
| RTOR Reduction (vph) | 0 | 0 | 73 | 0 | 106 | 0 | 0 | 0 | 54 | 0 | 6 | 0 |
| Lane Group Flow (vph) | 55 | 191 | 41 | 133 | 72 | 0 | 19 | 184 | 44 | 101 | 176 | 0 |
| Heavy Vehicles (%) | 8% | 1% | 3% | 0% | 4% | 2% | 11% | 4% | 2% | 2% | 7% | 14% |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | 2 | 6 | | |
| Actuated Green, G (s) | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | |
| Effective Green, g (s) | 7.1 | 7.1 | 7.1 | 7.1 | 7.1 | | 13.6 | 13.6 | 13.6 | 13.6 | 13.6 | |
| Actuated g/C Ratio | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | |
| Vehicle Extension (s) | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | | 3.7 | 3.7 | 3.7 | 5.8 | 5.8 | |
| Lane Grp Cap (vph) | 264 | 437 | 365 | 272 | 368 | | 556 | 923 | 799 | 550 | 803 | |
| v/s Ratio Prot | | 0.10 | | | 0.05 | | | 0.09 | | | c0.10 | |
| v/s Ratio Perm | 0.05 | | 0.03 | c0.11 | | | 0.02 | | 0.02 | 0.08 | | |
| v/c Ratio | 0.21 | 0.44 | 0.11 | 0.49 | 0.20 | | 0.03 | 0.20 | 0.05 | 0.18 | 0.22 | |
| Uniform Delay, d1 | 9.4 | 10.0 | 9.2 | 10.1 | 9.4 | | 4.8 | 5.1 | 4.8 | 5.1 | 5.2 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | 0.5 | 0.1 | 1.0 | 0.2 | | 0.0 | 0.1 | 0.0 | 0.4 | 0.4 | |
| Delay (s) | 9.7 | 10.5 | 9.3 | 11.1 | 9.6 | | 4.8 | 5.3 | 4.8 | 5.5 | 5.6 | |
| Level of Service | A | B | A | B | A | | A | A | A | A | A | |
| Approach Delay (s) | | 10.0 | | | 10.3 | | | 5.1 | | | 5.5 | |
| Approach LOS | | B | | | B | | | A | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 7.9 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.31 | | |
| Actuated Cycle Length (s) | 30.5 | Sum of lost time (s) | 9.8 |
| Intersection Capacity Utilization | 49.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 49 | 97 | 39 | 0 | 50 | 0 | 15 | 1 | 0 | 1 | 4 | 21 |
| Future Volume (vph) | 49 | 97 | 39 | 0 | 50 | 0 | 15 | 1 | 0 | 1 | 4 | 21 |
| 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) | 59 | 117 | 47 | 0 | 60 | 0 | 18 | 1 | 0 | 1 | 5 | 25 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 223 | 60 | 19 | 31 |
| Volume Left (vph) | 59 | 0 | 18 | 1 |
| Volume Right (vph) | 47 | 0 | 0 | 25 |
| Hadj (s) | -0.06 | 0.00 | 0.19 | -0.48 |
| Departure Headway (s) | 4.0 | 4.2 | 4.7 | 4.1 |
| Degree Utilization, x | 0.25 | 0.07 | 0.02 | 0.03 |
| Capacity (veh/h) | 880 | 831 | 710 | 818 |
| Control Delay (s) | 8.3 | 7.5 | 7.9 | 7.2 |
| Approach Delay (s) | 8.3 | 7.5 | 7.9 | 7.2 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.1 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Traffic Volume (vph) | 33 | 29 | 30 | 0 | 19 | 3 | 16 | 6 | 0 | 2 | 1 | 8 |
| Future Volume (vph) | 33 | 29 | 30 | 0 | 19 | 3 | 16 | 6 | 0 | 2 | 1 | 8 |
| 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) | 40 | 35 | 37 | 0 | 23 | 4 | 20 | 7 | 0 | 2 | 1 | 10 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 112 | 27 | 27 | 13 |
| Volume Left (vph) | 40 | 0 | 20 | 2 |
| Volume Right (vph) | 37 | 4 | 0 | 10 |
| Hadj (s) | -0.10 | -0.09 | 0.15 | -0.43 |
| Departure Headway (s) | 3.9 | 4.0 | 4.3 | 3.8 |
| Degree Utilization, x | 0.12 | 0.03 | 0.03 | 0.01 |
| Capacity (veh/h) | 904 | 881 | 793 | 911 |
| Control Delay (s) | 7.5 | 7.1 | 7.5 | 6.8 |
| Approach Delay (s) | 7.5 | 7.1 | 7.5 | 6.8 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.4 | | |
| Level of Service | A | | |
| Intersection Capacity Utilization | 23.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 3 | 14 | 9 | 1 | 1 | 3 |
| Future Volume (Veh/h) | 3 | 14 | 9 | 1 | 1 | 3 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| Hourly flow rate (vph) | 6 | 28 | 18 | 2 | 2 | 6 |
| Pedestrians | 7 | | | | | |
