



CITY OF WINSTON TRANSPORTATION SYSTEM PLAN

Technical Memorandum

Date: October 27, 2021

Kittelson Project No: 23021.041

To: Project Management Team

DOT&PF Agreement No: 20455

From: Matt Kittelson, PE and Miranda Barrus, PE

Subject: Final TM #3: Analysis Methodology Memorandum

Introduction

The analysis methodology proposes the methodology and assumptions to perform technical analyses for the City of Winston Transportation System Plan (TSP) Update. The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) Analysis Procedures Manual, Version 2 (APM – Reference 1) and direction provided by the City of Winston and ODOT staff. The methodology and assumptions include:

- Data collection and volume development that consider the ongoing COVID-19 pandemic;
- Traffic analysis procedure for the study intersections under existing and planning horizon (no-build and build) traffic conditions;
- Crash analysis procedure for the study intersections; and,
- Multimodal analysis procedure for collector and arterial roadways.

This information will serve as a baseline for determining a comprehensive list of transportation needs as well as helping to identify, evaluate, and prioritize potential solutions as part of the TSP Update.

Project Study Area

The project study area for the Winston TSP Update consists of the multimodal transportation network within the city's urban growth boundary (UGB) and includes 12 unsignalized study intersections and one signalized study intersection, as illustrated in Figure 1.



Figure 1

Project Study Area
Winston, Oregon

These study intersections will be evaluated under existing and future traffic conditions to inform potential capacity needs:

1. Brockway Road / Lookingglass Road
2. Lookingglass Road / Abraham Avenue
3. Lookingglass Road / Cary Street
4. OR 42 / Brockway Road
5. OR 42 / Abraham Avenue
6. OR 42 / Cary Street
7. OR 42 / Main Street (OR 99)
8. OR 42 / NW Jorgen Street
9. OR 42 / NW Lookingglass Road
10. OR 42 / Pepsi Road
11. Thompson Avenue / S Main Street
12. Thompson Avenue / SE Grape Avenue

Volume Development

The following sections describe how existing proxy volumes will be estimated at the study intersections and how they will be used to evaluate existing and future traffic conditions in the project study area.

Traffic Counts

Traffic counts at the study intersections comprise both historical counts provided by ODOT and new counts that were collected on September 16, 2021, while school was in session. All counts include the total number of pedestrians, bicyclists, motor vehicles, and percentage of heavy vehicles that entered the intersections in 15-minutes intervals. Traffic count details are summarized in Table 1.

Considering the ongoing effects of the COVID-19 pandemic on typical travel patterns, historical counts at the OR 42 / Pepsi Road study intersection were compared to the new counts collected in September. The intersection is an anchor for developing existing proxy volumes at remaining study intersections, as needed. Per guidance from the APM Appendix 3E, if the percent difference between the historical and new counts is greater than 10 percent, additional adjustments will be developed with City and ODOT approval. In comparing the historical and new counts at the OR 42 / Pepsi Road study intersection, current traffic volumes are within 10 percent of the traffic volumes collected prior to the COVID-19 pandemic, therefore, no additional adjustments are necessary. Note that counts were historically and seasonally adjusted for the comparison as described in succeeding sections. *Traffic count worksheets are provided in Attachment A.*

Table 1: Traffic Count Summary

ID	Intersection	Count Date	Count Type	Duration
1	Brockway Rd / Lookingglass Rd	September 2021	16-Hour	6 AM to 10 PM
2	Abraham Ave / Lookingglass Rd	September 2021	16-Hour	6 AM to 10 PM
3	Cary St / Lookingglass Rd	September 2021	16-Hour	6 AM to 10 PM
4	OR 42 / Brockway Rd	October 2017	16-Hour	6 AM to 10 PM
5	OR 42 / Abraham Ave	September 2021	16-Hour	6 AM to 10 PM
6	OR 42 / Cary St	September 2021	4-Hour	2 PM to 6 PM
7	OR 42 / Main St	October 2021	4-Hour	2 PM to 6 PM
8	OR 42 / NW Jorgen St	September 2021	4-Hour	2 PM to 6 PM
9	OR 42 NW Lookingglass Rd	July 2019	16-Hour	6 AM to 10 PM
10	OR 42 / Pepsi Rd	July 2019	12-Hour	7 AM to 7 PM
		September 2021	4-Hour	2 PM to 6 PM
11	S Main St / Thompson Ave	September 2021	4-Hour	2 PM to 6 PM
12	SE Grape Ave / Thompson Ave	September 2021	4-Hour	2 PM to 6 PM

Historical Adjustment

The traffic counts conducted at the OR 42 / Brockway Road and OR 42 NW Lookingglass Road study intersections in 2017 and 2019, respectively, will require an adjustment to reflect existing traffic conditions. From the APM, historical adjustments are determined from information provided in ODOT's Future Volume Tables (FVT). According to the FVT's, the annual growth rate for these two study intersections was calculated based on the existing (2018) and forecast (2039) traffic volumes along OR 42 near these intersections, consistent with the information in the Roseburg travel demand model. The resultant annual growth rate is approximately 2.25 percent. This will be applied to the historical traffic counts for the existing traffic analysis. *Historical adjustment calculations are provided in Attachment B.*

Seasonal Adjustment

Thirtieth Hour Volumes (30HV) will be developed at the study intersections using the collected and estimated traffic counts and applying seasonal adjustment factors, consistent with the methodology established in the APM. The APM provides three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by ODOT Automatic Traffic Records (ATRs). ATRs are positioned in select locations throughout the State Highway System to collect traffic data 24 hours a day, 365 days a year. Each method was assessed to determine which is most appropriate for the study intersections.

Below is a description of each seasonal adjustment method.

- **On-Site ATR Method:** Calculates seasonal adjustment factors based on local ATR locations. This method requires that no major study intersections be located within the ATR and the project area and Average Annual Daily Traffic (AADT) be within 10 percent of the AADT within the project area.
- **Characteristics Table:** Calculates seasonal adjustment factors based on representative ATR locations from locations around the state based on AADT, seasonal traffic trends, area type, number of travel lanes, etc.
- **Seasonal Trends Table:** Calculates seasonal adjustment factors based seasonal variation trends from representative travel patterns (e.g., summer, commuter, weekend, etc.).

The ATR closest to the study area is 10-006 on OR 42, just west of the UGB. Several major intersections are located east of this ATR and the AADT at the ATR are not within 10 percent of the traffic volumes throughout the project study area. Further, most of the available sites around the state with similar roadway characteristics and traffic volumes have weekend traffic trends or area types that do not align with Winston. Based on the assessment, the Seasonal Trends Table method will be used for study intersections on state facilities.

Given that OR 42 serves local traffic within Winston and between Winston and Roseburg, as well as regional traffic between Winston and Coos Bay, we propose applying an average seasonal adjustment to state highway traffic volumes based on the average of the Commuter and Summer classifications within the Seasonal Trends Table. Table 2 through Table 5 summarize the peak period and count period factors associated with these seasonal trends and the resultant seasonal adjustment factors for counts collected in late July, mid-September, and early and late October.

Table 2: Seasonal Adjustment for Counts Collected in Late July

Seasonal Trend	Peak Period Factor	Count Period Factor	Seasonal Adjustment	Average Seasonal Adjustment Factor
Commuter	0.9355	0.9509	1.02	
Summer	0.8299	0.8354	1.01	1.01

Table 3: Seasonal Adjustment for Counts Collected in Mid-September

Seasonal Trend	Peak Period Factor	Count Period Factor	Seasonal Adjustment	Average Seasonal Adjustment Factor
Commuter	0.9355	0.9623	1.03	
Summer	0.8299	0.9077	1.09	1.06

Table 4: Seasonal Adjustment for Counts Collected in Early October

Seasonal Trend	Peak Period Factor	Count Period Factor	Seasonal Adjustment	Average Seasonal Adjustment Factor
Commuter	0.9355	0.9614	1.03	
Summer	0.8299	0.9357	1.13	1.08

Table 5: Seasonal Adjustment for Counts Collected in Late October

Seasonal Trend	Peak Period Factor	Count Period Factor	Seasonal Adjustment	Average Seasonal Adjustment Factor
Commuter	0.9355	0.9604	1.03	
Summer	0.8299	0.9638	1.16	1.09

Peak Hour Identification

Existing and future traffic operations analyses will reflect weekday PM peak hour conditions. A review of the traffic count data showed that the study intersection peak hours generally range from 2:30 to 4:30 PM, with most being in the 2:30 to 3:30 PM timeframe. Comparison of observed peak hours to a more typical 4:00 to 5:00 PM period, as presented in Table 6, shows that the transportation system experiences notably more traffic during the earlier period at most locations evaluated. The total entering volume (TEV) in Table 6 are historically and seasonally adjusted as described in previous sections. Based on this observation, we propose using the individual intersection peak hours for the traffic operations analysis to evaluate the most congested period within the community.

Table 6: Intersection Total Entering Volume Comparison

ID	Intersection	Individual Peak Hour	Peak Hour TEV	4:00 to 5:00 PM TEV
1	Brockway Rd / Lookingglass Rd	2:30 to 3:30 PM	439	250
2	Abraham Ave / Lookingglass Rd	2:40 to 3:40 PM	371	232
3	Cary St / Lookingglass Rd	2:40 to 3:40 PM	360	234
4	OR 42 / Brockway Rd	3:00 to 4:00 PM	759	717
5	OR 42 / Abraham Ave	2:40 to 3:40 PM	800	712
6	OR 42 / Cary St	2:40 to 3:40 PM	936	815
7	OR 42 / Main St (OR 99)		TBD	
8	OR 42 / NW Jorgen St	3:25 to 4:25 PM	1,666	1,625
9	OR 42 / NW Lookingglass Rd	4:30 to 5:30 PM	1,761	1,679
10	OR 42 / Pepsi Rd	3:25 to 4:25 PM	2,062	1,985
11	S Main St / Thompson Ave	2:10 to 3:10 PM	894	829
12	SE Grape Ave / Thompson Ave	4:40 to 5:40 PM	244	224

Note: TEV – Total Entering Volume

Forecast Traffic Volumes

The planning horizon for the Winston TSP Update is the year 2043. Forecast traffic volumes for the study intersections will be developed based on the proxy existing traffic volumes and information provided in the Roseburg travel demand model. The Roseburg travel demand model provides base year 2010 and forecast year 2035 traffic volume projections for study area roadways that reflect anticipated land use changes and planned transportation improvements within the Roseburg-Winston area.

Forecast traffic volumes will be developed by applying post-processing methodology identified in the National Cooperative Highway Research Program (NCHRP) Report 765, *Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (Reference 2), which is the update to NCHRP Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. The methodology derives forecast traffic volumes at the study intersections based on the proxy existing traffic volumes and base and future year traffic volume model projections. Forecasting traffic volumes will also include engineering judgment and knowledge of the project study area, including anticipated growth in specific areas.

Traffic Analysis

The traffic analysis will evaluate peak hour traffic operations of the study intersections under existing conditions and through the TSP planning horizon to identify potential capacity constraints and alternatives. This section summarizes the traffic analysis methodology including applicable intersection operational standards and analysis parameters and assumptions.

Intersection Operational Standards

The study intersections identified for the TSP are subject to the operating standards described in the following sections according to their jurisdiction.

ODOT Facilities

ODOT uses volume-to-capacity (v/c) ratios to assess intersection operations. Table 6 of the Oregon Highway Plan (OHP – Reference 3) and Table 10-2 of ODOT's *Highway Design Manual* (HDM – Reference 4) provide maximum v/c ratios for all signalized and unsignalized intersections located outside of the Portland metropolitan area. The OHP v/c ratios are targets used to evaluate existing and future no-build conditions, while the HDM v/c ratios are standards used in evaluating future alternatives along state highways.

ODOT intersections within the project study area are located on OR 42. The following parameters help determine applicable v/c ratio thresholds for these study intersections.

- The study intersections are located within the Winston UGB;
- The City of Winston is not associated with a Metropolitan Planning Organization (MPO); and,
- OR 42 is classified as a Statewide Highway and designated as an OHP Freight Route through the project study area.

Additional details needed to identify v/c ratio thresholds for these study intersections are summarized as follows.

- **OR 42 / Brockway Road** – The east and west legs of OR 42 are posted at 45 MPH. The north and south legs of Brockway Road are local streets and are assumed to have posted speeds of 45 MPH or higher. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Brockway Road.
- **OR 42 / Abraham Avenue** – The east and west legs of OR 42 are posted at 30 MPH. The north leg, Abraham Avenue, is a local street and is posted at 25 MPH. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Abraham Avenue.
- **OR 42 / Cary Street** – The east and west legs of OR 42 are posted at 30 MPH. The north leg, Cary Street, is a local street and assumed to have a posted speed of 35 MPH or lower. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Cary Street.
- **OR 42 / NW Civil Bend Avenue** – The east and west legs of OR 42 are posted at 30 MPH. The north and south legs of NW Civil Bend Avenue are local streets and are assumed to have posted speeds of 35 MPH or lower. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to NW Civil Bend Avenue.
- **OR 42 / Main Street (OR 99)** – The west and north legs of OR 42 are posted at 30 MPH. The south leg, Main Street (OR 99) is a local street and is also posted at 30 MPH. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Main Street (OR 99).
- **OR 42 / NW Jorgen Street** – The north and south legs of OR 42 are posted at 30 MPH. The east and west legs of Jorgen Street are local streets and are assumed to have posted speeds of 35 MPH or lower. ODOT's Freight Route on a Statewide Highway mobility target will be applied to OR 42 and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Jorgen Street.

- **OR 42 / NW Lookingglass Road** – The east leg of OR 42 is classified as an OHP Expressway and both east and west legs are posted at 45 MPH. The north leg, NW Lookingglass Road, is a local street posted at 40 MPH. ODOT's Statewide Expressway mobility target will be applied to the OR 42 east leg, the Freight Route on a Statewide Highway mobility target will be applied to the OR 42 west leg, and the District/Local Interest Roads v/c ratio threshold will be applied to NW Lookingglass Road.
- **OR 42 / Pepsi Road** – The east and west legs of OR 42 are classified as OHP Expressways with 55 mile-per-hour (MPH) posted speeds. The south leg, Pepsi Road, is a local street with a 25 MPH posted speed limit. ODOT's Statewide Expressway mobility target will be applied to the OR 42 approaches and ODOT's District/Local Interest Roads v/c ratio threshold will be applied to Pepsi Road.

As a result, Table 7 summarizes applicable v/c ratio thresholds that will be used to identify potential existing and future operational issues at the ODOT study intersections.

Table 7: OHP Targets and HDM Standards for ODOT Study Intersections

ID	Intersection	Traffic Control	OHP Target ¹	HDM Standard ¹
4	OR 42 / Brockway Rd	Unsignalized	0.80 / 0.90	0.70 / 0.75
5	OR 42 / Abraham Ave	Unsignalized	0.85 / 0.95	0.70 / 0.80
6	OR 42 / Cary St	Unsignalized	0.85 / 0.95	0.70 / 0.80
7	OR 42 / Main St (OR 99)	Signalized	0.85 / 0.95	0.70 / 0.80
8	OR 42 / NW Jorgen St	Unsignalized	0.85 / 0.95	0.70 / 0.80
9	OR 42 NW Lookingglass Rd	Unsignalized	0.80 / 0.90	0.65-0.70 / 0.80
10	OR 42 / Pepsi Rd	Unsignalized	0.80 / 0.95	0.65 / 0.80

¹State Highway V/C Ratio / Side-Street V/C Ratio

Local Facilities

The remaining study intersections are on the local street system and subject to appropriate local operating standards, as summarized in Table 8. Currently, the City of Winston has not established operating standards for their facilities. As such, we will evaluate and report operational characteristics of study intersections under City jurisdiction based on a 1.0 v/c ratio. Like ODOT, Douglas County also uses v/c ratios to assess intersection operations.

Traffic operations at the study intersections will be evaluated as outlined above. Potential solutions will be identified and evaluated for the study intersections that are

found to exceed applicable v/c ratio thresholds under existing and future traffic conditions.

Table 8: Mobility Targets for Local Study Intersections

ID	Intersection	Jurisdiction	Traffic Control	Mobility Target
1	Brockway Rd / Lookingglass Rd	City	Unsignalized	
2	Abraham Ave / Lookingglass Rd	City	Unsignalized	1.0 for Planning Purposes
3	Cary St / Lookingglass Rd	City	Unsignalized	
11	S Main St / Thompson Ave	County	Unsignalized	Arterial 0.85 Major Collector 0.90
12	SE Grape Ave / Thompson Ave	City	Unsignalized	1.0 for Planning Purposes

Analysis Parameters

The following data sources and methodologies are proposed for conducting traffic analysis. Analysis of all state facilities will be performed according to the APM, unless otherwise agreed upon by the City and ODOT.

- 1. Intersection/Road Geometry** (e.g., number of lanes, lane configurations, cross-section elements, etc.) will be collected through aerial photography. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be constructed on scaled roadway line work from GIS or aerial photography.
- 2. Operational Data** (e.g., posted speeds, intersection control, rail crossings, etc.) will be collected through aerial photography and confirmed through Oregon digital video log, straight line carts, GIS data, and/or local knowledge.
- 3. Peak Hour Factors** (PHF) will be calculated for each intersection with traffic count data, as available, and applied to the existing conditions analysis. Per the APM, the following PHF's will be applied for the year 2043 analysis:
 - a. Major Arterial to Major Arterial Facilities: 0.95
 - b. Major Arterial to Minor Arterial Facilities: 0.92
 - c. Minor Arterial to Minor Arterial Facilities: 0.90

- d. Minor Arterial to Collector Facilities: 0.88
- e. Collector to Collector (or Lower) Facilities: 0.85

If an existing PHF is greater than the default future values above, the existing PHF will be used.

