
EXHIBIT 15
TRAFFIC REPORT

Date:	February 26, 2024
To:	Inga Williams, Benton County
From:	Joe Bessman, PE
Project Reference No.:	1539
Project Name:	Coffin Butte Landfill Expansion



PURPOSE AND SUMMARY

The purpose of this memorandum is to provide a Transportation Impact Analysis for the Coffin Butte Landfill expansion in Benton County. The current landfill cell is projected to reach its capacity within the next four years, requiring that the planning and design of new landfill cells begin to continue to support landfill services for Linn, Benton, Lincoln, Polk, and Marion County areas.

In summary, the current Republic Services plan is to expand the landfill into lands designated by Benton County as "Landfill Site" (LS) that are located south of Coffin Butte Road. The landfill expansion area will include a new outbound scale, and widening of Coffin Butte Road is proposed to a three-lane Major Collector section between the existing landfill entrance and the expansion site to better support left-turns outside of the travel way.

The application proposes improvements to Coffin Butte Road. This plan will maintain area ingress and egress and continue to support the functional role of area transportation facilities. Key transportation findings of the current plan are as follows:

- There are no changes in area travel patterns with this revised configuration. Access to the landfill will continue to be provided from Coffin Butte Road, and Coffin Butte Road will remain open as a Benton County *Major Collector* and *Freight Route*.
- The widening of Coffin Butte Road to a three-lane section with improved shoulder/bicycle lanes will separate impacts to through travelers on Coffin Butte Road during the construction period and during the ensuing operation of the landfill.
- This plan creates no changes to emergency ingress and egress routes to the area.
- This plan creates no impacts to Tampico Road, thereby avoiding any need to improve this streetscape or otherwise modify the roadway character.
- This plan does not impact area cyclists. The widening of shoulders along the impacted portion of Coffin Butte Road to provide standard bicycle lanes is an improvement from the current condition and will bring the section into compliance with Benton County standards.
- This plan does not impact the adopted Transportation System Plan or require any changes to the functional classification or performance standards of surrounding streets.

The use of this new landfill area will provide time for Knife River to complete their ongoing processing of the rock resource within their current location, ultimately allowing the current quarry area to be used as a future landfill site.

PROJECT DESCRIPTION

The Coffin Butte Landfill is located west of Highway 99W near Adair Village, located between the cities of Corvallis and Independence. The current site is co-located with Knife River's quarrying operation. The overall site includes 740 acres, with over 500 acres dedicated to preservation and non-landfill uses. This landfill has been in operation for over 40 years at its current location, with this new phase necessary to continue to support the area population. The location of the site is provided in Figure 1 for context.

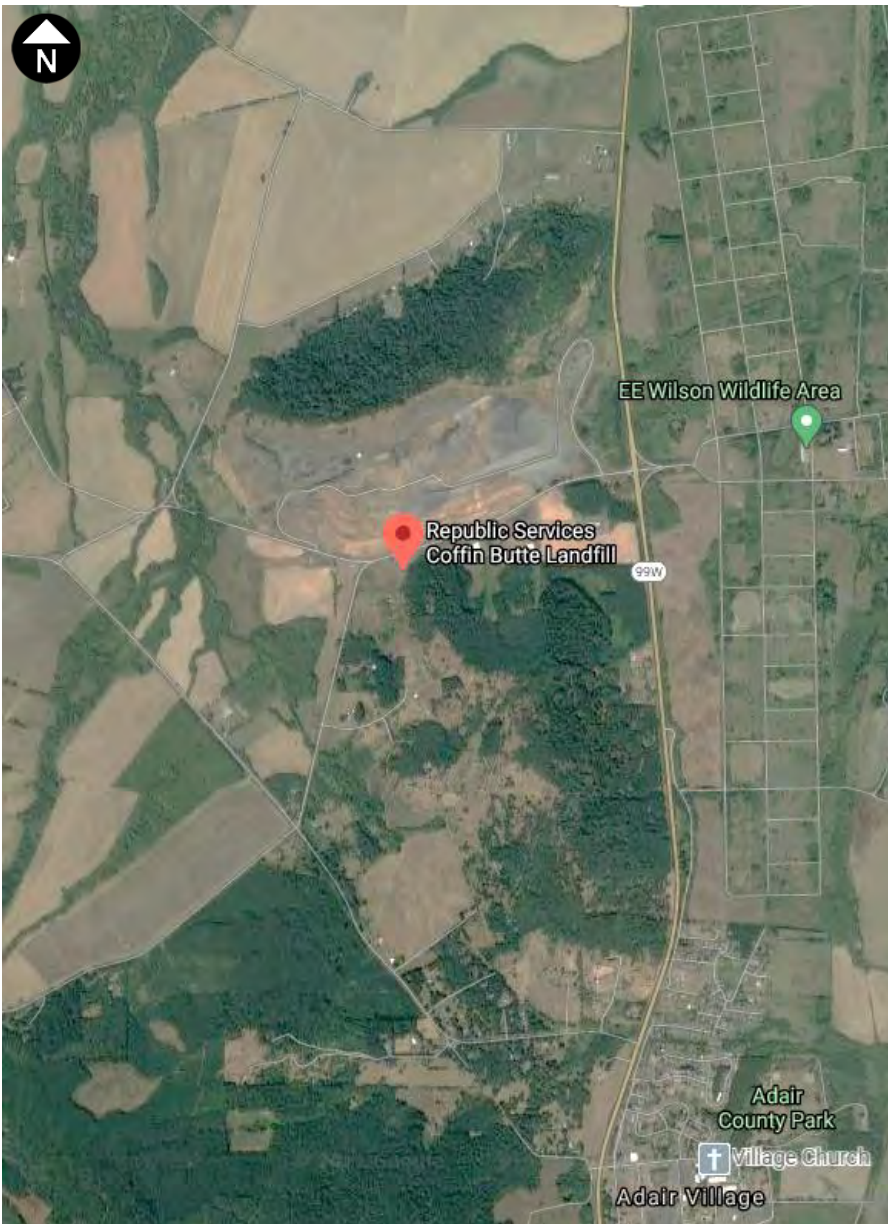


Figure 1. Site vicinity map. *Image source: maps.google.com.*

The expansion will encompass lands that are south of the current landfill location on the south side of Coffin Butte Road. Private passenger vehicles using the landfill will continue to use the scales and services on the north side of Coffin Butte Road, with these consolidated materials then hauled by commercial truck to the expansion site for disposal. Commercial account users will also be required to use the current scales

to weigh in, then will be directed to the expansion area to dispose of materials. These private and commercial vehicles will use a new outbound scale near the expansion site exit, will pay the appropriate fees, and will then exit onto Coffin Butte Road. Figure 2 illustrates the layout of the revised landfill for context.

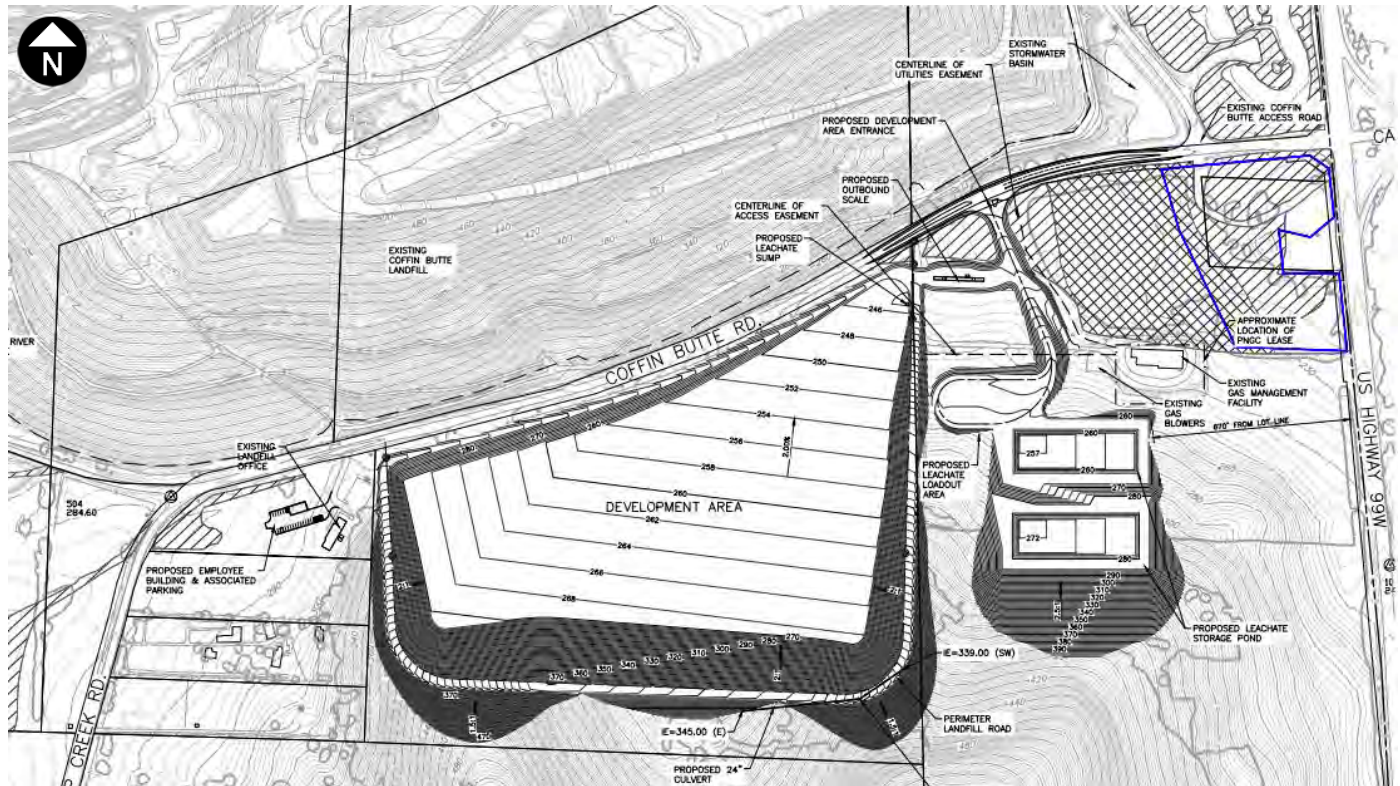


Figure 2. Preliminary Coffin Butte Landfill Development Plan.

This expansion area is intended to provide approximately six years of landfill capacity, allowing the established Coffin Butte site to function beyond the approximately 2026 lifespan of the current cells. When the new footprint is filled, landfill operations will then shift back to the north side of Coffin Butte Road within the current Knife River quarry location.

As a result of retaining the scales on the north side of Coffin Butte Road for the expansion there will be internal trips between the north and south sides of Coffin Butte Road. With the southern access serving commercial truck traffic a westbound left-turn lane has been proposed to avoid impacts to through travel on Coffin Butte Road. This preliminary turn lane design includes about 250 feet of queue storage, which can support up to four semitrucks at once (more than an 85th percentile queue). This extensive design provides a very high level of confidence that the storage will be adequate to avoid congestion along this low-volume section of Coffin Butte Road, though this design may be further refined as the civil plans progress.

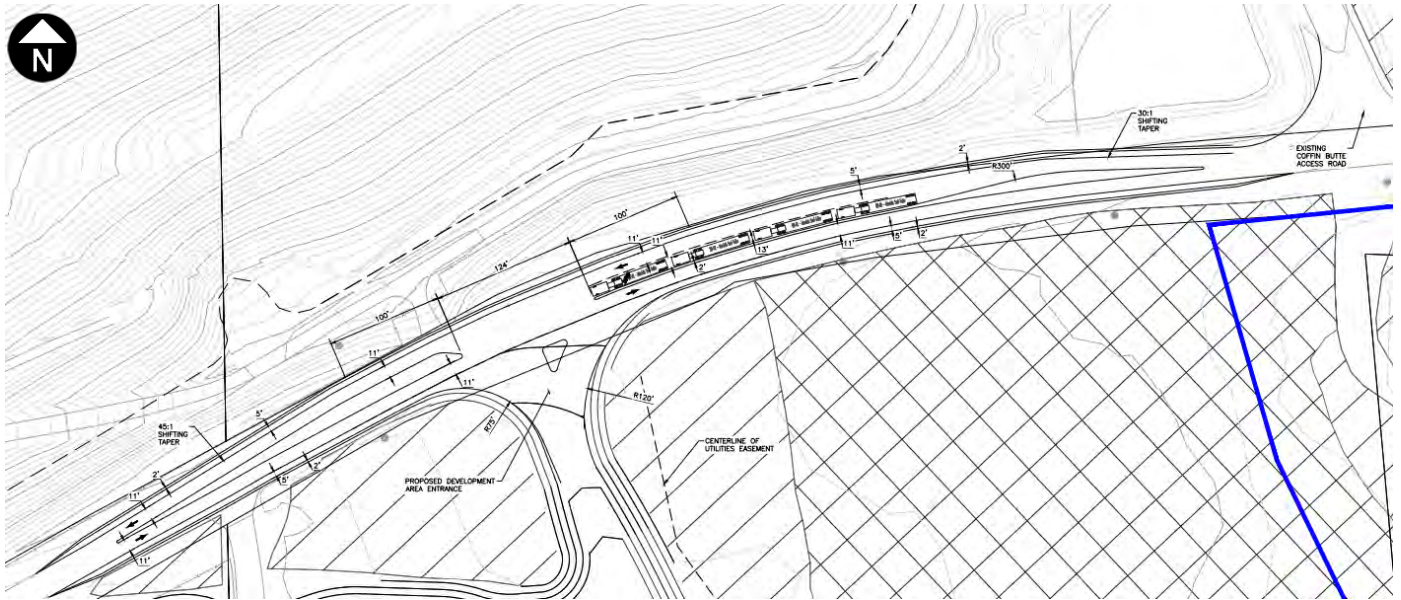


Figure 3. Preliminary Coffin Butte Road landfill expansion area entrance left-turn lane design.

SURROUNDING ROADWAY CHARACTERISTICS

Figure 4 illustrates the functional classification of the surrounding roadways as described within the Benton County Transportation System Plan. This plan shows that Tampico Road is classified as a *Major Collector*, Camp Adair Road east of Highway 99W is a *Minor Arterial*, and Highway 99W is classified as a *Principal Arterial*. Coffin Butte Road west of its intersection with Soap Creek Road and extending west to Wiles Road is a private road. Area roads are generally narrow two-lane roads with limited shoulders, with rural posted or statutory speeds between 45 and 55 miles per hour.

The new landfill entrance will be designed as a private road with wide turning radii capable of supporting large trucks, similar to the current entrance north of Coffin Butte Road. The entrance road will be paved, avoiding rock or debris from being pulled onto Coffin Butte Road.



Figure 4. Benton County Functional Classification Map, Transportation System Plan

In January 2021 Benton County staff collected vehicular volume and classification data on Coffin Butte Road near its intersection with Soap Creek Road to assess the volume of trips and number of trucks per day near this section of Coffin Butte Road. The counts showed that traffic volumes were fairly consistent throughout the weekdays, with weekend volumes near the quarry about half of those reported on weekdays. The weekday volumes on Coffin Butte Road west of the landfill served about 243 average daily trips, with nearly 1/3 of these trips associated with trucks. This volume of trips equates to about one vehicle every two or three minutes during the peak hour of the day (see Figure 5).

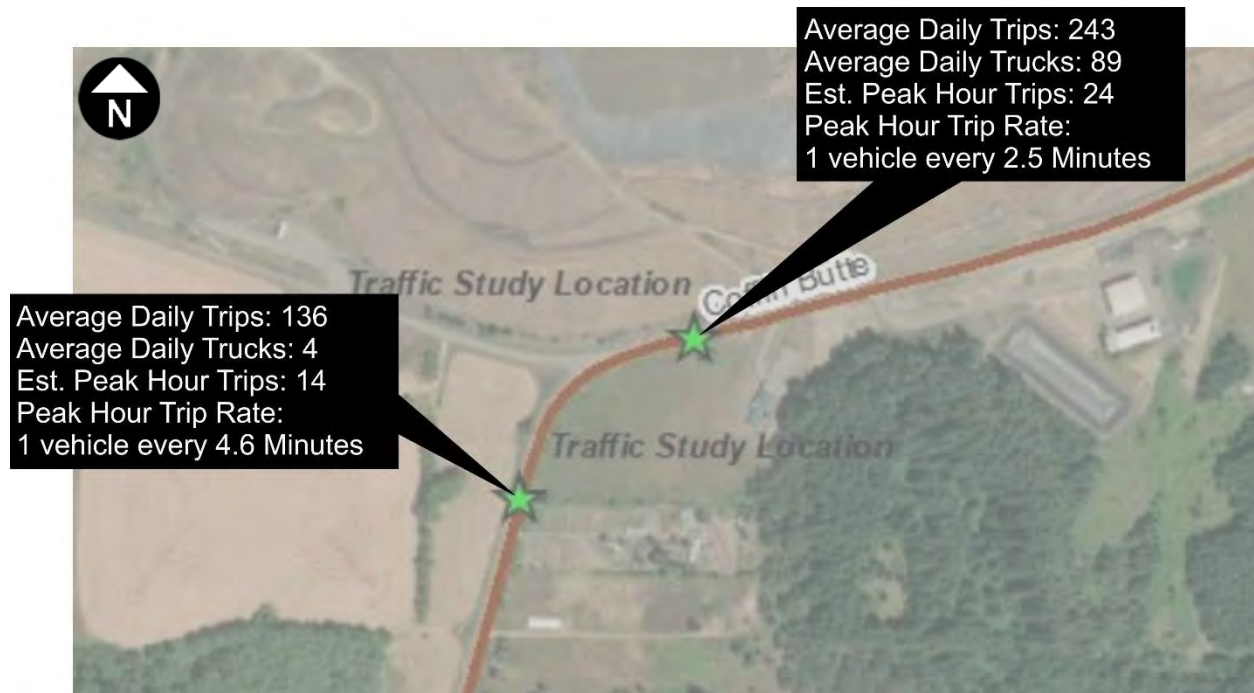


Figure 5. Summary of January 20, 2021 Traffic Study prepared by Benton County.

To confirm these County-provided traffic counts, a series of traffic counts were collected in mid-March 2021 throughout the study area. These traffic counts reflect peak commute period conditions during the 4:00 to 6:00 p.m. period, and are not intended to reflect the peak hour of the landfill or quarry operations but rather the most critical time period to access the Highway 99W system. This assessment is consistent with the time period assessed within Benton County's regional plans. Figure 6 illustrates the count locations and peak hour traffic volumes measured.

The counts show that during the peak evening commute hour the highway traffic is heavily biased in the northbound direction. The traffic counts show about 8 eastbound trips and 5 westbound trips within the section of Coffin Butte Road near the new access, which is a very low volume of conflicting traffic.

A third set of traffic counts was collected in January 2022 to again confirm travel patterns post-COVID pandemic and to assess a broader time period that is more reflective of peak quarry and landfill operations. This set of traffic counts again confirmed the very low traffic volumes throughout this area. During the peak hour on Coffin Butte Road (about 2:00 to 3:00 p.m.) this showed 16 westbound vehicles and 19 eastbound vehicles that would travel along Coffin Butte Road during this peak hour where the new access is located. Again, this is a very low volume of traffic that will not present any capacity-related needs, particularly with the separated westbound left-turn lane. These volumes, showing the individual peak hour throughout the system, are shown in Figure 7.

A fourth set of traffic counts was collected on September 19, 2023 at the NW Soap Creek Road/Coffin Butte Road and OR 99W/Coffin Butte Road intersections as well as at the existing landfill access on Coffin Butte Road and the Knife River Quarry access. These counts were conducted from 2:00 to 6:00 p.m. and showed similar traffic trends as the previous counts with volumes on the highway being predominantly in the northbound direction during the weekday p.m. peak hour. Coffin Butte Road continued to carry a relatively low volume of traffic outside of the vehicles heading to and from the existing landfill site. These volumes are shown in Figure 8. Comparison of the counts shows relatively stable conditions, with the 2023 traffic counts slightly higher based on the increased Knife River activity within the quarry site.