| Lane Width (ft) | 15.0 | | | | | |
| Walking Speed (ft/s) | 3.5 | | | | | |
| Percent Blockage | 1 | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 50 | 12 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 50 | 12 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 97 | 99 | | | |
| cM capacity (veh/h) | 945 | 1066 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 20 | 8 |
| Volume Left | 6 | 18 | 0 |
| Volume Right | 28 | 0 | 6 |
| cSH | 1042 | 1603 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 3 | 1 | 0 |
| Control Delay (s) | 8.6 | 6.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.6 | 6.6 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.8 | | |
| Intersection Capacity Utilization | 17.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 5 | 9 | 2 | 0 | 6 | 13 | 0 | 3 | 0 | 26 | 1 | 2 |
| Future Volume (Veh/h) | 5 | 9 | 2 | 0 | 6 | 13 | 0 | 3 | 0 | 26 | 1 | 2 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| 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) | 6 | 11 | 2 | 0 | 7 | 16 | 0 | 4 | 0 | 31 | 1 | 2 |
| Pedestrians | | 13 | | | 4 | | | 6 | | | 11 | |
| Lane Width (ft) | | 15.0 | | | 15.0 | | | 15.0 | | | 15.0 | |
| Walking Speed (ft/s) | | 3.5 | | | 3.5 | | | 3.5 | | | 3.5 | |
| Percent Blockage | | 2 | | | 0 | | | 1 | | | 1 | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 112 | 85 | 21 | 86 | 86 | 19 | 16 | | | 8 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 112 | 85 | 21 | 86 | 86 | 19 | 16 | | | 8 | | |
| 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 | 100 | 99 | 98 | 100 | | | 98 | | |
| cM capacity (veh/h) | 803 | 777 | 1038 | 857 | 776 | 1046 | 1590 | | | 1618 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 19 | 23 | 4 | 34 |
| Volume Left | 6 | 0 | 0 | 31 |
| Volume Right | 2 | 16 | 0 | 2 |
| cSH | 807 | 946 | 1590 | 1618 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 2 | 2 | 0 | 1 |
| Control Delay (s) | 9.6 | 8.9 | 0.0 | 6.6 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.6 | 8.9 | 0.0 | 6.6 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 7 | 0 | 9 | 4 | 0 |
| Future Volume (Veh/h) | 21 | 7 | 0 | 9 | 4 | 0 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 23 | 8 | 0 | 10 | 4 | 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 | | | 31 | | 37 | 27 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 31 | | 37 | 27 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1595 | | 981 | 1054 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 31 | 10 | 4 |
| Volume Left | 0 | 0 | 4 |
| Volume Right | 8 | 0 | 0 |
| cSH | 1700 | 1595 | 981 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 8 | 5 | 5 | 8 | 6 |
| Future Volume (Veh/h) | 7 | 8 | 5 | 5 | 8 | 6 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 |
| Hourly flow rate (vph) | 13 | 15 | 9 | 9 | 15 | 11 |
| Pedestrians | 2 | | | 2 | 3 | |
| Lane Width (ft) | 15.0 | | | 15.0 | 15.0 | |
| 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 | 52 | 24 | 28 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 52 | 24 | 28 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 99 | 99 | | | |
| cM capacity (veh/h) | 950 | 1053 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 28 | 18 | 26 |
| Volume Left | 13 | 9 | 0 |
| Volume Right | 15 | 0 | 11 |
| cSH | 1002 | 1595 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.7 | 3.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 3.7 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.3 | | |
| Intersection Capacity Utilization | 15.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# EXHIBIT 5