4. Traffic Volume Development is described in previous sections.

5. Traffic Operations

- a. The methodologies identified in the Highway Capacity Manual 6th Edition (HCM – Reference 5) will be used to analyze traffic operations at the study intersections.
- b. Vistro is a software tool designed to assist with operations analyses in accordance with HCM 6th Edition methodologies; therefore, Vistro 7 will be used to conduct the traffic operations analyses. Level-of-service (LOS), delay, v/c ratios (critical movement for unsignalized intersections) and 95th percentile queue lengths will be reported at all intersections regardless of jurisdiction. Failing unsignalized intersections will be evaluated using Manual on Uniform Traffic Control Devices (MUTCD – Reference 6) traffic signal warrants.

Traffic Analysis Software & Input Assumptions

Table 9 summarizes the Vistro software and input assumptions for the traffic analysis.

Table 9: Traffic Analysis Assumptions

Intersection Parameters	Existing Conditions Assumptions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrians per Hour	From traffic counts (as available)
Area Type	Not a Central Business District
Ideal Saturation Flow Rate (All Movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet (unless field observations suggest otherwise)
Percent Heavy Vehicles (All Movements)	From traffic counts (as available)
Percent Grade	Estimated based on field observations
95 th -Percentile & Average Vehicle Queues	Vistro summary output

Crash Analysis

The crash analysis will review the most recent five years of reported crash data at the study intersections, obtained from ODOT's Crash Analysis & Reporting Unit, to identify any potential safety focus locations. Possible crash patterns that may include location, type, characteristics, and/or severity will be identified. Consistent with the methodologies outline in the APM, intersection crash rates will be developed and compared with statewide crash rates (APM Exhibit 4-1) and critical crash rates.

Reported intersection crashes will also be analyzed with Excess Proportion of Specific Crash Types methodologies to identify crash types in excess. ODOT's top 10 percent Safety Priority Index System (SPIS) sites will be reviewed, as appropriate. If safety focus locations are identified through analyses, potential countermeasures will be selected from the All Roads Transportation Safety (ARTS) Crash Reduction Factors (CRF) listing.

Multimodal Analysis

The multimodal analysis will review the following elements of the active transportation network to identify potential facility and service alternatives for people walking, rolling, biking, and taking transit within the project study area:

- Availability of facilities and services (including transit) along collector and arterial roadways;
- Level of Traffic Stress (LTS) ratings for pedestrian and bicycle facilities along collector and arterial roadways, including around transit facilities; and,
- Safety risk to pedestrians and bicyclists along state highways, including around transit facilities.

The LTS analyses will be performed in accordance with the methodologies identified in Chapter 14 of the APM. For state facilities, the assessment will rely on LTS data that ODOT has developed. Pedestrian and Bicycle LTS have unique criteria that are used to determine a facilities LTS score (e.g., number of travel lanes, bike lane widths, adjacent parking, roadway functional classification, daily volume, posted speed limits, sidewalk conditions and widths, illumination presence, etc.). LTS scores range from little traffic stress (LTS 1) to high traffic stress (LTS 4) and are based on the perceived safety issue of being in close proximity to vehicles.

The statewide bicycle and pedestrian safety risk assessment focuses on the safety of active transportation modes and their risk of being involved in crashes. The State of Oregon has established several factors for determining a facility's safety performance for pedestrians and bicyclists such as roadway classification, number of travel lanes, access density, land use, etc. The state highway risk assessment within the project study area will rely on ODOT analyses and resulting data.

References

1. Oregon Department of Transportation. Analysis Procedures Manual, 2018.
2. Transportation Research Board. NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design. 2014.
3. Oregon Department of Transportation. Oregon Highway Plan, 2015.
4. Oregon Department of Transportation. Highway Design Manual, 2012.
5. Transportation Research Board. Highway Capacity Manual, 6th Edition, 2016.
6. Federal Highway Administration. Manual on Uniform Traffic Control Devices. 2009.

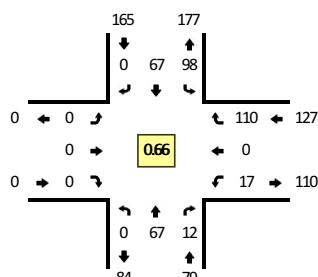
Attachment A – Traffic Count Worksheets

Type of peak hour being reported: Intersection Peak

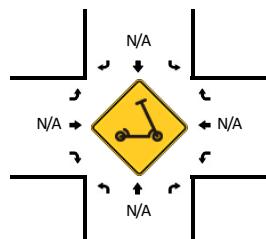
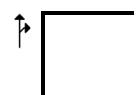
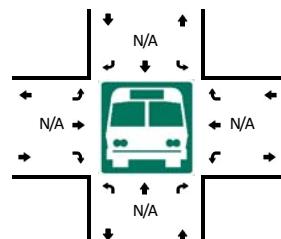
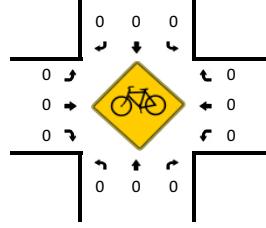
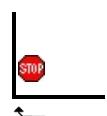
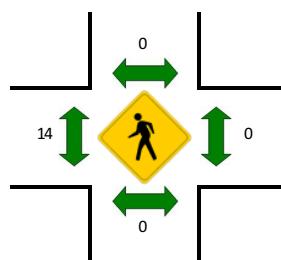
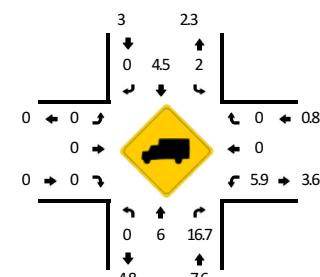
Method for determining peak hour: Total Entering Volume

LOCATION: Abraham Ave -- Lookingglass Rd
CITY/STATE: Winston, OR

QC JOB #: 15385310
DATE: Thu, Sep 16 2021



Peak-Hour: 2:40 PM -- 3:40 PM
Peak 15-Min: 3:15 PM -- 3:30 PM



5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	80
6:05 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3
6:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
6:20 AM	0	0	1	0	3	0	0	0	0	0	0	0	0	0	2	0	0	6
6:25 AM	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	2	0	0	7
6:35 AM	0	2	0	0	5	5	0	0	0	0	0	0	0	0	1	0	0	13
6:40 AM	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5
6:50 AM	0	3	0	0	2	4	0	0	0	0	0	0	0	0	2	0	0	11
6:55 AM	0	1	1	0	3	2	0	0	0	0	0	0	1	0	2	0	0	10
7:00 AM	0	1	0	0	2	4	0	0	0	0	0	0	1	0	1	0	0	80
7:05 AM	0	0	2	0	7	1	0	0	0	0	0	0	0	0	4	0	0	14
7:10 AM	0	3	0	0	4	2	0	0	0	0	0	0	0	0	1	0	0	100
7:15 AM	0	1	1	0	6	5	0	0	0	0	0	0	0	0	2	0	0	15
7:20 AM	0	7	2	0	1	2	0	0	0	0	0	0	0	0	6	0	0	125
7:25 AM	0	2	1	0	3	1	0	0	0	0	0	0	0	0	5	0	0	130
7:30 AM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	2	0	0	129
7:35 AM	0	2	1	0	5	5	0	0	0	0	0	0	0	0	7	0	0	20
7:40 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	5	0	0	144
7:45 AM	0	3	0	0	5	2	0	0	0	0	0	0	1	0	10	0	0	160
7:50 AM	0	9	0	0	4	1	0	0	0	0	0	0	0	6	0	0	0	20
7:55 AM	0	18	0	0	4	3	0	0	0	0	0	0	1	0	18	0	0	203
8:00 AM	0	11	2	0	12	7	0	0	0	0	0	0	0	0	18	0	0	50
8:05 AM	0	10	0	0	19	13	0	0	0	0	0	0	0	6	0	0	48	
8:10 AM	0	5	1	0	17	15	0	0	0	0	0	0	0	14	0	0	52	
8:15 AM	0	1	0	0	10	8	0	0	0	0	0	0	0	1	0	0	325	
8:20 AM	0	0	0	0	12	9	0	0	0	0	0	0	0	1	0	0	22	
8:25 AM	0	0	0	0	5	6	0	0	0	0	0	0	0	5	0	0	16	
8:30 AM	0	1	0	0	4	2	0	0	0	0	0	0	1	0	1	0	0	9
8:35 AM	0	0	1	0	2	2	0	0	0	0	0	0	2	0	1	0	0	8
8:40 AM	0	1	0	0	3	2	0	0	0	0	0	0	0	6	0	0	12	
8:45 AM	0	1	0	0	6	5	0	0	0	0	0	0	1	0	3	0	0	16
8:50 AM	0	2	0	0	4	2	0	0	0	0	0	0	0	1	0	0	9	
8:55 AM	0	2	0	0	7	4	0	0	0	0	0	0	0	5	0	0	18	
9:00 AM	0	1	0	0	5	3	0	0	0	0	0	0	0	3	0	0	12	
9:05 AM	0	2	0	0	3	5	0	0	0	0	0	0	1	0	0	0	11	
9:10 AM	0	2	0	0	2	2	0	0	0	0	0	0	1	0	2	0	0	9

5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	2	0	7	149
9:20 AM	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	7	134
9:25 AM	0	0	1	0	4	1	0	0	0	0	0	0	1	0	1	0	8	126
9:30 AM	0	1	0	0	2	5	0	0	0	0	0	0	1	0	2	0	11	128
9:35 AM	0	1	0	0	2	1	0	0	0	0	0	0	0	0	1	0	5	125
9:40 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	5	118
9:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	5	0	7	109
9:50 AM	0	4	1	0	3	3	0	0	0	0	0	0	0	0	0	0	11	111
9:55 AM	0	4	2	0	3	5	0	0	0	0	0	0	0	0	1	0	15	108
10:00 AM	0	3	0	0	1	1	0	0	0	0	0	0	1	0	1	0	7	103
10:05 AM	0	2	0	0	3	5	0	0	0	0	0	0	2	0	1	0	13	105
10:10 AM	0	4	0	0	2	2	0	0	0	0	0	0	3	0	2	0	13	109
10:15 AM	0	2	0	0	3	2	0	0	0	0	0	0	0	0	1	0	8	110
10:20 AM	0	3	1	0	1	5	0	0	0	0	0	0	1	0	2	0	13	116
10:25 AM	0	2	1	0	3	2	0	0	0	0	0	0	0	0	2	0	10	118
10:30 AM	0	3	1	0	3	3	0	0	0	0	0	0	0	0	4	0	14	121
10:35 AM	0	4	1	0	5	4	0	0	0	0	0	0	1	0	3	0	18	134
10:40 AM	0	4	0	0	1	2	0	0	0	0	0	0	1	0	1	0	9	138
10:45 AM	0	2	1	0	4	3	0	0	0	0	0	0	0	0	2	0	12	143
10:50 AM	0	2	0	0	5	3	0	0	0	0	0	0	1	0	5	0	16	148
10:55 AM	0	1	2	0	0	6	0	0	0	0	0	0	0	0	3	0	12	145
11:00 AM	0	3	2	0	1	2	0	0	0	0	0	0	3	0	1	0	12	150
11:05 AM	0	3	0	0	6	0	0	0	0	0	0	0	1	0	3	0	13	150
11:10 AM	0	2	2	0	2	2	0	0	0	0	0	0	1	0	4	0	13	150
11:15 AM	0	4	2	0	0	3	0	0	0	0	0	0	0	0	2	0	11	153
11:20 AM	0	5	1	0	1	3	0	0	0	0	0	0	0	0	2	0	12	152
11:25 AM	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	8	150
11:30 AM	0	2	0	0	4	2	0	0	0	0	0	0	0	0	1	0	9	145
11:35 AM	0	1	1	0	1	6	0	0	0	0	0	0	0	0	2	0	11	138
11:40 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	133
11:45 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	3	0	9	130
11:50 AM	0	2	0	0	0	4	0	0	0	0	0	0	1	0	2	0	9	123
11:55 AM	0	4	0	0	1	4	0	0	0	0	0	0	2	0	1	0	12	123
12:00 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	0	5	0	10	121
12:05 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	4	0	7	115
12:10 PM	0	2	1	0	1	1	0	0	0	0	0	0	1	0	0	0	6	108
12:15 PM	0	1	1	0	3	3	0	0	0	0	0	0	0	0	3	0	11	108
12:20 PM	0	2	0	0	4	4	0	0	0	0	0	0	0	0	1	0	11	107
12:25 PM	0	2	0	0	5	0	0	0	0	0	0	0	0	0	3	0	10	109
12:30 PM	0	3	0	0	3	6	0	0	0	0	0	0	0	0	3	0	15	115
12:35 PM	0	3	1	0	4	3	0	0	0	0	0	0	1	0	4	0	16	120
12:40 PM	0	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	8	124
12:45 PM	0	4	0	0	5	4	0	0	0	0	0	0	2	0	6	0	21	136
12:50 PM	0	7	1	0	0	2	0	0	0	0	0	0	0	0	1	0	11	138
12:55 PM	0	1	0	0	3	2	0	0	0	0	0	0	1	0	3	0	10	136
1:00 PM	0	1	0	0	2	3	0	0	0	0	0	0	1	0	2	0	9	135
1:05 PM	0	3	2	0	2	2	0	0	0	0	0	0	1	0	3	0	13	141
1:10 PM	0	3	1	0	5	2	0	0	0	0	0	0	1	0	4	0	16	151
1:15 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	0	5	145
1:20 PM	0	2	2	0	5	5	0	0	0	0	0	0	0	0	3	0	17	151
1:25 PM	0	2	1	0	4	5	0	0	0	0	0	0	2	0	5	0	19	160
1:30 PM	0	1	1	0	4	1	0	0	0	0	0	0	0	0	4	0	11	156
1:35 PM	0	3	1	0	4	7	0	0	0	0	0	0	1	0	4	0	20	160
1:40 PM	0	0	1	0	4	5	0	0	0	0	0	0	0	0	2	0	12	164
1:45 PM	0	3	1	0	2	5	0	0	0	0	0	0	0	0	4	0	15	158
1:50 PM	0	2	1	0	2	3	0	0	0	0	0	0	0	0	6	0	14	161
1:55 PM	0	4	0	0	3	3	0	0	0	0	0	0	1	0	6	0	17	168
2:00 PM	0	4	0	0	2	7	0	0	0	0	0	0	0	0	3	0	16	175
2:05 PM	0	2	1	0	1	3	0	0	0	0	0	0	1	0	6	0	14	176
2:10 PM	0	1	1	0	2	4	0	0	0	0	0	0	0	0	7	0	15	175
2:15 PM	0	0	0	0	1	5	0	0	0	0	0	0	1	0	8	0	15	185
2:20 PM	0	4	1	0	2	4	0	0	0	0	0	0	0	0	4	0	15	183
2:25 PM	0	3	0	0	2	4	0	0	0	0	0	0	2	0	7	0	18	182
2:30 PM	0	3	2	0	4	3	0	0	0	0	0	0	0	0	2	0	14	185
2:35 PM	0	1	1	0	5	4	0	0	0	0	0	0	1	0	9	0	21	186
2:40 PM	0	6	0	0	4	7	0	0	0	0	0	0	0	0	10	0	27	201
2:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	2	0	9	0	21	207
2:50 PM	0	3	1	0	3	7	0	0	0	0	0	0	1	0	9	0	24	217
2:55 PM	0	3	1	0	3	3	0	0	0	0	0	0	1	0	4	0	15	215
3:00 PM	0	12	0	0	10	2	0	0	0	0	0	0	2	0	15	0	41	240
3:05 PM	0	9	0	0	6	4	0	0	0	0	0	0	3	0	12	0	34	260
3:10 PM	0	8	3	0	4	2	0	0	0	0	0	0	0	9	0	26	271	
3:15 PM	0	3	3	0	21	11	0	0	0	0	0	0	2	0	11	0	51	307
3:20 PM	0	5	0	0	24	16	0	0	0	0	0	0	0	0	12	0	57	349
3:25 PM	0	6	0	0	12	7	0	0	0	0	0	0	1	0	7	0	33	364
3:30 PM	0	4	3	0	2	4	0	0	0	0	0	0	2	0	5	0	20	370
3:35 PM	0	3	1	0	4	4	0	0	0	0	0	0	3	0	7	0	22	371
3:40 PM	0	1	0	0	5	3	0	0	0	0	0	0	4	0	7	0	20	364
3:45 PM	0	3	1	0	5	2	0	0	0	0	0	0	1	0	6	0	18	361
3:50 PM	0	4	0	0	8	3	0	0	0	0	0	0	1	0	4	0	20	357
3:55 PM	0	4	0	0	7	6	0	0	0	0	0	0	1	0	4	0	22	364
4:00 PM	0	2	2	0	13	3	0	0	0	0	0	0	1	0	1	0	22	345
4:05 PM	0	2	1	0	6	7	0	0	0	0	0	0	1	0	3	0	20	331
4:10 PM	0	4	0	0	3	1	0	0	0	0	0	0	0	0	4	0	12	317
4:15 PM	0	2	0	0	5	6	0	0	0	0</								