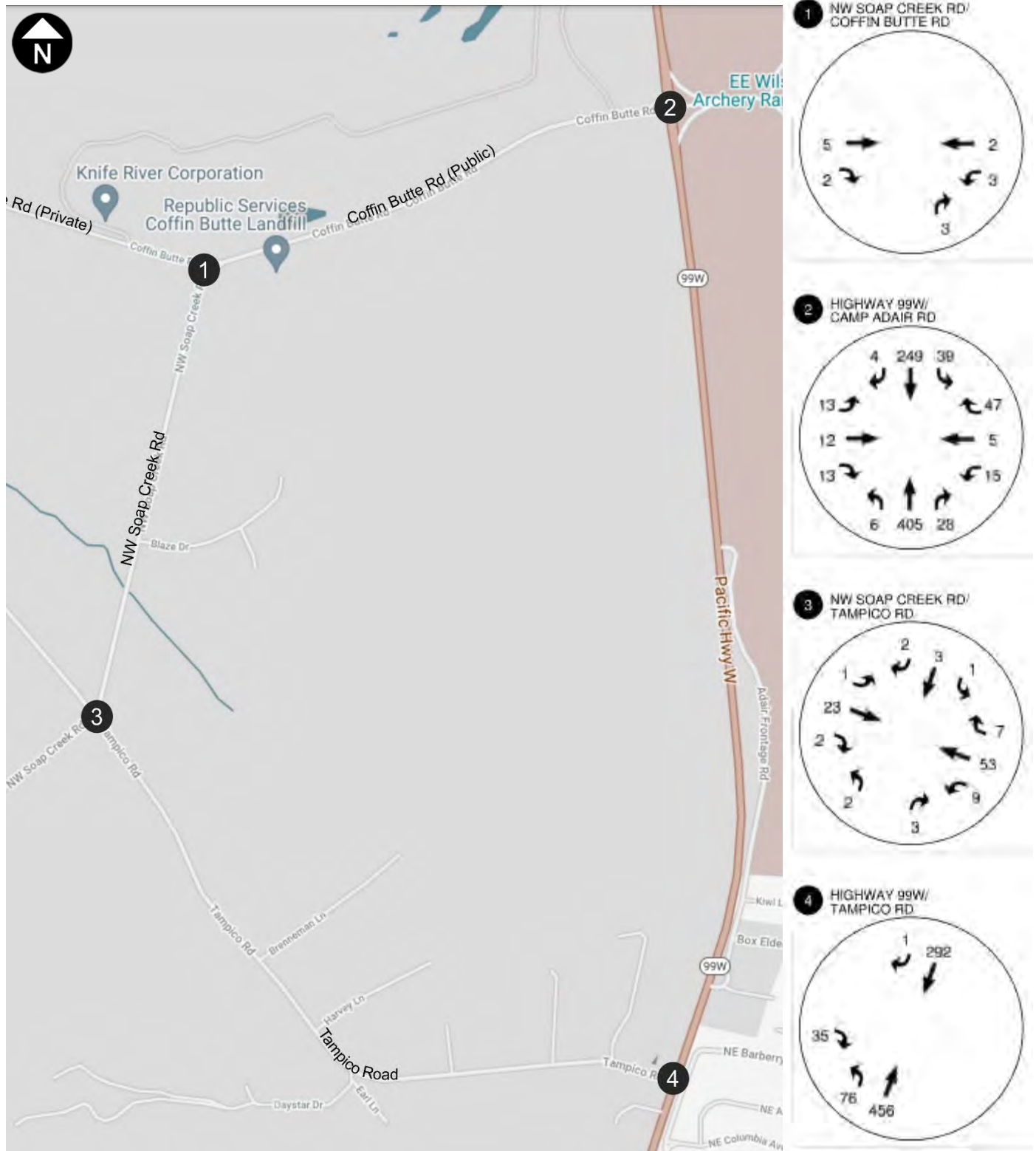
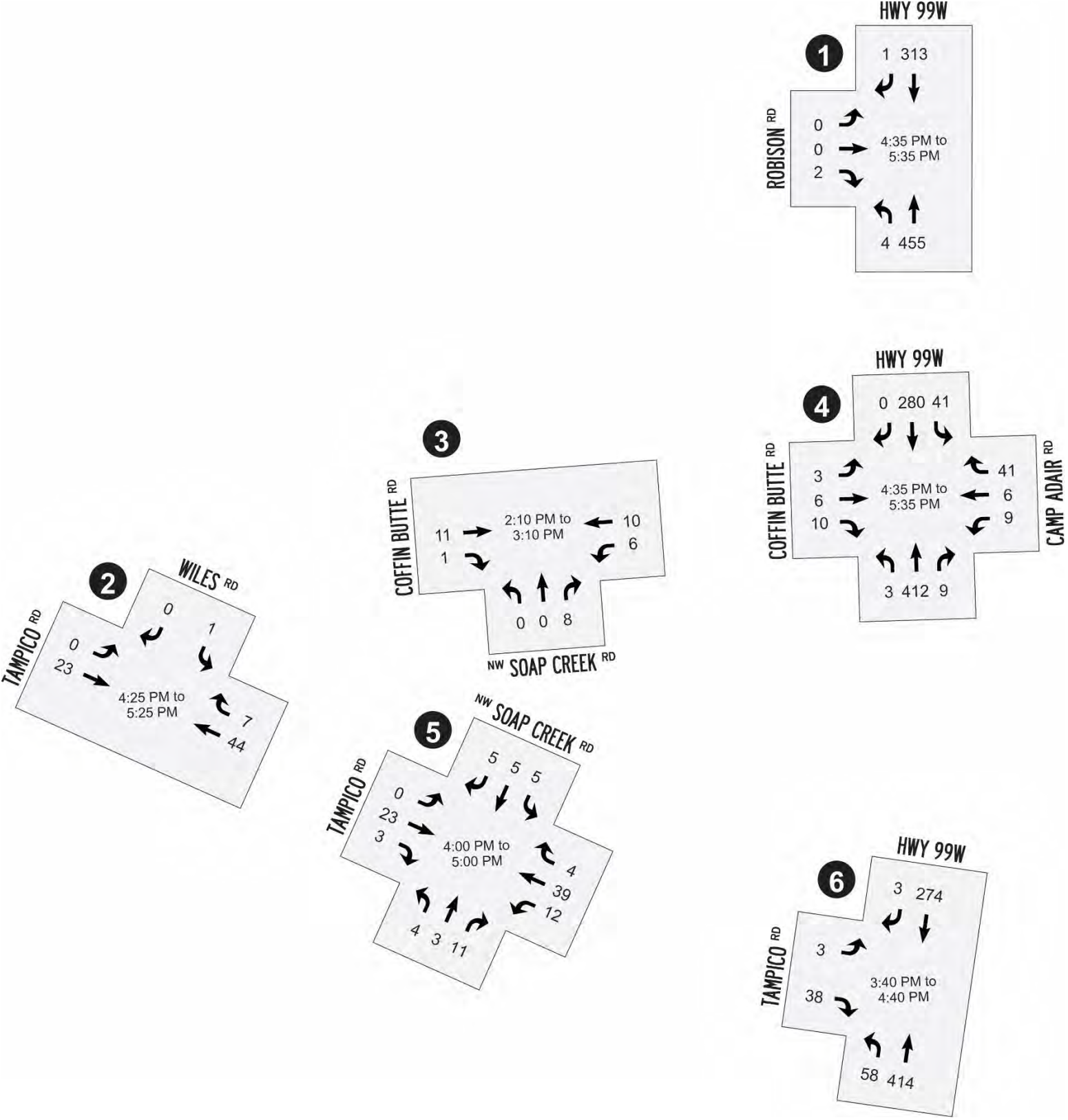


Figure 6. Peak evening commute hour traffic volumes. (Unadjusted mid-March 2021 traffic volumes)



Figure 7. Individual Peak Hour Traffic Counts, counts collected in mid-January 2022.



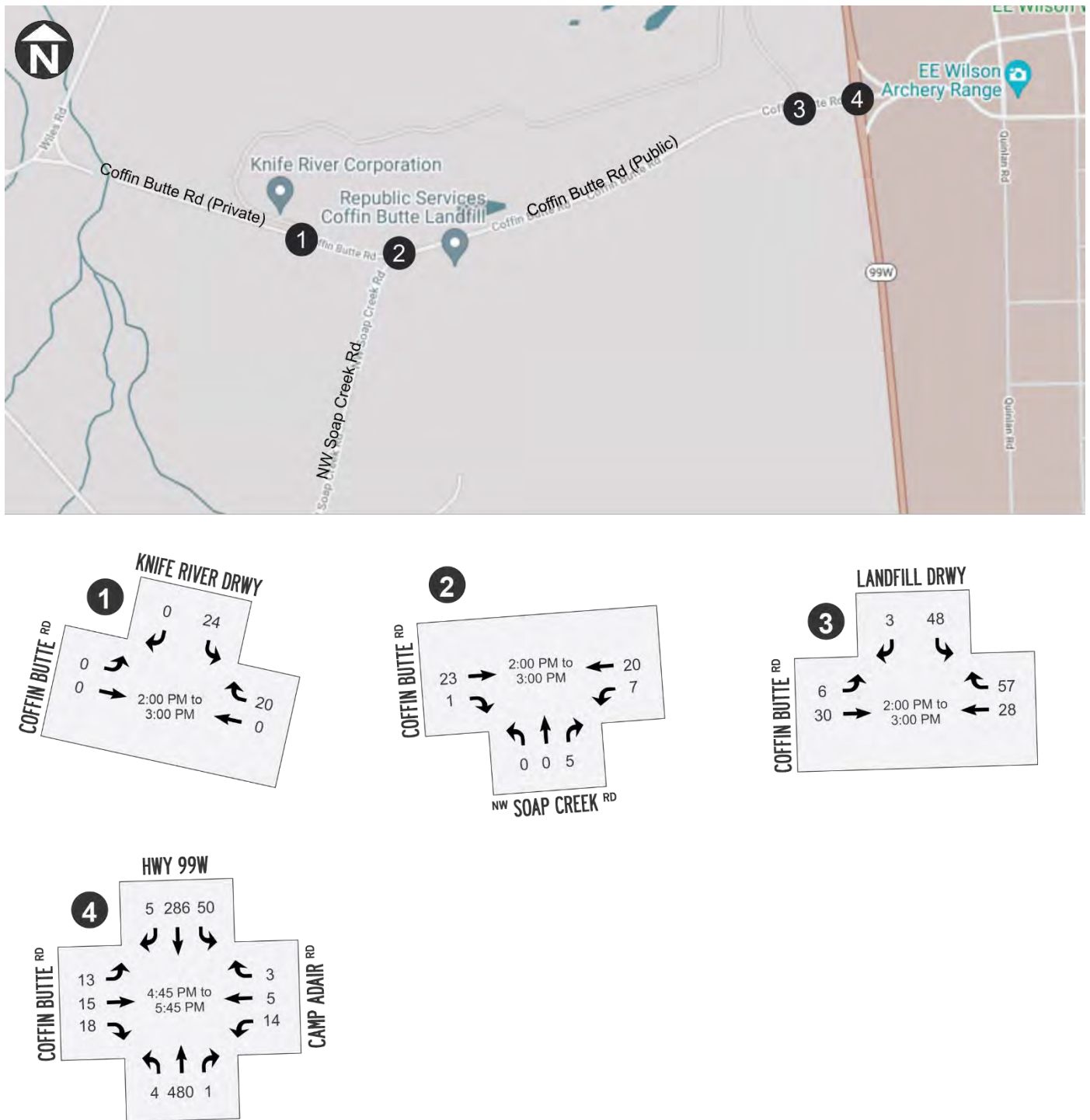


Figure 8. September 2023 Traffic Volumes (note that the peak highway volumes reflect a later peak hour than off-highway counts)

TRIP GENERATION ESTIMATES

Trip generation estimates are typically used to identify the impact of new development. Per County Code, the standard methodology for estimating trip generation is to consult the most current edition of the Institute of Transportation Engineers' (ITE) standard reference *Trip Generation, 11th Edition*. This manual offers a compilation of trip studies organized into specific categories based on use type. Unfortunately, the manual does not contain a category associated with landfill uses. The ITE manual typically correlates trip rates based upon a physical metric such as trips per square-foot, trips per number of students, or trips per employee. For a landfill, trip generation is not expected to correlate directly to the size of the facility itself, but rather to the population of the service area, tonnage of the facility, or potentially to the range of services provided. There are no changes proposed to the types of services provided, and so trip rates are expected to fluctuate only based on the population of the areas served.

Four other studies of transfer and recycling facilities were located online and reviewed to better understand the scale of these impacts. These facilities contain different characteristics than the Coffin Butte site and were located in larger urban areas, but provide useful information on facility characteristics and profiles that are expected to be similar to those of the Coffin Butte site. A summary of each of the studies reviewed is provided below:

- Cedar Hills Regional Landfill (HDR, 2010): This study provides limited information on the actual project as it did not include the overall report (only the transportation chapter), but provides useful time of day profiles for commercial (not self) haulers.
- Twin Creeks Landfill (HDR, 2016): This study assessed an increase from 750,000 tons per year to a maximum of 1,400,000 tons per year on the nearby system. This study showed a truck increase only, with +6 PM peak hour trucks given the dispersion of trucks throughout the day.
- Forward Landfill (Republic ITS, 2012): This study reflected post-recession traffic increases from the then-current level of 212 truckloads to its approved 620 truckloads per day (567-acre expansion to 751 acres). This study showed a +28 PM trip increase (3.3% of daily total).
- Factoria Recycling and Transfer Station (HDR, 2010). This study assessed a new facility that would support 600 tons per day by 2014. The study showed that it would generate a total of 57 trucks during the evening commute hour, generating a total of 114 p.m. inbound and outbound weekday p.m. peak hour trips).

Time of day distributions from actual log data of commercial- and self-haulers is provided in Figure 9. This shows that on weekdays the transfer center activity is elevated from around 10:00 a.m. until 4:00 p.m. This profile matches with the usage of the Coffin Butte site, which currently operates between 8:00 a.m. and 5:00 p.m. Monday through Saturday, with the facility closed on Sunday.

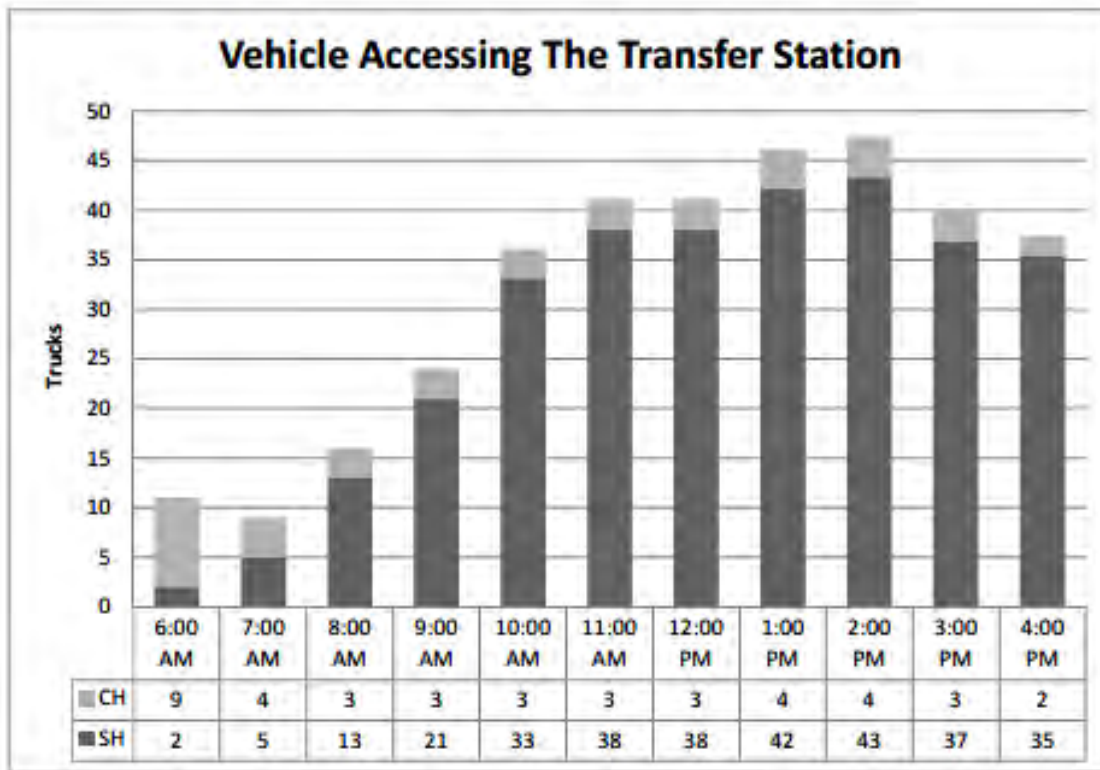


Figure 2-3. 2008 Vehicle Arrival Pattern

Figure 9. Factoria Trip Profiles (CH: Commercial Hauler, SH: Self-Hauler)

Source: HDR Factoria Recycling and Transfer Station TIA, 2010.

The general findings of this literature review indicated that trips were typically associated with tonnage, and it is expected that this will correlate to area population growth. As disposal services are considered a *utility*, these services are part of the trips generated by new developments throughout the region. While there is a point impact near the facility entrances, the regional impact of trash and recycling, and other similar services are accounted for within the individual development applications. These trip rates can fluctuate temporarily with building and development cycles, or with temporary events (such as past fire clean-up efforts).

The provision of the shift in active landfill area at Coffin Butte will allow the landfill to continue to support on-going growth in the region. Growth projections for the Linn-Benton area (see Figure 10) show population increases of approximately one percent annually, with a slightly declining rate of growth into the future. Linn County shows similar results, with one percent or lower rates into the 2040 horizon. The State of Oregon shows a total growth rate through 2040 that is only slightly higher at approximately 1.7%. These population trends are likely to dictate the rate of growth in landfill trips.

Population forecast by age in 2010 & 2040				
	Benton County		Oregon	
Age	2010	2040	2010	2040
0 to 4	3,778	4,527	237,556	317,024
5 to 9	4,109	4,443	237,214	317,456
10 to 14	4,466	4,839	242,553	324,469
15 to 19	8,789	8,224	254,860	321,532
20 to 24	13,763	12,502	253,048	328,685
25 to 29	5,926	6,211	265,033	339,951
30 to 34	4,488	5,693	259,111	346,862
35 to 39	4,227	5,239	251,163	341,211
40 to 44	4,368	5,493	248,362	345,342
45 to 49	5,013	6,325	262,879	361,003
50 to 54	5,725	6,203	276,196	349,254
55 to 59	5,924	5,959	273,423	337,313
60 to 64	4,723	5,340	236,143	297,787
65 to 69	3,196	4,644	169,847	268,516
70 to 74	2,188	3,736	120,194	235,769
75 to 79	1,823	3,420	91,601	208,589
80 to 84	1,462	2,993	74,019	171,551
85+	1,611	4,096	77,872	213,094
Total	85,579	99,886	3,831,074	5,425,408

Figure 10. Benton County Growth Projections.

The traffic counts that were collected on September 19, 2023 also help to quantify how the Coffin Butte landfill travel patterns operate today, highlighting the travel bias of Coffin Butte Landfill trips toward the Highway 99W corridor. Consistent with the landfill trip generation profile shown in Figure 9, traffic counts were collected throughout the study area over an extended time period to capture the 2:00 to 6:00 p.m. conditions at Coffin Butte.

The counts included the two existing accesses to the Coffin Butte landfill and Knife River Quarry to understand the existing trip characteristics of the site. The vehicles counted included both trucks and passenger cars for the landfill and quarry. As shown in Figure 11, the peak trip generation at these accesses during the count period was from 2:00 to 3:00 p.m. with 157 total vehicles. This number steadily declined to only 25 vehicles in the 5:00 to 6:00 p.m. hour. While there is a connection between the two sites, the vast majority of landfill trips are assumed to use the landfill access given the convenience to Coffin Butte Road and the location of the scales. During the peak hour, there were 114 trips recorded at the landfill access. This value matches the general scale of other landfill sites (note that in comparison to Figure 9, a vehicle generates an inbound and outbound trip).

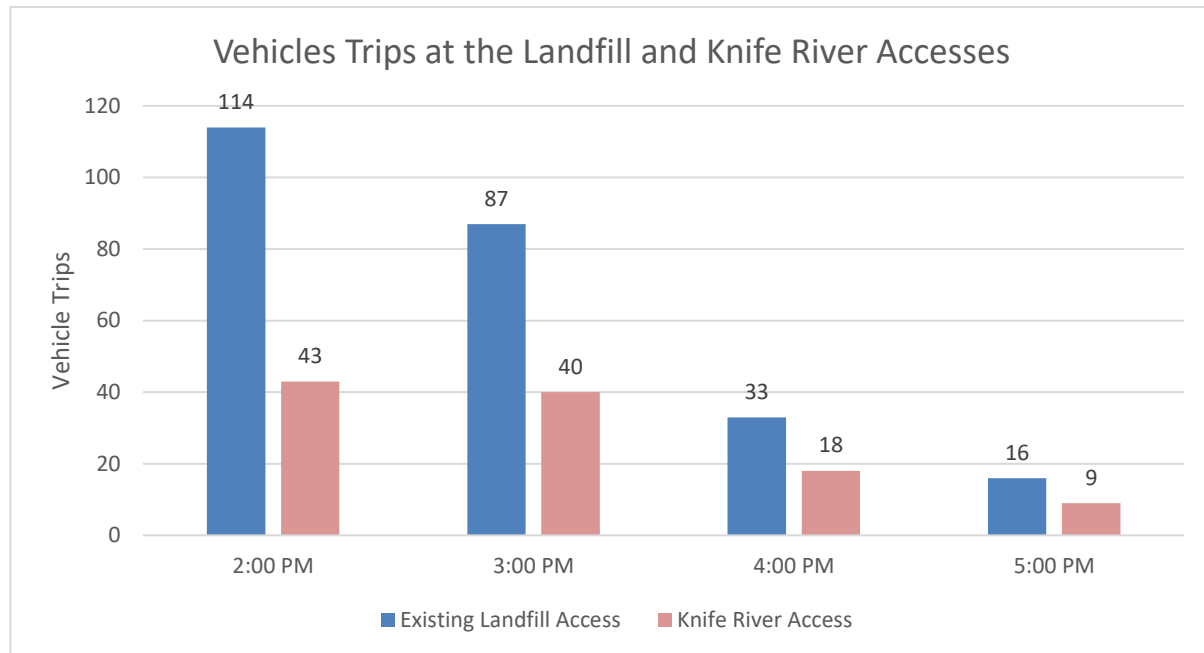


Figure 11. Existing Trip Profile, September 19, 2023.