# VESTING DEED

AFTER RECORDING RETURN TO:
SOUTH BANKS J.V.
c/o West Hills Development Company
14273 NW SCIENCE PARK DRIVE
PORTLAND, OR 97229
Until a change is requested all tax statements shall be sent to the following address:

Same as above

Escrow No. 3000-48892-LT
Order No. 157209

STATE OF OREGON
County of Washington } ss

I, Jerry Hanson, Director of Assessment and Taxation and Ex-Officio County Clerk for said county, do hereby certify that the within instrument of writing was received and recorded in the records of said county.

Jerry R. Hanson, Director of Assessment and Taxation, Ex-Officio County Clerk

Doc : 97012603
Rect: 180421 2478.00
02/11/1997 01:38:21pm

WARRANTY DEED - STATUTORY FORM
(INDIVIDUAL or CORPORATION)

PAJA LIMITED PARTNERSHIP, Trustee of the E.B.S. Trust

Grantor, conveys and warrants to SOUTH BANKS J.V., A JOINT VENTURE CONSISTING OF KARL H. WALTER AND WEST HILLS DEVELOPMENT COMPANY, AN OREGON CORPORATION

Grantee, the following described real property free of encumbrances except as specifically set forth herein:

See Attached Legal Description made a part hereto

This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses and to determine any limits on lawsuits against farming or forest practices as defined in ORS 30.930.

ENCUMBRANCES:

1. The premises herein described are within and subject to the statutory powers including the power of assessment of the Unified Sewerage Agency.

(Continued on page 4)

The true consideration for this conveyance is $2,430,000.00 which is paid to an Accommodator as part of a S1031 Deferred Exchange

Dated February 7, 1997 , if a corporate grantor, it has caused its name to be signed by order of its board of directors.

PAJA LIMITED PARTNERSHIP, TRUSTEE OF THE E.B.S. TRUST

BY: Chris Liu
CHRIS LIU, GENERAL PARTNER

WASHINGTON COUNTY
REAL PROPERTY TRANSFER TAX
$ 2,430.00 FEE PAID
02/11/97 DATE

STATE OF OREGON, County of Washington )ss.
This instrument was acknowledged before me on February 7th, 19 97, by Chris Liu
This instrument was acknowledged before me on _____, 19____
by _____ as _____
of _____

Notary Public for Oregon
My commission expires _____

OFFICIAL SEAL
LORETTA J TUBBS
NOTARY PUBLIC-OREGON
COMMISSION NO. 044348
MY COMMISSION EXPIRES JULY 24, 1990

1-4

CHICAGO 157209

Order No: 157209

**LEGAL DESCRIPTION**

A portion of the Southwest and Southeast quarters of Section 31, Township 2 North, Range 3 West, Willamette Meridian, in the County of Washington and State of Oregon, said portion being more particularly described as follows:

Beginning at an iron rod at the intersection of the North right of way line (90.00 feet fro centerline) of the Wilson River Highway (State Highway No. 6) and the West right of way lin (60 feet from centerline) of the Southern Pacific Railroad, which point bears North 30°55'41" East 796.11 feet from the Washington County Surveyor's Monument at the South quarter corner of said Section 31, and running thence Westerly along said Northerly right o way line 568.89 feet along a 5639.58 foot radius curve to the right line (the long chord of which bears South 85°13'25" West 568.65 feet) to an iron rod; thence South 01°53'11" East 20.00 feet to an iron rod; thence 927.99 feet along a 5659.58 foot radius non-tangent curve to the right (the long chord of which bears North 87°10'17" West 926.88 feet) to an iron rod; thence 397.54 feet along a 70 foot offset to a centerline 400 foot spiral curve (S = 2°00'00" and A = 0.25) (the long chord of which bears North 81°09'20" West 397.54 feet) to an iron rod; thence North 80°29'30" West 428.49 feet to an iron rod at the Southeast corner of that certain tract described in Document No. 84-048003; thence leaving said North right of way line and running North 11°58'30" East, along the East line of said tract, 673.02 feet; thence North 88°11'55" West 527.20 feet to an iron rod at the Southeast corner of tha certain tract conveyed in document 89-61157; thence along the boundary of said tract North 03°27'03" West 99.84 feet to an iron rod and North 88°11'56" West 199.94 feet to an iron ro in the East right of way line of Nehalem State Highway; thence along said right of way line North 03°27'33" West 56.93 feet to an iron rod and North 01°48'03" East 247.80 feet to an iron rod; thence South 88°05'06" East 178.26 feet to an iron rod; thence North 01°48'03" East 122.40 feet to an iron rod; thence South 88°13'00" East 970.09 feet to an iron rod; thence North 01°48'03" East 752.99 feet to a point on the North line of the Southwest quarter of said Section 31; thence South 87°26'00" East along said North line, 543.00 feet to a point on the West right of way line of the Southern Pacific Railroad right of way; thence South 30°22'33" East, along said right of way line, 1594.39 feet to the point of beginning.

Subject to the rights of the public to the 20 foot wide dedicated alley between Blocks 11 and 12, Plat of WILKESBORO.

EXCEPTING THEREFROM that portion thereof described as follows:

A tract of land in the Soutwest quarter of Section 31, Township 2 North, Range 3 West, Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

Beginning at the Southeast corner of the Southwest quarter of said Section 31; thence North 01°33'03" East, along the East line of the Southwest quarter of said Section 31, for a distance of 600.29 feet; thence North 88°26'57" West, perpendicular to the East line of the Southwest quarter of said Section 31, for a distance of 580.72 feet to a point on the Northerly right-of-way of the Wilson River Highway, said point being the initial point; thence along the arc of a 5659.58 foot radius non-tangent curve to the right through a central angle of 05°17'07" for an arc distance of 522.07 feet, the long chord which bears North 85°08'04" West, 521.89 feet; thence along the chords of a 70.00 foot offset to a centerline of a 400.00 foot spiral curve (S = 02°00'00" and A = 0.25) for the following courses and distances: Thence North 82°26'19" West, 10.81 feet; thence North 82°06'03" West, 60.51 feet; thence North 81°36'01" West, 60.51 feet; thence North 81°12'34" West, 55.00 feet; thence North 80°54'13" West, 60.50 feet; thence North 80°40'32" West, 60.50 feet; thence North 80°32'20" West, 60.50 feet; thence North 80°29'40" West, 29.24 feet to the end of said spiral curve; thence North 80°29'30" West, along the Northerly right-of-way line of said Wilson River Highway, for a distance of 418.94 feet to the center of a ditch a the Southeast corner of that tract conveyed to Oak Village Shopping Center by Deed recorded as Fee No. 84048003; thence along the center of a ditch the following courses and distances Thence North 09°38'41" East 68.24 feet; thence North 09°21'49" East, 73.74 feet; thence North 06°55'16" East, 65.94 feet; thence North 11°03'01" East, 90.72 feet; thence North 18°47'10" East, 110.14 feet; thence North 10°37'32" East, 105.11 feet; thence North 10°11'36" East, 88.20 feet; thence North 08°59'26" East, 72.31 feet; thence leaving said ditch South 80°40'07" East, 168.50 feet; thence South 19°10'57" West, 19.20 feet; thence South 81°09'20" East, 90.47 feet; thence North 19°10'57" East, 97.26 feet; thence South 88°59'42" East, 52.63 feet; thence South 19°10'57" West, 105.64 feet; thence South 81°09'20 East, 91.48 feet; thence North 19°10'57" East, 30.58 feet; thence South 81°09'20" East, 357.74 feet; thence South 84°49'21" East, 19.59 feet; thence South 06°18'32" West, 30.09 feet; thence South 84°49'21" East, 226.04 feet; thence South 06°18'32" West, 196.22 feet; thence South 84°49'21" East, 60.30 feet; thence South 06°18'32" West, 90.03 feet; thence South 84°49'21" East, 44.39 feet; thence South 05°10'39" West, 136.00 feet; thence South 84°49'21" East, 138.24 feet; thence South 00°42'31" East, 232.22 feet to the Northerly right-of-way line of the Wilson River Highway and the initial point.