5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	2	1	0	3	7	0	0	0	0	0	0	0	0	7	0	20	238
4:35 PM	0	7	0	0	4	5	0	0	0	0	0	0	2	0	3	0	21	237
4:40 PM	0	7	2	0	3	5	0	0	0	0	0	0	0	0	8	0	25	242
4:45 PM	0	4	2	0	6	5	0	0	0	0	0	0	1	0	7	0	25	249
4:50 PM	0	3	2	0	4	6	0	0	0	0	0	0	0	0	2	0	17	246
4:55 PM	0	2	0	0	1	2	0	0	0	0	0	0	2	0	1	0	8	232
5:00 PM	0	3	0	0	4	2	0	0	0	0	0	0	1	0	4	0	14	224
5:05 PM	0	4	0	0	6	4	0	0	0	0	0	0	0	0	8	0	22	226
5:10 PM	0	3	0	0	7	6	0	0	0	0	0	0	2	0	2	0	20	234
5:15 PM	0	6	0	0	5	4	0	0	0	0	0	0	1	0	6	0	22	239
5:20 PM	0	4	1	0	3	2	0	0	0	0	0	0	0	0	8	0	18	233
5:25 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	6	0	10	222
5:30 PM	0	1	0	0	2	2	0	0	0	0	0	0	3	0	2	0	10	212
5:35 PM	0	4	0	0	8	4	0	0	0	0	0	0	1	0	4	0	21	212
5:40 PM	0	2	0	0	2	2	0	0	0	0	0	0	0	0	1	0	7	194
5:45 PM	0	1	1	0	3	2	0	0	0	0	0	0	1	0	2	0	10	179
5:50 PM	0	2	0	0	3	3	0	0	0	0	0	0	0	0	3	0	11	173
5:55 PM	0	2	0	0	3	1	0	0	0	0	0	0	0	0	3	0	9	174
6:00 PM	0	6	1	0	1	5	0	0	0	0	0	0	2	0	3	0	18	178
6:05 PM	0	7	1	0	2	1	0	0	0	0	0	0	0	0	3	0	14	170
6:10 PM	0	2	3	0	3	5	0	0	0	0	0	0	1	0	3	0	17	167
6:15 PM	0	2	1	0	3	6	0	0	0	0	0	0	3	0	5	0	20	165
6:20 PM	0	5	1	0	0	0	0	0	0	0	0	0	1	0	3	0	10	157
6:25 PM	0	2	1	0	4	3	0	0	0	0	0	0	0	0	0	0	10	157
6:30 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	0	6	0	16	163
6:35 PM	0	2	0	0	2	3	0	0	0	0	0	0	1	0	2	0	10	152
6:40 PM	0	2	1	0	4	1	0	0	0	0	0	0	2	0	3	0	13	158
6:45 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	4	0	11	159
6:50 PM	0	1	0	0	2	1	0	0	0	0	0	0	1	0	5	0	10	158
6:55 PM	0	4	1	0	1	1	0	0	0	0	0	0	2	0	2	0	11	160
7:00 PM	0	3	0	0	2	1	0	0	0	0	0	0	1	0	3	0	10	152
7:05 PM	0	0	1	0	4	1	0	0	0	0	0	0	1	0	3	0	10	148
7:10 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	0	2	0	7	138
7:15 PM	0	1	2	0	6	3	0	0	0	0	0	0	0	0	3	0	15	133
7:20 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4	127
7:25 PM	0	0	1	0	3	2	0	0	0	0	0	0	1	0	0	0	7	124
7:30 PM	0	2	0	0	6	0	0	0	0	0	0	0	0	0	1	0	9	117
7:35 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	3	0	8	115
7:40 PM	0	1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	9	111
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	101
7:50 PM	0	3	1	0	2	2	0	0	0	0	0	0	0	0	0	0	8	99
7:55 PM	0	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	7	95
8:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	4	89
8:05 PM	0	3	0	0	2	2	0	0	0	0	0	0	0	0	1	0	8	87
8:10 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	5	85
8:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	72
8:20 PM	0	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	8	76
8:25 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	5	74
8:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	69
8:35 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	65
8:40 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3	0	6	62
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	64
8:50 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	59
8:55 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	4	56
9:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	5	57
9:05 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	5	54
9:10 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	4	53
9:15 PM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	55
9:20 PM	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	4	51
9:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	48
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	48
9:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45
9:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	43
9:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	43
9:50 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3	43
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	41
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	56	12	0	228	136	0	0	0	0	0	0	12	0	120	0	564	
Heavy Trucks	0	8	4		4	0	0		0	0	0	0	0	0	0	0	16	
Buses																		
Pedestrians	0																	
Bicycles	0	0	0		0	0	0		0	0	0	0	0	0	0	0	56	
Scooters	0	0	0		0	0	0		0	0	0	0	0	0	0	0	0	

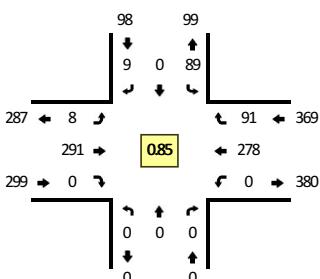
Comments:

Report generated on 9/27/2021 10:28 AM

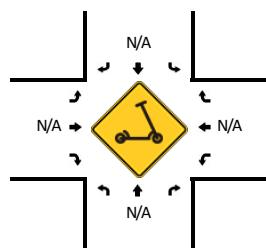
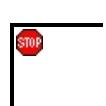
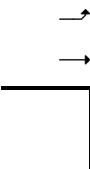
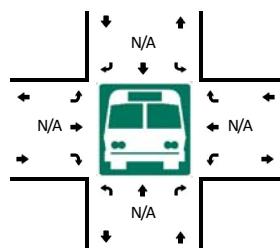
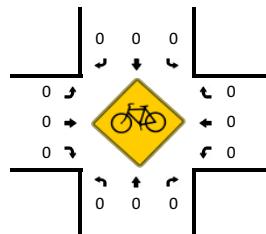
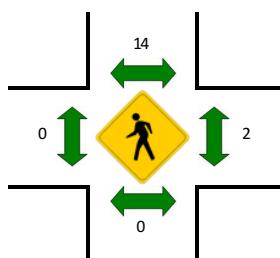
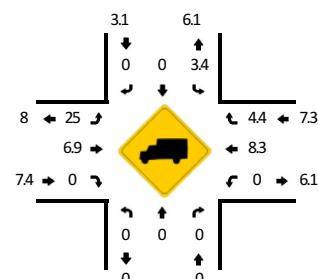
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Abraham Ave -- OR 42
CITY/STATE: Winston, OR

QC JOB #: 15385309
DATE: Thu, Sep 16 2021



Peak-Hour: 2:40 PM -- 3:40 PM
Peak 15-Min: 2:55 PM -- 3:10 PM



5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
6:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	6	2	0	15	
6:05 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	0	6	0	0	13	
6:10 AM	0	0	0	0	1	0	0	0	0	11	0	0	0	0	6	0	0	18	
6:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	6	
6:20 AM	0	0	0	0	2	0	0	0	0	9	0	0	0	0	5	1	0	17	
6:25 AM	0	0	0	0	1	0	1	0	2	18	0	0	0	0	8	0	0	30	
6:30 AM	0	0	0	0	1	0	0	0	0	13	0	0	0	0	8	0	0	22	
6:35 AM	0	0	0	0	6	0	1	0	1	10	0	0	0	0	11	3	0	32	
6:40 AM	0	0	0	0	3	0	0	0	0	10	0	0	0	0	17	0	0	30	
6:45 AM	0	0	0	0	3	0	0	0	0	13	0	0	0	0	10	1	0	27	
6:50 AM	0	0	0	0	2	0	1	0	1	14	0	0	0	0	23	4	0	45	
6:55 AM	0	0	0	0	5	0	1	0	0	23	0	0	0	0	29	0	0	58	313
7:00 AM	0	0	0	0	5	0	4	0	4	29	0	0	0	0	29	1	0	72	370
7:05 AM	0	0	0	0	3	0	3	0	1	35	0	0	0	0	29	0	0	71	428
7:10 AM	0	0	0	0	3	0	0	0	3	31	0	0	0	0	22	2	0	61	471
7:15 AM	0	0	0	0	6	0	0	0	0	29	0	0	0	0	13	2	0	50	515
7:20 AM	0	0	0	0	3	0	0	0	0	25	0	0	0	0	17	8	0	53	551
7:25 AM	0	0	0	0	3	0	0	0	0	20	0	0	0	0	14	3	0	40	561
7:30 AM	0	0	0	0	2	0	1	0	0	14	0	0	0	0	9	1	0	27	566
7:35 AM	0	0	0	0	7	0	0	0	0	12	0	0	0	0	11	3	0	33	567
7:40 AM	0	0	0	0	4	0	2	0	0	15	0	0	0	0	11	6	0	38	575
7:45 AM	0	0	0	0	2	0	1	0	0	24	0	0	0	0	12	5	0	44	592
7:50 AM	0	0	0	0	5	0	0	0	0	20	0	0	0	0	12	9	0	46	593
7:55 AM	0	0	0	0	2	0	0	0	0	19	0	0	0	0	13	19	0	53	588
8:00 AM	0	0	0	0	8	0	1	0	0	10	0	0	0	0	9	11	0	39	555
8:05 AM	0	0	0	0	8	0	0	0	1	14	0	0	0	0	12	11	0	46	530
8:10 AM	0	0	0	0	18	0	1	0	0	21	0	0	0	0	10	2	0	52	521
8:15 AM	0	0	0	0	10	0	0	0	1	14	0	0	0	0	14	2	0	41	512
8:20 AM	0	0	0	0	14	0	1	0	0	17	0	0	0	0	12	1	0	45	504
8:25 AM	0	0	0	0	9	0	2	0	0	15	0	0	0	0	13	3	0	42	506
8:30 AM	0	0	0	0	5	0	0	0	0	19	0	0	0	0	14	1	0	39	518
8:35 AM	0	0	0	0	6	0	0	0	0	19	0	0	0	0	8	1	0	34	519
8:40 AM	0	0	0	0	5	0	0	0	0	17	0	0	0	0	9	0	0	31	512
8:45 AM	0	0	0	0	8	0	1	0	0	19	0	0	0	0	13	4	0	45	513
8:50 AM	0	0	0	0	5	0	0	0	1	9	0	0	0	0	8	4	0	27	494
8:55 AM	0	0	0	0	5	0	0	0	0	13	0	0	0	0	8	4	0	30	471
9:00 AM	0	0	0	0	6	0	1	0	0	9	0	0	0	0	15	4	0	35	467
9:05 AM	0	0	0	0	6	0	0	0	0	19	0	0	0	0	12	2	0	39	460
9:10 AM	0	0	0	0	4	0	0	0	0	17	0	0	0	0	21	3	0	45	453

5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:15 AM	0	0	0	0	2	0	0	0	0	10	0	0	0	11	5	0	28	440
9:20 AM	0	0	0	0	2	0	1	0	0	12	0	0	0	13	1	0	29	424
9:25 AM	0	0	0	0	4	0	0	0	0	13	0	0	0	12	0	0	29	411
9:30 AM	0	0	0	0	6	0	0	0	0	17	0	0	0	14	2	0	39	411
9:35 AM	0	0	0	0	3	0	2	0	0	16	0	0	0	8	4	0	33	410
9:40 AM	0	0	0	0	3	0	0	0	1	24	0	0	0	12	1	0	41	420
9:45 AM	0	0	0	0	1	0	0	0	1	11	0	0	0	20	0	0	33	408
9:50 AM	0	0	0	0	2	0	0	0	2	20	0	0	0	9	5	0	38	419
9:55 AM	0	0	0	0	7	0	0	0	1	13	0	0	0	11	5	0	37	426
10:00 AM	0	0	0	0	2	0	0	0	1	17	0	0	0	21	2	0	43	434
10:05 AM	0	0	0	0	9	0	0	0	0	22	0	0	0	12	4	0	47	442
10:10 AM	0	0	0	0	3	0	0	0	0	14	0	0	0	14	4	0	35	432
10:15 AM	0	0	0	0	5	0	1	0	0	25	0	0	0	14	5	0	50	454
10:20 AM	0	0	0	0	4	0	0	0	0	21	0	0	0	14	3	0	42	467
10:25 AM	0	0	0	0	8	0	0	0	0	21	0	0	0	19	1	0	49	487
10:30 AM	0	0	0	0	5	0	0	0	0	20	0	0	0	8	6	0	39	487
10:35 AM	0	0	0	0	6	0	0	0	0	28	0	0	0	15	3	0	52	506
10:40 AM	0	0	0	0	3	0	0	0	0	14	0	0	0	15	7	0	39	504
10:45 AM	0	0	0	0	6	0	0	0	0	14	0	0	0	14	4	0	38	509
10:50 AM	0	0	0	0	5	0	0	0	0	11	0	0	0	12	3	0	31	502
10:55 AM	0	0	0	0	8	0	0	0	0	28	0	0	0	20	3	0	59	524
11:00 AM	0	0	0	0	4	0	0	0	0	14	0	0	0	15	5	0	38	519
11:05 AM	0	0	0	0	4	0	0	0	0	8	0	0	0	10	3	0	25	497
11:10 AM	0	0	0	0	3	0	0	0	0	20	0	0	0	15	7	0	45	507
11:15 AM	0	0	0	0	3	0	0	0	1	18	0	0	0	18	3	0	43	500
11:20 AM	0	0	0	0	8	0	0	0	0	21	0	0	0	13	7	0	49	507
11:25 AM	0	0	0	0	3	0	0	0	0	14	0	0	0	23	1	0	41	499
11:30 AM	0	0	0	0	5	0	0	0	2	33	0	0	0	14	2	0	56	516
11:35 AM	0	0	0	0	5	0	0	0	1	17	0	0	0	17	2	0	42	506
11:40 AM	0	0	0	0	4	0	0	0	0	18	0	0	0	12	3	0	37	504
11:45 AM	0	0	0	0	6	0	0	0	0	12	0	0	0	27	3	0	48	514
11:50 AM	0	0	0	0	7	0	0	0	0	17	0	0	0	20	5	0	49	532
11:55 AM	0	0	0	0	6	0	0	0	0	27	0	0	0	15	3	0	51	524
12:00 PM	0	0	0	0	5	0	0	0	0	18	0	0	0	14	2	0	39	525
12:05 PM	0	0	0	0	5	0	0	0	0	26	0	0	0	16	2	0	49	549
12:10 PM	0	0	0	0	4	0	0	0	0	17	0	0	0	22	4	0	47	551
12:15 PM	0	0	0	0	0	0	0	0	1	23	0	0	0	10	3	0	37	545
12:20 PM	0	0	0	0	5	0	0	0	0	18	0	0	0	22	5	0	50	546
12:25 PM	0	0	0	0	2	0	0	0	0	12	0	0	0	16	3	0	33	538
12:30 PM	0	0	0	0	7	0	0	0	1	31	0	0	0	12	5	0	56	538
12:35 PM	0	0	0	0	4	0	0	0	0	9	0	0	0	20	4	0	37	533
12:40 PM	0	0	0	0	7	0	0	0	0	15	0	0	0	28	7	0	57	553
12:45 PM	0	0	0	0	9	0	0	0	0	25	0	0	0	21	5	0	60	565
12:50 PM	0	0	0	0	2	0	0	0	0	25	0	0	0	15	5	0	47	563
12:55 PM	0	0	0	0	8	0	0	0	0	17	0	0	0	15	5	0	45	557
1:00 PM	0	0	0	0	5	0	0	0	0	23	0	0	0	22	3	0	53	571
1:05 PM	0	0	0	0	4	0	0	0	1	9	0	0	0	22	5	0	41	563
1:10 PM	0	0	0	0	4	0	0	0	0	8	0	0	0	18	5	0	35	551
1:15 PM	0	0	0	0	0	0	0	0	2	20	0	0	0	16	2	0	40	554
1:20 PM	0	0	0	0	6	0	0	0	0	24	0	0	0	19	7	0	56	560
1:25 PM	0	0	0	0	3	0	0	0	0	17	0	0	0	24	2	0	46	573
1:30 PM	0	0	0	0	3	0	0	0	0	12	0	0	0	17	1	1	34	551
1:35 PM	0	0	0	0	7	0	0	0	0	20	0	0	0	14	5	0	46	560
1:40 PM	0	0	0	0	7	0	0	0	0	21	0	0	0	14	4	0	46	549
1:45 PM	0	0	0	0	5	0	0	0	0	15	0	0	0	21	4	0	45	534
1:50 PM	0	0	0	0	5	0	0	0	1	28	0	0	0	30	2	0	66	553
1:55 PM	0	0	0	0	8	0	0	0	0	14	0	0	0	15	6	0	43	551
2:00 PM	0	0	0	0	6	0	0	0	1	25	0	0	0	14	5	0	51	549
2:05 PM	0	0	0	0	5	0	2	0	0	18	0	0	0	19	4	0	48	556
2:10 PM	0	0	0	0	7	0	0	0	0	16	0	0	0	20	3	0	46	567
2:15 PM	0	0	0	0	6	0	0	0	0	27	0	0	0	17	4	0	54	581
2:20 PM	0	0	0	0	3	0	1	0	0	12	0	0	0	16	6	0	38	563
2:25 PM	0	0	0	0	7	0	0	0	1	17	0	0	0	21	4	0	50	567
2:30 PM	0	0	0	0	2	0	2	0	0	25	0	0	0	24	3	0	56	589
2:35 PM	0	0	0	0	4	0	0	0	0	15	0	0	0	27	7	0	53	596
2:40 PM	0	0	0	0	6	0	2	0	0	21	0	0	0	30	7	0	66	616
2:45 PM	0	0	0	0	6	0	0	0	0	22	0	0	0	23	5	0	56	627
2:50 PM	0	0	0	0	8	0	0	0	0	19	0	0	0	23	5	0	55	616
2:55 PM	0	0	0	0	4	0	2	0	3	42	0	0	0	26	13	0	90	663
3:00 PM	0	0	0	0	5	0	1	0	3	38	0	0	0	17	10	0	74	686
3:05 PM	0	0	0	0	6	0	0	0	1	17	0	0	0	24	12	0	60	698
3:10 PM	0	0	0	0	4	0	2	0	0	29	0	0	0	23	7	0	65	717
3:15 PM	0	0	0	0	10	0	0	0	1	26	0	0	0	16	5	0	58	721
3:20 PM	0	0	0	0	18	0	1	0	0	26	0	0	0	13	7	0	65	748
3:25 PM	0	0	0	0	10	0	0	0	0	13	0	0	0	34	6	0	63	761
3:30 PM	0	0	0	0	8	0	0	0	0	11	0	0	0	23	9	0	51	756
3:35 PM	0	0	0	0	4	0	1	0	0	27	0	0	0	26	5	0	63	766
3:40 PM	0	0	0	0	5	0	1	0	0	16	0	0	0	19	12	0	53	753
3:45 PM	0	0	0	0	9	0	0	0	0	20	0	0	0	20	4	0	53	750
3:50 PM	0	0	0	0	5	0	0	0	0	29	0	0	0	27	9	0	70	765
3:55 PM	0	0	0	0	8	0	1	0	0	17	0	0	0	33	8	0	67	742
4:00 PM	0	0	0	0	5	0	1	0	1	33	0	0	0	25	7	0	72	740
4:05 PM	0	0	0	0	8	0	0	0	0	15	0	0	0	26	3	0	52	732
4:10 PM																		