In reviewing the travel patterns on Coffin Butte Road, during the peak 2:00 to 3:00 p.m. time period there were a total of 78 eastbound trips and 85 westbound trips to and from the highway. This is approximately 60-percent more than the January 2022 counts and can be attributed to the seasonal fluctuations of the landfill and quarry operations.

The traffic counts also separate truck trips from passenger vehicles, which provides an estimate of the number of commercial trucks within the traffic flow. This shows that 61% of the eastbound flow and 58% of the westbound flow on Coffin Butte Road is comprised of truck traffic. Based on this information, and in review of the layout of the proposed expansion site, Figure 12 illustrates the forecast traffic volumes on Coffin Butte Road during this 2:00 to 3:00 p.m. time period. This essentially shifts commercial truck trips to the new landfill site, retaining passenger vehicles in their current location. With trucks representing about 55% of the landfill trips during this hour it shows about 28 trucks entering the new expansion site (one truck every two minutes). Further, this shows no change in trips between the current landfill entrance and Highway 99W, or west of the new landfill entrance. The only segment of Coffin Butte Road that experiences a change in traffic volumes is the 740-foot segment of the roadway between the existing and proposed entrance.

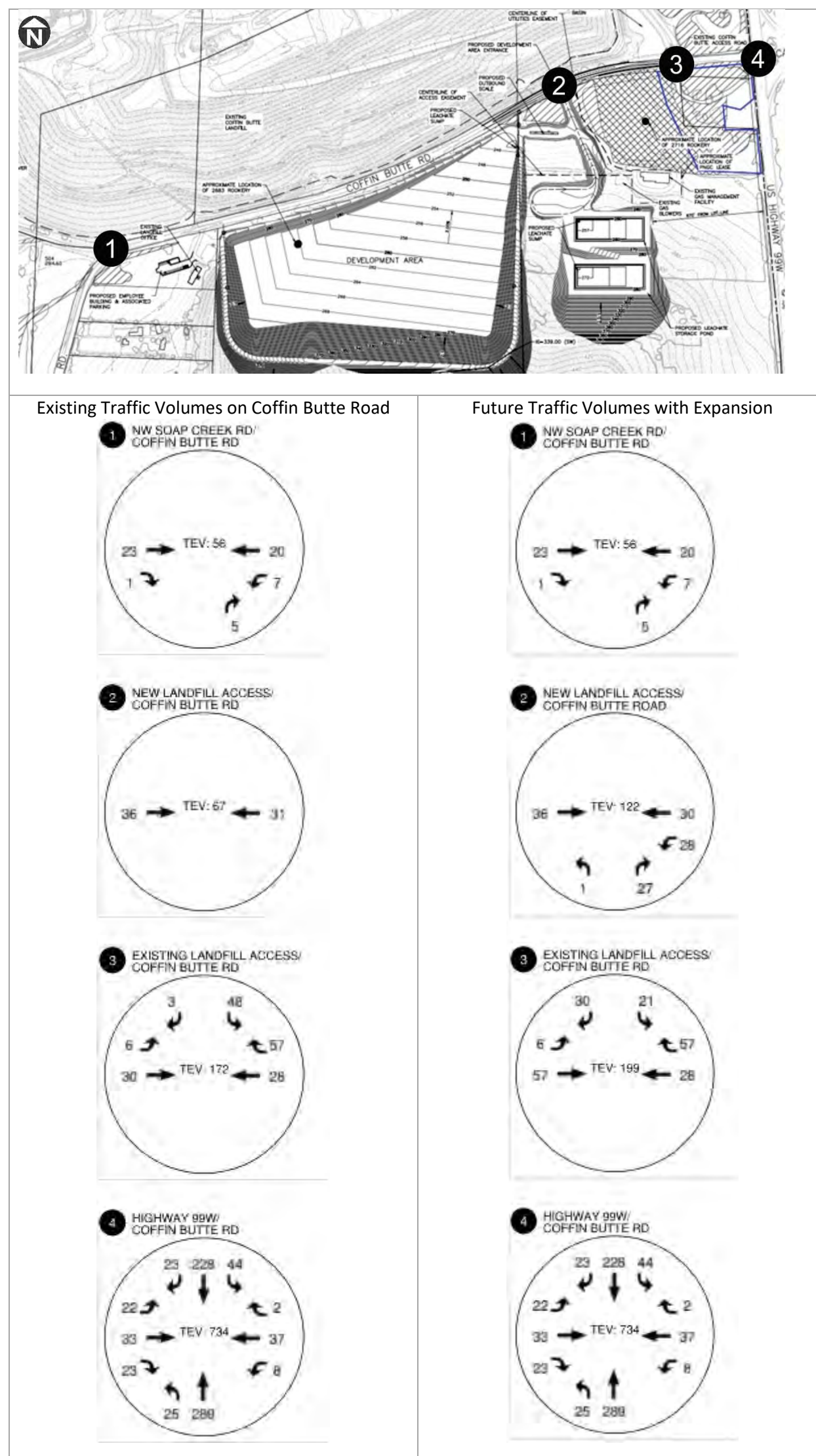


Figure 12. Year 2023 Existing and Rerouted Traffic Volumes, 2:00 to 3:00 p.m.

TRANSPORTATION OPERATIONS

The Benton County Transportation System Plan (TSP) was updated in 2019 and incorporated new mobility standards for its County roadways. The TSP identifies a two-tiered analysis standard for stop-sign controlled intersections:

- Intersection approaches with more than 20 vehicles during the weekday evening (4:00 to 6:00 p.m.) peak hour shall operate with a volume-to-capacity ratio of 0.90 or less during the spring or fall.
- No mobility targets apply to intersection approaches with less than 20 weekday p.m. peak hour trips.
- ODOT intersections are subject to the performance standards within Table 6 of the Oregon Highway Plan (OHP). For the stop-controlled Coffin Butte Road intersection with Highway 99W this requires a volume-to-capacity ratio of 0.75 or less.¹

To show the adequacy of the transportation system to support these travel demands, an operational analysis was prepared to review the functionality of the access locations with the landfill expansion area. As summarized in Table 1, both of the landfill access intersections are shown to operate with very low delays (Level of Service “A”) and well within County standards with current traffic volumes that are rerouted to reflect the modified configuration. As the landfill will serve the same population within the same location, it will continue to operate very similarly to its current conditions which are also well within acceptable County standards. Even with a 50% increase in the traffic volumes (reflective of population/tonnage growth far exceeding Benton County projections through 2040 as shown in Figure 10), the operations remain well within acceptable standards on this low volume road. Even with 50% growth both accesses will operate at Level of Service “B”.

There is no change to external trips beyond what could occur today assuming continued use of the Coffin Butte landfill site, and therefore no additional transportation impact beyond the two accesses. Accordingly, further assessment of ODOT facilities or other County facilities is not provided.

Table 1. Summary of Operational Analysis (Existing Volumes with Expansion, 2:00 p.m. to 3:00 p.m.)

Intersection	Benton County Operational Standard	Level of Service	Intersection Delay	Volume to Capacity Ratio	95 th Percentile Queue	Acceptable?
Existing Coffin Butte Landfill Entrance	v/c ratio < 0.90	SB: LOS A	SB: 9.8 s	SB: 0.08	SB: 1 veh (75 feet)	Yes
Proposed Expansion Area Entrance	v/c ratio < 0.90	NB: LOS A	NB: 9.7 s	NB: 0.04	NB: 1 veh (75 feet)	Yes

¹ Local Interest Road intersection with a Regional Highway outside an Urban Growth Boundary on Rural Lands.

The operations analysis shows that with the division of trips between the existing site for passenger vehicles and the expansion area for trucks all of the study intersections operate well within acceptable County standards. Forecast outbound 95th percentile queues are a single vehicle, which could include truck trips, so was estimated to be about 75 feet. The storage lengths proposed exceed this demand.

COFFIN BUTTE ROADWAY CROSS-SECTION

The proposed landfill expansion on the south side of Coffin Butte Road will add a new access connection. This access will be located approximately 740 feet west of the existing Coffin Butte landfill access. This complies with Benton County's access spacing standards identified within Table 8 of the TSP, which indicate that a 475-foot spacing for roads with a statutory speed of 50 miles per hour or higher. The Republic Services team recognizes that while Coffin Butte Road is a low-volume street, with the elevated amount of commercial trips associated with the landfill and quarry and area speeds, separation of left-turning vehicles on Coffin Butte Road is desired to maximize patron and public safety.

Typically, a traffic study will assess left-turn lane warrants based on ODOT's methodology to assess whether this widening is necessary. The left-turn lane warrants are essentially a cost-benefit analysis to assess whether this separation should occur, weighing the cost of the improvement with the benefit provided through crash reduction. For the Coffin Butte Landfill, the safety of Republic Services employees, patrons, and the traveling public is of paramount importance in this area, particularly with the types of vehicles that are present. While ODOT left-turn lane warrants are not met given the low volumes on Coffin Butte Road (see Figure 13), this treatment is proposed as shown within the preliminary drawings. The left-turn lane provides an extensive queue storage area capable of supporting several trucks simultaneously, and includes standard tapers for a 55 mph facility. Within the impacted area of the widening the road is also being improved to Benton County's *Major Collector* standard, with bicycle lanes and shoulders as shown in Figure 14.

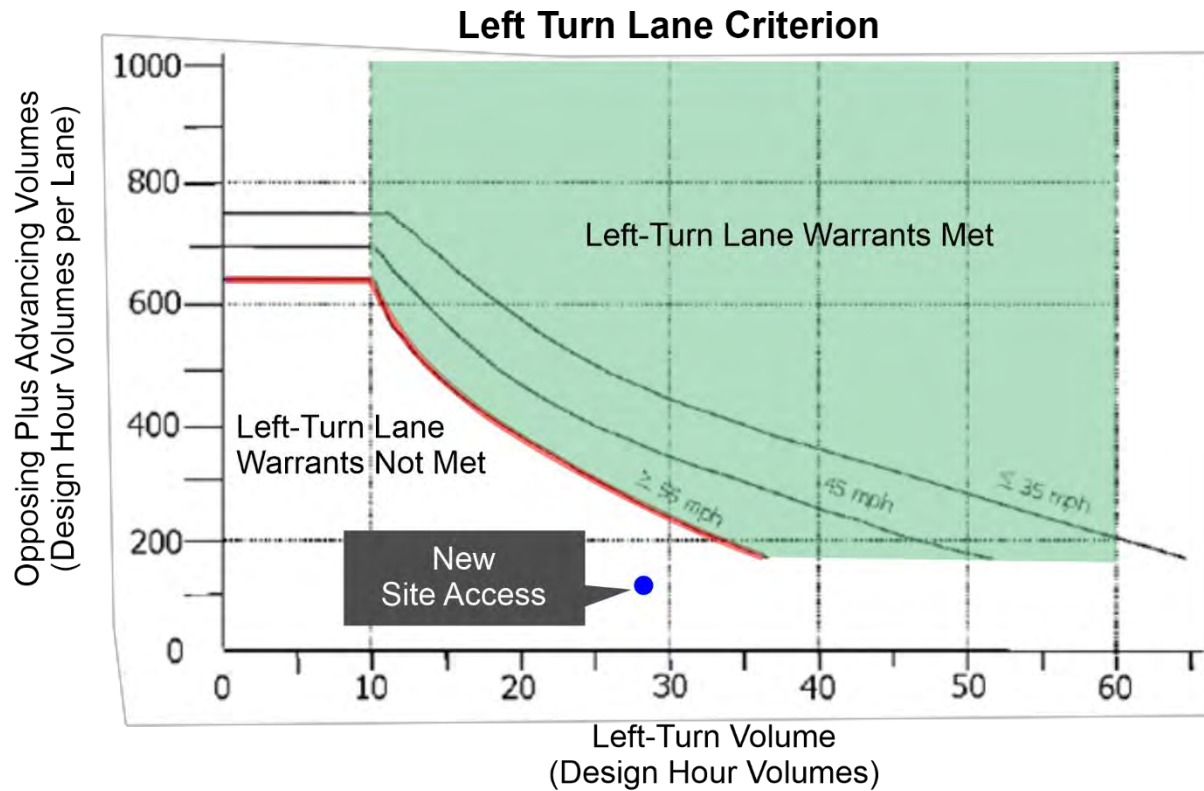


Figure 13. ODOT left-turn lane warrants showing the turn lane warrants are not met at the new access.

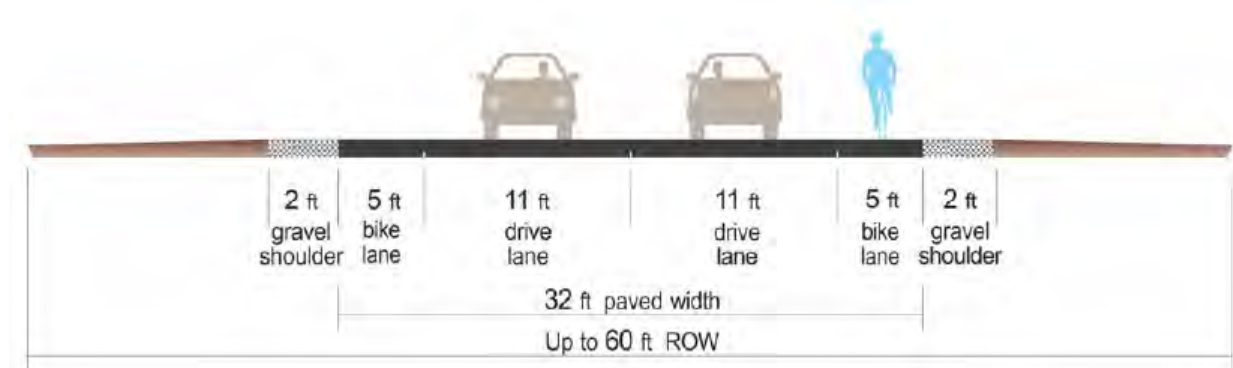


Figure 8: Major Collector Standard Cross-Section

Figure 14. Benton County Major Collector standard.

Since more than half the vehicles on Coffin Butte Road are commercial trucks, a wider roadway section is also being proposed. The preliminary design includes 12-foot travel lanes and a 14-foot center left-turn lane. This will improve separation for cyclists from the travel way, and help to accommodate these larger vehicles. Republic Services recognizes that this left-turn lane is not required per County standards, and the improvement is offered as a voluntary mitigation measure with the presumption that it is feasible as shown in the preliminary layout. Our team recognizes that there are adjacent roadside utilities and drainage areas, and while it is Republic Services intent to construct this improvement if approved by the County, if the design cannot be accommodated due to these (or other) constraints this voluntary improvement may be omitted.

ROADWAY SAFETY

Historical roadway safety was reviewed throughout the study area based on ODOT's most recent five years of available crash data. This review incorporates safety information for the most recent five-year period available, which spans from January 1, 2017 through December 31, 2021. Crash data was reviewed for the area bounded by Soap Creek Road, Coffin Butte Road, Tampico Road, and Highway 99W.

Crashes that are required for reporting to the DMV includes any collision that results in more than \$1,500 (increased to \$2,500 in 2018), collisions that result in any level of personal injury, and all collisions must involve one or more motor vehicle. ODOT crash records include collisions investigated by police and those that are self-reported, so the quality and completeness of data provided only reflects the inputs into the database and is not considered to be a fully complete or accurate indication of contributing factors.

- At 1:00 p.m. on August 4, 2017 a fatal collision was reported just south of Tampico Road on Highway 99W. The crash records indicate that tire failure led to a single-vehicle collision with the vehicle overturning. No other vehicles were involved and it did not appear from the available information that the vehicle struck any roadside objects causing the tire failure.
- There were no reported crashes along Coffin Butte Road or its continuation as Soap Creek Road during this review period.
- One collision was reported north of the Highway 99W/Tampico Road intersection. This included a motorist that swerved onto the shoulder prior to overturning. This collision did not result in any level of personal injury and the crash cause was cited as "other/improper driving."
- At 8:00 a.m. on January 7, 2019 a motorist on Tampico Road near Brenneman Lane drove onto the roadway ditch and overturned. No injuries were reported in this collision.
- At 2:00 p.m. on December 13, 2021 a fixed object collision happened at the Tampico Road/Harvey Lane intersection and was attributed to physical illness. It resulted in property damage only.
- Five collisions were reported at the Coffin Butte – Camp Adair intersection with Highway 99W during the five-year period:
 - An angle collision occurred on June 16, 2021 at 10:00 a.m. between a southbound through vehicle and an eastbound through vehicle. The crash was attributed to inattention and resulted in minor injuries (Injury B).
 - A crash with a deer or elk occurred just south of the intersection on August 21, 2021 at 10:00 p.m. No injuries were reported.
 - A turning collision was reported on June 25, 2020 around 9:00 a.m. The crash report cited inattention as the cause of the collision. The crash resulted in serious injuries.
 - An angle collision was reported on April 25, 2019 around 1:00 p.m. The crash resulted in minor injuries (Injury B). The crash report cited failure to yield the right-of-way and inattention as contributing factors.
 - An angle collision occurred on October 11, 2018 at 2:00 p.m. and resulted in property damage only. The crash reports cited failure to yield.

Three of the five reported collisions at the Highway 99W intersection with Camp Adair Road resulted in some level of injuries.

There were no reported crashes at the Highway 99W/Tampico Road intersection during the review period, nor were there any crashes at the Tampico Road intersection with Soap Creek Road. Crashes within the study area were fairly low overall, and did not appear to identify any safety deficiencies. Intersection crash rates and comparison to ODOT's 90th percentile rates for similarly-configured rural intersections are provided in Table 2, and show that the crash rates remain below these thresholds.

Table 2. Intersection Crash Rates and ODOT Crash Rate Comparison

Intersection	Number of Reported Crashes (2017 to 2021)	Crashes per Million Entering Vehicles	>90 th Percentile ODOT Crash Rate
Coffin Butte Road/ Soap Creek Road	0	0.00	No 3ST: 0.475
Coffin Butte Road/ Highway 99W	5	0.31	No 4ST: 1.080
Tampico Road/ Soap Creek Road	0	0.00	No 4ST: 1.080
Tampico Road/ Highway 99W	0	0.00	No 3ST: 0.475

Intersection Sight Distance

Intersection sight distance was field reviewed to ensure an adequate view of conflicting traffic was provided to drivers at the future public street/access locations, or to identify what sight line restrictions exist. The minimum recommended sight distance criteria based on the standard reference *A Policy on Geometric Design of Highways and Streets, 7th Edition* published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018 (commonly referred to as the *Green Book*). This reference provides the recommended sight distances as measured from a height of 3.5 feet 14.5 feet from the edge of travel way at the access point serving the proposed development, based on the speed of the roadway. The AASHTO reference is based on conflicts between motorists traveling along the roadway and motorists completing movements at the intersection.

The topography of the area is generally flat with substantial sight lines in either direction of the proposed access location. There is an existing gated access nearly opposite the site that provides access to the perimeter road of the current landfill. Figure 15 illustrates the sight distance measurements and recommended minimum dimensions for this new access assuming installation of the left-turn lane and a statutory speed of 55 miles per hour.

