

November 7, 2025

City of Tualatin
Attention: Mike McCarthy
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Re: **Lam – Project TUX**
Traffic Response for Appeal of AR Decision
AR24-0002
Project Number 2250180.00

Dear Mike:

Mackenzie has prepared this letter to respond to some of the traffic related comments provided through the Architectural Review (AR) process. Traffic analysis data and calculation results were included in our July 21, 2025, Transportation Impact Analysis (TIA) and supplemental August 19, 2025, letter during the AR process for the proposed development. In addition, new traffic counts were collected at the intersection of SW Tualatin Road with SW 108th Avenue on Thursday October 23, 2025, to assess changes in volumes with substantial completion of SW Tualatin-Sherwood Road widening improvements and the opening of Building G at the Lam Campus.

The original development proposal for AR24-0002 included employee use of a driveway on SW Tualatin Road opposite SW 115th Avenue, currently used by JAE and providing gated emergency access to the Lam campus, and installation of a new traffic signal at that intersection. The traffic signal and employee use of this driveway were subsequently eliminated from the development proposal in response to community feedback. In the approved plan for AR24-0002, existing driveways on SW Leveton Drive and SW 108th Avenue will continue to be used for the campus. This minimizes the number of campus trips added to SW Tualatin Road and cutting through the adjacent neighborhood via SW 115th Avenue and SW Hazelbrook Road. SW Leveton Drive will continue to serve as the primary vehicular access location for the campus.

The development proposed in AR24-0002 was reviewed by City of Tualatin, Washington County, and the Oregon Department of Transportation, and all jurisdictions concurred with the findings and recommendations of the TIA.

Traffic related comments received during the AR process are addressed below.

North access on SW 108th Avenue

The north access on SW 108th Avenue has historically been gated at night for campus safety. However, the driveway has always been available during regular business hours for employees and deliveries and is therefore not a “new access”.

There will be an increase in use of this driveway with added parking on the north side of the campus, but even with this increase, the total trips from the campus that will use this driveway will be low. There will be no vehicle connection between this north driveway and the recently constructed parking lot for Building G.

Some neighbors have expressed concern that the increased use of this driveway would lead to additional impact on SW Tualatin Road. Our TIA modeling predicts that impact on SW Tualatin Road from the proposal will be 25 or fewer trips in

the peak hours, or only 10% of the Project's new trips. As detailed below, our analysis of the actual trips generated by the recent occupancy of Building G validates the accuracy of our TIA modeling, so our TIA estimates for the project are reliable.

Another way to look at the impact is that the addition of the project's 25 peak hour trips to SW Tualatin Road represents only 2% of that roadway's volume. The total impact of Lam's campus after project development is estimated to be less than 5% of the volume on Tualatin Road, meaning the campus impact without the project is about 3% of the volume.

Although the driveway is not new, it will comply with all standards in TDC 75.020.5 for a new driveway:

(a) *The proposed driveway approach meets the standards of this Chapter and the Public Works Construction Code;*

Response: The driveway will meet all the standards, including width of 36", spacing of 100' minimum from other driveways, and 150' from the intersection of collector and arterial streets.

(b) *No site conditions prevent placing the driveway approach in the required location;*

Response: The driveway is existing and there are no site conditions that prevent its continued use at this location.

(c) *The number of driveway approaches onto an arterial are minimized;*

Response: No site driveways are proposed on an arterial. All site driveways are located on SW 108th Avenue and SW Leveton Drive, both of which are collectors as noted in the City of Tualatin's recently adopted 2025 Transportation System Plan.

(d) *The proposed driveway approach, where possible: (i) Is shared with an adjacent property; or (ii) Takes access from the lowest classification of street abutting the property;*

Response: Shared access is not possible as the campus has frontage on the entire length of SW 108th Avenue between SW Tualatin Road and SW Leveton Drive. The campus has frontage on an Arterial (SW Tualatin Road) and two Collector roadways (SW 108th and SW Leveton) and on takes access on the lower classification Collector roadways.