5-Min Count Period Beginning At	Abraham Ave (Northbound)				Abraham Ave (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	0	0	9	0	0	0	1	19	0	0	0	21	5	0	55	723
4:35 PM	0	0	0	0	6	0	1	0	0	14	0	0	0	18	9	0	48	708
4:40 PM	0	0	0	0	6	0	0	0	0	21	0	0	0	27	13	0	67	722
4:45 PM	0	0	0	0	8	0	1	0	1	9	0	0	0	14	6	0	39	708
4:50 PM	0	0	0	0	8	0	0	0	0	20	0	0	0	25	4	0	57	695
4:55 PM	0	0	0	0	4	0	0	0	1	25	0	0	0	18	5	0	53	681
5:00 PM	0	0	0	0	4	0	0	0	0	23	0	0	0	25	4	0	56	665
5:05 PM	0	0	0	0	2	0	1	0	2	20	0	0	0	22	7	0	54	667
5:10 PM	0	0	0	0	6	0	0	0	0	19	0	0	0	21	6	0	52	662
5:15 PM	0	0	0	0	7	0	0	0	1	16	0	0	0	22	8	0	54	644
5:20 PM	0	0	0	0	5	0	0	0	0	11	0	0	0	31	7	0	54	649
5:25 PM	0	0	0	0	1	0	0	0	1	27	0	0	0	32	4	0	65	654
5:30 PM	0	0	0	0	3	0	3	0	0	20	0	0	0	31	4	0	61	660
5:35 PM	0	0	0	0	4	0	0	0	1	13	0	0	0	26	7	0	51	663
5:40 PM	0	0	0	0	6	0	0	0	0	16	0	0	0	27	8	0	57	653
5:45 PM	0	0	0	0	3	0	0	0	1	20	0	0	0	19	3	0	46	660
5:50 PM	0	0	0	0	6	0	0	0	0	12	0	0	0	18	3	0	39	642
5:55 PM	0	0	0	0	1	0	0	0	0	15	0	0	0	22	8	0	46	635
6:00 PM	0	0	0	0	3	0	1	0	0	10	0	0	0	18	7	0	39	618
6:05 PM	0	0	0	0	3	0	0	0	0	14	0	0	0	20	9	0	46	610
6:10 PM	0	0	0	0	3	0	1	0	1	13	0	0	0	12	5	0	35	593
6:15 PM	0	0	0	0	9	0	1	0	1	12	0	0	0	16	5	0	44	583
6:20 PM	0	0	0	0	1	0	2	0	0	8	0	0	0	17	6	0	34	563
6:25 PM	0	0	0	0	5	0	0	0	2	8	0	0	0	23	4	0	42	540
6:30 PM	0	0	0	0	5	0	0	0	1	7	0	0	0	21	9	0	43	522
6:35 PM	0	0	0	0	3	0	0	0	0	8	0	0	0	20	2	0	33	504
6:40 PM	0	0	0	0	7	0	1	0	0	8	0	0	0	21	3	0	40	487
6:45 PM	0	0	0	0	6	0	0	0	0	7	0	0	0	9	5	0	27	468
6:50 PM	0	0	0	0	5	0	0	0	0	10	0	0	0	9	1	0	25	454
6:55 PM	0	0	0	0	4	0	2	0	0	14	0	0	0	19	6	0	45	453
7:00 PM	0	0	0	0	6	0	0	0	0	6	0	0	0	15	5	0	32	446
7:05 PM	0	0	0	0	4	0	0	0	0	12	0	0	0	17	3	0	36	436
7:10 PM	0	0	0	0	2	0	0	0	1	9	0	0	0	17	3	0	32	433
7:15 PM	0	0	0	0	4	0	1	0	0	12	0	0	0	9	5	0	31	420
7:20 PM	0	0	0	0	2	0	0	0	0	12	0	0	0	9	5	0	28	414
7:25 PM	0	0	0	0	2	0	0	0	0	7	0	0	0	20	5	0	34	406
7:30 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	15	3	0	27	390
7:35 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	11	1	0	16	373
7:40 PM	0	0	0	0	2	0	0	0	0	11	0	0	0	10	3	0	26	359
7:45 PM	0	0	0	0	1	0	0	0	0	11	0	0	0	9	2	0	23	355
7:50 PM	0	0	0	0	2	0	1	0	0	8	0	0	0	13	3	0	27	357
7:55 PM	0	0	0	0	1	0	0	0	2	7	0	0	0	12	2	0	24	336
8:00 PM	0	0	0	0	1	0	1	0	0	6	0	0	0	6	5	0	19	323
8:05 PM	0	0	0	0	3	0	0	0	0	10	0	0	0	8	2	0	23	310
8:10 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	2	0	22	300
8:15 PM	0	0	0	0	2	0	0	0	0	6	0	0	0	6	0	0	14	283
8:20 PM	0	0	0	0	1	0	0	0	1	7	0	0	0	10	3	0	22	277
8:25 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	6	3	0	18	261
8:30 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	2	0	20	254
8:35 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	9	3	0	20	258
8:40 PM	0	0	0	0	1	0	0	0	0	8	0	0	0	6	2	0	17	249
8:45 PM	0	0	0	0	4	0	0	0	0	12	0	0	0	8	2	0	26	252
8:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	10	235
8:55 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	8	2	0	17	228
9:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	6	2	0	12	221
9:05 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	5	3	0	12	210
9:10 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	3	0	0	7	195
9:15 PM	0	0	0	0	1	0	1	0	0	4	0	0	0	5	0	0	11	192
9:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10	180
9:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	169
9:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	154
9:35 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	2	0	8	142
9:40 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	131
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	13	1	0	16	121
9:50 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0	0	7	118
9:55 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	3	2	0	9	110

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	60	0	12	0	28	388	0	0	0	268	140	0	896
Heavy Trucks	0	0	0	0	0	0	0	0	8	48	0	0	0	20	0	0	76
Buses	0	0	0	0	44	0	0	0	0	0	0	0	0	8	0	0	52
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

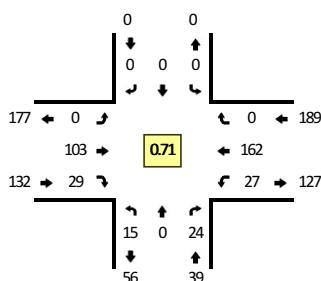
Comments:

Report generated on 9/27/2021 10:28 AM

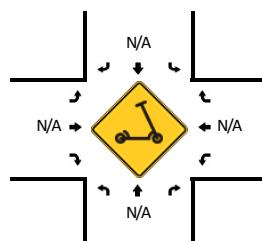
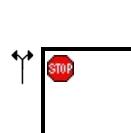
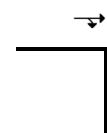
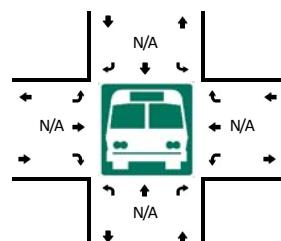
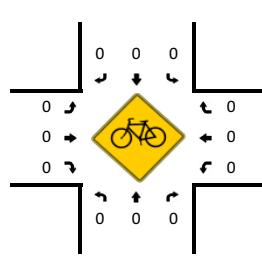
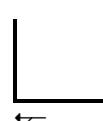
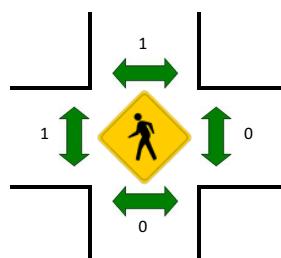
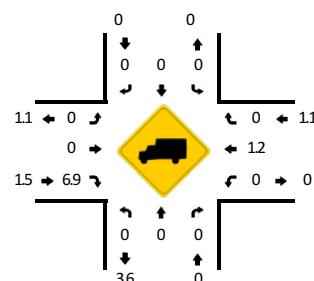
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Cary St -- Lookingglass Rd
CITY/STATE: Winston, OR

QC JOB #: 15385308
DATE: Thu, Sep 16 2021



Peak-Hour: 2:40 PM -- 3:40 PM
Peak 15-Min: 3:15 PM -- 3:30 PM



5-Min Count Period Beginning At	Cary St (Northbound)				Cary St (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
6:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
6:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
6:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	
6:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9	
6:25 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	
6:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9	
6:35 AM	0	0	4	0	0	0	0	0	0	6	0	0	1	2	0	0	13	
6:40 AM	0	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0	6	
6:45 AM	0	0	2	0	0	0	0	0	0	8	0	0	0	1	0	0	11	
6:50 AM	0	0	0	0	0	0	0	0	0	2	1	0	3	3	0	0	9	
6:55 AM	0	0	1	0	0	0	0	0	0	7	0	0	1	5	0	0	14	91
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	1	0	0	9	98
7:05 AM	0	0	2	0	0	0	0	0	0	12	0	0	0	1	0	0	15	110
7:10 AM	0	0	1	0	0	0	0	0	0	8	1	0	1	5	0	0	16	124
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	2	1	0	0	9	127
7:20 AM	1	0	2	0	0	0	0	0	0	5	0	0	0	9	0	0	17	135
7:25 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	4	0	0	12	140
7:30 AM	0	0	0	0	0	0	0	0	0	8	1	0	2	2	0	0	13	144
7:35 AM	2	0	0	0	0	0	0	0	0	13	2	0	0	7	0	0	24	155
7:40 AM	2	0	1	0	0	0	0	0	0	3	2	0	1	8	0	0	17	166
7:45 AM	0	0	4	0	0	0	0	0	0	7	4	0	5	10	0	0	30	185
7:50 AM	2	0	5	0	0	0	0	0	0	6	6	0	2	8	0	0	29	205
7:55 AM	4	0	0	0	0	0	0	0	0	8	0	0	4	14	0	0	30	221
8:00 AM	2	0	1	0	0	0	0	0	0	8	3	0	3	8	0	0	25	237
8:05 AM	0	0	0	0	0	0	0	0	0	22	0	0	2	6	0	0	30	252
8:10 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	13	0	0	28	264
8:15 AM	2	0	4	0	0	0	0	0	0	10	2	0	2	1	0	0	21	276
8:20 AM	0	0	1	0	0	0	0	0	0	14	0	0	0	6	0	0	21	280
8:25 AM	0	0	1	0	0	0	0	0	0	7	0	0	2	3	0	0	13	281
8:30 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	4	0	0	14	282
8:35 AM	0	0	1	0	0	0	0	0	0	6	1	0	2	7	0	0	17	275
8:40 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	7	0	0	10	268
8:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	4	0	0	12	250
8:50 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	237
8:55 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	5	0	0	13	220
9:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	205
9:05 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	183
9:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	161

5-Min Count Period Beginning At	Cary St (Northbound)					Cary St (Southbound)					Lookingglass Rd (Eastbound)					Lookingglass Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U		Left	Thru	Right	U		Left	Thru	Right	U		Left	Thru	Right	U			
9:15 AM	0	0	0	0		0	0	0	0		0	6	0	0		0	2	0	0		8	148
9:20 AM	0	0	0	0		0	0	0	0		0	2	1	0		0	4	0	0		7	134
9:25 AM	0	0	1	0		0	0	0	0		0	6	0	0		0	3	0	0		10	131
9:30 AM	1	0	0	0		0	0	0	0		0	4	1	0		0	1	0	0		7	124
9:35 AM	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		8	115
9:40 AM	0	0	0	0		0	0	0	0		0	4	1	0		1	2	0	0		8	113
9:45 AM	0	0	2	0		0	0	0	0		0	0	1	0		0	5	0	0		8	109
9:50 AM	0	0	0	0		0	0	0	0		0	6	0	0		0	1	0	0		7	100
9:55 AM	0	0	1	0		0	0	0	0		0	7	1	0		0	2	0	0		11	98
10:00 AM	0	0	0	0		0	0	0	0		0	4	0	0		3	5	0	0		12	100
10:05 AM	1	0	0	0		0	0	0	0		0	5	0	0		0	2	0	0		8	100
10:10 AM	0	0	0	0		0	0	0	0		0	2	1	0		0	8	0	0		11	105
10:15 AM	1	0	2	0		0	0	0	0		0	5	0	0		0	4	0	0		12	109
10:20 AM	0	0	0	0		0	0	0	0		0	3	0	0		1	5	0	0		9	111
10:25 AM	0	0	2	0		0	0	0	0		0	6	2	0		1	2	0	0		13	114
10:30 AM	0	0	0	0		0	0	0	0		0	7	0	0		0	9	0	0		16	123
10:35 AM	0	0	1	0		0	0	0	0		0	6	0	0		1	5	0	0		13	128
10:40 AM	0	0	0	0		0	0	0	0		0	7	0	0		1	4	0	0		12	132
10:45 AM	0	0	0	0		0	0	0	0		0	10	0	0		0	1	0	0		11	135
10:50 AM	1	0	1	1		0	0	0	0		0	8	0	0		1	5	0	0		17	145
10:55 AM	0	0	1	0		0	0	0	0		0	2	0	0		1	4	0	0		8	142
11:00 AM	0	0	1	0		0	0	0	0		0	5	0	0		2	2	0	0		10	140
11:05 AM	1	0	1	0		0	0	0	0		0	10	0	0		1	9	0	1		23	155
11:10 AM	0	0	0	0		0	0	0	0		0	5	0	0		1	4	0	0		10	154
11:15 AM	0	0	0	0		0	0	0	0		0	2	1	0		2	3	0	0		8	150
11:20 AM	0	0	1	0		0	0	0	0		0	5	0	0		0	6	0	0		12	153
11:25 AM	1	0	0	0		0	0	0	0		0	5	0	0		0	1	0	0		7	147
11:30 AM	0	0	1	0		0	0	0	0		0	7	1	0		0	2	0	0		11	142
11:35 AM	0	0	2	0		0	0	0	0		0	3	1	0		0	3	0	0		9	138
11:40 AM	0	0	2	0		0	0	0	0		0	4	1	0		2	2	0	0		11	137
11:45 AM	0	0	0	0		0	0	0	0		0	1	1	0		1	13	0	0		16	142
11:50 AM	0	0	0	0		0	0	0	0		0	0	0	0		1	2	0	0		3	128
11:55 AM	0	0	2	0		0	0	0	0		0	2	0	0		2	4	0	0		10	130
12:00 PM	0	0	1	0		0	0	0	0		0	1	0	0		0	13	0	0		15	135
12:05 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	1	0	0		2	114
12:10 PM	0	0	0	0		0	0	0	0		0	2	0	0		1	3	0	0		6	110
12:15 PM	0	0	0	0		0	0	0	0		0	6	0	0		2	5	0	0		13	115
12:20 PM	1	0	1	0		0	0	0	0		0	5	0	0		2	4	0	0		13	116
12:25 PM	1	0	3	0		0	0	0	0		0	6	0	0		0	7	0	0		17	126
12:30 PM	0	0	2	0		0	0	0	0		0	5	0	0		0	6	0	0		13	128
12:35 PM	0	0	0	0		0	0	0	0		0	9	0	0		0	4	0	0		13	132
12:40 PM	1	0	1	0		0	0	0	0		0	6	1	0		1	4	0	0		14	135
12:45 PM	1	0	0	0		0	0	0	0		0	6	0	0		1	9	0	0		17	136
12:50 PM	0	0	1	0		0	0	0	0		0	3	0	0		1	4	0	0		9	142
12:55 PM	1	0	0	0		0	0	0	0		0	6	0	0		1	7	0	0		15	147
1:00 PM	0	0	1	0		0	0	0	0		0	8	1	0		1	4	0	0		15	147
1:05 PM	0	0	0	0		0	0	0	0		0	4	1	0		1	4	0	0		10	155
1:10 PM	1	0	2	0		0	0	0	0		0	7	0	0		2	8	0	0		20	169
1:15 PM	0	0	0	0		0	0	0	0		0	6	0	0		0	4	0	0		10	166
1:20 PM	1	0	0	0		0	0	0	0		0	4	0	0		1	9	0	0		15	168
1:25 PM	0	0	1	0		0	0	0	0		0	9	0	0		0	9	0	0		19	170
1:30 PM	0	0	0	0		0	0	0	0		0	8	0	0		0	4	0	0		12	169
1:35 PM	0	0	1	0		0	0	0	0		0	10	0	0		1	5	0	0		17	173
1:40 PM	0	0	0	0		0	0	0	0		0	8	0	0		0	6	0	0		14	173
1:45 PM	0	0	2	0		0	0	0	0		0	7	0	0		1	10	0	0		20	176
1:50 PM	0	0	1	0		0	0	0	0		0	5	0	0		2	11	0	0		19	186
1:55 PM	0	0	2	0		0	0	0	0		0	7	0	0		1	3	0	0		13	184
2:00 PM	0	0	0	0		0	0	0	0		0	5	0	0		0	5	0	0		10	179
2:05 PM	1	0	0	0		0	0	0	0		0	4	0	0		2	9	0	0		16	185
2:10 PM	1	0	0	0		0	0	0	0		0	7	0	0		2	10	0	0		20	185
2:15 PM	0	0	0	0		0	0	0	0		0	3	0	0		1	14	0	0		18	193
2:20 PM	2	0	0	0		0	0	0	0		0	6	0	0		1	6	0	0		15	193
2:25 PM	2	0	1	0		0	0	0	0		0	6	0	0		2	6	0	0		17	191
2:30 PM	0	0	0	0		0	0	0	0		0	9	1	0		1	9	0	0		20	199
2:35 PM	1	0	1	0		0	0	0	0		0	7	1	0		3	14	0	0		27	209
2:40 PM	0	0	0	0		0	0	0	0		0	2	3	0		3	14	0	0		22	217
2:45 PM	0	0	0	0		0	0	0	0		0	7	2	0		2	14	0	0		25	222
2:50 PM	2	0	1	0		0	0	0	0		0	6	1	0		3	8	0	0		21	224
2:55 PM	0	0	3	0		0	0	0	0		0	5	0	0		3	13	0	0		24	235
3:00 PM	1	0	0	0		0	0	0	0		0	8	3	0		2	19	0	0		33	258
3:05 PM	0	0	1	0		0	0	0	0		0	9	0	0		1	13	0	0		24	266
3:10 PM	0	0	1	0		0	0	0	0		0	6	0	0		3	15	0	0		25	271
3:15 PM	2	0	0	0		0	0	0	0		0	18	6	0		1	15	0	0		42	295
3:20 PM	4	0	3	0		0	0	0	0		0	17	12	0		2	9	0	0		47	327
3:25 PM	3	0	5	0		0	0	0														