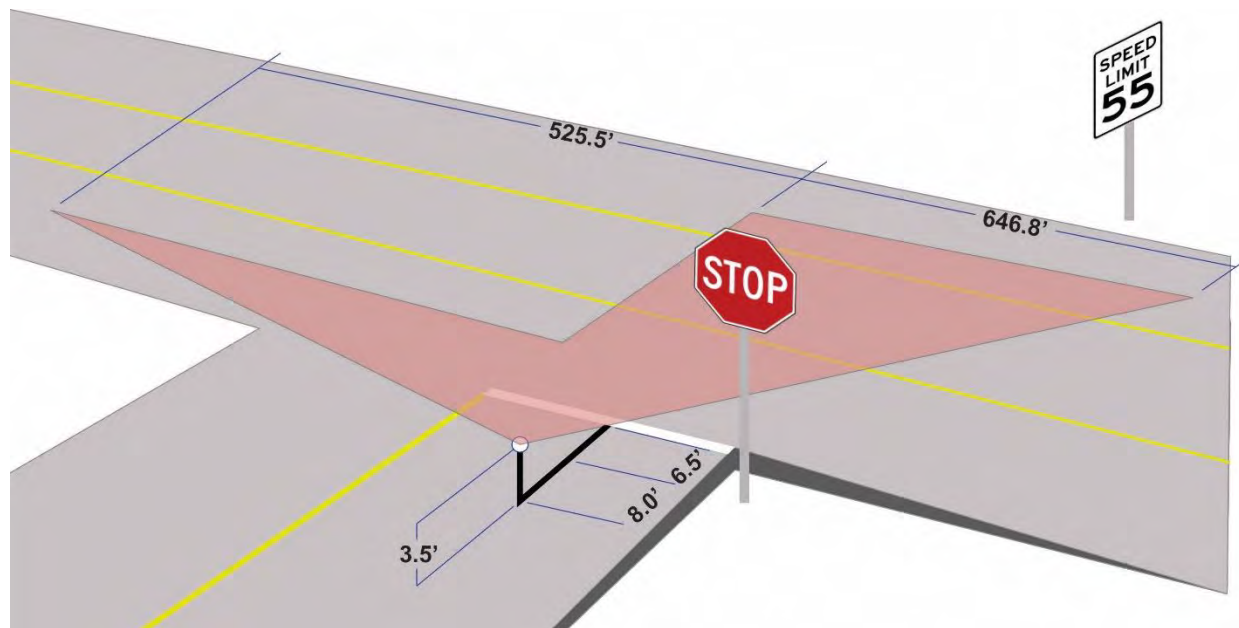


Figure 15. AASHTO minimum recommended intersection sight distance dimensions at the proposed landfill expansion access.

The site was visited and inventoried in May 2022 to verify the available sight lines at this entrance. Photos from the field review are provided in Figures 16 through 19, including passenger vehicle height (3.5 feet) and truck cab height (7.6 feet). This review shows that clear and unobstructed sight lines are available from this location, with sight lines of over 800 feet in either direction. Roadside vegetation toward the east (see Figures 18 and 19) should be removed to avoid partial occlusion of the views in this direction.



Figure 16. Proposed access location facing west along Coffin Butte Road (passenger vehicle height).



Figure 17. Proposed access location facing west along Coffin Butte Road (truck cab height).



Figure 18. Proposed access location facing east along Coffin Butte Road (passenger vehicle height).



Figure 19. Proposed access location facing east along Coffin Butte Road (truck cab height).

FINDINGS AND RECOMMENDATIONS

This report shows that the proposed landfill expansion provides minimal impacts to Benton County and ODOT transportation facilities. The proposed expansion site will not alter public trip routing, emergency ingress or egress, and it will retain the current landfill access routes. This layout maintains current functional designations identified in the County's Transportation System Plan and the design optimizes travel safety for patrons and employees.

As included within the preliminary civil plans, this application includes a voluntary proposal to widen Coffin Butte Road between the current entrance to the scales and the expansion area entrance and trim and/or remove existing vegetation within the sight lines. This widening will support separate left-turn lanes and will include shoulder widening per County standards and provide clear and unobstructed views of approaching motorists. Transportation patterns and landfill operations will effectively remain the same as they are today, and will function how they have already been approved to operate.

Thank you for the opportunity to provide these transportation materials for the Coffin Butte Landfill expansion. If you have any questions I can be reached at (503) 997-4473 or via email at joe@transightconsulting.com.

Attachments:

- Benton County Traffic Counts
- March 2021 Traffic Counts
- January 2022 Traffic Counts
- September 2023 Traffic Counts
- LOS Worksheets (Existing Weekday Afternoon Conditions)
- LOS Worksheets (Weekday Afternoon Conditions with 50% Growth)



Public Works Department
360 SW Avery Avenue
Corvallis, Oregon 97333
Phone: 541.766.6821

Memorandum

Date: January 20, 2021

To: Gordon Kurtz, Engineer Associate
Owen Millehrer, Civil Engineer

From: Thanh Huynh, Surveying and Engineering Intern

Subject: Coffin Butte Landfill Traffic Study
Coffin Butte RD #04451
Soap Creek RD #05450

Enclosed is a report of a traffic study conducted during two seven-day periods. The sites under investigation were along Coffin Butte Rd on either side of the entrance to the Coffin Butte Quarry, see attached map.

The purpose of this traffic study was to collect truck count and average daily traffic data. The equipment used to conduct this study was a Unicorn Vehicle Traffic Classifier. The vehicle traffic classifier records count, time, axle and speed. The data is compiled for each lane and for combined directions.

Table 1 indicates vehicle classification and average daily counts.

Table 1: Truck Counts and Average Daily Counts

Road	Total Truck Counts	Avg. Truck Counts	ADT
Coffin Butte	628	89	243
Soap Creek	31	4	136

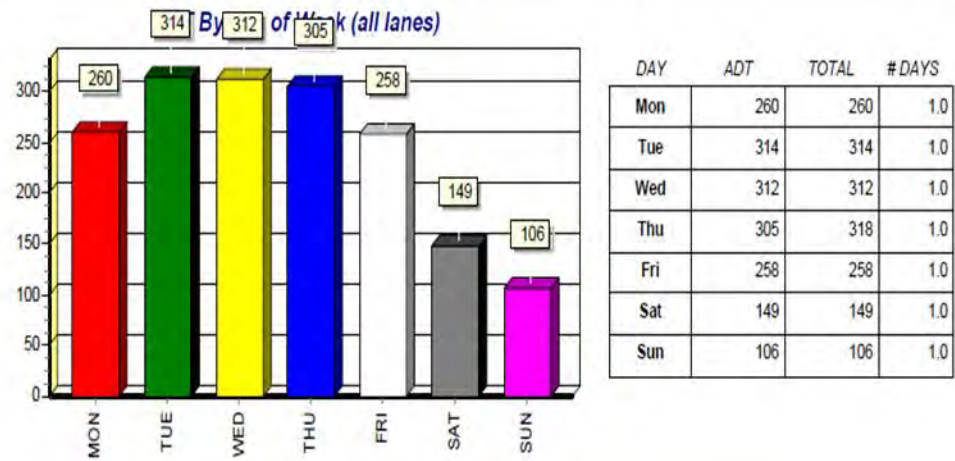
The traffic study report includes the following:

1. Map indicating traffic study sites.
2. Charts indicating Coffin Butte Rd and Soap Creek Rd average daily traffic.
3. Charts indicating Coffin Butte Rd and Soap Creek Rd axle class vs. volume.
4. Chart of vehicle classifications.

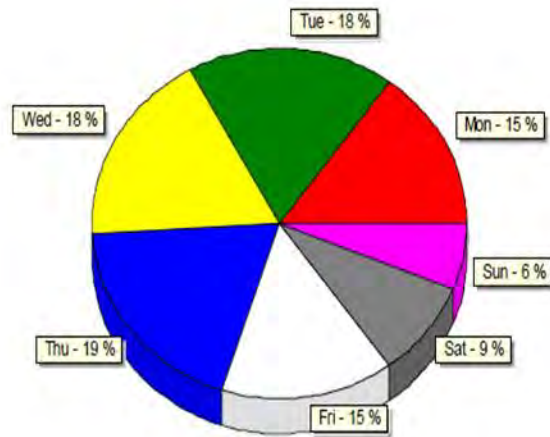
COFFIN BUTTE LANDFILL TRAFFIC STUDY SITES



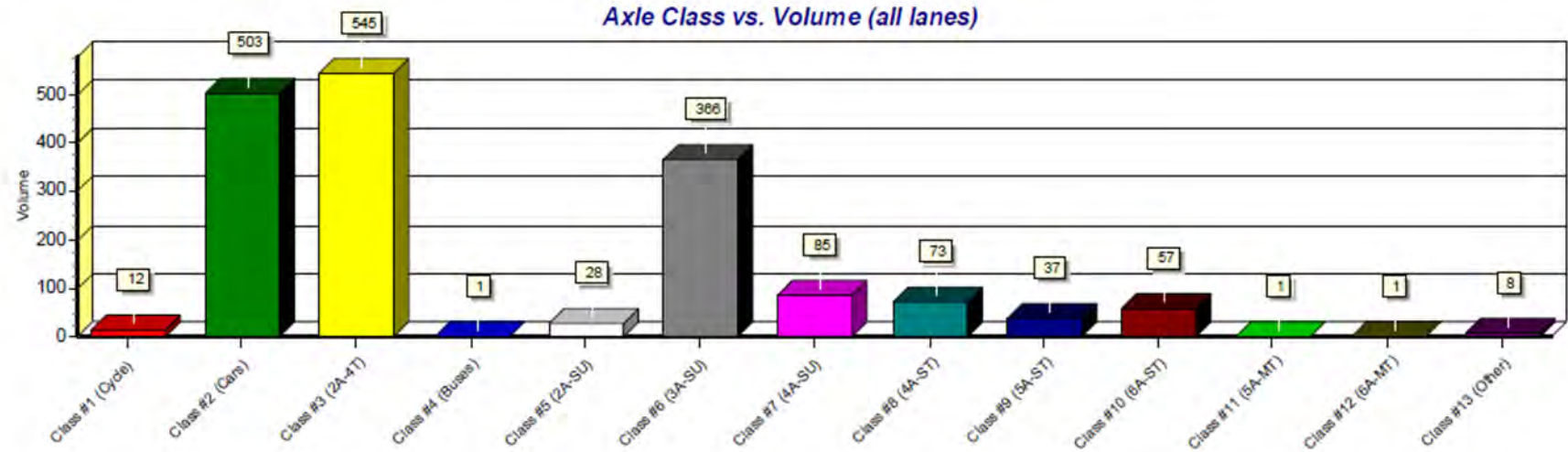
COFFIN BUTTE Charts For Data From: 13:00 - 12/10/2020 To: 14:59 - 12/17/2020



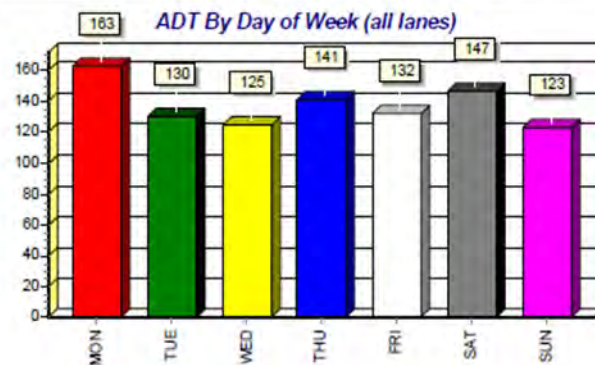
Percent of Totals by Day of Week



COFFIN BUTTE Axle Class Charts For Data From: 13:00 - 12/10/2020 To: 14:59 - 12/17/2020

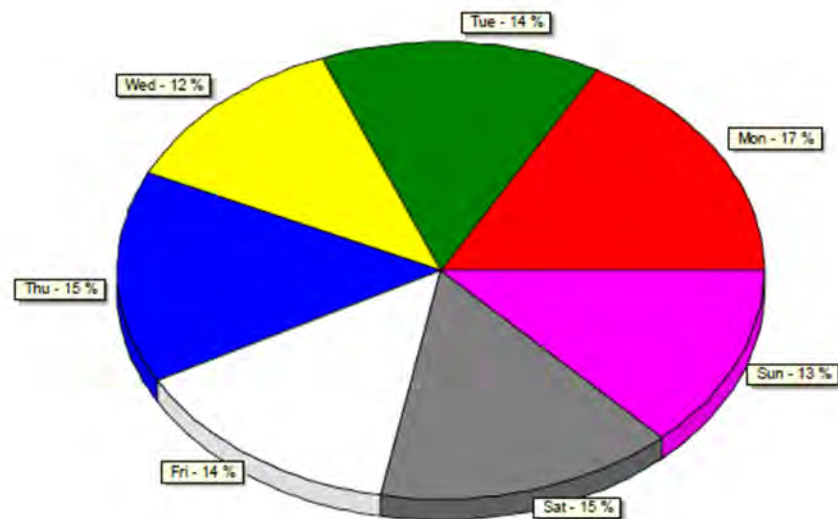


SOAP CREEK Charts For Data From: 16:00 - 01/13/2021 To: 14:59 - 01/20/2021

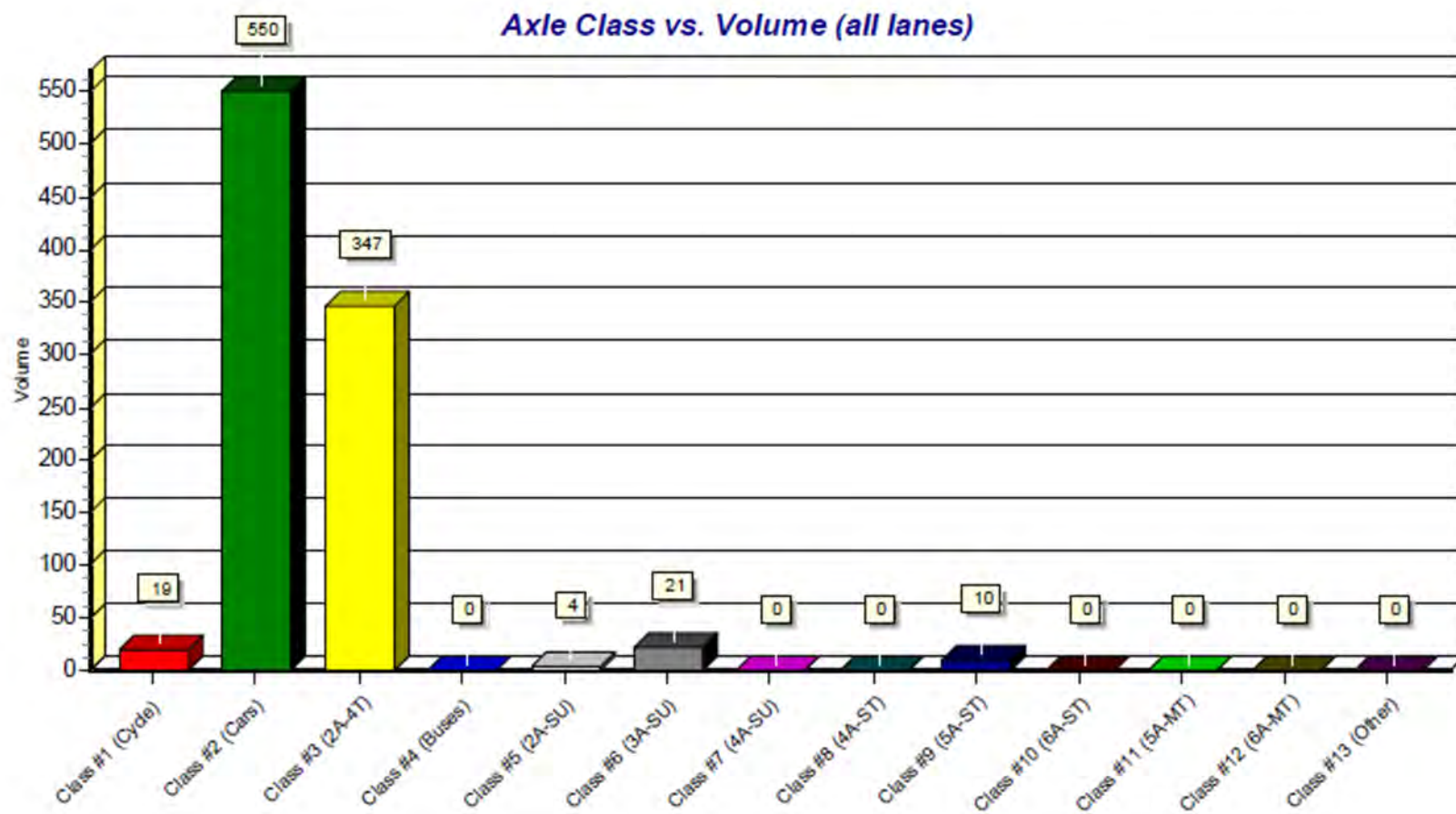


DAY	ADT	TOTAL	# DAYS
Mon	163	163	1.0
Tue	130	130	1.0
Wed	125	115	0.9
Thu	141	141	1.0
Fri	132	132	1.0
Sat	147	147	1.0
Sun	123	123	1.0












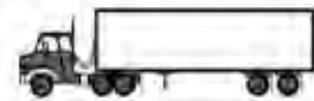







Percent of Totals by Day of Week



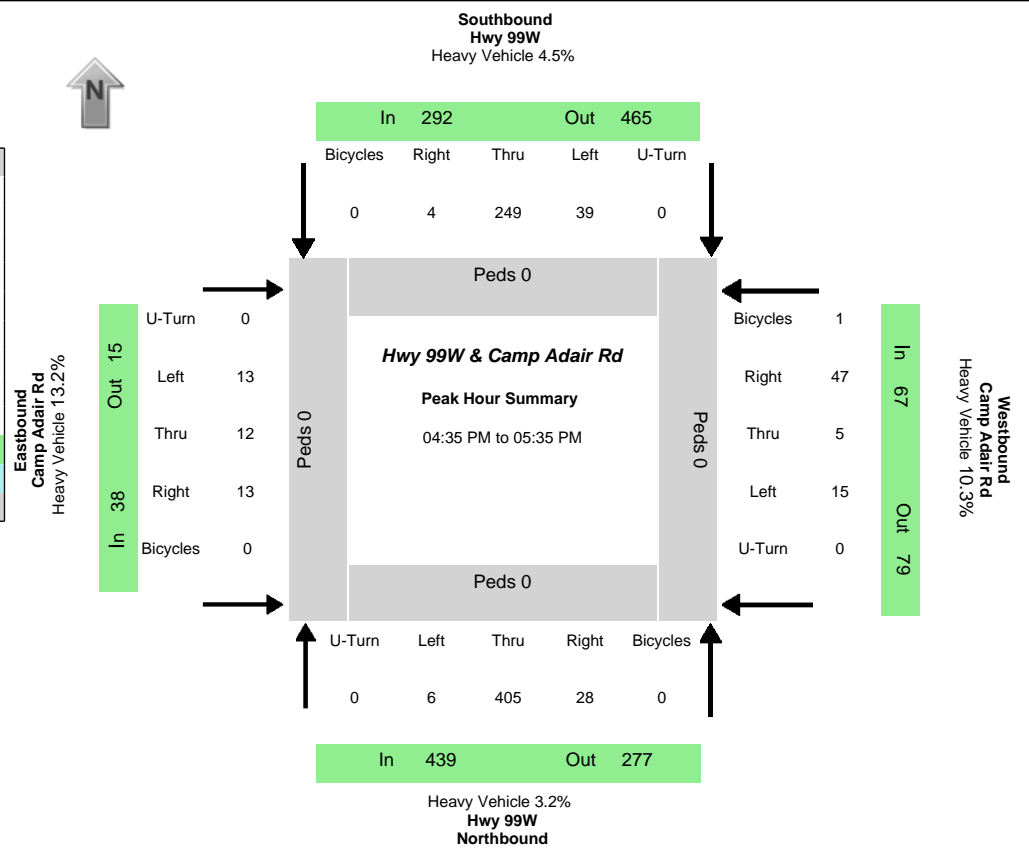
SOAP CREEK Axle Class Charts For Data From: 16:00 - 01/13/2021 To: 14:59 - 01/20/2021



Vehicle Classification Chart

(1) Motorcycle	(2) Passenger Car	(3)Two Axle, 4-Tire Unit	(4)Buses	
				
(5)Two Axle, 6-Tire Unit	(6)Three Axle Single Unit	(7)Four or More Axles Unit	(8)Three or four Axles Trailer	
				
(9) Five Axle Single Trailer	(10) Six or More Axles, Single Trailer			 
 	 			
(11)Five or Less Axles, Multi-Trailer			(12)Six Axles, Multi-Trailer	
				
(13)Seven or More Axles, Multi-Trailer				
				

Data Provided by K-D-N.com 503-594-4224	
N/S street	Hwy 99W
E/W street	Camp Adair Rd
City, State	Monmouth OR
Site Notes	
Location	44.699580 - ?-123.220873
Start Date	Tuesday, March 16, 2021
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.90