(e) *The proposed driveway approach meets vision clearance standards;*

Response: Vision and sight distance standards were addressed in the TIA, which demonstrates the requirements are met from this driveway approach. City Engineering staff will also review the construction documents to confirm these are met.

(f) *The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;*

Response: No traffic hazards are created with the location of driveway, turning movements, or anticipated traffic volumes. The TIA indicates operations will meet the applicable City standards.

(g) *The proposed driveway approach does not result in significant adverse impacts to the vicinity;*

Response: As noted in the TIA, there are no intersections or roadways that do not meet operational or safety standards in the vicinity of the campus. While there is a small number of additional trips added to SW Tualatin Road, this does not result in a significant adverse impact. As summarized above, the project will contribute only a 2% or less increase in volumes (25 trips) during peak hours

(h) *The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections;*

Response: Because the driveway is located on a lower classification and lower volume roadway, and all intersections and roadways in the vicinity will operate at acceptable levels, there is minimal impact on the functionality of adjacent streets and intersections.

(i) *The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.*

Response: The access is located on a collector roadway opposite other industrial development and as noted in the TIA, fewer than 25 peak hour trips will be added to SW Tualatin Road, which borders residentially zoned properties. The TIA demonstrates that there is no adverse impact from the project including on the residentially zoned property and functionality of adjacent streets.

Tualatin Road impacts

As noted in the TIA and reviewed by City of Tualatin staff and summarized above, the proposed is estimated to add fewer than 25 peak hour trips to any segment of SW Tualatin Road. The campus impact on SW Tualatin Road between SW 108th and 115th Avenues is estimated to be less than 5% of the total traffic volumes, with project related traffic comprising of 2% of the total traffic volumes. The total volume on SW Tualatin Road is consistent with its classification as an Arterial roadway.

As noted below, volumes on SW Tualatin Road have decreased since counts were taken for the TIA in the spring of 2025 as construction has neared completion on Tualatin-Sherwood Road.

SW Hazelbrook Road approach to Highway 99W

We have estimated the impact of the project will be 10 additional trips in the PM peak hour and both City and ODOT staff have agreed with our assessment. Further, the recent review of traffic volumes added to SW Tualatin Road from 108th Avenue with occupancy of Building G validates the assumptions in our modeling, which provides additional support for this estimate. Our recommendation is for no mitigation at this location because mitigating the long delays and queues would only encourage more traffic to cut through the neighborhood. ODOT agrees that no mitigation should be made to this location. ODOT's priority is to maintain the capacity and flow of the highway mainline, so it is not unusual to see long delays or queues on side streets approaching a state highway.

Intersection of SW Tualatin Road with SW 108th Avenue

There have been comments from neighbors regarding the crash rate at this intersection as well as the potential need for mitigation. As noted in the TIA, the intersection does not have an elevated crash rate. Comparisons with the crash rate at the intersection of SW 115th Avenue show a higher rate, but both intersections are below the average for these types of intersections.

Operations following the proposed development do not warrant a traffic signal, nor would we recommend one. Adding a traffic signal would only encourage more traffic to use SW Tualatin Road.

School safety

Lam's impact is mostly during the peak commute hours, as noted in the TIA. The observed site peaks are from 8:00 AM – 9:00 AM and 4:45 PM to 5:45 PM. Few AM peak hour trips will be added to either SW Tualatin Road or SW 115th Avenue, and the PM peak hour is well outside school peaks (school ends at 3:10 PM). We also understand the City has met with neighbors to discuss options to reduce cut through traffic that is occurring even without the proposed expansion of the Lam campus.

The recent reduction in SW Tualatin Road volumes due to substantial completion of improvements on SW Tualatin-Sherwood Road, especially during the AM peak hour, also helps to address these concerns.

Tualatin Road Traffic Volumes

As noted in the TIA, traffic volumes on SW Tualatin Road appeared to have increased in 2024 and 2025 due to construction on SW Tualatin-Sherwood Road. Now that construction is substantially complete and all lanes are open, new counts were conducted at the intersection of SW Tualatin Road with SW 108th Avenue on Thursday October 23, 2025. Overall intersection volumes have decreased by more than 100 vehicles in the PM peak hour and 250 vehicles during the AM peak per hour, indicating there was a measurable impact on SW Tualatin Road from the construction project. In addition, Lam's Building G construction has completed, and is now occupied by 500 employees. The original TIA for Building G estimated 196 AM and 193 PM peak hour trips with 600 employees. Most of these trips are added to the two driveways constructed on SW 108th Avenue for the Building G project.