5-Min Count Period Beginning At	Cary St (Northbound)				Cary St (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	0	2	0	0	0	0	0	0	6	0	0	1	13	0	0	22	259
4:35 PM	0	0	1	0	0	0	0	0	0	6	0	0	3	5	0	0	15	245
4:40 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	21	0	0	27	257
4:45 PM	1	0	1	0	0	0	0	0	0	11	0	0	1	7	0	0	21	256
4:50 PM	1	0	1	0	0	0	0	0	0	9	1	0	0	3	0	0	15	251
4:55 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	9	234
5:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	9	0	0	17	228
5:05 PM	0	0	2	0	0	0	0	0	0	9	2	0	0	13	0	0	26	228
5:10 PM	0	0	0	0	0	0	0	0	0	9	0	0	2	7	0	0	18	233
5:15 PM	0	0	0	0	0	0	0	0	0	7	1	0	1	9	0	0	18	223
5:20 PM	1	0	0	0	0	0	0	0	0	5	0	0	3	13	0	0	22	231
5:25 PM	0	0	0	0	0	0	0	0	0	7	0	0	2	9	0	0	18	228
5:30 PM	0	0	2	0	0	0	0	0	0	7	0	0	2	11	0	0	22	228
5:35 PM	0	0	2	0	0	0	0	0	0	8	0	0	2	8	0	0	20	233
5:40 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	7	0	0	12	218
5:45 PM	0	0	0	0	0	0	0	0	0	6	2	0	2	7	0	0	17	214
5:50 PM	0	0	1	0	0	0	0	0	0	6	1	0	0	7	0	0	15	214
5:55 PM	0	0	0	0	0	0	0	0	0	9	1	0	2	8	0	0	20	225
6:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	10	0	0	14	222
6:05 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	6	0	0	11	207
6:10 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	10	0	0	15	204
6:15 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	11	0	0	17	203
6:20 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	4	0	0	11	192
6:25 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	181
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	12	0	0	16	175
6:35 PM	0	0	1	0	0	0	0	0	0	5	0	0	3	10	0	0	19	174
6:40 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	8	0	0	15	177
6:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	6	166
6:50 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	5	0	0	9	160
6:55 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	6	0	0	11	151
7:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	144
7:05 PM	0	0	0	0	0	0	0	0	0	4	0	0	2	8	0	0	14	147
7:10 PM	1	0	0	0	0	0	0	0	0	4	0	0	2	5	0	0	12	144
7:15 PM	0	0	1	0	0	0	0	0	0	8	0	0	2	3	0	0	14	141
7:20 PM	0	0	1	0	0	0	0	0	0	4	1	0	0	3	0	0	9	139
7:25 PM	1	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	10	142
7:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9	135
7:35 PM	0	0	1	0	0	0	0	0	0	4	0	0	1	3	0	0	9	125
7:40 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	119
7:45 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	0	7	120
7:50 PM	0	0	1	0	0	0	0	0	0	3	0	0	2	1	0	0	7	118
7:55 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	5	112
8:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	4	0	0	11	116
8:05 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	7	109
8:10 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8	105
8:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	94
8:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	1	1	0	0	7	92
8:25 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	92
8:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	86
8:35 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	4	0	0	7	84
8:40 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	8	83
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	79
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	73
8:55 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	5	73
9:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	65
9:05 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	4	62
9:10 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5	59
9:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	59
9:20 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	7	59
9:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	54
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	55
9:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	4	52
9:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	47
9:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	5	49
9:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	52
9:55 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	53
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	0	32	0	0	0	0	0	0	188	80	0	20	152	0	0	508	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
Buses																		
Pedestrians	0																	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 9/27/2021 10:28 AM

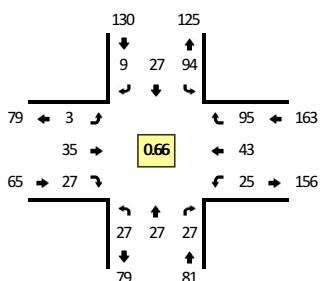
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

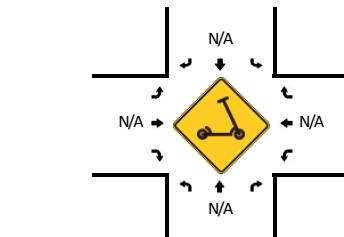
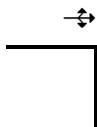
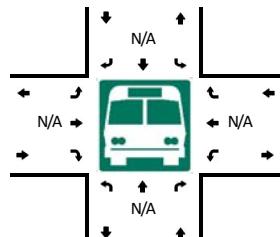
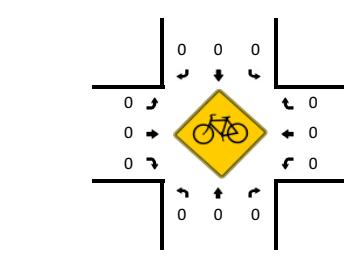
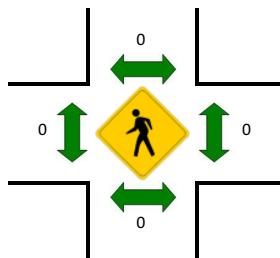
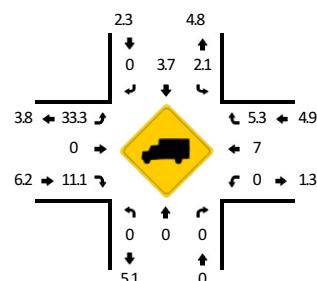
Method for determining peak hour: Total Entering Volume

LOCATION: Brockway Rd -- Lookingglass Rd
CITY/STATE: Winston, OR

QC JOB #: 15385307
DATE: Thu, Sep 16 2021



Peak-Hour: 2:30 PM -- 3:30 PM
Peak 15-Min: 3:10 PM -- 3:25 PM



5-Min Count Period Beginning At	Brockway Rd (Northbound)				Brockway Rd (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	1	0	0	1	0	0	0	0	2	0	1	1	0	0	6	
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
6:10 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
6:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	3	
6:20 AM	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	5	
6:25 AM	1	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	8	
6:30 AM	2	0	1	0	1	0	0	0	0	2	1	0	2	0	1	0	10	
6:35 AM	0	1	2	0	0	0	0	0	0	5	1	0	2	0	2	0	13	
6:40 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	
6:45 AM	4	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	11	
6:50 AM	0	0	1	0	1	1	0	0	0	3	6	0	0	3	3	0	18	
6:55 AM	3	0	1	0	0	0	0	0	0	1	2	0	1	3	0	0	11	92
7:00 AM	1	1	2	0	1	0	0	0	0	3	2	0	0	1	1	0	12	98
7:05 AM	0	1	3	0	0	0	1	0	0	1	3	5	0	1	2	0	18	115
7:10 AM	1	1	3	0	1	0	0	0	0	2	4	0	1	2	1	0	16	129
7:15 AM	3	0	2	0	1	0	0	0	0	3	1	0	1	1	1	0	13	139
7:20 AM	0	0	3	0	0	0	0	0	0	0	3	0	0	2	10	0	18	152
7:25 AM	1	0	3	0	0	0	0	0	0	1	0	0	1	2	6	0	14	158
7:30 AM	0	0	3	0	0	1	0	0	0	2	1	0	1	0	2	0	10	158
7:35 AM	2	1	2	0	0	0	0	0	0	4	1	0	1	1	7	0	19	164
7:40 AM	1	0	1	0	1	0	0	0	0	1	1	0	1	3	6	0	15	175
7:45 AM	1	1	2	0	0	0	0	0	0	2	3	0	1	5	6	0	21	185
7:50 AM	2	1	1	0	2	0	0	0	0	7	1	0	1	2	8	0	25	192
7:55 AM	1	3	0	0	0	0	0	0	0	2	2	0	0	2	33	0	43	224
8:00 AM	2	9	2	0	19	3	0	0	2	2	0	0	2	4	27	0	72	284
8:05 AM	1	6	2	0	26	6	4	0	2	3	1	0	0	1	15	0	67	333
8:10 AM	3	7	1	0	31	4	1	0	0	4	2	0	0	2	17	0	72	389
8:15 AM	2	2	1	0	15	6	1	0	2	1	1	0	0	0	2	0	33	409
8:20 AM	0	0	1	0	11	3	0	0	2	2	0	0	1	1	0	0	21	412
8:25 AM	0	1	3	0	4	3	0	0	0	1	1	0	1	2	1	0	17	415
8:30 AM	1	0	2	0	1	0	0	0	0	2	4	0	1	1	0	0	12	417
8:35 AM	2	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	7	405
8:40 AM	1	0	0	0	0	0	0	0	0	4	3	0	2	2	3	0	15	405
8:45 AM	0	0	3	0	3	2	0	0	0	4	1	0	1	3	1	0	18	402
8:50 AM	4	0	4	0	0	0	0	0	0	3	2	0	0	1	1	0	15	392
8:55 AM	1	2	0	0	0	0	0	0	0	4	4	0	2	1	4	0	18	367
9:00 AM	0	0	2	0	2	1	1	0	0	2	1	0	1	2	0	0	12	307
9:05 AM	0	0	1	0	1	0	0	0	0	5	2	0	1	0	2	0	12	252
9:10 AM	2	1	0	0	2	0	0	0	0	1	3	0	1	2	1	0	13	193

5-Min Count Period Beginning At	Brockway Rd (Northbound)				Brockway Rd (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
9:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	2	2	2	0	9	169	
9:20 AM	0	0	3	0	1	0	0	0	0	4	0	0	0	0	0	0	8	156	
9:25 AM	1	0	2	0	0	1	0	0	0	2	0	0	0	1	0	0	7	146	
9:30 AM	0	0	2	0	0	0	0	0	0	3	1	0	2	0	1	0	9	143	
9:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	139	
9:40 AM	2	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	6	130	
9:45 AM	3	0	1	0	0	0	0	0	0	1	0	0	3	1	0	0	9	121	
9:50 AM	0	0	1	0	2	0	0	0	0	2	1	0	0	0	3	0	9	115	
9:55 AM	0	0	2	0	1	0	0	0	0	4	0	0	0	3	2	0	12	109	
10:00 AM	4	0	2	0	2	0	0	0	0	3	1	0	1	2	1	0	16	113	
10:05 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	4	105	
10:10 AM	2	0	1	0	1	0	0	0	0	5	3	0	0	3	1	0	16	108	
10:15 AM	0	0	1	0	0	0	1	0	0	1	2	0	1	1	1	0	8	107	
10:20 AM	0	0	0	0	2	0	0	0	0	4	1	0	1	2	0	0	10	109	
10:25 AM	3	0	0	0	3	0	0	0	1	1	0	0	0	2	1	0	11	113	
10:30 AM	2	0	3	0	1	0	0	0	0	2	1	0	2	1	1	0	13	117	
10:35 AM	1	0	0	0	3	1	0	0	0	3	1	0	1	4	1	0	15	129	
10:40 AM	3	2	1	0	0	0	0	0	1	2	1	0	0	4	1	0	15	138	
10:45 AM	0	0	0	0	1	1	0	0	0	3	1	0	0	3	0	0	9	138	
10:50 AM	1	0	1	0	0	0	0	0	1	4	1	0	0	3	3	0	14	143	
10:55 AM	2	0	1	0	0	1	0	0	0	2	0	0	2	1	1	0	10	141	
11:00 AM	2	0	2	0	0	0	0	0	0	2	2	0	0	4	0	0	12	137	
11:05 AM	2	1	0	0	0	0	0	0	0	5	1	0	1	5	0	0	15	148	
11:10 AM	0	0	2	0	0	0	0	0	0	1	1	0	1	2	2	0	9	141	
11:15 AM	1	0	0	0	0	0	1	0	0	3	1	0	0	5	0	0	11	144	
11:20 AM	2	0	3	0	1	0	0	0	0	1	2	0	2	5	0	0	16	150	
11:25 AM	0	0	1	0	1	0	0	0	0	3	0	0	1	1	0	0	7	146	
11:30 AM	1	0	1	0	1	0	0	0	0	2	0	0	0	3	0	0	8	141	
11:35 AM	1	1	2	0	1	0	1	0	1	2	2	0	0	2	1	0	14	140	
11:40 AM	4	0	0	0	1	1	0	0	0	1	0	0	1	1	1	0	10	135	
11:45 AM	0	0	0	0	1	0	0	0	0	3	0	0	2	2	1	0	9	135	
11:50 AM	1	0	0	0	0	0	0	0	0	1	1	0	1	3	0	0	7	128	
11:55 AM	1	0	0	0	0	0	0	0	0	4	3	0	0	3	1	0	12	130	
12:00 PM	1	0	3	0	0	0	0	0	1	1	5	0	0	2	3	0	16	134	
12:05 PM	3	0	2	0	0	1	1	0	0	1	4	0	0	3	0	1	0	16	135
12:10 PM	0	0	0	0	1	0	0	0	0	3	1	0	0	2	0	0	7	133	
12:15 PM	1	0	2	0	2	0	0	0	0	1	2	0	3	1	0	0	12	134	
12:20 PM	0	0	2	0	1	0	2	0	1	3	1	0	0	1	1	0	12	130	
12:25 PM	0	1	2	0	0	0	0	0	0	5	0	0	1	3	0	0	12	135	
12:30 PM	4	0	2	0	2	0	0	0	0	4	0	0	2	3	1	0	18	145	
12:35 PM	4	0	1	0	1	0	0	0	0	2	1	0	1	4	0	0	14	145	
12:40 PM	1	0	2	0	1	0	0	0	0	3	3	0	0	0	1	1	0	12	147
12:45 PM	1	0	1	0	2	0	0	0	0	4	0	0	3	3	2	0	16	154	
12:50 PM	2	0	1	0	0	0	0	0	0	2	2	0	0	7	0	0	14	161	
12:55 PM	1	1	1	1	0	0	0	0	0	3	2	0	0	0	1	2	0	12	161
1:00 PM	0	0	1	0	2	1	0	0	0	3	2	0	3	0	0	0	12	157	
1:05 PM	2	0	1	0	0	0	0	0	0	2	1	0	2	3	0	0	11	152	
1:10 PM	1	0	0	0	2	0	1	0	0	4	0	0	2	0	6	0	16	161	
1:15 PM	3	1	1	0	0	0	0	0	0	2	1	0	2	1	0	0	11	160	
1:20 PM	0	0	1	0	0	1	0	0	0	8	1	0	1	3	1	0	16	164	
1:25 PM	1	0	4	0	0	0	0	0	0	3	1	0	0	4	2	0	15	167	
1:30 PM	2	0	4	0	1	0	0	0	0	3	2	0	1	3	0	0	16	165	
1:35 PM	2	0	2	0	1	0	0	0	0	6	1	0	2	4	1	0	19	170	
1:40 PM	3	0	2	0	0	0	0	0	0	6	0	0	1	0	0	0	12	170	
1:45 PM	1	1	0	0	0	0	0	0	0	3	4	0	0	2	5	0	16	170	
1:50 PM	1	0	1	0	0	1	0	0	0	1	4	2	0	0	6	1	0	17	173
1:55 PM	7	0	0	0	1	0	0	0	0	5	1	0	2	6	0	0	22	183	
2:00 PM	2	1	1	0	2	0	0	0	0	3	1	0	2	4	0	0	16	187	
2:05 PM	0	0	2	0	0	1	0	0	0	0	2	0	0	3	0	0	8	184	
2:10 PM	1	0	2	0	1	2	0	0	0	4	0	0	2	2	4	0	18	186	
2:15 PM	4	0	1	0	1	1	0	0	0	3	2	0	2	3	2	0	19	194	
2:20 PM	5	2	1	0	1	0	0	0	0	2	3	0	2	1	6	0	23	201	
2:25 PM	0	1	3	0	1	0	0	0	0	2	5	0	1	5	3	0	21	207	
2:30 PM	4	0	0	0	6	4	1	0	0	2	6	0	0	1	2	0	26	217	
2:35 PM	0	1	1	0	3	0	0	0	0	6	2	0	1	6	4	0	24	222	
2:40 PM	1	0	2	0	0	2	0	0	0	3	1	0	3	8	4	0	24	234	
2:45 PM	1	1	4	0	0	0	0	0	0	3	3	0	3	3	8	0	26	244	
2:50 PM	0	6	2	0	2	0	1	0	0	6	3	0	2	3	7	0	32	259	
2:55 PM	5	8	2	0	2	0	0	0	0	1	4	0	1	0	5	0	28	265	
3:00 PM	3	2	4	0	2	2	1	0	0	2	4	2	0	3	4	21	50	299	
3:05 PM	1	6	3	0	3	0	0	0	0	1	1	0	0	3	16	0	34	325	
3:10 PM	3	2	3	0	4	2	0	0	1	2	1	0	1	4	8	0	31	338	
3:15 PM	4	1	3	0	32	8	4	0	0	3	3	0	2	4	10	0	74	393	
3:20 PM	3	0	0	0	35	7	2	0	0	0	0	0	5	5	4	0	61	431	
3:25 PM	2	0	3	0	5	2	0	0	0	4	1	0	4	2	6	0	29	439	
3:30 PM	5	0	1	0	3	0	0	0	0	1	1	0	3	3	2	0	19	432	
3:35 PM	4	2	4	0	5	0	2	0	0	1	1	0	3	4	1	0	27	435	
3:40 PM	6	0	3	0	2	1	0	0	0	2	2	0	2	5	1	0	24	435	
3:45 PM	3	0	2	0	1	0	1	0	0	2	0	0	1	5	1	0	16	425	
3:50 PM	1	0	1	0	9	1	1	0	0	5	2	0	3	4	0	0	27	420	
3:55 PM	4	0	1	0	6	0	0	0	0	7	1	0	3	1	2	0	25	417	
4:00 PM	4	0	2	0	3	1	0	0	0	10	3	0	1	1	0	0	25	392	
4:05 PM	0	0	1	0	2	0	0	0	0	5	2	0	1	3	1	0	15	373	
4:10 PM	1	2	1	0	0	0	1	0	0	2	1	0	1	5	1	0	15	357	
4:15 PM	3	0	3	0	3														