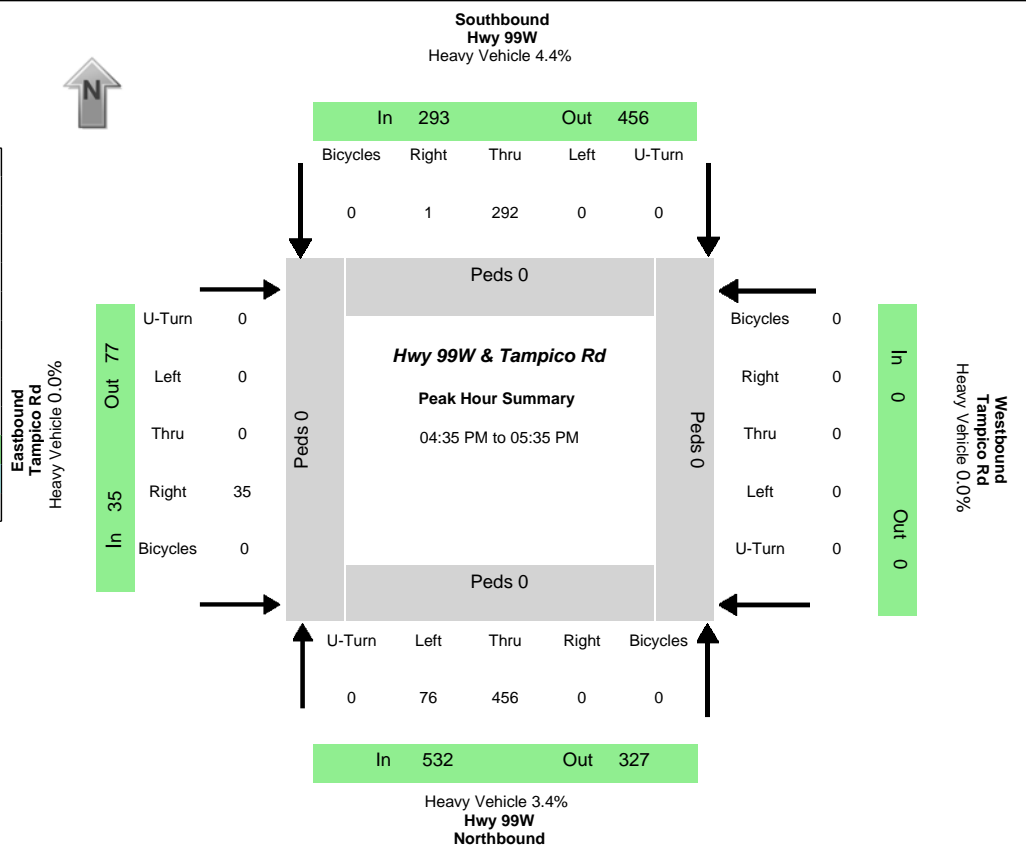


Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
6	405	28	0	39	249	4	0	13	12	13	0	15	5	47	0	439	292	38	67	277	465	15	79
Percent Heavy Vehicles																							
0.0%	3.5%	0.0%	0.0%	7.7%	4.0%	0.0%	0.0%	23.1%	8.3%	7.7%	0.0%	0.0%	20.0%	12.8%	0.0%	3.2%	4.5%	13.2%	10.4%	4.0%	4.9%	6.7%	5.1%

PHV- Bicycles												PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

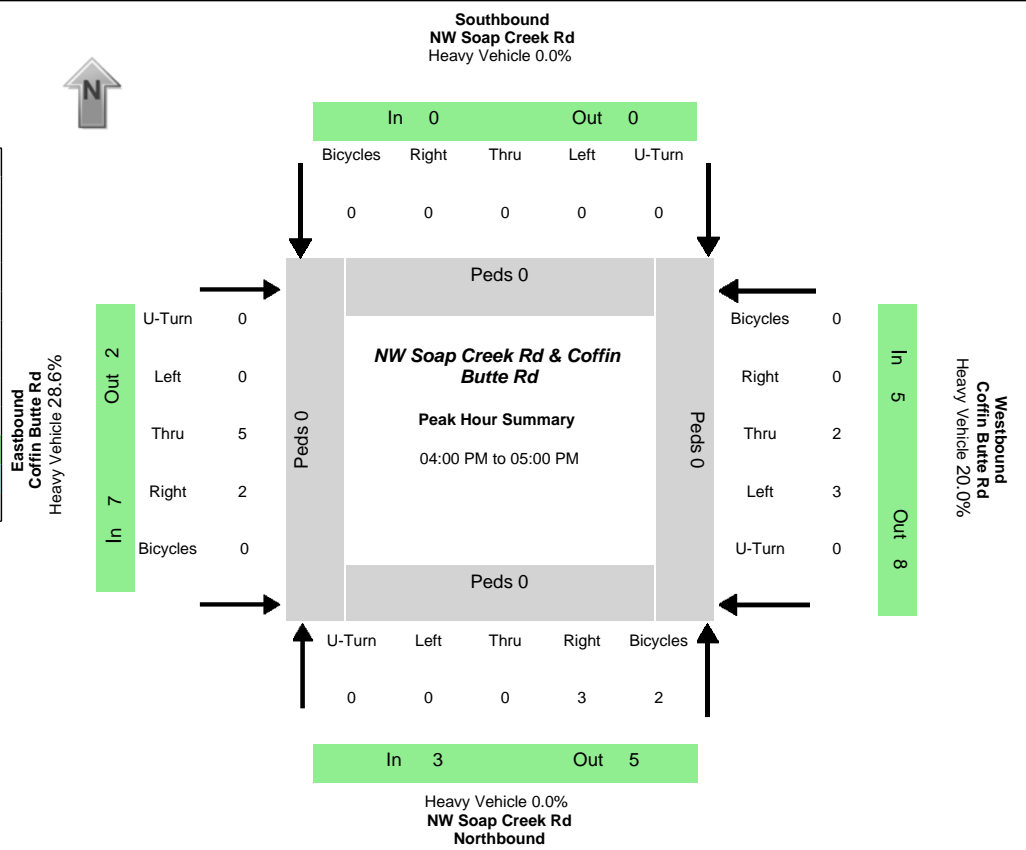
All Vehicle Volumes																	
Time	Northbound Hwy 99W				Southbound Hwy 99W				Eastbound Camp Adair Rd				Westbound Camp Adair Rd				15 Min Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	
04:00:00 PM	3	35	0	0	6	26	2	0	3	0	1	0	0	1	2	0	
04:05:00 PM	2	20	2	0	3	29	0	0	1	1	2	0	0	0	3	0	
04:10:00 PM	0	24	3	0	1	18	2	0	1	2	3	0	3	1	1	0	201
04:15:00 PM	2	30	0	0	3	12	3	0	0	1	4	0	0	1	5	0	183
04:20:00 PM	0	29	3	0	3	33	1	0	2	1	2	0	1	5	2	0	202
04:25:00 PM	0	19	3	0	10	22	1	0	0	0	3	0	0	2	0	0	203
04:30:00 PM	0	28	4	0	1	24	0	0	3	2	2	0	2	0	3	0	211
04:35:00 PM	3	39	1	0	3	15	0	0	2	1	2	0	1	0	7	0	203
04:40:00 PM	0	34	5	0	0	19	1	0	2	0	1	0	0	0	3	0	208
04:45:00 PM	1	37	2	0	4	20	0	0	1	3	0	0	1	0	2	0	210
04:50:00 PM	1	41	4	0	3	15	0	0	0	0	2	0	2	0	4	0	208
04:55:00 PM	1	21	3	0	2	22	2	0	1	0	1	0	5	0	8	0	209
05:00:00 PM	0	22	1	0	3	25	1	0	0	0	1	0	3	2	5	0	201
05:05:00 PM	0	28	1	0	1	16	0	0	0	2	1	0	0	1	3	0	182
05:10:00 PM	0	41	3	0	4	11	0	0	1	1	2	0	0	0	3	0	182
05:15:00 PM	0	38	0	0	8	35	0	0	0	2	0	0	2	1	3	0	208
05:20:00 PM	0	44	3	0	3	24	0	0	0	0	0	0	1	0	3	0	233
05:25:00 PM	0	29	2	0	2	22	0	0	2	1	1	0	0	1	4	0	231
05:30:00 PM	0	31	3	0	6	25	0	0	4	2	2	0	0	0	2	0	217
05:35:00 PM	0	37	1	0	3	26	0	0	1	1	0	0	0	0	3	0	211
05:40:00 PM	0	32	0	0	0	21	0	0	2	0	0	0	0	0	2	0	204
05:45:00 PM	0	41	0	0	3	21	1	0	1	0	0	0	0	0	0	0	196
05:50:00 PM	0	30	2	0	1	26	1	0	0	0	0	0	1	1	2	0	188
05:55:00 PM	1	27	2	0	3	16	0	0	0	0	0	0	1	0	1	0	182

Data Provided by K-D-N.com 503-594-4224	
N/S street	Hwy 99W
E/W street	Tampico Rd
City, State	Monmouth OR
Site Notes	
Location	44.676819 - ?-123.220746
Start Date	Tuesday, March 16, 2021
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	05:20:00 PM
PHF (15-Min Int)	0.89



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
76	456	0	0	0	292	1	0	0	0	35	0	0	0	0	0	532	293	35	0	327	456	77	0
Percent Heavy Vehicles																							
0.0%	3.9%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	4.4%	0.0%	0.0%	4.0%	3.9%	0.0%	0.0%
PHV - Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
All Vehicle Volumes																							
Time	Northbound Hwy 99W				Southbound Hwy 99W				Eastbound Tampico Rd				Westbound Tampico Rd				15 Min Sum	1 HR Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
04:00:00 PM	3	35	0	0	0	23	0	0	0	0	5	0	0	0	0	0							
04:05:00 PM	6	45	0	0	0	27	0	0	0	0	4	0	0	0	0	0							
04:10:00 PM	2	30	0	0	0	12	0	0	0	0	2	0	0	0	0	0	194						
04:15:00 PM	5	26	0	0	0	31	0	0	1	0	4	0	0	0	0	0	195						
04:20:00 PM	7	37	0	0	0	16	0	0	0	0	1	0	0	0	0	0	174						
04:25:00 PM	7	32	0	0	0	17	0	0	0	0	5	0	0	0	0	0	189						
04:30:00 PM	3	26	0	0	0	22	0	0	0	0	4	0	0	0	0	0	177						
04:35:00 PM	4	34	0	0	0	26	0	0	0	0	4	0	0	0	0	0	184						
04:40:00 PM	6	42	0	0	0	31	0	0	0	0	2	0	0	0	0	0	204						
04:45:00 PM	6	39	0	0	0	18	0	0	0	0	4	0	0	0	0	0	216						
04:50:00 PM	7	44	0	0	0	29	0	0	0	0	3	0	0	0	0	0	231						
04:55:00 PM	5	33	0	0	0	23	0	0	0	0	1	0	0	0	0	0	212	799					
05:00:00 PM	10	24	0	0	0	23	0	0	0	0	3	0	0	0	0	0	205	793					
05:05:00 PM	3	33	0	0	0	24	1	0	0	0	1	0	0	0	0	0	184	773					
05:10:00 PM	3	43	0	0	0	18	0	0	0	0	3	0	0	0	0	0	189	794					
05:15:00 PM	8	45	0	0	0	16	0	0	0	0	0	0	0	0	0	0	198	796					
05:20:00 PM	6	44	0	0	0	34	0	0	0	0	6	0	0	0	0	0	226	825					
05:25:00 PM	8	40	0	0	0	18	0	0	0	0	3	0	0	0	0	0	228	833					
05:30:00 PM	10	35	0	0	0	32	0	0	0	0	5	0	0	0	0	0	241	860					
05:35:00 PM	8	26	0	0	0	23	0	0	1	0	4	0	0	0	0	0	213	854					
05:40:00 PM	5	42	0	0	0	20	0	0	0	0	2	0	0	0	0	0	213	842					
05:45:00 PM	6	26	0	0	0	26	0	0	1	0	1	0	0	0	0	0	191	835					
05:50:00 PM	8	40	0	0	0	23	1	0	0	0	0	0	0	0	0	0	201	824					
05:55:00 PM	1	24	0	0	0	19	1	0	0	0	5	0	0	0	0	0	182	812					

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW Soap Creek Rd
E/W street	Coffin Butte Rd
City, State	Monmouth OR
Site Notes	
Location	44.695984 - -123.235559
Start Date	Tuesday, March 16, 2021
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:00:00 PM
Peak 15 Min Start	04:30:00 PM
PHF (15-Min Int)	0.63

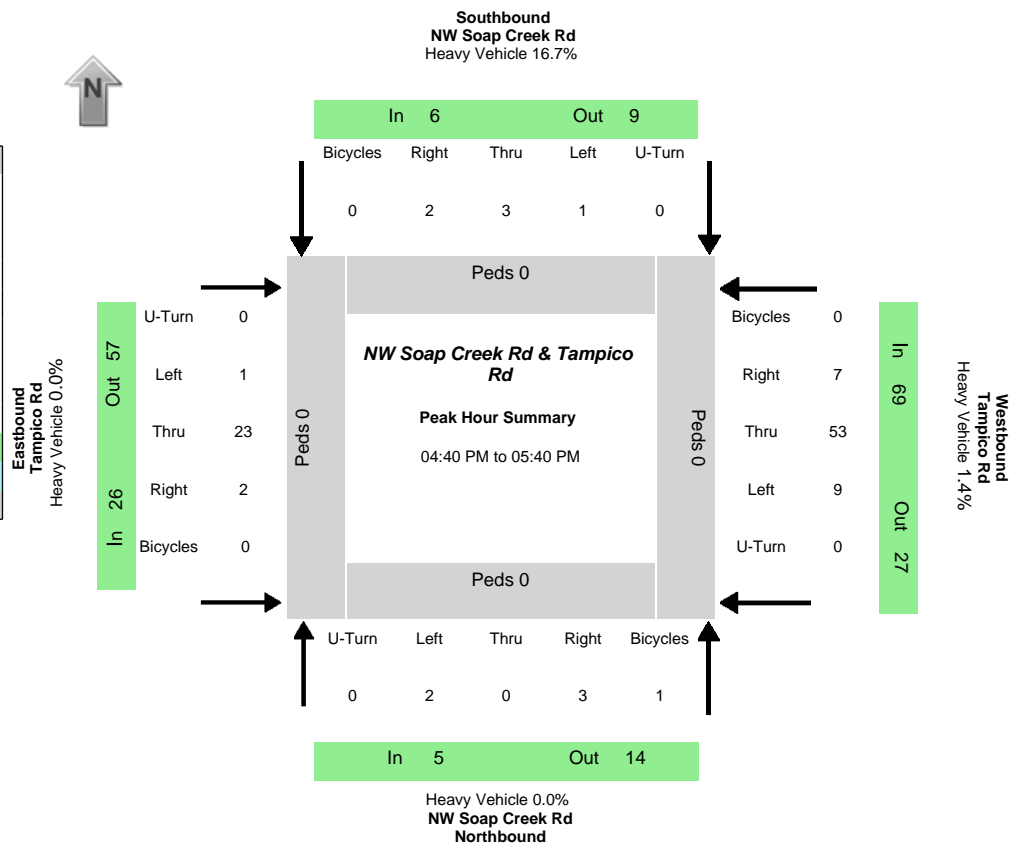


Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	3	0	0	0	0	0	0	5	2	0	3	2	0	0	3	0	7	5	5	0	2	8
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	28.6%	20.0%	20.0%	0.0%	50.0%	12.5%

PHV - Bicycles												PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

All Vehicle Volumes																	
Time	Northbound NW Soap Creek Rd				Southbound NW Soap Creek Rd				Eastbound Coffin Butte Rd				Westbound Coffin Butte Rd				15 Min Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	
04:00:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
04:10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	5
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:25:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
04:35:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:40:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	6
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
05:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12
05:15:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	15
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:55:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	9

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW Soap Creek Rd
E/W street	Tampico Rd
City, State	Monmouth OR
Site Notes	
Location	44.685389 - 7-123.239874
Start Date	Tuesday, March 16, 2021
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:40:00 PM
Peak 15 Min Start	05:25:00 PM
PHF (15-Min Int)	0.72



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
2	0	3	0	1	3	2	0	1	23	2	0	9	53	7	0	5	6	26	69	14	8	57	27
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	16.7%	0.0%	1.4%	0.0%	12.5%	0.0%	3.7%
PHV- Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum		
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB			
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		0	
All Vehicle Volumes																							
Time	Northbound NW Soap Creek Rd				Southbound NW Soap Creek Rd				Eastbound Tampico Rd				Westbound Tampico Rd				15 Min Sum	1 HR Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
04:00:00 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	1	0	0							
04:05:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	4	0	0							
04:10:00 PM	0	0	1	0	0	1	1	0	0	3	0	0	0	2	0	0	21						
04:15:00 PM	1	0	0	0	1	0	0	0	0	1	0	0	1	4	0	0	23						
04:20:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0	22						
04:25:00 PM	1	0	3	0	0	0	0	0	0	3	0	0	2	5	1	0	29						
04:30:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	2	0	0	27						
04:35:00 PM	0	0	0	0	1	0	1	0	1	3	0	0	0	2	0	0	29						
04:40:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	2	3	1	0	23						
04:45:00 PM	1	0	1	0	0	0	0	0	0	2	0	0	0	3	1	0	25						
04:50:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	3	1	0	24						
04:55:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	5	1	0	24	97					
05:00:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	23	98					
05:05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	3	5	0	0	25	100					
05:10:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	21	97					
05:15:00 PM	0	0	1	0	0	0	1	0	1	3	0	0	0	5	0	0	25	100					
05:20:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	20	98					
05:25:00 PM	0	0	0	0	0	1	0	0	0	2	1	0	0	9	1	0	29	97					
05:30:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	4	0	0	27	100					
05:35:00 PM	1	0	0	0	0	1	0	0	0	2	0	0	0	9	1	0	37	106					
05:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	30	104					
05:45:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	30	105					
05:50:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	4	0	0	23	105					
05:55:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	2	3	0	0	24	104					

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Location: 1 Hwy 99 & Coffin Butte Rd PM

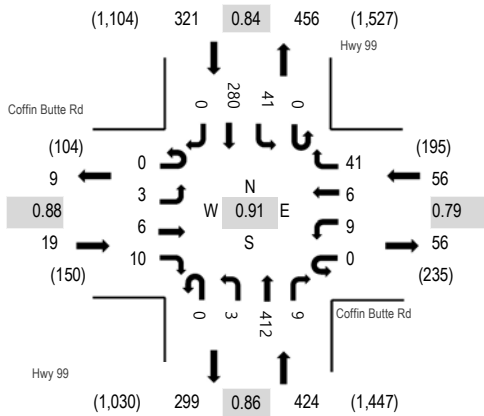
Date: Wednesday, January 13, 2022

Peak Hour: 04:35 PM - 05:35 PM

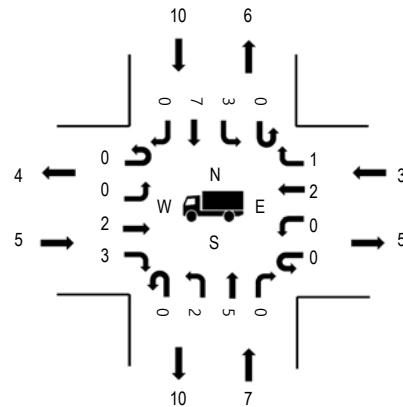
Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour

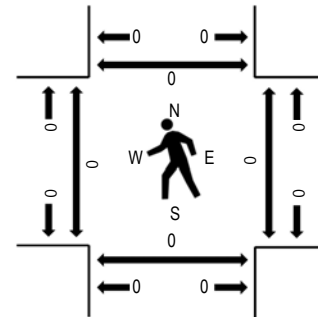
Motorized Vehicles



Heavy Vehicles



Pedestrians



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	26.3%	0.88
WB	5.4%	0.79
NB	1.7%	0.86
SB	3.1%	0.84
All	3.0%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	Coffin Butte Rd Eastbound				Coffin Butte Rd Westbound				Hwy 99 Northbound				Hwy 99 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	4	0	3	0	0	0	1	0	0	22	5	0	3	16	2	56	633
2:05 PM	0	0	0	0	0	1	0	3	0	2	13	1	0	3	9	3	35	629
2:10 PM	0	1	1	1	0	1	3	3	0	4	23	0	0	3	14	3	57	655
2:15 PM	0	1	0	3	0	1	0	0	0	0	29	1	0	1	17	1	54	650
2:20 PM	0	4	3	1	0	0	1	3	0	1	23	1	0	0	21	0	58	659
2:25 PM	0	2	2	0	0	0	0	2	0	1	24	1	0	2	5	2	41	656
2:30 PM	0	1	2	2	0	1	1	1	0	2	21	1	0	4	31	2	69	685
2:35 PM	0	4	1	3	0	0	1	2	0	0	12	0	0	2	14	1	40	677
2:40 PM	0	2	0	2	0	3	1	0	0	2	25	1	0	6	15	0	57	677
2:45 PM	0	1	2	0	0	3	1	1	0	4	14	2	0	3	11	1	43	688
2:50 PM	0	2	2	2	0	1	1	2	0	1	26	2	0	2	18	2	61	698
2:55 PM	0	1	0	1	0	1	1	3	0	3	22	0	0	0	30	0	62	700
3:00 PM	0	3	1	1	0	1	2	1	0	1	28	0	0	1	13	0	52	715
3:05 PM	0	0	1	4	0	2	1	2	0	0	28	0	0	4	19	0	61	721
3:10 PM	0	1	0	4	0	1	1	2	0	2	19	1	0	0	21	0	52	732
3:15 PM	0	1	3	4	0	1	1	3	0	0	29	3	0	0	17	1	63	735
3:20 PM	0	1	1	0	0	1	1	6	0	0	26	0	0	2	15	2	55	740
3:25 PM	0	2	0	1	0	1	1	3	0	3	31	3	0	5	20	0	70	752
3:30 PM	0	1	2	0	0	0	4	2	0	0	27	1	0	3	20	1	61	742
3:35 PM	0	0	2	1	0	1	0	1	0	2	21	2	0	1	9	0	40	734
3:40 PM	0	1	0	0	0	0	1	6	0	2	28	0	0	2	26	2	68	779
3:45 PM	0	1	0	1	0	1	1	0	0	3	25	2	0	6	13	0	53	777
3:50 PM	0	0	2	0	0	0	1	4	0	0	31	0	0	1	24	0	63	786
3:55 PM	0	2	3	1	0	0	0	3	0	3	37	1	0	6	21	0	77	790
4:00 PM	0	0	1	2	0	0	0	3	0	1	26	0	0	4	20	1	58	787
4:05 PM	0	2	2	1	0	1	1	4	0	0	34	3	0	4	20	0	72	791
4:10 PM	0	0	1	3	0	1	0	3	0	0	29	0	0	2	16	0	55	772
4:15 PM	0	0	0	1	0	0	1	2	0	1	40	2	0	1	20	0	68	785

