

| LOCATION: #17 - NE Ingle Road North of NE 28th Street/NE Goodwin Road SPECIFIC LOCATION: 0 ft from CITY/STATE: Clark County, OR | | | | | | | | | | | | | | QC JOB #: 10809618 DIRECTION: NB DATE: Sep 20 2012 | |
|--|--------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|---|-------|
| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| 12:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 AM | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 AM | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 5:45 AM | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak Volume | | | | | | | | | | | | | | | |
| PM Peak Volume | | | | | | | | | | | | | | | |
| Comments: 17 | | | | | | | | | | | | | | | |

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| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| 6:00 AM | 0 | 11 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| 6:15 AM | 0 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 6:30 AM | 0 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:45 AM | 0 | 16 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 7:00 AM | 0 | 17 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| 7:15 AM | 0 | 34 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 |
| 7:30 AM | 0 | 32 | 9 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 51 |
| 7:45 AM | 0 | 30 | 9 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 46 |
| 8:00 AM | 0 | 21 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| 8:15 AM | 0 | 18 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:30 AM | 0 | 19 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 8:45 AM | 1 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 9:00 AM | 0 | 16 | 7 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 |
| 9:15 AM | 0 | 14 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:30 AM | 0 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 9:45 AM | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 10:00 AM | 0 | 9 | 6 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| 10:15 AM | 0 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 10:30 AM | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 10:45 AM | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 23 |
| 11:00 AM | 0 | 9 | 7 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:15 AM | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:30 AM | 0 | 18 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:45 AM | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | | |
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| 12:00 PM | 0 | 17 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| 12:15 PM | 0 | 12 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:30 PM | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 12:45 PM | 0 | 14 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:00 PM | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:15 PM | 0 | 12 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 1:30 PM | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 1:45 PM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2:00 PM | 1 | 8 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 2:15 PM | 0 | 19 | 13 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 2:30 PM | 0 | 28 | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 2:45 PM | 0 | 20 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 3:00 PM | 0 | 20 | 6 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| 3:15 PM | 1 | 26 | 12 | 0 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 47 |
| 3:30 PM | 0 | 24 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 |
| 3:45 PM | 0 | 19 | 13 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 39 |
| 4:00 PM | 0 | 21 | 13 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 42 |
| 4:15 PM | 2 | 18 | 10 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 36 |
| 4:30 PM | 0 | 28 | 15 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 48 |
| 4:45 PM | 0 | 20 | 9 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 5:00 PM | 1 | 32 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 5:15 PM | 0 | 50 | 18 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 74 |
| 5:30 PM | 1 | 25 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 5:45 PM | 1 | 23 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak Volume | | | | | | | | | | | | | | | |
| PM Peak Volume | | | | | | | | | | | | | | | |
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| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| 6:00 PM | 0 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 6:15 PM | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 37 |
| 6:30 PM | 0 | 15 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 6:45 PM | 1 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:00 PM | 1 | 24 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| 7:15 PM | 0 | 14 | 7 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| 7:30 PM | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:45 PM | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 8:00 PM | 0 | 11 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| 8:15 PM | 0 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 8:30 PM | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:45 PM | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9:00 PM | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| 9:15 PM | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 9:30 PM | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:45 PM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11:15 PM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Day Total | 11 | 1172 | 439 | 10 | 125 | 8 | 7 | 17 | 1 | 4 | 0 | 0 | 0 | 32 | 1826 |
| Percent | 0.6% | 64.2% | 24.0% | 0.5% | 6.8% | 0.4% | 0.4% | 0.9% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 1.8% | |
| ADT 1826 | | | | | | | | | | | | | | | |
| AM Peak | 12:30 AM | 7:15 AM | 7:00 AM | 10:15 AM | 7:30 AM | 11:00 AM | 7:45 AM | 11:00 AM | 9:45 AM | 10:30 AM | | | | 7:30 AM | 7:30 AM |
| Volume | 1 | 34 | 10 | 2 | 6 | 1 | 1 | 2 | 1 | 1 | | | | 3 | 51 |
| PM Peak | 4:15 PM | 5:15 PM | 5:15 PM | 2:15 PM | 2:30 PM | 3:00 PM | 12:45 PM | 2:15 PM | | 3:45 PM | | | | 6:15 PM | 5:15 PM |
| Volume | 2 | 50 | 18 | 2 | 8 | 3 | 1 | 2 | | 1 | | | | 2 | 74 |
| <i>Comments:</i> 17 | | | | | | | | | | | | | | | |