5-Min Count Period Beginning At	Brockway Rd (Northbound)				Brockway Rd (Southbound)				Lookingglass Rd (Eastbound)				Lookingglass Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	1	0	1	0	3	1	0	0	0	2	2	0	2	2	4	0	18	261
4:35 PM	4	0	0	0	4	2	1	0	0	8	2	0	1	5	3	0	30	264
4:40 PM	1	1	2	0	3	1	0	0	0	2	3	0	1	6	3	0	23	263
4:45 PM	0	2	1	0	3	2	0	0	0	5	1	0	3	4	4	0	25	272
4:50 PM	1	0	1	0	3	0	1	0	1	5	1	0	0	4	1	0	18	263
4:55 PM	1	0	1	0	2	0	0	0	0	2	4	0	0	2	0	0	12	250
5:00 PM	2	1	3	0	1	1	0	0	0	5	1	0	1	5	0	0	20	245
5:05 PM	1	0	1	0	1	0	0	0	0	6	1	0	4	3	2	0	19	249
5:10 PM	2	0	2	0	1	0	0	0	0	7	3	0	0	4	0	0	19	253
5:15 PM	2	0	0	0	0	0	2	0	1	5	1	0	3	5	0	0	19	246
5:20 PM	1	0	1	0	0	0	0	0	0	2	2	0	5	6	0	0	17	240
5:25 PM	0	0	1	0	0	1	0	0	0	0	5	0	3	0	1	0	11	231
5:30 PM	2	0	5	0	0	0	0	0	1	2	2	0	2	2	0	0	16	229
5:35 PM	1	1	6	0	0	0	0	0	0	2	0	0	0	4	0	0	14	213
5:40 PM	1	0	2	0	1	0	0	0	0	2	2	0	1	1	0	0	10	200
5:45 PM	2	0	1	0	0	0	0	0	0	2	1	0	0	1	0	0	7	182
5:50 PM	1	0	4	0	0	0	0	0	1	0	1	0	2	2	0	0	11	175
5:55 PM	0	1	1	0	0	0	0	0	0	0	1	0	3	1	1	0	8	171
6:00 PM	3	0	0	0	0	0	0	0	0	4	1	0	2	5	0	0	15	166
6:05 PM	0	0	2	0	1	0	0	0	0	2	1	0	1	7	0	0	14	161
6:10 PM	2	0	2	0	0	0	0	0	0	4	2	0	1	0	2	0	13	155
6:15 PM	3	0	2	0	2	0	0	0	1	4	3	0	2	0	4	0	21	157
6:20 PM	1	0	0	0	0	0	0	0	1	0	3	0	2	4	0	0	11	151
6:25 PM	3	0	2	0	2	0	0	0	0	3	0	0	1	1	1	0	13	153
6:30 PM	0	0	0	0	0	0	0	0	0	2	2	0	7	1	1	0	13	150
6:35 PM	1	0	1	0	0	0	1	0	0	2	3	0	1	3	0	0	12	148
6:40 PM	1	0	0	0	0	0	0	0	0	5	1	0	1	2	0	0	10	148
6:45 PM	2	0	0	0	1	0	0	0	0	1	1	0	1	8	0	0	14	155
6:50 PM	0	1	1	0	0	0	0	0	0	3	0	0	1	1	3	0	10	154
6:55 PM	2	1	1	0	0	0	0	0	0	3	1	0	0	4	1	0	13	159
7:00 PM	0	1	1	0	0	0	0	0	0	2	0	0	1	3	1	0	9	153
7:05 PM	3	0	0	0	0	1	1	0	0	2	1	0	2	0	1	0	11	150
7:10 PM	1	0	1	0	2	0	0	0	0	1	1	0	1	4	0	0	11	148
7:15 PM	3	0	1	0	5	4	1	0	0	1	2	0	0	3	0	0	20	147
7:20 PM	2	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0	7	143
7:25 PM	0	0	3	0	0	1	0	0	0	2	0	0	0	0	0	0	6	136
7:30 PM	1	0	4	0	1	0	0	0	0	1	0	0	0	1	0	0	8	131
7:35 PM	3	0	0	0	0	0	0	0	0	3	1	0	1	2	0	0	10	129
7:40 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	7	126
7:45 PM	3	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	6	118
7:50 PM	1	0	1	0	0	0	0	0	0	2	0	0	1	1	0	0	6	114
7:55 PM	0	1	3	0	0	0	0	0	0	2	0	0	0	2	0	0	8	109
8:00 PM	2	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	6	106
8:05 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	1	0	6	101
8:10 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5	95
8:15 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	78
8:20 PM	1	0	1	0	0	0	0	0	0	3	0	0	0	1	0	0	6	77
8:25 PM	2	0	1	0	0	0	0	0	0	2	2	0	1	2	0	0	10	81
8:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	76
8:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	69
8:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	4	66
8:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	64
8:50 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6	64
8:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3	59
9:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	55
9:05 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	1	0	0	5	54
9:10 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	51
9:15 PM	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3	51
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	46
9:25 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	38
9:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	37
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35
9:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	5	36
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	33
9:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	30
9:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	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	40	12	24	0	284	68	24	0	4	20	16	0	32	52	88	0	664
Heavy Trucks	0	0	0	0	4	0	0	0	4	0	4	0	0	0	4	0	16
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Comments:

Report generated on 9/27/2021 10:28 AM

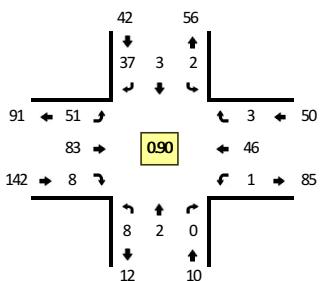
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

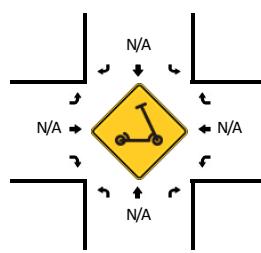
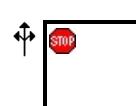
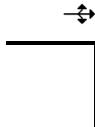
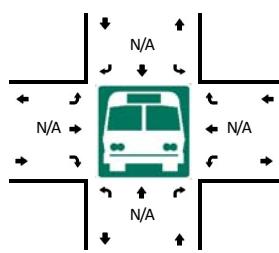
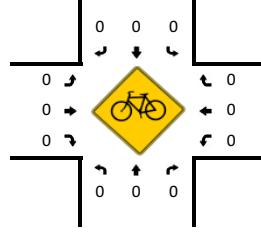
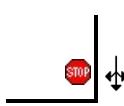
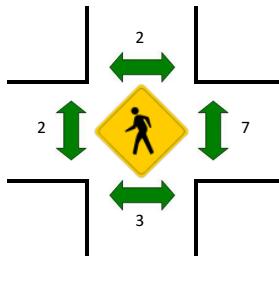
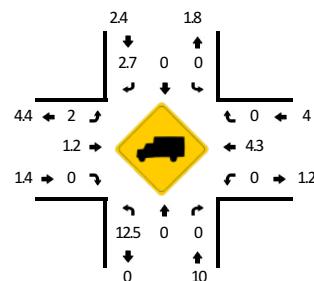
Method for determining peak hour: Total Entering Volume

LOCATION: SE Grape Ave -- Thompson Ave
CITY/STATE: Winston, OR

QC JOB #: 15385306
DATE: Thu, Sep 16 2021



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	SE Grape Ave (Northbound)				SE Grape Ave (Southbound)				Thompson Ave (Eastbound)				Thompson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	3	0	2	7	0	0	0	4	1	0	17	
2:05 PM	0	0	0	0	0	0	0	0	2	3	1	0	0	4	0	0	10	
2:10 PM	1	0	1	0	0	0	0	11	0	6	1	0	0	3	0	0	23	
2:15 PM	1	0	0	0	1	0	2	0	2	2	0	0	0	1	0	0	9	
2:20 PM	1	0	0	0	1	0	3	0	2	4	0	0	0	1	0	0	12	
2:25 PM	1	0	0	0	0	0	2	0	1	3	1	0	0	2	0	0	10	
2:30 PM	0	0	0	0	1	0	3	0	3	3	1	0	0	4	0	0	15	
2:35 PM	0	0	0	0	0	0	5	0	0	9	1	0	0	1	0	0	16	
2:40 PM	3	0	0	0	0	0	0	3	0	1	2	0	0	4	0	0	13	
2:45 PM	0	0	0	0	1	0	3	0	4	3	0	0	0	4	0	0	15	
2:50 PM	0	0	0	0	0	0	0	4	0	3	3	0	0	1	9	0	20	
2:55 PM	1	0	0	0	1	0	2	0	3	5	0	0	0	4	0	0	16	176
3:00 PM	0	0	0	0	1	0	3	0	1	5	1	1	0	5	0	0	17	176
3:05 PM	0	0	0	0	0	0	0	4	0	0	5	1	0	6	0	0	16	182
3:10 PM	0	0	0	0	0	0	0	0	7	4	0	0	0	5	1	0	17	176
3:15 PM	1	0	0	0	0	0	0	1	0	2	1	0	0	1	0	0	6	173
3:20 PM	0	0	1	0	0	0	0	0	0	2	6	0	0	7	0	0	16	177
3:25 PM	0	0	0	0	0	0	0	2	0	6	4	0	0	4	0	0	16	183
3:30 PM	2	0	0	0	1	0	2	0	6	6	1	0	0	4	0	0	22	190
3:35 PM	0	0	0	0	0	0	0	2	0	1	2	0	0	3	0	0	8	182
3:40 PM	2	0	0	0	0	0	0	5	0	5	4	0	0	5	0	0	21	190
3:45 PM	1	0	0	0	0	0	0	1	0	1	3	0	0	2	0	0	8	183
3:50 PM	1	0	0	0	0	0	0	2	0	3	7	0	0	2	0	0	15	178
3:55 PM	0	0	0	0	0	0	0	5	0	1	9	1	0	5	0	0	21	183
4:00 PM	0	0	0	0	0	0	0	2	0	3	4	0	0	6	0	0	15	181
4:05 PM	0	0	0	0	0	0	0	4	0	4	5	2	0	5	0	0	20	185
4:10 PM	1	0	0	0	0	0	0	4	0	2	6	0	0	3	0	0	16	184
4:15 PM	0	0	0	0	0	0	0	5	0	2	7	0	0	5	0	0	19	197
4:20 PM	0	0	0	0	1	0	1	0	3	10	2	0	0	7	0	0	24	205
4:25 PM	0	0	0	0	0	0	0	1	0	4	5	3	0	3	0	0	16	205
4:30 PM	0	0	0	0	2	0	1	0	2	7	0	0	0	4	0	0	16	199
4:35 PM	0	0	0	0	0	0	4	0	1	7	0	0	0	4	0	0	16	207
4:40 PM	0	0	0	0	0	0	3	0	7	9	1	0	0	7	0	0	27	213
4:45 PM	2	1	0	0	0	0	1	2	6	6	1	0	0	3	0	0	22	227
4:50 PM	0	0	0	0	0	0	2	0	1	4	0	0	0	3	1	0	11	223
4:55 PM	1	0	0	0	0	0	3	0	5	6	1	0	0	5	0	0	22	224
5:00 PM	0	0	0	0	0	0	3	0	1	7	0	0	0	4	0	0	15	224
5:05 PM	0	0	0	0	0	0	2	0	2	8	1	0	0	3	0	0	16	220

5-Min Count Period Beginning At	SE Grape Ave (Northbound)				SE Grape Ave (Southbound)				Thompson Ave (Eastbound)				Thompson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	1	0	0	0	1	0	3	0	3	9	1	0	0	3	0	0	21	225
5:15 PM	2	0	0	0	0	0	3	0	7	9	0	0	0	5	0	0	26	232
5:20 PM	0	0	0	0	0	1	5	0	5	5	2	0	1	2	0	0	21	229
5:25 PM	2	0	0	0	0	0	3	0	5	6	0	0	0	4	1	0	21	234
5:30 PM	0	0	0	0	0	1	4	0	5	10	1	0	0	3	0	0	24	242
5:35 PM	0	1	0	0	0	0	4	0	4	4	0	0	0	4	1	0	18	244
5:40 PM	0	0	0	0	0	0	3	0	8	3	1	0	0	2	0	0	17	234
5:45 PM	0	0	0	0	0	0	2	0	4	5	0	0	0	5	0	0	16	228
5:50 PM	0	0	0	0	0	0	3	1	2	7	1	0	0	5	0	0	19	236
5:55 PM	0	0	0	0	1	0	2	0	2	6	0	0	0	2	0	0	13	227
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	4	4	44	0	60	92	12	0	4	40	0	0	272	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Buses																		
Pedestrians		4					0			8				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

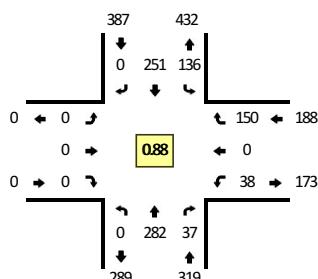
Comments:

Report generated on 9/27/2021 10:28 AM

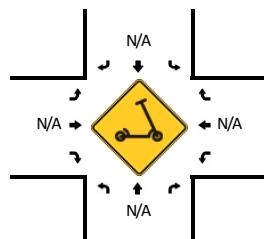
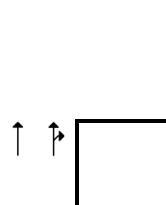
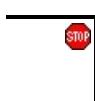
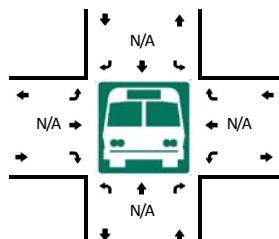
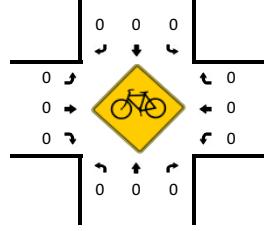
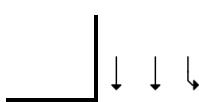
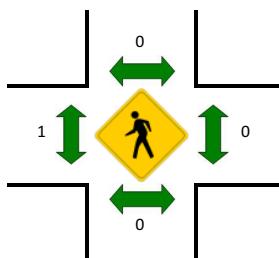
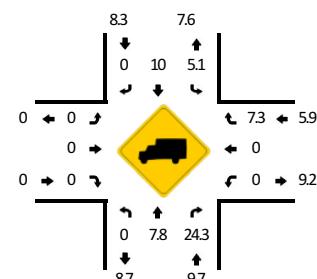
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: S Main St -- Thompson Ave
CITY/STATE: Winston, OR

QC JOB #: 15385305
DATE: Thu, Sep 16 2021



Peak-Hour: 2:10 PM -- 3:10 PM
Peak 15-Min: 2:35 PM -- 2:50 PM



5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Thompson Ave (Eastbound)				Thompson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	13	2	0	16	26	0	0	0	0	0	0	3	0	8	0	68	
2:05 PM	0	20	2	0	7	24	0	0	0	0	0	0	1	0	6	0	60	
2:10 PM	0	22	3	0	8	25	0	0	0	0	0	0	9	0	5	0	72	
2:15 PM	0	26	6	0	17	24	0	0	0	0	0	0	7	0	7	0	87	
2:20 PM	0	24	1	0	10	22	0	0	0	0	0	0	5	0	4	0	66	
2:25 PM	0	16	3	0	13	15	0	0	0	0	0	0	0	0	12	0	59	
2:30 PM	0	18	2	0	12	15	0	0	0	0	0	0	2	0	15	0	64	
2:35 PM	0	38	6	0	10	17	0	0	0	0	0	0	2	0	15	0	88	
2:40 PM	0	30	4	0	9	32	0	0	0	0	0	0	4	0	20	0	99	
2:45 PM	0	17	1	0	15	22	0	0	0	0	0	0	0	0	11	0	66	
2:50 PM	0	21	0	0	10	21	0	0	0	0	0	0	2	0	18	0	72	
2:55 PM	0	22	2	0	12	25	0	0	0	0	0	0	1	0	14	0	76	877
3:00 PM	0	17	2	0	10	21	0	0	0	0	0	0	4	0	17	0	71	880
3:05 PM	0	31	7	0	10	12	0	0	0	0	0	0	2	0	12	0	74	894
3:10 PM	0	23	4	0	4	18	0	0	0	0	0	0	2	0	13	0	64	886
3:15 PM	0	26	2	0	7	18	0	0	0	0	0	0	4	0	3	0	60	859
3:20 PM	0	20	0	0	15	20	0	0	0	0	0	0	1	0	9	0	65	858
3:25 PM	0	25	1	0	12	22	0	0	0	0	0	0	3	0	10	0	73	872
3:30 PM	0	27	2	0	15	21	0	0	0	0	0	0	2	0	8	0	75	883
3:35 PM	0	39	2	0	11	12	0	0	0	0	0	0	2	0	8	0	74	869
3:40 PM	0	45	1	0	17	13	0	0	0	0	0	0	1	0	9	0	86	856
3:45 PM	0	28	3	0	16	21	0	0	0	0	0	0	1	0	7	0	76	866
3:50 PM	0	30	6	0	8	21	0	0	0	0	0	0	0	0	5	0	70	864
3:55 PM	0	26	5	0	12	21	0	0	0	0	0	0	3	0	9	0	76	864
4:00 PM	0	14	4	0	19	22	0	0	0	0	0	0	5	0	7	0	71	864
4:05 PM	0	19	3	0	7	25	0	0	0	0	0	0	4	0	12	0	70	860
4:10 PM	0	18	3	0	10	26	0	0	0	0	0	0	4	0	12	0	73	869
4:15 PM	0	18	1	0	17	21	0	0	0	0	0	0	5	0	5	0	67	876
4:20 PM	0	13	5	0	21	21	0	0	0	0	0	0	4	0	9	0	73	884
4:25 PM	0	18	2	0	12	19	0	0	0	0	0	0	2	0	5	0	58	869
4:30 PM	0	26	3	0	10	20	0	0	0	0	0	0	0	0	7	0	66	860
4:35 PM	0	24	3	0	13	15	0	0	0	0	0	0	0	0	6	0	61	847
4:40 PM	0	20	3	0	22	22	0	0	0	0	0	0	7	0	7	0	81	842
4:45 PM	0	12	5	0	20	26	0	0	0	0	0	0	2	0	9	0	74	840
4:50 PM	0	15	3	0	12	22	0	0	0	0	0	0	5	0	7	0	64	834
4:55 PM	0	10	5	0	19	23	0	0	0	0	0	0	2	0	12	0	71	829
5:00 PM	0	24	3	0	11	13	0	0	0	0	0	0	1	0	5	0	57	815
5:05 PM	0	38	5	0	15	14	0	0	0	0	0	0	2	0	4	0	78	823