Location: 1 Hwy 99 & Coffin Butte Rd PM

4:20 PM	0	1	3	0	0	0	3	2	0	2	25	2	0	2	27	0	67	774
4:25 PM	0	1	0	1	0	0	0	1	0	0	35	1	0	2	19	0	60	801
4:30 PM	0	2	3	0	0	0	0	5	0	0	22	1	0	5	14	1	53	806
4:35 PM	0	0	1	1	0	0	2	7	0	2	27	0	0	2	43	0	85	820
4:40 PM	0	0	2	0	0	0	1	3	0	0	28	1	0	5	26	0	66	802
4:45 PM	0	0	0	0	0	2	0	6	0	0	33	1	0	1	19	0	62	805
4:50 PM	0	0	1	0	0	0	0	3	0	1	28	1	0	2	31	0	67	813
4:55 PM	0	0	2	2	0	1	0	4	0	0	33	2	0	7	23	0	74	789
5:00 PM	0	0	0	0	0	1	0	3	0	0	33	0	0	5	20	0	62	761
5:05 PM	0	0	0	1	0	1	1	0	0	0	28	1	0	2	19	0	53	
5:10 PM	0	2	0	1	0	2	0	5	0	0	40	0	0	1	17	0	68	
5:15 PM	0	0	0	1	0	0	0	2	0	0	32	1	0	8	13	0	57	
5:20 PM	0	1	0	4	0	0	1	4	0	0	59	0	0	4	21	0	94	
5:25 PM	0	0	0	0	0	1	0	3	0	0	37	2	0	1	21	0	65	
5:30 PM	0	0	0	0	0	1	1	1	0	0	34	0	0	3	27	0	67	
5:35 PM	0	1	0	0	0	0	0	3	0	0	46	0	0	3	14	0	67	
5:40 PM	0	0	3	3	0	0	0	2	0	0	35	1	0	4	21	0	69	
5:45 PM	0	0	0	1	0	1	0	1	0	0	39	1	0	4	23	0	70	
5:50 PM	0	0	0	0	0	0	0	2	0	0	11	1	0	4	25	0	43	
5:55 PM	0	0	0	0	0	0	0	4	0	1	16	0	0	3	22	0	46	
Count Total	0	46	47	57	0	33	35	127	0	44	1,354	49	0	139	940	25	2,896	
Peak Hour	0	3	6	10	0	9	6	41	0	3	412	9	0	41	280	0	820	

Location: 1 Hwy 99 & Coffin Butte Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	5	1	1	0	7	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	3	0	3	6	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	2	1	2	0	5	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	1	0	1	1	3	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	6	1	1	0	8	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	1	1	0	1	3	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	3	5	1	7	16	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	4	1	1	1	7	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	3	1	1	6	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	1	3	0	2	6	2:45 PM	0	0	0	2	2	2:45 PM	0	0	0	0	0
2:50 PM	5	1	3	4	13	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	1	3	0	1	5	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	1	1	3	0	5	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	2	3	0	5	10	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	1	2	2	1	6	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	3	0	1	0	4	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	1	2	1	2	6	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	3	0	1	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	1	2	1	2	6	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	3	1	0	0	4	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	1	0	2	3	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	1	3	0	0	4	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	1	2	0	2	5	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	2	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	4	0	0	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	1	0	1	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	1	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	2	0	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	0	1	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	2	4	0	1	7	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	2	0	1	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	0	1	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	2	4	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	1	0	3	5	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	2	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	1	1	0	1	3	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	2	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	53	66	28	52	199	Count Total	0	0	0	2	2	Count Total	0	0	0	0	0
Peak Hour	5	7	3	10	25	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 Hwy 99 & Robinson Rd PM



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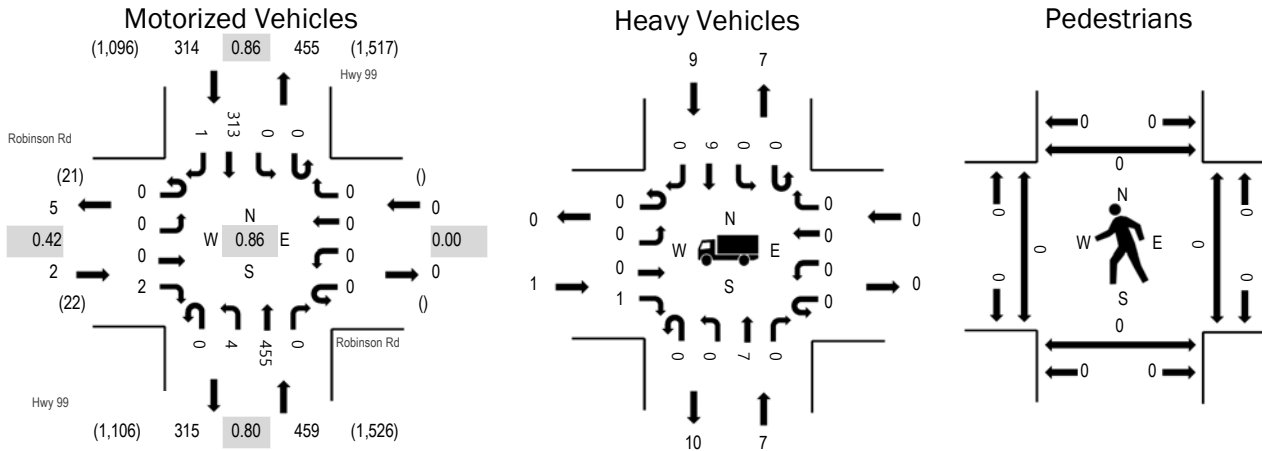
Location: 2 Hwy 99 & Robinson Rd PM

Date: Wednesday, January 13, 2022

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:20 PM - 05:35 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	50.0%	0.42
WB	0.0%	0.00
NB	1.5%	0.80
SB	2.9%	0.86
All	2.2%	0.86

Traffic Counts - Motorized Vehicles

Interval Start Time	Robinson Rd Eastbound				Robinson Rd Westbound				Hwy 99 Northbound				Hwy 99 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	0	1	0	0	0	0	0	0	23	0	0	0	17	0	41	549
2:05 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	18	0	40	549
2:10 PM	0	0	0	1	0	0	0	0	0	1	20	0	0	0	19	0	41	560
2:15 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	17	0	49	568
2:20 PM	0	0	0	0	0	0	0	0	0	1	29	0	0	0	20	1	51	571
2:25 PM	0	0	0	1	0	0	0	0	0	1	21	0	0	0	22	0	45	565
2:30 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	23	1	48	580
2:35 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	23	0	49	591
2:40 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	14	0	36	580
2:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	20	0	38	594
2:50 PM	0	0	0	0	0	0	0	0	0	1	27	0	0	0	19	0	47	610
2:55 PM	0	1	0	4	0	0	0	0	0	0	31	0	0	0	28	0	64	629
3:00 PM	0	1	0	0	0	0	0	0	0	0	29	0	0	0	11	0	41	615
3:05 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	23	0	51	642
3:10 PM	0	1	0	0	0	0	0	0	0	0	29	0	0	0	19	0	49	652
3:15 PM	0	1	0	0	0	0	0	0	0	2	29	0	0	0	20	0	52	658
3:20 PM	0	0	0	0	0	0	0	0	0	1	27	0	0	0	17	0	45	673
3:25 PM	0	0	0	1	0	0	0	0	0	0	34	0	0	0	25	0	60	686
3:30 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	22	0	59	681
3:35 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	14	0	38	676
3:40 PM	0	0	0	0	0	0	0	0	0	1	23	0	0	0	26	0	50	711
3:45 PM	0	0	0	1	0	0	0	0	0	0	29	0	0	0	24	0	54	728
3:50 PM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	26	0	66	738
3:55 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	24	0	50	732
4:00 PM	0	1	0	0	0	0	0	0	0	2	40	0	0	0	25	0	68	751
4:05 PM	0	0	0	2	0	0	0	0	0	0	39	0	0	0	20	0	61	741
4:10 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	17	1	55	729

Location: 2 Hwy 99 & Robinson Rd PM

4:15 PM	0	0	0	1	0	0	0	0	0	0	35	0	0	0	31	0	67	728
4:20 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	25	0	58	718
4:25 PM	0	1	0	0	0	0	0	0	0	1	34	0	0	0	19	0	55	746
4:30 PM	0	1	0	0	0	0	0	0	0	1	27	0	0	0	25	0	54	769
4:35 PM	0	0	0	1	0	0	0	0	0	0	33	0	0	0	39	0	73	775
4:40 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	29	0	67	761
4:45 PM	0	0	0	0	0	0	0	0	0	1	37	0	0	0	26	0	64	772
4:50 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	33	0	60	773
4:55 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	34	0	69	750
5:00 PM	0	0	0	1	0	0	0	0	0	1	38	0	0	0	18	0	58	729
5:05 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	23	0	49	
5:10 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	15	0	54	
5:15 PM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	20	1	57	
5:20 PM	0	0	0	0	0	0	0	0	0	1	61	0	0	0	24	0	86	
5:25 PM	0	0	0	0	0	0	0	0	0	1	46	0	0	0	31	0	78	
5:30 PM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	21	0	60	
5:35 PM	0	0	0	0	0	0	0	0	0	1	37	0	0	0	21	0	59	
5:40 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	29	0	78	
5:45 PM	0	1	0	0	0	0	0	0	0	0	37	0	0	0	27	0	65	
5:50 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	20	0	37	
5:55 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	29	0	48	
Count Total	0	8	0	14	0	0	0	0	0	17	1,509	0	0	0	1,092	4	2,644	
Peak Hour	0	0	0	2	0	0	0	0	0	4	455	0	0	0	313	1	775	

Location: 2 Hwy 99 & Robinson Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	3	0	2	5	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	3	0	0	3	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	2	0	0	2	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	0	0	0	3	3	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	3	0	0	3	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	3	0	4	7	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	3	3	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	3	0	1	4	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	2	0	1	3	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	2	0	3	5	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	2	0	3	5	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	2	0	0	2	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	0	3	0	1	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	4	0	5	9	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	4	0	0	4	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	2	2	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	2	0	0	2	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	2	0	2	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	2	0	2	4	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	1	0	1	2	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	1	0	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	1	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	2	2	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	4	0	0	4	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	2	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	3	0	1	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	4	5	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	1	0	2	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	1	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	1	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	65	0	48	114	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	1	7	0	9	17	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

[illegible]

Location: 4 NW Soap Creek Rd & Coffin Butte Rd PM

4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:20 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3	9
4:35 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	7
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Count Total	0	0	15	1	0	18	11	0	0	0	0	17	0	0	0	0	62	
Peak Hour	0	0	11	1	0	6	10	0	0	0	0	8	0	0	0	0	36	

Location: 4 NW Soap Creek Rd & Coffin Butte Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	1	0	0	0	1	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	1	0	2	0	3	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	1	0	0	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	2	0	0	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	1	0	1	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	0	1	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	1	0	1	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	1	0	1	0	2	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	1	0	0	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	1	0	1	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	9	0	8	0	17	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	8	0	8	0	16	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

[illegible]

Location: 5 Coffin Butte Rd & Tampico Rd PM

4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	66
4:20 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	71
4:25 PM	0	0	1	0	0	0	5	2	0	0	0	0	0	0	0	0	8	75
4:30 PM	0	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	7	70
4:35 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	6	68
4:40 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	63
4:45 PM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	13	69
4:50 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	58
4:55 PM	0	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	7	58
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	52
5:05 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:10 PM	0	0	2	0	0	0	6	1	0	0	0	0	0	1	0	0	10	
5:15 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	
5:20 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	
5:25 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
5:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	
5:35 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
5:40 PM	0	0	2	0	0	0	6	1	0	0	0	0	0	0	0	0	9	
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
5:50 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	
5:55 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	79	0	0	0	123	16	0	0	0	0	0	6	0	0	224	
Peak Hour	0	0	23	0	0	0	44	7	0	0	0	0	0	1	0	0	75	

Location: 5 Coffin Butte Rd & Tampico Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	0	1	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	1	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	0	3	0	5	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 6 Tampico Rd & Soap Creek Rd PM



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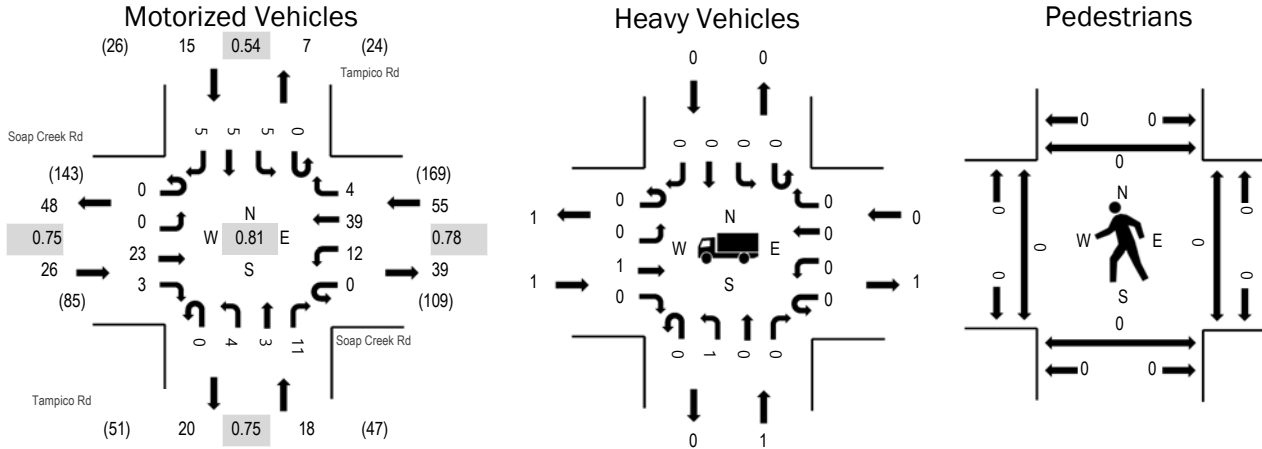
Location: 6 Tampico Rd & Soap Creek Rd PM

Date: Wednesday, January 13, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.75
WB	0.0%	0.78
NB	5.6%	0.75
SB	0.0%	0.54
All	1.8%	0.81

Traffic Counts - Motorized Vehicles

Interval Start Time	Soap Creek Rd Eastbound				Soap Creek Rd Westbound				Tampico Rd Northbound				Tampico Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	60
2:05 PM	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	3	63
2:10 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	70
2:15 PM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	1	5	75
2:20 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	78
2:25 PM	0	2	3	0	0	0	1	0	0	0	0	1	0	0	0	0	7	80
2:30 PM	0	1	4	0	0	0	1	0	0	0	0	2	0	0	0	0	8	80
2:35 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	78
2:40 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	83
2:45 PM	0	1	3	1	0	1	2	0	0	0	0	0	0	0	1	0	9	85
2:50 PM	0	0	3	0	0	2	2	0	0	0	0	0	0	0	1	0	8	84
2:55 PM	0	0	2	0	0	0	3	0	0	0	0	2	0	0	0	0	7	79
3:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	1	5	78
3:05 PM	0	0	2	0	0	1	4	0	0	0	0	1	0	1	0	1	10	90
3:10 PM	0	0	4	0	0	1	5	0	0	0	0	0	0	1	0	0	11	87
3:15 PM	0	0	0	0	0	1	5	1	0	0	1	0	0	0	0	0	8	82
3:20 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	76
3:25 PM	0	0	3	0	0	1	2	0	0	0	1	0	0	0	0	0	7	82
3:30 PM	0	0	0	0	0	1	4	0	0	0	0	0	0	1	0	0	6	85
3:35 PM	0	1	1	0	0	1	2	0	0	0	0	1	0	0	0	0	6	92
3:40 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	5	97
3:45 PM	0	0	0	0	0	1	5	0	0	1	0	0	0	0	0	1	8	96
3:50 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	104
3:55 PM	0	0	1	1	0	0	3	0	0	0	0	1	0	0	0	0	6	109
4:00 PM	0	0	3	1	0	2	3	0	0	1	1	1	0	1	3	1	17	114
4:05 PM	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	1	7	98
4:10 PM	0	0	0	0	0	1	4	0	0	0	0	0	0	1	0	0	6	94

Location: 6 Tampico Rd & Soap Creek Rd PM

4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	100
4:20 PM	0	0	1	0	0	1	2	1	0	1	1	1	0	0	1	0	9	106
4:25 PM	0	0	1	0	0	2	4	0	0	1	0	0	0	0	0	2	10	104
4:30 PM	0	0	3	0	0	2	3	1	0	0	1	1	0	2	0	0	13	100
4:35 PM	0	0	2	0	0	1	4	0	0	0	0	2	0	0	1	1	11	96
4:40 PM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	88
4:45 PM	0	0	4	1	0	2	7	1	0	1	0	0	0	0	0	0	16	92
4:50 PM	0	0	3	0	0	1	2	0	0	0	0	1	0	1	0	0	8	83
4:55 PM	0	0	3	1	0	0	5	0	0	0	0	2	0	0	0	0	11	82
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	75
5:05 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	
5:10 PM	0	0	3	0	0	0	6	0	0	1	1	1	0	0	0	0	12	
5:15 PM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0	8	
5:20 PM	0	0	0	0	0	0	4	0	0	1	1	1	0	0	0	0	7	
5:25 PM	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	6	
5:30 PM	0	0	1	0	0	3	4	0	0	0	0	0	0	1	0	0	9	
5:35 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	
5:40 PM	0	0	0	0	0	0	6	1	0	0	0	1	0	0	0	0	8	
5:45 PM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0	7	
5:50 PM	0	0	2	0	0	1	3	1	0	0	0	0	0	0	0	0	7	
5:55 PM	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	4	
Count Total	0	6	72	7	0	36	125	8	0	9	10	28	0	9	8	9	327	
Peak Hour	0	0	23	3	0	12	39	4	0	4	3	11	0	5	5	5	114	

Location: 6 Tampico Rd & Soap Creek Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	0	1	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	1	0	0	0	1	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	0	1	1	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	1	2	1	6	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	1	1	0	0	2	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0



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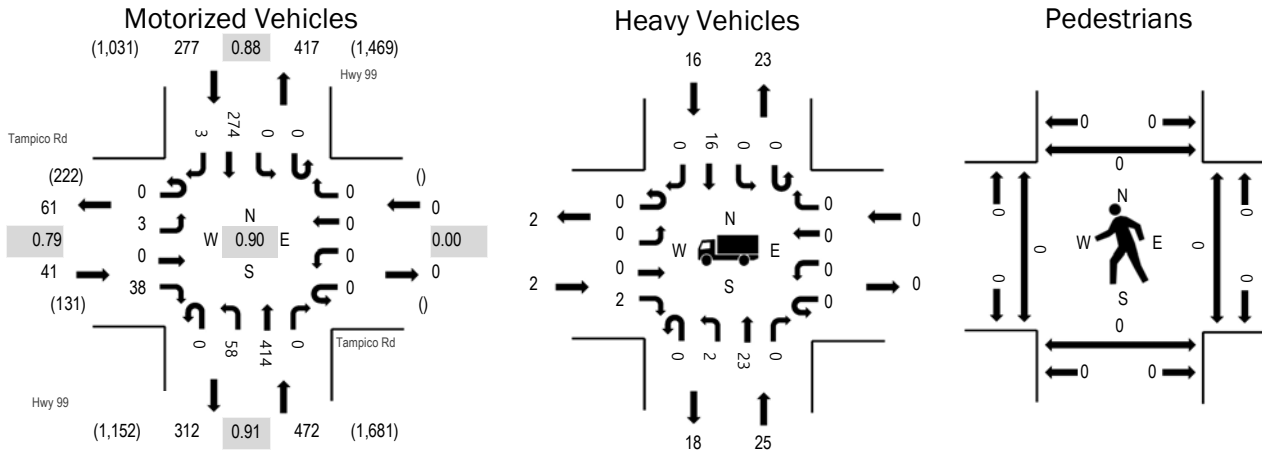
Location: 3 Hwy 99 & Tampico Rd PM