AND FURTHER EXCEPTING THEREFROM that portion Deeded to Aho Construction, a Washington

Partnership by Deed recorded August 28, 1996 as Recorder's Fee No. 96077281, Washington County Records described as follows:

A tract of land in the Southwest quarter of Section 31, Township 2 North, Range 3 West, Willamette Meridian, in the County of Washington and State of Oregon, described as follows:

Beginning at the Southeast corner of the Southwest quarter of said Section 31; thence North 01°33'03" East, along the East line of the Southwest quarter of said Section 31, for a distance of 600.29 feet; thence North 88°26'57" West, perpendicular to the East line of the Southwest quarter of said Section 31, for a distance of 580.72 feet to a point on the Northerly right of way of the Wilson River Highway; thence North 00°42'31" West 232.22 feet; thence North 84°49'21" West 138.24 feet; thence North 05°10'39" East, 136.00 feet; thence North 84°49'21" West, 44.39 feet; thence North 06°18'32" East, 90.03 feet; thence North 84°49'21" West, 60.30 feet; thence North 06°18'32" East, 196.22 feet; thence North 84°49'21 West, 226.04 feet; thence North 06°18'32" East, 30.09 feet; thence North 84°49'21" West, 19.59 feet; thence North 81°09'20" West 24.68 feet to the true point of beginning; thence North 81°09'20" West, 265.46 feet; thence North 08°50'40" East, 90.25 feet; thence South 81°09'20" East, 265.46 feet; thence South 08°50'40" West, 90.25 feet to the true point of beginning.

3

2. The rights of the public in and to that portion of the premises herein described lying within the limits of dedicated alley.
(Affects the Southeasterly portion of Parcel I)

3. Limited access provisions contained in Deed to the State of Oregon, by and through its State Highway Commission, which provides that no right or easement of right of access to, from or across the State Highway other than expressly therein provided for shall attach to the abutting property,

| | |
|---|---|
| Recorded: | December 8, 1955 |
| Book: | 376 |
| Page: | 363 |

4. An easement created by instrument, including terms and provisions thereof.

| | |
|---|---|
| Dated: | July 5, 1995 |
| Recorded: | August 29, 1995 |
| Recorder's Fee No.: | 95060680 |
| In Favor Of: | Unified Sewerage Agency of Washington County |
| For: | Storm and surface water drainage and detention |
| Affects: | The Southerly portion |

5. An easement created by instrument, including terms and provisions thereof.

| | |
|---|---|
| Dated: | July 5, 1995 |
| Recorded: | August 29, 1995 |
| Recorder's Fee No.: | 95060681 |
| In Favor Of: | Unified Sewerage Agency of Washington County |
| For: | Storm drainage |
| Affects: | Along the Southerly boundary |