5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Thompson Ave (Eastbound)				Thompson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	28	4	0	22	27	0	0	0	0	0	0	1	0	15	0	97	847
5:15 PM	0	28	5	0	18	17	0	0	0	0	0	0	1	0	18	0	87	867
5:20 PM	0	18	4	0	18	27	0	0	0	0	0	0	3	0	12	0	82	876
5:25 PM	0	15	6	0	13	15	0	0	0	0	0	0	2	0	13	0	64	882
5:30 PM	0	17	3	0	15	18	0	0	0	0	0	0	5	0	12	0	70	886
5:35 PM	0	17	2	0	13	11	0	0	0	0	0	0	3	0	8	0	54	879
5:40 PM	0	12	4	0	19	20	0	0	0	0	0	0	0	0	10	0	65	863
5:45 PM	0	9	3	0	12	16	0	0	0	0	0	0	2	0	10	0	52	841
5:50 PM	0	17	1	0	11	21	0	0	0	0	0	0	1	0	11	0	62	839
5:55 PM	0	12	1	0	13	10	0	0	0	0	0	0	3	0	6	0	45	813
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	44	0	136	284	0	0	0	0	0	0	24	0	184	0	1012	
Heavy Trucks	0	32	12		12	28	0		0	0	0		0	0	16		100	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

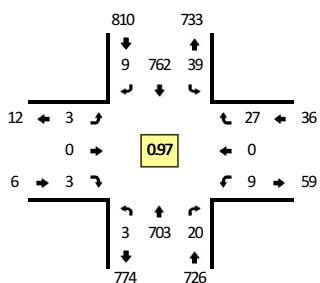
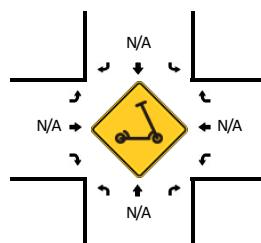
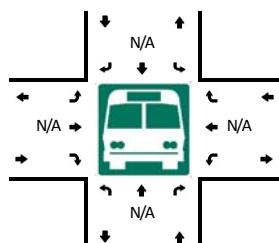
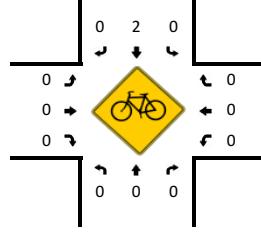
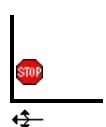
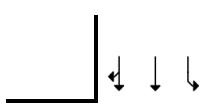
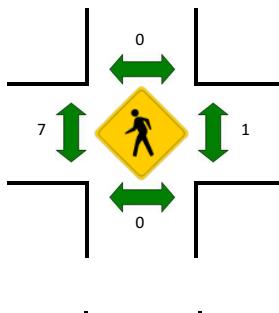
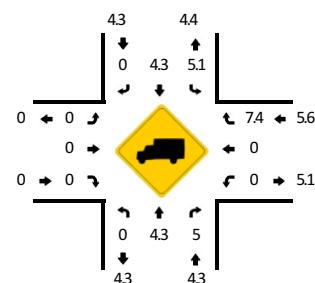
Report generated on 9/27/2021 10:28 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: OR 42 -- NW Jorgen St
CITY/STATE: Winston, OR

QC JOB #: 15385304
DATE: Thu, Sep 16 2021

Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:45 PM -- 4:00 PM


5-Min Count Period Beginning At	OR 42 (Northbound)				OR 42 (Southbound)				NW Jorgen St (Eastbound)				NW Jorgen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	60	2	0	1	44	0	0	1	0	1	0	0	0	2	0	111	
2:05 PM	0	45	1	0	2	50	0	0	1	0	1	0	1	0	1	0	102	
2:10 PM	0	52	1	0	2	72	1	0	0	0	0	1	0	1	0	1	131	
2:15 PM	0	44	1	0	1	53	0	0	0	0	2	0	0	0	1	0	102	
2:20 PM	0	59	3	0	0	46	0	0	0	0	0	1	1	0	6	0	116	
2:25 PM	0	45	0	0	3	48	0	0	0	0	1	0	0	0	0	0	97	
2:30 PM	0	53	0	0	6	46	1	0	0	0	0	0	3	0	1	0	110	
2:35 PM	0	66	1	0	3	53	0	0	1	0	1	0	0	0	2	0	127	
2:40 PM	1	58	1	0	3	59	0	0	0	0	0	0	2	0	2	0	126	
2:45 PM	0	51	0	0	2	62	1	0	1	0	0	0	2	0	2	0	121	
2:50 PM	1	54	2	0	3	64	1	0	0	0	0	0	0	0	3	0	128	
2:55 PM	2	67	1	0	2	50	0	0	0	0	0	0	1	0	1	0	124	1395
3:00 PM	1	60	2	0	6	48	0	0	0	0	0	0	0	0	7	0	124	1408
3:05 PM	0	61	2	0	2	52	1	0	1	0	0	0	2	0	3	0	124	1430
3:10 PM	0	62	1	0	5	56	1	0	0	0	0	0	2	0	4	0	131	1430
3:15 PM	0	55	1	0	2	39	0	0	1	0	0	0	2	0	4	0	104	1432
3:20 PM	1	55	2	0	3	48	0	0	0	0	0	0	1	1	2	0	113	1429
3:25 PM	0	61	1	0	7	67	1	0	0	0	1	0	0	0	1	0	139	1471
3:30 PM	0	58	4	0	3	59	2	0	0	0	0	0	1	0	1	0	128	1489
3:35 PM	0	68	0	0	2	50	0	0	1	0	0	0	1	0	3	0	125	1487
3:40 PM	0	63	2	0	2	42	1	0	0	0	1	0	0	0	3	0	114	1475
3:45 PM	0	68	0	0	2	67	2	0	0	0	0	0	0	0	4	0	143	1497
3:50 PM	1	48	0	0	3	76	1	0	1	0	0	0	1	0	3	0	134	1503
3:55 PM	0	53	1	0	2	71	0	0	0	0	0	0	2	0	1	0	130	1509
4:00 PM	2	52	4	0	2	58	0	0	0	0	1	0	1	0	4	0	124	1509
4:05 PM	0	64	2	0	2	72	1	0	1	0	0	0	1	0	1	0	144	1529
4:10 PM	0	49	2	0	1	55	0	0	0	0	0	0	0	0	2	0	109	1507
4:15 PM	0	70	4	0	4	69	0	0	0	0	0	0	1	0	2	0	150	1553
4:20 PM	0	49	0	0	9	76	1	0	0	0	0	0	1	0	2	0	138	1578
4:25 PM	0	58	4	0	3	66	0	0	0	0	1	0	0	0	2	0	134	1573
4:30 PM	1	42	0	0	4	52	0	0	0	0	1	0	0	0	2	0	102	1547
4:35 PM	0	55	3	0	5	72	0	0	0	0	2	0	3	0	2	0	142	1564
4:40 PM	1	55	3	0	4	59	0	0	0	0	0	0	0	0	5	0	127	1577
4:45 PM	0	38	1	0	3	71	0	0	0	0	0	0	2	0	2	0	117	1551
4:50 PM	0	43	2	0	8	66	2	0	0	0	0	0	1	0	3	0	125	1542
4:55 PM	2	56	2	0	3	62	1	0	0	0	1	0	0	0	1	0	128	1540
5:00 PM	0	49	0	0	1	53	1	0	1	0	1	0	1	0	6	0	113	1529
5:05 PM	0	66	0	0	2	58	0	0	0	0	0	0	1	0	3	0	130	1515

5-Min Count Period Beginning At	OR 42 (Northbound)				OR 42 (Southbound)				NW Jorgen St (Eastbound)				NW Jorgen St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	1	69	0	0	3	71	0	0	0	0	1	0	3	0	4	0	152	1558
5:15 PM	0	41	5	0	6	68	1	0	0	0	1	0	3	0	2	0	127	1535
5:20 PM	2	61	2	0	7	80	0	0	0	0	1	0	0	0	2	0	155	1552
5:25 PM	0	54	5	0	2	67	0	0	0	0	1	0	1	0	1	0	131	1549
5:30 PM	0	58	1	0	1	52	0	0	0	0	0	0	0	0	3	0	115	1562
5:35 PM	0	44	3	0	4	52	0	0	1	0	0	0	0	0	2	0	106	1526
5:40 PM	0	34	0	0	3	62	1	0	0	0	0	0	2	0	1	0	103	1502
5:45 PM	0	38	2	0	6	47	0	0	0	0	0	0	2	0	0	0	95	1480
5:50 PM	0	36	1	0	0	58	1	0	0	0	1	0	1	0	4	0	102	1457
5:55 PM	0	39	2	0	3	54	2	0	0	0	0	0	3	0	1	0	104	1433
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	676	4	0	28	856	12	0	4	0	0	0	12	0	32	0	1628	
Heavy Trucks	0	20	0		0	32	0		0	0	0		0	0	0		52	
Buses																		
Pedestrians		0				0				12				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 9/27/2021 10:28 AM

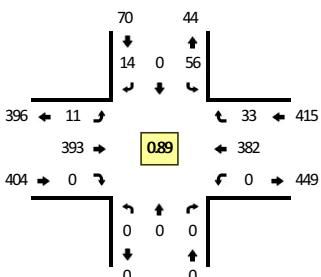
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

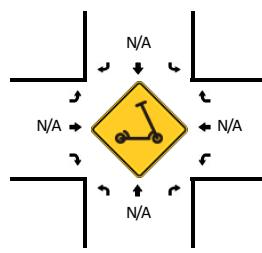
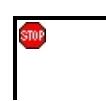
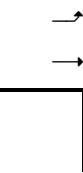
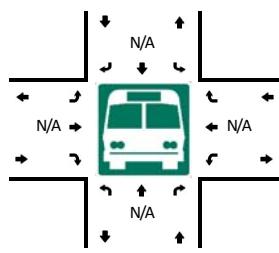
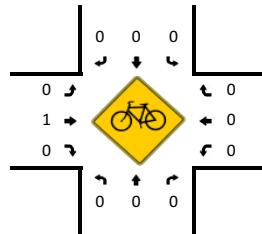
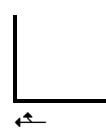
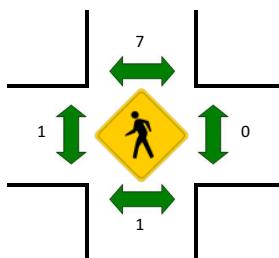
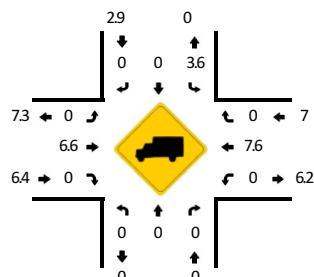
Method for determining peak hour: Total Entering Volume

LOCATION: Cary St -- OR 42
CITY/STATE: Winston, OR

QC JOB #: 15385303
DATE: Thu, Sep 16 2021



Peak-Hour: 2:40 PM -- 3:40 PM
Peak 15-Min: 2:50 PM -- 3:05 PM



5-Min Count Period Beginning At	Cary St (Northbound)				Cary St (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	0	19	1	0	53
2:05 PM	0	0	0	0	2	0	1	0	0	25	0	0	0	0	19	0	0	47
2:10 PM	0	0	0	0	1	0	0	0	0	24	0	0	0	0	29	4	0	58
2:15 PM	0	0	0	0	3	0	0	0	0	30	0	0	0	0	21	1	0	55
2:20 PM	0	0	0	0	2	0	0	0	1	20	0	0	0	0	26	2	0	51
2:25 PM	0	0	0	0	4	0	0	0	0	22	0	0	0	0	27	2	0	55
2:30 PM	0	0	0	0	5	0	0	0	1	28	0	0	0	0	27	4	0	65
2:35 PM	0	0	0	0	5	0	0	0	0	22	0	0	0	0	30	4	0	61
2:40 PM	0	0	0	0	4	0	0	0	1	25	0	0	0	0	40	1	0	71
2:45 PM	0	0	0	0	4	0	2	0	0	28	0	0	0	0	30	4	0	68
2:50 PM	0	0	0	0	1	0	1	0	0	31	0	0	0	0	37	5	0	75
2:55 PM	0	0	0	0	1	0	0	0	4	44	0	0	0	0	33	5	0	87
3:00 PM	0	0	0	0	4	0	0	0	2	52	0	0	0	0	29	2	0	89
3:05 PM	0	0	0	0	0	0	2	0	0	26	0	0	0	0	36	1	0	65
3:10 PM	0	0	0	0	2	0	0	0	1	36	0	0	0	0	30	6	0	817
3:15 PM	0	0	0	0	2	0	0	0	1	33	0	0	0	0	24	4	0	64
3:20 PM	0	0	0	0	11	0	2	0	1	45	0	0	0	0	24	0	0	83
3:25 PM	0	0	0	0	12	0	5	0	1	26	0	0	0	0	36	1	0	81
3:30 PM	0	0	0	0	13	0	2	0	0	22	0	0	0	0	30	1	0	884
3:35 PM	0	0	0	0	2	0	0	0	0	25	0	0	0	0	33	3	0	63
3:40 PM	0	0	0	0	4	0	0	0	1	25	0	0	0	0	27	3	0	60
3:45 PM	0	0	0	0	2	0	0	0	0	33	0	0	0	0	33	2	0	70
3:50 PM	0	0	0	0	7	0	2	0	0	32	0	0	0	0	39	2	0	82
3:55 PM	0	0	0	0	0	0	2	0	1	29	0	0	0	0	41	0	0	73
4:00 PM	0	0	0	0	1	0	0	0	0	36	0	0	0	0	29	2	0	68
4:05 PM	0	0	0	0	3	0	1	0	2	27	0	0	0	0	29	0	0	62
4:10 PM	0	0	0	0	6	0	2	0	0	27	0	0	0	0	32	3	0	70
4:15 PM	0	0	0	0	5	0	1	0	0	33	0	0	0	0	32	1	0	844
4:20 PM	0	0	0	0	5	0	0	0	0	30	0	0	0	0	28	1	0	64
4:25 PM	0	0	0	0	6	0	1	0	0	28	0	0	0	0	37	4	0	76
4:30 PM	0	0	0	0	1	0	0	0	0	36	0	0	0	0	28	3	0	68
4:35 PM	0	0	0	0	1	0	0	0	0	21	0	0	0	0	31	4	0	57
4:40 PM	0	0	0	0	1	0	0	0	0	27	0	0	0	0	39	0	0	67
4:45 PM	0	0	0	0	2	0	1	0	0	19	0	0	0	0	19	3	0	44
4:50 PM	0	0	0	0	4	0	0	0	0	32	0	0	0	0	31	0	0	67
4:55 PM	0	0	0	0	0	0	0	0	1	31	0	0	0	0	25	1	0	58
5:00 PM	0	0	0	0	0	0	1	0	0	32	0	0	0	0	27	0	0	60
5:05 PM	0	0	0	0	2	0	0	0	0	25	0	0	0	0	30	1	0	58

5-Min Count Period Beginning At	Cary St (Northbound)				Cary St (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	0	0	0	1	0	1	0	0	31	0	0	0	29	0	0	62	753
5:15 PM	0	0	0	0	1	0	1	0	0	25	0	0	0	40	2	0	69	750
5:20 PM	0	0	0	0	3	0	0	0	1	16	0	0	0	45	2	0	67	753
5:25 PM	0	0	0	0	3	0	0	0	1	31	0	0	0	34	2	0	71	748
5:30 PM	0	0	0	0	1	0	1	0	1	23	0	0	0	34	0	0	60	740
5:35 PM	0	0	0	0	2	0	0	0	0	19	0	0	0	38	0	0	59	742
5:40 PM	0	0	0	0	0	0	0	0	1	24	0	0	0	31	2	0	58	733
5:45 PM	0	0	0	0	2	0	0	0	1	22	0	0	0	25	5	0	55	744
5:50 PM	0	0	0	0	2	0	0	0	0	19	0	0	0	20	0	0	41	718
5:55 PM	0	0	0	0	2	0	0	0	0	17	0	0	0	30	3	0	52	712
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	24	508	0	0	0	396	48	0	1004	
Heavy Trucks	0	0	0		4	0	0		0	48	0		0	44	0		96	
Buses																		
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