Date: Monday, January 18, 2021

Peak Hour: 03:40 PM - 04:40 PM

Peak 15-Minutes: 04:10 PM - 04:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.9%	0.79
WB	0.0%	0.00
NB	5.3%	0.91
SB	5.8%	0.88
All	5.4%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	Tampico Rd Eastbound				Tampico Rd Westbound				Hwy 99 Northbound				Hwy 99 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	1	0	3	0	0	0	0	0	5	26	0	0	0	21	0	56	618
2:05 PM	0	0	0	7	0	0	0	0	0	1	21	0	0	0	19	0	48	616
2:10 PM	0	0	0	1	0	0	0	0	0	9	22	0	0	0	12	0	44	633
2:15 PM	0	1	0	3	0	0	0	0	0	2	18	0	0	0	26	0	50	641
2:20 PM	0	0	0	0	0	0	0	0	0	1	13	0	0	0	22	0	36	658
2:25 PM	0	0	0	4	0	0	0	0	0	6	27	0	0	0	19	1	57	668
2:30 PM	0	0	0	2	0	0	0	0	0	3	21	0	0	0	30	0	56	690
2:35 PM	0	0	0	2	0	0	0	0	0	1	20	0	0	0	24	1	48	682
2:40 PM	0	0	0	4	0	0	0	0	0	4	26	0	0	0	18	0	52	680
2:45 PM	0	0	0	4	0	0	0	0	0	1	23	0	0	0	24	0	52	697
2:50 PM	0	0	0	4	0	0	0	0	0	3	26	0	0	0	21	0	54	717
2:55 PM	0	0	0	5	0	0	0	0	0	4	31	0	0	0	25	0	65	733
3:00 PM	0	0	0	2	0	0	0	0	0	2	28	0	0	0	22	0	54	723
3:05 PM	0	0	0	2	0	0	0	0	0	5	36	0	0	0	22	0	65	727
3:10 PM	0	0	0	0	0	0	0	0	0	3	31	0	0	0	18	0	52	717
3:15 PM	0	0	0	2	0	0	0	0	0	4	33	0	0	0	28	0	67	752
3:20 PM	0	0	0	3	0	0	0	0	0	2	25	0	0	0	16	0	46	750
3:25 PM	0	0	0	2	0	0	0	0	0	4	36	0	0	0	37	0	79	772
3:30 PM	0	0	0	2	0	0	0	0	0	4	32	0	0	0	10	0	48	759
3:35 PM	0	0	0	3	0	0	0	0	0	8	20	0	0	0	15	0	46	767
3:40 PM	0	1	0	6	0	0	0	0	0	7	31	0	0	0	24	0	69	790
3:45 PM	0	0	0	2	0	0	0	0	0	8	41	0	0	0	21	0	72	777
3:50 PM	0	0	0	0	0	0	0	0	0	5	43	0	0	0	21	1	70	765
3:55 PM	0	0	0	2	0	0	0	0	0	6	32	0	0	0	15	0	55	766
4:00 PM	0	0	0	4	0	0	0	0	0	3	27	0	0	0	24	0	58	776
4:05 PM	0	0	0	3	0	0	0	0	0	6	24	0	0	0	22	0	55	776
4:10 PM	0	1	0	5	0	0	0	0	0	6	45	0	0	0	30	0	87	781
4:15 PM	0	0	0	2	0	0	0	0	0	7	39	0	0	0	16	1	65	759

Location: 3 Hwy 99 & Tampico Rd PM

4:20 PM	0	0	0	3	0	0	0	0	0	2	36	0	0	0	27	0	68	766
4:25 PM	0	1	0	2	0	0	0	0	0	4	40	0	0	0	19	0	66	777
4:30 PM	0	0	0	4	0	0	0	0	0	4	24	0	0	0	23	1	56	756
4:35 PM	0	0	0	5	0	0	0	0	0	0	32	0	0	0	32	0	69	771
4:40 PM	0	0	0	2	0	0	0	0	0	5	28	0	0	0	21	0	56	756
4:45 PM	0	0	0	2	0	0	0	0	0	4	30	0	0	0	24	0	60	760
4:50 PM	0	0	0	3	0	0	0	0	0	3	42	0	0	0	23	0	71	766
4:55 PM	0	0	0	1	0	0	0	0	0	8	35	0	0	0	21	0	65	748
5:00 PM	0	0	0	4	0	0	0	0	0	5	29	0	0	0	20	0	58	726
5:05 PM	0	0	0	2	0	0	0	0	0	8	34	0	0	0	16	0	60	
5:10 PM	0	0	0	2	0	0	0	0	0	4	34	0	0	0	25	0	65	
5:15 PM	0	0	0	2	0	0	0	0	0	6	47	0	0	0	17	0	72	
5:20 PM	0	0	0	4	0	0	0	0	0	6	37	0	0	0	32	0	79	
5:25 PM	0	0	0	2	0	0	0	0	0	5	20	0	0	0	18	0	45	
5:30 PM	0	0	0	3	0	0	0	0	0	9	38	0	0	0	21	0	71	
5:35 PM	0	0	0	0	0	0	0	0	0	4	33	0	0	0	17	0	54	
5:40 PM	0	0	0	3	0	0	0	0	0	3	40	0	0	0	14	0	60	
5:45 PM	0	0	0	3	0	0	0	0	0	5	35	0	0	0	23	0	66	
5:50 PM	0	0	0	0	0	0	0	0	0	7	28	0	0	0	18	0	53	
5:55 PM	0	0	0	0	0	0	0	0	0	5	25	0	0	0	13	0	43	
Count Total	0	5	0	126	0	0	0	0	0	217	1,464	0	0	0	1,026	5	2,843	
Peak Hour	0	3	0	38	0	0	0	0	0	58	414	0	0	0	274	3	790	

Location: 3 Hwy 99 & Tampico Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	1	3	0	2	6	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	2	0	3	5	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	2	0	1	3	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	0	3	0	1	4	2:15 PM	0	2	0	0	2	2:15 PM	0	0	0	0	0
2:20 PM	0	1	0	3	4	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	3	0	1	4	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	3	0	3	6	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	3	0	1	4	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	3	0	1	4	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	1	0	2	3	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	2	0	1	3	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	4	0	7	11	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	0	2	0	2	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	4	0	4	8	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	1	0	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	3	0	0	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	2	0	1	3	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	2	0	2	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	4	0	2	6	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	3	0	1	4	3:35 PM	1	0	0	0	1	3:35 PM	0	0	0	0	0
3:40 PM	1	1	0	2	4	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	4	0	1	5	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	3	0	2	5	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	5	0	1	6	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	2	0	1	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	2	0	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	2	0	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2	4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	2	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	2	0	1	3	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	2	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	2	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	3	0	1	4	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	2	3	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	2	0	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	2	0	2	4	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	1	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	2	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	2	0	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	3	94	0	63	160	Count Total	1	3	0	0	4	Count Total	0	0	0	0	0
Peak Hour	2	25	0	16	43	Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	0	0

Rally Traffic

N/S street:

E/W street:

City, State

Study ID #

Location

Start Date

Start Time

Peak Hour Start

Peak 15 Min Start

PHF (15-Min Int)

OR 99W

Coffin Butte Rd

Adair Village OR

1020

44.69957 -123.2

Tuesday, September 19, 2023

02:00:00 PM

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																							

PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR		
	OR 99W				OR 99W				Coffin Butte Rd				Coffin Butte Rd						
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum	
02:00:00 PM	2	21	0	1	4	19	2	0	3	3	0	0	0	1	0	0			
02:05:00 PM	3	17	0	0	5	15	4	0	1	5	1	0	2	5	0	0			
02:10:00 PM	2	28	0	0	1	19	1	0	1	2	1	0	0	2	0	0	164		
02:15:00 PM	3	20	0	0	6	18	2	0	1	1	3	0	1	10	0	0	172		
02:20:00 PM	1	22	0	0	6	25	0	0	4	2	2	0	2	4	0	0	184		
02:25:00 PM	3	33	0	0	4	18	1	0	2	3	2	0	0	4	0	0	196		
02:30:00 PM	2	26	0	0	4	16	4	0	1	1	0	0	1	5	0	0	192		
02:35:00 PM	2	27	0	0	2	26	4	0	0	5	2	0	0	2	0	0	193		
02:40:00 PM	1	24	0	0	1	28	2	0	1	3	3	0	2	0	0	0	190		
02:45:00 PM	0	23	0	0	1	17	1	0	1	3	3	0	0	0	0	0	181		
02:50:00 PM	2	20	0	0	8	14	2	0	3	5	3	0	0	3	1	0	172		
02:55:00 PM	3	28	0	0	2	13	0	0	4	1	3	0	0	1	1	0	161	1805	
03:00:00 PM	2	21	0	0	1	17	0	0	0	4	0	0	1	2	0	0	158	1963	
03:05:00 PM	3	28	0	0	4	20	0	0	2	2	1	0	2	2	0	0	160	2123	
03:10:00 PM	2	37	0	0	3	18	0	0	1	4	2	0	0	0	1	0	173	2132	
03:15:00 PM	3	44	0	0	8	42	4	0	0	2	3	0	1	2	1	0	234	2194	
03:20:00 PM	2	19	0	0	7	20	4	0	1	8	2	0	1	6	0	0	241	2251	
03:25:00 PM	0	12	0	0	5	18	0	0	3	1	2	0	0	1	0	0	217	2272	
03:30:00 PM	5	50	0	0	7	19	1	0	1	0	3	0	0	2	0	0	193	2273	
03:35:00 PM	1	39	0	0	5	16	1	0	3	3	2	0	1	4	1	0	200	2280	
03:40:00 PM	0	19	0	0	3	18	0	0	3	3	2	0	0	4	0	0	210	2300	
03:45:00 PM	0	5	0	0	11	20	1	0	1	5	2	0	0	2	0	0	174	2293	
03:50:00 PM	2	40	0	0	4	17	0	0	1	3	1	0	1	1	0	0	167	2288	
03:55:00 PM	2	73	0	0	1	30	0	0	0	4	1	0	0	2	0	0	226	2353	
04:00:00 PM	4	45	0	0	6	28	0	0	0	2	1	0	1	2	0	0	264	2459	

Rally Traffic

04:05:00 PM	1	26	0	0	3	25	0	0	0	4	3	0	1	1	0	0	259	2558
04:10:00 PM	2	41	0	0	4	25	1	0	0	1	0	0	0	1	0	0	221	2606
04:15:00 PM	2	41	0	0	5	24	0	0	1	3	1	0	0	1	0	0	212	2584
04:20:00 PM	0	36	0	0	4	17	0	0	0	2	2	0	0	1	0	0	211	2554
04:25:00 PM	0	33	0	0	1	5	0	0	2	1	2	0	0	2	0	0	184	2521
04:30:00 PM	1	29	0	0	1	12	0	0	0	0	2	0	0	2	0	0	154	2482
04:35:00 PM	0	24	0	0	12	46	1	0	1	2	1	0	2	0	0	0	181	2463
04:40:00 PM	3	39	0	0	2	27	0	0	0	3	3	0	1	1	0	0	211	2464
04:45:00 PM	3	43	0	0	6	21	1	0	1	1	0	0	1	0	0	0	239	2529
04:50:00 PM	0	28	0	0	3	19	1	0	1	1	1	0	0	1	1	0	206	2568
04:55:00 PM	0	39	0	0	2	30	0	0	0	1	1	0	3	0	0	0	206	2548
05:00:00 PM	0	48	0	0	6	27	0	0	1	3	1	0	0	0	0	0	218	2502
05:05:00 PM	0	36	0	0	2	14	2	0	1	2	0	0	0	1	0	0	220	2463
05:10:00 PM	0	46	0	0	0	23	0	0	1	1	1	0	1	1	0	0	218	2460
05:15:00 PM	0	38	0	0	9	24	0	0	0	0	1	0	1	0	1	0	206	2454
05:20:00 PM	0	49	0	0	2	19	0	0	2	0	1	0	5	0	0	0	226	2469
05:25:00 PM	0	41	0	0	5	28	0	0	2	1	3	0	0	1	0	0	233	2518
05:30:00 PM	0	52	1	0	9	31	0	0	2	3	6	0	3	1	0	0	267	2631
05:35:00 PM	1	39	0	0	2	20	1	0	1	2	2	0	0	0	0	0	256	2706
05:40:00 PM	0	21	0	0	4	30	0	0	1	0	1	0	0	0	1	0	233	2728
05:45:00 PM	0	36	0	0	8	16	0	0	0	3	0	0	1	0	1	0	190	2679
05:50:00 PM	0	34	0	0	5	17	0	0	0	1	0	0	0	0	0	0	180	2653
05:55:00 PM	0	26	0	0	3	16	0	0	0	4	1	0	0	1	0	0	173	2620

Time	Bicycles on Road																	
	Northbound				Southbound				Eastbound				Westbound					
	OR 99W				OR 99W				Coffin Butte Rd				Coffin Butte Rd				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
02:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
03:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
03:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4

[illegible]

Passenger vehicles and light trucks

	Northbound				Southbound				Eastbound				Westbound					
	OR 99W				OR 99W				Coffin Butte Rd				Coffin Butte Rd				15 Min	1 HR
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	19	0	1	4	18	1	0	1	1	0	0	0	0	0	0		
02:05:00 PM	2	16	0	0	1	14	0	0	0	2	0	0	2	2	0	0		
02:10:00 PM	0	25	0	0	0	19	0	0	0	0	0	0	0	1	0	0	127	
02:15:00 PM	1	20	0	0	5	18	2	0	1	1	2	0	0	6	0	0	137	
02:20:00 PM	0	21	0	0	4	24	0	0	2	1	1	0	1	1	0	0	155	
02:25:00 PM	1	32	0	0	4	16	1	0	1	2	0	0	0	3	0	0	169	
02:30:00 PM	1	25	0	0	4	14	2	0	0	0	0	0	1	3	0	0	163	
02:35:00 PM	1	27	0	0	2	25	0	0	0	1	2	0	0	1	0	0	166	
02:40:00 PM	1	24	0	0	1	27	1	0	0	2	2	0	2	0	0	0	166	
02:45:00 PM	0	21	0	0	0	16	0	0	0	1	2	0	0	0	0	0	157	
02:50:00 PM	1	19	0	0	6	13	0	0	1	2	1	0	0	0	1	0	142	
02:55:00 PM	2	27	0	0	2	13	0	0	1	0	1	0	0	1	0	0	128	1510
03:00:00 PM	0	17	0	0	1	15	0	0	0	3	0	0	0	0	0	0	124	1634
03:05:00 PM	1	26	0	0	4	19	0	0	1	1	1	0	2	1	0	0	136	1770
03:10:00 PM	2	34	0	0	3	17	0	0	0	2	1	0	0	0	1	0	149	1792
03:15:00 PM	0	43	0	0	6	40	2	0	0	0	1	0	1	1	1	0	208	1863
03:20:00 PM	2	16	0	0	5	17	2	0	0	2	1	0	1	1	0	0	198	1906

Rally Traffic

03:25:00 PM	0	12	0	0	5	16	0	0	3	0	1	0	0	0	0	0	177	1914
03:30:00 PM	4	48	0	0	6	19	1	0	0	0	1	0	0	0	0	0	157	1908
03:35:00 PM	1	37	0	0	5	16	1	0	0	1	1	0	1	2	0	0	176	1918
03:40:00 PM	0	18	0	0	2	18	0	0	2	0	1	0	0	1	0	0	181	1933
03:45:00 PM	0	4	0	0	11	19	1	0	1	2	1	0	0	1	0	0	146	1922
03:50:00 PM	1	38	0	0	4	15	0	0	0	1	1	0	1	0	0	0	142	1922
03:55:00 PM	0	68	0	0	1	30	0	0	0	2	1	0	0	2	0	0	204	1998
04:00:00 PM	3	43	0	0	6	28	0	0	0	1	1	0	1	2	0	0	246	2120
04:05:00 PM	1	25	0	0	3	22	0	0	0	2	3	0	1	1	0	0	243	2227
04:10:00 PM	2	40	0	0	4	25	1	0	0	1	0	0	0	1	0	0	211	2289
04:15:00 PM	2	40	0	0	5	21	0	0	0	2	1	0	0	1	0	0	199	2280
04:20:00 PM	0	35	0	0	4	17	0	0	0	0	0	0	0	0	0	0	198	2280
04:25:00 PM	0	32	0	0	1	5	0	0	2	0	1	0	0	1	0	0	168	2271
04:30:00 PM	1	29	0	0	0	11	0	0	0	0	2	0	0	1	0	0	141	2255
04:35:00 PM	0	24	0	0	12	46	1	0	1	2	1	0	2	0	0	0	174	2253
04:40:00 PM	3	38	0	0	2	27	0	0	0	3	3	0	1	0	0	0	206	2278
04:45:00 PM	2	41	0	0	5	20	1	0	1	0	0	0	1	0	0	0	232	2364
04:50:00 PM	0	28	0	0	3	18	1	0	1	0	1	0	0	0	1	0	196	2418
04:55:00 PM	0	38	0	0	1	28	0	0	0	1	1	0	2	0	0	0	193	2407
05:00:00 PM	0	47	0	0	6	26	0	0	1	2	1	0	0	0	0	0	207	2368
05:05:00 PM	0	34	0	0	2	13	2	0	1	1	0	0	0	1	0	0	208	2333
05:10:00 PM	0	45	0	0	0	23	0	0	1	0	0	0	1	1	0	0	208	2330
05:15:00 PM	0	38	0	0	9	23	0	0	0	0	1	0	1	0	0	0	197	2328
05:20:00 PM	0	48	0	0	2	19	0	0	2	0	1	0	5	0	0	0	220	2350
05:25:00 PM	0	40	0	0	5	25	0	0	2	1	2	0	0	1	0	0	225	2407
05:30:00 PM	0	52	1	0	9	30	0	0	2	3	6	0	3	0	0	0	259	2525
05:35:00 PM	1	39	0	0	2	20	1	0	1	2	2	0	0	0	0	0	249	2600
05:40:00 PM	0	20	0	0	3	28	0	0	1	0	1	0	0	0	1	0	227	2621
05:45:00 PM	0	35	0	0	8	16	0	0	0	3	0	0	1	0	1	0	185	2574
05:50:00 PM	0	32	0	0	4	17	0	0	0	1	0	0	0	0	0	0	172	2550
05:55:00 PM	0	26	0	0	3	16	0	0	0	3	1	0	0	1	0	0	168	2525

	FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks																	
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	OR 99W				OR 99W				Coffin Butte Rd				Coffin Butte Rd				Sum	Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	2	2	0	0	0	1	1	0	2	2	0	0	0	1	0	0		
02:05:00 PM	1	1	0	0	4	1	4	0	1	3	1	0	0	3	0	0		
02:10:00 PM	2	3	0	0	1	0	1	0	1	2	1	0	0	1	0	0	37	
02:15:00 PM	2	0	0	0	1	0	0	0	0	0	1	0	1	4	0	0	35	
02:20:00 PM	1	1	0	0	2	1	0	0	2	1	1	0	1	3	0	0	29	
02:25:00 PM	2	1	0	0	0	2	0	0	1	1	2	0	0	1	0	0	27	
02:30:00 PM	1	1	0	0	0	2	2	0	1	1	0	0	0	2	0	0	29	
02:35:00 PM	1	0	0	0	0	1	4	0	0	4	0	0	0	1	0	0	27	
02:40:00 PM	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	24	
02:45:00 PM	0	2	0	0	1	1	1	0	1	2	1	0	0	0	0	0	24	
02:50:00 PM	1	1	0	0	2	1	2	0	2	3	2	0	0	3	0	0	30	
02:55:00 PM	1	1	0	0	0	0	0	0	3	1	2	0	0	0	1	0	33	295
03:00:00 PM	2	4	0	0	0	2	0	0	0	1	0	0	1	2	0	0	34	329