6. An easement created by instrument, including terms and provisions thereof.

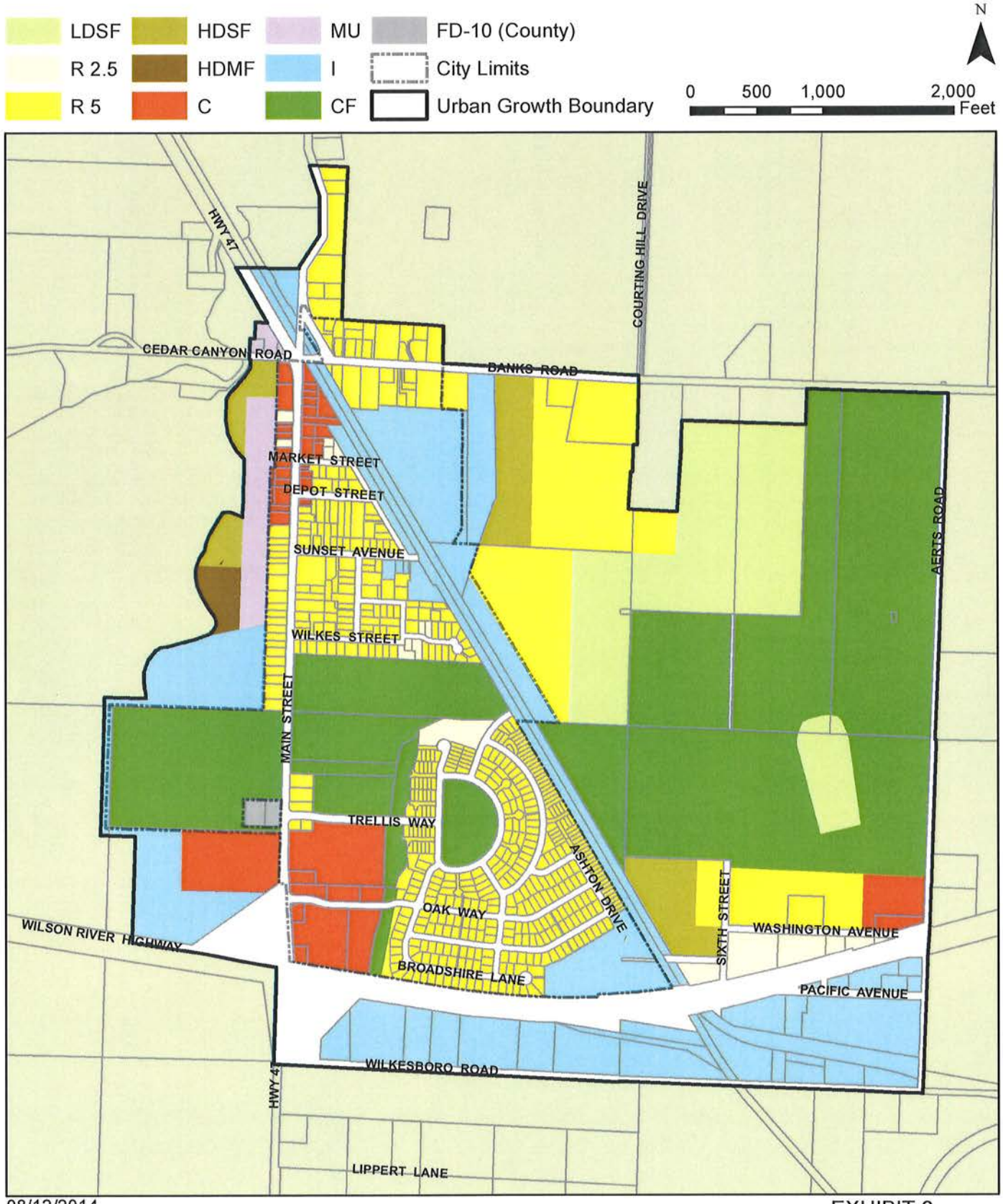
| | |
|---|---|
| Dated: | July 5, 1995 |
| Recorded: | August 29, 1995 |
| Recorder's Fee No.: | 95060685 |
| In Favor Of: | Unified Sewerage Agency of Washington County |
| For: | Sewer |
| Affects: | Four 15 foot wide strips in the Westerly portion near the Southerly boundary line |

4

# EXHIBIT 6

# BANKS COMPREHENSIVE PLAN MAP

# City of Banks Plan Map




08/12/2014

EXHIBIT 6