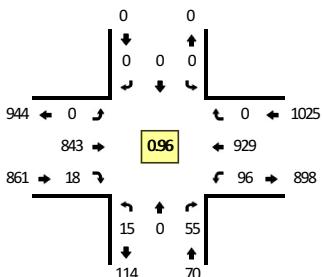
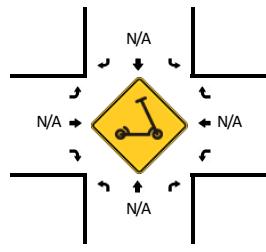
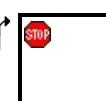
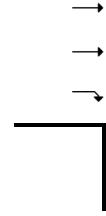
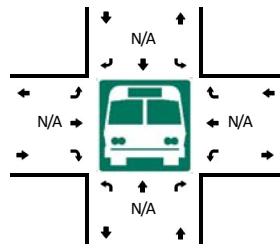
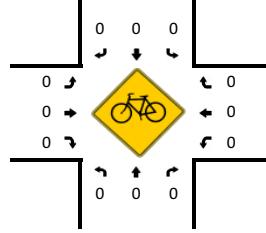
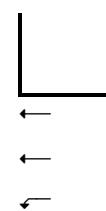
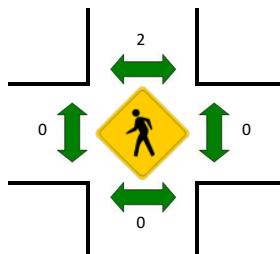
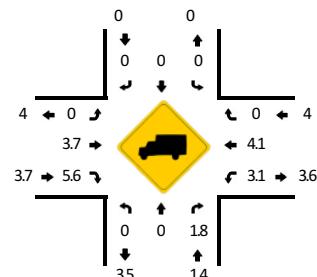
Report generated on 9/27/2021 10:28 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pepsi Rd -- OR 42
CITY/STATE: Winston, OR

QC JOB #: 15385302
DATE: Thu, Sep 16 2021

Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 4:05 PM -- 4:20 PM


5-Min Count Period Beginning At	Pepsi Rd (Northbound)				Pepsi Rd (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	0	7	0	0	0	0	0	0	74	0	0	5	47	0	0	134	
2:05 PM	1	0	5	0	0	0	0	0	0	61	1	0	8	72	0	0	148	
2:10 PM	2	0	3	0	0	0	0	0	0	54	1	0	3	82	0	0	145	
2:15 PM	2	0	5	0	0	0	0	0	0	51	0	0	5	65	0	0	128	
2:20 PM	0	0	10	0	0	0	0	0	0	63	6	0	6	51	0	0	136	
2:25 PM	0	0	1	0	0	0	0	0	0	48	0	0	7	62	0	0	118	
2:30 PM	2	0	7	0	0	0	0	0	0	60	1	0	6	68	0	0	144	
2:35 PM	3	0	2	0	0	0	0	0	0	74	3	0	5	70	0	0	157	
2:40 PM	1	0	5	0	0	0	0	0	0	66	0	0	4	73	0	0	149	
2:45 PM	0	0	5	0	0	0	0	0	0	60	1	0	7	89	0	0	162	
2:50 PM	2	0	4	0	0	0	0	0	0	60	1	0	1	70	0	0	138	
2:55 PM	0	0	2	0	0	0	0	0	0	67	2	0	3	72	0	0	146	1705
3:00 PM	2	0	5	0	0	0	0	0	0	83	3	0	4	58	0	0	155	1726
3:05 PM	1	0	4	0	0	0	0	0	0	68	0	0	6	79	0	0	158	1736
3:10 PM	0	0	10	0	0	0	0	0	0	71	0	0	4	74	0	0	159	1750
3:15 PM	1	0	4	0	0	0	0	0	0	77	3	0	3	54	0	0	142	1764
3:20 PM	1	0	5	0	0	0	0	0	0	65	1	0	3	75	0	1	151	1779
3:25 PM	1	0	4	0	0	0	0	0	0	77	1	0	6	74	0	0	163	1824
3:30 PM	0	0	5	0	0	0	0	0	0	67	2	0	5	85	0	0	164	1844
3:35 PM	0	0	6	0	0	0	0	0	0	84	1	0	8	60	0	0	159	1846
3:40 PM	1	0	6	0	0	0	0	0	0	67	0	0	3	58	0	0	135	1832
3:45 PM	1	0	7	0	0	0	0	0	0	80	3	0	11	91	0	0	193	1863
3:50 PM	2	0	3	0	0	0	0	0	0	62	0	0	11	80	0	0	158	1883
3:55 PM	1	0	4	0	0	0	0	0	0	63	2	0	7	70	0	0	147	1884
4:00 PM	3	0	3	0	0	0	0	0	0	56	2	0	16	73	0	0	153	1882
4:05 PM	2	0	7	0	0	0	0	0	0	74	4	0	5	92	0	0	184	1908
4:10 PM	0	0	5	0	0	0	0	0	0	63	2	0	5	62	0	0	137	1886
4:15 PM	2	0	2	0	0	0	0	0	0	78	0	0	10	96	0	0	188	1932
4:20 PM	2	0	3	0	0	0	0	0	0	72	1	0	9	88	0	0	175	1956
4:25 PM	1	0	3	0	0	0	0	0	0	60	1	0	7	68	0	0	140	1933
4:30 PM	3	0	5	0	0	0	0	0	0	58	2	0	5	65	0	0	138	1907
4:35 PM	2	0	7	0	0	0	0	0	0	56	2	0	4	89	0	0	160	1908
4:40 PM	0	0	6	0	0	0	0	0	0	65	3	0	2	89	0	0	165	1938
4:45 PM	0	0	1	0	0	0	0	0	0	45	0	0	8	84	0	0	138	1883
4:50 PM	0	0	6	0	0	0	0	0	0	49	0	0	13	94	0	0	162	1887
4:55 PM	2	0	5	0	0	0	0	0	0	60	0	0	6	70	0	0	143	1883
5:00 PM	0	0	5	0	0	0	0	0	0	56	2	0	4	67	0	0	134	1864
5:05 PM	0	0	5	0	0	0	0	0	0	79	2	0	7	77	0	1	171	1851

5-Min Count Period Beginning At	Pepsi Rd (Northbound)				Pepsi Rd (Southbound)				OR 42 (Eastbound)				OR 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:10 PM	0	0	8	0	0	0	0	0	0	83	1	0	5	66	0	0	163	1877
5:15 PM	0	0	7	0	0	0	0	0	0	60	1	0	7	93	0	0	168	1857
5:20 PM	0	0	10	0	0	0	0	0	0	68	0	0	9	105	0	0	192	1874
5:25 PM	0	0	3	0	0	0	0	0	0	60	0	0	3	87	0	1	154	1888
5:30 PM	1	0	0	0	0	0	0	0	0	67	3	0	3	68	0	0	142	1892
5:35 PM	1	0	11	0	0	0	0	0	0	55	1	0	5	58	0	0	131	1863
5:40 PM	2	0	1	0	0	0	0	0	0	45	1	0	5	77	0	0	131	1829
5:45 PM	0	0	4	0	0	0	0	0	0	49	0	0	8	57	0	0	118	1809
5:50 PM	1	0	5	0	0	0	0	0	0	44	2	0	3	68	0	0	123	1770
5:55 PM	1	0	2	0	0	0	0	0	0	55	1	1	2	64	0	0	126	1753
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	0	56	0	0	0	0	0	0	860	24	0	80	1000	0	0	2036	
Heavy Trucks	0	0	4		0	0	0		0	44	0		4	28	0		80	
Buses																		
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 9/27/2021 10:28 AM

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

Summary of Traffic Count
Transportation Development Division

Site: 38422
 County: Douglas
 City:

Date: 10/5/2017
 Hours: 6:00 AM-10:00 PM
 Highway #: 035
 COOS BAY-ROSEBURG
 Location: HIGHWAY NO. 35 at Brockway Rd
 Weather: Clear

Milepoint: 71.73
 Count Number: 1.00

Time of Day	Summary By Movements												TOTAL	North	East	South	West
	N-E	N-S	N-W	E-N	E-S	E-W	S-N	S-E	S-W	W-N	W-E	W-S		North	East	South	West
6:00	14	19	1	5	4	40	12	14	40	2	126	47	324	34	49	66	175
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	11	3	1	5	5	25	4	12	10	2	40	4	122	15	35	26	46
7:15	5	2	2	8	2	27	3	5	10	0	42	8	114	9	37	18	50
7:30	0	7	0	2	3	16	3	7	14	3	42	7	104	7	21	24	52
7:45	3	3	2	2	5	25	10	6	9	2	37	9	113	8	32	25	48
8:00	2	14	5	0	3	26	9	5	6	7	41	15	133	21	29	20	63
8:15	3	2	3	3	5	28	2	2	5	2	45	8	108	8	36	9	55
8:30	1	2	0	2	1	21	1	3	13	5	49	11	109	3	24	17	65
8:45	5	2	0	2	3	25	8	5	12	1	37	18	118	7	30	25	56
9:00	7	16	8	13	5	118	8	10	40	4	175	39	443	31	136	58	218
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	6	19	4	17	12	111	5	15	48	5	179	57	478	29	140	68	241
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	14	8	3	15	24	149	14	9	54	3	183	51	527	25	188	77	237
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	9	13	6	11	14	167	11	17	43	7	159	50	507	28	192	71	216
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	11	14	4	16	20	158	12	23	45	2	194	31	530	29	194	80	227
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	11	22	8	15	30	206	21	27	49	8	187	62	646	41	251	97	257
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	4	3	9	11	67	14	5	13	3	33	16	179	8	87	32	52
15:15	6	7	6	6	5	48	9	5	18	3	43	16	172	19	59	32	62
15:30	1	9	3	5	7	47	7	4	15	3	39	10	150	13	59	26	52
15:45	2	7	3	4	7	64	9	4	11	1	31	16	159	12	75	24	48
16:00	3	2	3	9	3	64	8	5	11	0	40	12	160	8	76	24	52
16:15	3	1	3	6	5	60	6	6	13	2	38	7	150	7	71	25	47
16:30	1	6	0	2	5	49	6	6	8	1	49	9	142	7	56	20	59
16:45	2	4	3	1	3	62	4	2	8	0	62	15	166	9	66	14	77
17:00	11	16	13	14	21	251	16	9	47	4	142	48	592	40	286	72	194
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	9	18	6	13	20	219	13	16	32	4	146	29	525	33	252	61	179
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	5	4	6	8	14	135	7	8	33	3	85	27	335	15	157	48	115
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	4	5	4	9	89	7	1	22	4	67	15	228	10	102	30	86
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	7	4	4	3	61	2	2	24	3	49	18	177	11	68	28	70
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Count	147	235	105	201	249	2358	231	233	653	84	2360	655	7511	487	2808	1117	3099
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
24hr Volume	162	259	116	222	274	2594	255	257	719	93	2596	721	8263	536	3089	1229	3409

Summary of Traffic Count Transportation Development Division									
Site: 49304 County: Douglas City:					Date: 7/29/2019 Hours: 6:00 AM-10:00 PM Highway #: 035 HIGHWAY NO. 35 (OR42) at Location: NW Lookingglass Rd Weather:				
		Milepoint: 73.88 Count Number: 1.00							
Time of Day	Summary By Movements							Entering Volumes	
	NE-SW	NE-NW	SW-NE	SW-NW	NW-NE	NW-SW		TOTAL	North-East South-West North-West
6:00	263	36	331	6	73	4		713	299 337 77
6:15	0	0	0	0	0	0		0	0 0 0
6:30	0	0	0	0	0	0		0	0 0 0
6:45	0	0	0	0	0	0		0	0 0 0
7:00	60	5	116	0	22	1		204	65 116 23
7:15	70	9	117	2	22	0		220	79 119 22
7:30	78	18	180	2	35	0		313	96 182 35
7:45	72	15	140	5	36	1		269	87 145 37
8:00	61	12	126	0	32	0		231	73 126 32
8:15	75	25	119	2	13	0		234	100 121 13
8:30	70	26	134	6	20	2		258	96 140 22
8:45	93	31	133	3	25	0		285	124 136 25
9:00	391	110	525	14	87	8		1135	501 539 95
9:15	0	0	0	0	0	0		0	0 0 0
9:30	0	0	0	0	0	0		0	0 0 0
9:45	0	0	0	0	0	0		0	0 0 0
10:00	432	129	532	13	87	5		1198	561 545 92
10:15	0	0	0	0	0	0		0	0 0 0
10:30	0	0	0	0	0	0		0	0 0 0
10:45	0	0	0	0	0	0		0	0 0 0
11:00	126	27	127	3	22	5		310	153 130 27
11:15	149	27	145	5	22	3		351	176 150 25
11:30	122	36	178	2	26	1		365	158 180 27
11:45	141	38	154	8	20	3		364	179 162 23
12:00	145	32	154	5	27	5		368	177 159 32
12:15	150	35	127	2	32	1		347	185 129 33
12:30	142	26	149	3	30	3		353	168 152 33
12:45	167	29	171	3	38	3		411	196 174 41
13:00	599	114	572	8	138	19		1450	713 580 157
13:15	0	0	0	0	0	0		0	0 0 0
13:30	0	0	0	0	0	0		0	0 0 0
13:45	0	0	0	0	0	0		0	0 0 0
14:00	160	28	156	2	30	4		380	188 158 34
14:15	157	35	141	4	27	3		367	192 145 30
14:30	174	38	144	1	28	4		389	212 145 32
14:45	150	35	131	3	28	4		351	185 134 32
15:00	176	33	157	2	26	1		395	209 159 27
15:15	174	37	149	3	31	6		400	211 152 37
15:30	164	37	200	0	22	2		425	201 200 24
15:45	159	44	181	2	35	6		427	203 183 41
16:00	179	40	141	4	41	4		409	219 145 45
16:15	149	31	138	0	41	5		364	180 138 46
16:30	172	38	148	2	23	3		386	210 150 26
16:45	191	47	152	3	27	7		427	238 155 34
17:00	178	33	155	1	32	1		400	211 156 33
17:15	219	48	137	1	39	7		451	267 138 46
17:30	190	34	98	1	23	3		349	224 99 26
17:45	120	38	105	4	22	7		296	158 109 29
18:00	484	118	358	2	82	9		1053	602 360 91
18:15	0	0	0	0	0	0		0	0 0 0
18:30	0	0	0	0	0	0		0	0 0 0
18:45	0	0	0	0	0	0		0	0 0 0
19:00	388	73	293	7	51	5		817	461 300 56
19:15	0	0	0	0	0	0		0	0 0 0
19:30	0	0	0	0	0	0		0	0 0 0
19:45	0	0	0	0	0	0		0	0 0 0
20:00	276	55	227	7	49	4		618	331 234 53
20:15	0	0	0	0	0	0		0	0 0 0
20:30	0	0	0	0	0	0		0	0 0 0
20:45	0	0	0	0	0	0		0	0 0 0
21:00	209	47	173	3	29	1		462	256 176 30
21:15	0	0	0	0	0	0		0	0 0 0
21:30	0	0	0	0	0	0		0	0 0 0
21:45	0	0	0	0	0	0		0	0 0 0
Total Count	7475	1669	7614	144	1493	150		18545	9144 7758 1643
24hr Factor	1.1	1.1	1.1	1.1	1.1	1.1		1.1	1.1 1.1 1.1
24hr Volume	8223	1836	8376	159	1643	165		20400	10059 8534 1808

Summary of Traffic Count
Transportation Development Division

Site: 49305	Date: 7/31/2019
County: Douglas	Hours: 7:00 AM-7:00 PM
City:	Highway #: 035
Milepoint: 74.19	Location: HIGHWAY NO. 35
Count Number: 1.00	Weather: Clear

Time of Day	Summary By Movements							Entering Volumes		
	NE-SE	NE-SW	SE-NE	SE-SW	SW-NE	SW-SE	TOTAL	North-East	South-East	South-West
7:00	2	63	15	1	141	0	222	65	16	141
7:15	6	97	13	0	132	1	249	103	13	133
7:30	2	91	18	2	213	2	328	93	20	215
7:45	7	102	18	2	177	0	306	109	20	177
8:00	5	82	12	3	160	1	263	87	15	161
8:15	0	91	16	0	151	1	259	91	16	152
8:30	6	113	10	2	164	1	296	119	12	165
8:45	6	125	13	0	137	3	284	131	13	140
9:00	22	490	53	7	642	8	1222	512	60	650
9:15	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0
10:00	55	584	50	6	588	13	1296	639	56	601
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0
11:00	12	166	10	1	164	0	353	178	11	164
11:15	13	154	19	2	179	2	369	167	21	181
11:30	19	150	17	3	162	3	354	169	20	165
11:45	12	167	14	5	174	4	376	179	19	178
12:00	12	198	17	1	159	5	392	210	18	164
12:15	19	200	15	1	156	4	395	219	16	160
12:30	17	178	14	4	198	2	413	195	18	200
12:45	20	189	17	2	210	5	443	209	19	215
13:00	60	691	69	9	687	13	1529	751	78	700
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
14:00	12	190	14	6	192	6	420	202	20	198
14:15	22	227	24	5	156	7	441	249	29	163
14:30	13	208	14	4	216	8	463	221	18	224
14:45	23	185	18	3	149	2	380	208	21	151
15:00	25	191	15	3	182	7	423	216	18	189
15:15	18	193	14	7	177	1	410	211	21	178
15:30	16	199	22	6	207	3	453	215	28	210
15:45	14	226	13	5	199	3	460	240	18	202
16:00	18	221	14	5	180	3	441	239	19	183
16:15	24	220	9	4	179	4	440	244	13	183
16:30	23	217	12	0	185	4	441	240	12	189
16:45	26	228	19	0	160	3	436	254	19	163
17:00	18	228	9	3	208	1	467	246	12	209
17:15	19	256	9	4	178	1	467	275	13	179
17:30	15	234	9	2	155	4	419	249	11	159
17:45	19	182	15	3	141	3	363	201	18	144
18:00	36	616	34	10	480	7	1183	652	44	487
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
Total Count	636	7952	674	121	7938	135	17456	8588	795	8073
24hr Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
24hr Volume	795	9940	843	152	9923	169	21820	10735	994	10092

Attachment B – Historic Adjustment Calculations

$$GF = 1 + (N \times i)$$

= Future Daily Volume / Existing Daily Volume

GF = Growth Factor

N = Number of Years

i = Annual Growth Rate