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| SPECIFIC LOCATION: 0 ft from | | | | | | | | | | | | | DIRECTION: NB | | |
| CITY/STATE: Clark County, OR | | | | | | | | | | | | | DATE: Sep 20 2012 - Sep 20 2012 | | |
| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| Grand Total | 11 | 1172 | 439 | 10 | 125 | 8 | 7 | 17 | 1 | 4 | 0 | 0 | 0 | 32 | 1826 |
| Percent | 0.6% | 64.2% | 24.0% | 0.5% | 6.8% | 0.4% | 0.4% | 0.9% | 0.1% | 0.2% | 0.0% | 0.0% | 0.0% | 1.8% | |
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| 12:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:15 AM | 0 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 AM | 1 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 5:45 AM | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak Volume | | | | | | | | | | | | | | | |
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| 6:00 AM | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| 6:15 AM | 0 | 15 | 7 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:30 AM | 0 | 10 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 6:45 AM | 0 | 16 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 7:00 AM | 0 | 23 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 |
| 7:15 AM | 1 | 23 | 15 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 46 |
| 7:30 AM | 1 | 30 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 7:45 AM | 0 | 26 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| 8:00 AM | 0 | 11 | 5 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 8:15 AM | 1 | 23 | 10 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 8:30 AM | 0 | 19 | 6 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 32 |
| 8:45 AM | 2 | 17 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 9:00 AM | 0 | 12 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 9:15 AM | 1 | 10 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 9:30 AM | 0 | 10 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9:45 AM | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 AM | 0 | 9 | 3 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 10:15 AM | 0 | 8 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:30 AM | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10:45 AM | 0 | 13 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 AM | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 AM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:30 AM | 0 | 11 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 11:45 AM | 0 | 12 | 6 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak | | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | | |
| PM Peak | | | | | | | | | | | | | | | |
| Volume | | | | | | | | | | | | | | | |
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|--|--------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|---|-------|
| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| 12:00 PM | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:15 PM | 0 | 8 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:30 PM | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:45 PM | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| 1:00 PM | 1 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 1:15 PM | 0 | 10 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| 1:30 PM | 0 | 16 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 1:45 PM | 0 | 20 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 2:00 PM | 0 | 17 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 2:15 PM | 2 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 |
| 2:30 PM | 0 | 16 | 7 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 2:45 PM | 1 | 19 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 3:00 PM | 0 | 10 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 3:15 PM | 0 | 34 | 15 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 56 |
| 3:30 PM | 0 | 23 | 10 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 43 |
| 3:45 PM | 2 | 13 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 4:00 PM | 1 | 22 | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| 4:15 PM | 0 | 23 | 20 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 51 |
| 4:30 PM | 0 | 26 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
| 4:45 PM | 0 | 26 | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 5:00 PM | 0 | 22 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 5:15 PM | 0 | 42 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 5:30 PM | 0 | 37 | 9 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 5:45 PM | 0 | 30 | 9 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Day Total | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | |
| AM Peak Volume | | | | | | | | | | | | | | | |
| PM Peak Volume | | | | | | | | | | | | | | | |
| Comments: 17 | | | | | | | | | | | | | | | |

LOCATION: #17 - NE Ingle Road North of NE 28th Street/NE Goodwin Road
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Clark County, OR

QC JOB #: 10809618
DIRECTION: SB
DATE: Sep 20 2012

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total | |
|------------------|--------------|----------------|-------------|---------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|----------------|---------|---------|
| 6:00 PM | 0 | 31 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | |
| 6:15 PM | 0 | 24 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | |
| 6:30 PM | 0 | 23 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | |
| 6:45 PM | 0 | 16 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | |
| 7:00 PM | 1 | 24 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | |
| 7:15 PM | 0 | 13 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | |
| 7:30 PM | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | |
| 7:45 PM | 0 | 19 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | |
| 8:00 PM | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | |
| 8:15 PM | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | |
| 8:30 PM | 0 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | |
| 8:45 PM | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | |
| 9:00 PM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 9:15 PM | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | |
| 9:30 PM | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 9:45 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 10:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 10:15 PM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 10:30 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| 10:45 PM | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 11:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 11:15 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 11:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 11:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Day Total | 16 | 1177 | 450 | 11 | 123 | 17 | 1 | 16 | 3 | 2 | 0 | 0 | 0 | 20 | 1836 | |
| Percent | 0.9% | 64.1% | 24.5% | 0.6% | 6.7% | 0.9% | 0.1% | 0.9% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 1.1% | | |
| ADT 1836 | | | | | | | | | | | | | | | | |
| AM Peak | 8:45 AM | 7:30 AM | 7:30 AM | 7:15 AM | 6:15 AM | 11:45 AM | 8:00 AM | 7:15 AM | 6:15 AM | 9:15 AM | | | | | 7:00 AM | 7:30 AM |
| Volume | 2 | 30 | 17 | 4 | 5 | 2 | 1 | 1 | 1 | 1 | | | | | 2 | 50 |
| PM Peak | 2:15 PM | 5:15 PM | 4:15 PM | 1:45 PM | 5:45 PM | 3:30 PM | | | 3:15 PM | 12:45 PM | | | | | 3:30 PM | 3:15 PM |
| Volume | 2 | 42 | 20 | 1 | 7 | 3 | | | 3 | 1 | | | | | 3 | 56 |

Comments: 17

| LOCATION: #17 - NE Ingle Road North of NE 28th Street/NE Goodwin Road | | | | | | | | | | | | | QC JOB #: 10809618 | | |
|--|--------------|----------------|-------------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|--|----------------|-------|
| SPECIFIC LOCATION: 0 ft from | | | | | | | | | | | | | DIRECTION: SB | | |
| CITY/STATE: Clark County, OR | | | | | | | | | | | | | DATE: Sep 20 2012 - Sep 20 2012 | | |
| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
| Grand Total | 16 | 1177 | 450 | 11 | 123 | 17 | 1 | 16 | 3 | 2 | 0 | 0 | 0 | 20 | 1836 |
| Percent | 0.9% | 64.1% | 24.5% | 0.6% | 6.7% | 0.9% | 0.1% | 0.9% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 1.1% | |
| ADT 1836 | | | | | | | | | | | | | | | |
| <i>Comments:</i> 17 | | | | | | | | | | | | | | | |