Rally Traffic

03:05:00 PM	2	2	0	0	0	1	0	0	1	1	0	0	0	1	0	0	24	353
03:10:00 PM	0	3	0	0	0	1	0	0	1	2	1	0	0	0	0	0	24	340
03:15:00 PM	3	1	0	0	2	2	2	0	0	2	2	0	0	0	1	0	26	331
03:20:00 PM	0	3	0	0	2	3	2	0	1	6	1	0	0	0	5	0	43	345
03:25:00 PM	0	0	0	0	0	2	0	0	0	1	1	0	0	0	1	0	40	358
03:30:00 PM	1	2	0	0	1	0	0	0	1	0	2	0	0	0	2	0	36	365
03:35:00 PM	0	2	0	0	0	0	0	0	3	2	1	0	0	0	2	1	24	362
03:40:00 PM	0	1	0	0	1	0	0	0	1	3	1	0	0	0	3	0	29	367
03:45:00 PM	0	1	0	0	0	1	0	0	0	3	1	0	0	0	1	0	28	371
03:50:00 PM	1	2	0	0	0	2	0	0	1	2	0	0	0	0	1	0	25	366
03:55:00 PM	2	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	22	355
04:00:00 PM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	18	339
04:05:00 PM	0	1	0	0	0	3	0	0	0	2	0	0	0	0	0	0	16	331
04:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	317
04:15:00 PM	0	1	0	0	0	3	0	0	1	1	0	0	0	0	0	0	13	304
04:20:00 PM	0	1	0	0	0	0	0	0	0	2	2	0	0	0	1	0	13	274
04:25:00 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	16	250
04:30:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	13	227
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	210
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	186
04:45:00 PM	1	2	0	0	1	1	0	0	0	1	0	0	0	0	0	0	7	165
04:50:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	10	150
04:55:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	13	141
05:00:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	11	134
05:05:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	12	130
05:10:00 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	10	130
05:15:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9	126
05:20:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	119
05:25:00 PM	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	8	111
05:30:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	8	106
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	106
05:40:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	6	107
05:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	105
05:50:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	103
05:55:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	95

Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
02:00:00 PM	0	0	0	0		
02:05:00 PM	0	0	0	0		
02:10:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:20:00 PM	0	0	0	0	0	
02:25:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	

Rally Traffic

02:55:00 PM	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0
03:05:00 PM	0	0	0	0	0	0
03:10:00 PM	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0
03:20:00 PM	0	0	0	0	0	0
03:25:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:35:00 PM	0	0	0	0	0	0
03:40:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
03:50:00 PM	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	1	
04:20:00 PM	0	0	0	0	1	
04:25:00 PM	0	0	0	0	2	
04:30:00 PM	0	0	0	0	2	
04:35:00 PM	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	1	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	0	0	2	5
05:00:00 PM	0	0	0	0	1	5
05:05:00 PM	0	0	0	0	1	4
05:10:00 PM	0	0	0	0	0	4
05:15:00 PM	0	0	0	0	2	6
05:20:00 PM	0	0	0	0	2	5
05:25:00 PM	0	0	0	0	2	4
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	0	0	0	0	0	4
05:40:00 PM	0	0	0	0	0	4
05:45:00 PM	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	2

Rally Traffic

N/S street:
E/W street:

Landfill Entrance
Coffin Butte Rd

City, State
Study ID #
Location

Adair Village OR
1020
44.69942 -123.2

Start Date
Start Time

Tuesday, September 19, 2023
04:00:00 PM

Peak Hour Start

Peak 15 Min Start

PHF (15-Min Int)

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																							

PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR		
	Landfill Entrance				Landfill Entrance				Coffin Butte Rd				Coffin Butte Rd				Sum	Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
02:00:00 PM	0	0	0	0	2	0	1	0	2	4	0	0	0	2	4	0			
02:05:00 PM	0	0	0	0	3	0	0	0	0	4	0	0	0	7	4	0			
02:10:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	6	0	43		
02:15:00 PM	0	0	0	0	4	0	0	0	1	1	0	0	0	5	9	0	48		
02:20:00 PM	0	0	0	0	5	0	0	0	2	4	0	0	0	1	4	0	46		
02:25:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	4	6	0	51		
02:30:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	3	7	0	45		
02:35:00 PM	0	0	0	0	5	0	0	0	0	3	0	0	0	0	7	0	44		
02:40:00 PM	0	0	0	0	7	0	1	0	1	3	0	0	0	1	2	0	44		
02:45:00 PM	0	0	0	0	3	0	1	0	0	2	0	0	0	0	1	0	37		
02:50:00 PM	0	0	0	0	6	0	0	0	0	1	0	0	0	3	4	0	36		
02:55:00 PM	0	0	0	0	8	0	0	0	0	1	0	0	0	1	3	0	34	428	
03:00:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	2	2	0	36	464	
03:05:00 PM	0	0	0	0	4	0	0	0	0	2	0	0	0	2	3	0	33	497	
03:10:00 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	1	3	0	29	483	
03:15:00 PM	0	0	0	0	4	0	0	0	0	3	0	0	0	5	5	0	37	472	
03:20:00 PM	0	0	0	0	7	0	0	0	0	4	0	0	0	4	5	0	46	472	
03:25:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	43	464	
03:30:00 PM	0	0	0	0	3	0	1	0	0	2	0	0	0	4	4	0	40	459	
03:35:00 PM	0	0	0	0	6	0	1	0	0	2	0	0	0	4	2	0	35	450	
03:40:00 PM	0	0	0	0	6	0	0	0	0	3	0	0	0	1	3	0	42	448	
03:45:00 PM	0	0	0	0	5	0	1	0	0	1	0	0	0	3	0	0	38	449	
03:50:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	3	1	0	32	445	
03:55:00 PM	0	0	0	0	2	0	0	0	1	3	0	0	0	2	2	0	29	440	
04:00:00 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	4	1	0	29	433	

04:05:00 PM	0	0	0	0	1	0	0	0	0	4	0	0	0	1	2	0	28	428
04:10:00 PM	0	0	0	0	2	0	1	0	0	2	0	0	0	1	3	0	27	426
04:15:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	21	410
04:20:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	1	0	0	19	383
04:25:00 PM	0	0	0	0	2	0	1	0	0	2	0	0	0	2	0	0	17	357
04:30:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	19	336
04:35:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	19	320
04:40:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	0	19	297
04:45:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	3	0	21	280
04:50:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	18	266
04:55:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13	250
05:00:00 PM	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	10	231
05:05:00 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	2	1	0	14	217
05:10:00 PM	0	0	0	0	0	0	3	0	0	2	0	0	0	1	0	0	18	208
05:15:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	14	201
05:20:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	13	195
05:25:00 PM	0	0	0	0	3	0	0	0	0	5	0	0	0	0	0	0	15	193
05:30:00 PM	0	0	0	0	2	0	1	0	0	8	0	0	0	1	0	0	26	200
05:35:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	24	205
05:40:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	21	207
05:45:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10	196
05:50:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	185
05:55:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	7	179

[illegible]

Rally Traffic

03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2 2
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2 4
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2 6
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 6
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 6

Passenger vehicles and light trucks																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Landfill Entrance				Landfill Entrance				Coffin Butte Rd				Coffin Butte Rd					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
02:00:00 PM	0	0	0	0	1	0	1	0	2	2	0	0	0	2	0	0		
02:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
02:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11	
02:15:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	3	6	0	15	
02:20:00 PM	0	0	0	0	3	0	0	0	2	2	0	0	0	0	1	0	22	
02:25:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	4	0	28	
02:30:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	22	
02:35:00 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	20	
02:40:00 PM	0	0	0	0	4	0	1	0	1	1	0	0	0	1	1	0	21	
02:45:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16	
02:50:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	14	
02:55:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	11	180
03:00:00 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	14	194
03:05:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	14	208
03:10:00 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	1	2	0	14	211
03:15:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	14	210
03:20:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	0	3	0	17	205

Rally Traffic

03:25:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	190
03:30:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	2	16	184
03:35:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	2	2	16	180
03:40:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	18	177
03:45:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	17	178
03:50:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	13	177
03:55:00 PM	0	0	0	0	0	2	0	0	0	1	2	0	0	0	2	0	16	182
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	13	181
04:05:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	1	1	16	183
04:10:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	3	16	185
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	16	187
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	180
04:25:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	7	174
04:30:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	9	167
04:35:00 PM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	14	165
04:40:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3	0	16	163
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	16	162
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	13	162
04:55:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	155
05:00:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	149
05:05:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1	10	143
05:10:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0	13	140
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	135
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	12	137
05:25:00 PM	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	14	144
05:30:00 PM	0	0	0	0	0	2	0	1	0	0	8	0	0	0	0	0	24	159
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	22	167
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	20	171
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	165
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	159
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	6	156

	FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks																	
	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	Landfill Entrance				Landfill Entrance				Coffin Butte Rd				Coffin Butte Rd				Sum	Sum
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	4	0		
02:05:00 PM	0	0	0	0	3	0	0	0	0	4	0	0	0	6	4	0		
02:10:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	4	0	32	
02:15:00 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	2	3	0	33	
02:20:00 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	1	3	0	24	
02:25:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	2	0	23	
02:30:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	2	3	0	23	
02:35:00 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	5	0	24	
02:40:00 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	0	1	0	23	
02:45:00 PM	0	0	0	0	2	0	1	0	0	2	0	0	0	0	1	0	21	
02:50:00 PM	0	0	0	0	3	0	0	0	0	1	0	0	0	3	3	0	22	
02:55:00 PM	0	0	0	0	5	0	0	0	0	1	0	0	0	0	1	0	23	248
03:00:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0	22	270

Rally Traffic

03:05:00 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	2	0	19	289
03:10:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	15	272
03:15:00 PM	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	4	23	262
03:20:00 PM	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	4	2	29	267
03:25:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	30	274
03:30:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	1	2	24	275
03:35:00 PM	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	2	0	19	270
03:40:00 PM	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	1	2	24	271
03:45:00 PM	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	21	271
03:50:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	0	19	268
03:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	13	258
04:00:00 PM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	3	0	16	252
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12	245
04:10:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	11	241
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	223
04:20:00 PM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	1	0	9	203
04:25:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	10	183
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	169
04:35:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	155
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	134
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	5	118
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	104
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	95
05:00:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	82
05:05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4	74
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	68
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	66
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58
05:25:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	49
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	41
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23

Pedestrians					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
02:00:00 PM	0	0	0	0		
02:05:00 PM	0	0	0	0		
02:10:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:20:00 PM	0	0	3	0	3	
02:25:00 PM	0	0	3	0	6	
02:30:00 PM	0	0	0	0	6	
02:35:00 PM	0	0	0	0	3	
02:40:00 PM	0	2	0	0	2	
02:45:00 PM	0	0	2	0	4	
02:50:00 PM	0	0	0	0	4	

Rally Traffic

02:55:00 PM	0	0	1	0	3	31
03:00:00 PM	0	0	2	0	3	34
03:05:00 PM	0	0	0	0	3	37
03:10:00 PM	0	0	0	0	2	39
03:15:00 PM	0	0	2	0	2	41
03:20:00 PM	0	0	0	0	2	40
03:25:00 PM	0	0	0	0	2	36
03:30:00 PM	0	0	2	0	2	32
03:35:00 PM	0	0	0	0	2	31
03:40:00 PM	0	0	0	0	2	31
03:45:00 PM	0	0	1	0	1	28
03:50:00 PM	0	0	1	0	2	26
03:55:00 PM	0	0	0	0	2	25
04:00:00 PM	0	0	0	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	1	
04:15:00 PM	0	0	0	0	1	
04:20:00 PM	0	0	0	0	1	
04:25:00 PM	0	0	0	0	2	
04:30:00 PM	0	0	0	0	2	
04:35:00 PM	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	
04:45:00 PM	0	0	0	0	1	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	0	0	2	5
05:00:00 PM	0	0	0	0	1	5
05:05:00 PM	0	0	0	0	1	4
05:10:00 PM	0	0	0	0	0	4
05:15:00 PM	0	0	2	0	2	6
05:20:00 PM	0	0	0	0	2	5
05:25:00 PM	0	0	11	0	2	4
05:30:00 PM	0	0	0	0	0	4
05:35:00 PM	0	0	0	0	0	4
05:40:00 PM	0	0	0	0	0	4
05:45:00 PM	0	0	0	0	0	3
05:50:00 PM	0	0	0	0	0	3
05:55:00 PM	0	0	0	0	0	2

Rally Traffic

N/S street:
E/W street:

NW Soap Creek Rd
Coffin Butte Rd

City, State
Study ID #
Location

Adair Village OR
1020
44.69598 -123.2

Start Date
Start Time

Tuesday, September 19, 2023
02:00:00 PM

Peak Hour Start
Peak 15 Min Start
PHF (15-Min Int)

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																							

PHV- Bicycles																PHV - Pedestrians						
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk					Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR		
	NW Soap Creek Rd				NW Soap Creek Rd				Coffin Butte Rd				Coffin Butte Rd						
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum	
02:00:00 PM	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	0			
02:05:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0			
02:10:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	17		
02:15:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	14		
02:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	16		
02:25:00 PM	0	1	0	0	0	0	0	0	3	0	0	0	0	1	1	0	16		
02:30:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	14		
02:35:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	13		
02:40:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	10		
02:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	11		
02:50:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	9		
02:55:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	9	129	
03:00:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	8	137	
03:05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	146	
03:10:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	2	0	11	140	
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	11	137	
03:20:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	10	131	
03:25:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	11	126	
03:30:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3	0	15	127	
03:35:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	17	131	
03:40:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	16	137	
03:45:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	14	140	
03:50:00 PM	0	2	0	0	0	0	0	0	1	0	1	0	0	2	2	0	18	149	
03:55:00 PM	0	1	0	0	0	0	0	0	3	0	0	0	0	1	1	0	19	159	
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	17	168	

Rally Traffic

04:05:00 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	14	173
04:10:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9	171
04:15:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	8	168
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	162
04:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	156
04:30:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	145
04:35:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	2	0	9	137
04:40:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	1	1	0	12	133
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	131
04:50:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	120
04:55:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	104
05:00:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	6	93
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	85
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	81
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	77
05:20:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	77
05:25:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	78
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	7	81
05:35:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	79
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	73
05:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	64
05:50:00 PM	0	1	0	0	0	0	0	0	2	0	0	0	0	1	0	0	6	63
05:55:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	66

[illegible]

[illegible]

Passenger vehicles and light trucks

[illegible]

Rally Traffic

03:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	35
03:30:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	8	36
03:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	39
03:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	9	44
03:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	46
03:50:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	8	53
03:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	58
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	10	66
04:05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	71
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	75
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	77
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	77
04:25:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	76
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	69
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	63
04:40:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	60
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	63
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	59
04:55:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	54
05:00:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	4	48
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	46
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	44
05:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	44
05:20:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	47
05:25:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	51
05:30:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	57
05:35:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	60
05:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	60
05:45:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	56
05:50:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	5	57
05:55:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	60

	FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks																	
	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	NW Soap Creek Rd				NW Soap Creek Rd				Coffin Butte Rd				Coffin Butte Rd				Sum	Sum
Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
02:00:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0		
02:05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0		
02:10:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	12	
02:15:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	9	
02:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	10	
02:25:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	10	
02:30:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
02:35:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
02:40:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	6	
02:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	9	
02:50:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	
02:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	84
03:00:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	6	90

Rally Traffic

03:05:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	97
03:10:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	9	94
03:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	9	94
03:20:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	9	93
03:25:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	8	91
03:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	91
03:35:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	92
03:40:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	7	93
03:45:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	10	94
03:50:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	10	96
03:55:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	12	101
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	102
04:05:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	7	102
04:10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	96
04:15:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	91
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	85
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	80
04:30:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	76
04:35:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	5	74
04:40:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	6	73
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	68
04:50:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	61
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50
05:00:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	45
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:50:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6

Pedestrians					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
02:00:00 PM	0	0	0	0		
02:05:00 PM	0	0	0	0		
02:10:00 PM	0	0	0	0	0	
02:15:00 PM	0	0	0	0	0	
02:20:00 PM	0	0	0	0	0	
02:25:00 PM	0	0	0	0	0	
02:30:00 PM	0	0	0	0	0	
02:35:00 PM	0	0	0	0	0	
02:40:00 PM	0	0	0	0	0	
02:45:00 PM	0	0	0	0	0	
02:50:00 PM	0	0	0	0	0	

Rally Traffic

02:55:00 PM	0	0	0	0	0	0
03:00:00 PM	0	0	0	0	0	0
03:05:00 PM	0	0	0	0	0	0
03:10:00 PM	0	0	0	0	0	0
03:15:00 PM	0	0	0	0	0	0
03:20:00 PM	0	0	0	0	0	0
03:25:00 PM	0	0	0	0	0	0
03:30:00 PM	0	0	0	0	0	0
03:35:00 PM	0	0	0	0	0	0
03:40:00 PM	0	0	0	0	0	0
03:45:00 PM	0	0	0	0	0	0
03:50:00 PM	0	0	0	0	0	0
03:55:00 PM	0	0	0	0	0	0
04:00:00 PM	0	0	0	0	0	0
04:05:00 PM	0	0	0	0	0	0
04:10:00 PM	0	0	0	0	0	0
04:15:00 PM	0	0	0	0	0	0
04:20:00 PM	0	0	0	0	0	0
04:25:00 PM	0	0	0	0	0	0
04:30:00 PM	0	0	0	0	0	0
04:35:00 PM	0	0	0	0	0	0
04:40:00 PM	0	0	0	0	0	0
04:45:00 PM	0	0	0	0	0	0
04:50:00 PM	0	0	0	0	0	0
04:55:00 PM	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0

Rally Traffic

N/S street:	Knife River Quarry
E/W street:	Coffin Butte Rd
City, State	Adair Village OR
Study ID #	1020
Location	44.69638 -123.2
Start Date	Tuesday, September 19, 2023
Start Time	02:00:00 PM
Peak Hour Start	
Peak 15 Min Start	
PHF (15-Min Int)	

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Percent Heavy Vehicles																			

PHV- Bicycles																PHV - Pedestrians						
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk					Sum
Lef t	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

All Vehicle Volumes																			
Time	Northbound				Southbound				Eastbound				Westbound				15 Min		1 HR
	Knife River Quarry				Knife River Quarry				Coffin Butte Rd				Coffin Butte Rd				Sum	Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
##	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0			
##	0	0	0	0	6	0	0	0	0	0	0	0	0	0	3	0	16		
##	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	16		
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	15		
##	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	11		
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	14		
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	13		
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10		
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6		
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	6		
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6	113	
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	8	121	
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	9	130	
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	122	
##	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	8	114	
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	7	106	
##	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	10	105	
##	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	10	101	
##	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	10	98	
##	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	13	101	
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	12	107	
##	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	14	115	
##	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	10	119	

[illegible]

[illegible]

Passenger vehicles and light trucks

[illegible]

[illegible]

	FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks
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[illegible]

[illegible]

HCM 6th TWSC
1: Expansion Access & Coffin Butte Rd





Year 2023 With Expansion Operations

Midday Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	0	28	30	1	27
Future Vol, veh/h	36	0	28	30	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	61	0	100	57	100	100
Mvmt Flow	44	0	34	37	1	33
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	149	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1112	-	659	805
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	639	805
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	701	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4		9.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	798	-	-	1112	-	
HCM Lane V/C Ratio	0.043	-	-	0.031	-	
HCM Control Delay (s)	9.7	-	-	8.3	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	





HCM 6th TWSC
2: Coffin Butte Rd & Existing Landfill Access

Year 2023 With Expansion Operations
Midday Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	57	28	57	21	30
Future Vol, veh/h	6	57	28	57	21	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	17	84	61	60	0	93
Mvmt Flow	7	68	33	68	25	36
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	101	0	-	0	149	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	4.27	-	-	-	6.4	7.13
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.353	-	-	-	3.5	4.137
Pot Cap-1 Maneuver	1403	-	-	-	848	792
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1403	-	-	-	844	792
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	946	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1403	-	-	-	813	
HCM Lane V/C Ratio	0.005	-	-	-	0.075	
HCM Control Delay (s)	7.6	-	-	-	9.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	





HCM 6th TWSC
1: Expansion Access & Coffin Butte Rd

Year 2040 With Expansion Operations
50% Growth Scenario, Midday Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	0	28	30	1	27
Future Vol, veh/h	36	0	28	30	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	61	0	100	57	100	100
Mvmt Flow	66	0	51	55	2	49
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	223	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1088	-	591	780
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	563	780
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	648	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.1		10	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	769	-	-	1088	-	
HCM Lane V/C Ratio	0.067	-	-	0.047	-	
HCM Control Delay (s)	10	-	-	8.5	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
2: Coffin Butte Rd & Existing Landfill Access

Year 2040 With Expansion Operations
50% Growth Scenario, Midday Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	57	28	57	21	30
Future Vol, veh/h	6	57	28	57	21	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	17	84	61	60	0	93
Mvmt Flow	11	102	50	102	38	54
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	152	0	-	0	225	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.27	-	-	-	6.4	7.13
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.353	-	-	-	3.5	4.137
Pot Cap-1 Maneuver	1342	-	-	-	768	755
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	762	755
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	907	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1342	-	-	-	758	
HCM Lane V/C Ratio	0.008	-	-	-	0.12	
HCM Control Delay (s)	7.7	-	-	-	10.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	