There was a small increase in traffic volumes turning to and from SW 108th Avenue and the west leg of Tualatin Road when compared with the counts conducted in spring 2024 and 2025 during construction on SW Tualatin-Sherwood Road and before occupancy of Building G. Assuming these additional turns are due to the added Building G trips, we calculated the turn volume increase to be 10% of Building G's trip estimate. During the AM peak hour there was a small increase of 12 trips turning right and a decrease of trips turning left to SW Tualatin Road. During the PM peak hour there was a small increase of 14 left turns and two right turns. With 500 employees, Building G is estimated to generate 161 trips in the PM peak hour, and the 16 trips added to SW Tualatin Road is 10% of that total. This supports our assumptions of small increases on SW Tualatin Road with occupancy of both projects.

Traffic volumes along the site's frontage on SW Tualatin Road have decreased by 350 AM and 125 PM trips due to construction being completed on SW Tualatin-Sherwood Road, which has been a key concern for neighbors. Even with occupancy of Building G and new development proposed in AR24-0002, volumes on SW Tualatin Road will still be lower than what was observed in Spring 2025.

The overall impacts of the Lam campus on Tualatin Road are estimated to be approximately 5% of the total PM peak hour volume, with the new development accounting for 2% and existing campus trips 3%.

In summary, the impacts of the development proposed in AR24-0002 will not result in any significant impacts on intersections and roadways in the vicinity. Most trips to and from the campus will use SW Leveton Drive instead of SW Tualatin Road, minimizing the impact near the residential neighborhood and cut through on SW 115th Avenue and SW Hazelbrook Road.



Brent Ahrend, PE
Associate Principal | Traffic Engineer

Enclosure(s): Attachment A – Intersection Count Summary Sheets

Total Vehicle Summary

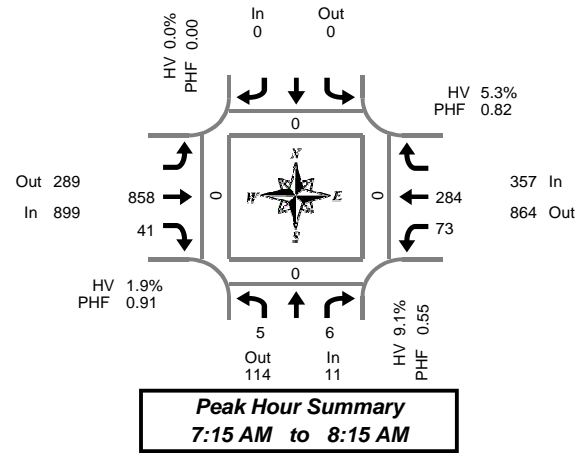


Clay Carney
(503) 833-2740

SW 108th Ave & SW Tualatin Rd

Wednesday, June 06, 2018

7:00 AM to 9:00 AM



15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Interval Total	Pedestrians Crosswalk			
	L	R	Bikes		L	R	Bikes		T	R	Bikes		L	T	Bikes			North	South	East	West
7:00 AM	1	2	0				0		190	5	0		11	48	0		257	0	1	0	1
7:15 AM	3	2	0				0		226	8	0		13	66	1		318	0	0	0	0
7:30 AM	0	0	0				0		242	6	1		13	70	1		331	0	0	0	0
7:45 AM	1	2	0				0		226	15	0		29	80	0		353	0	0	0	0
8:00 AM	1	2	0				0		164	12	0		18	68	1		265	0	0	0	0
8:15 AM	2	3	0				0		135	8	0		22	53	2		223	0	0	2	3
8:30 AM	2	2	0				0		107	7	0		16	64	1		198	0	0	0	0
8:45 AM	1	3	0				0		91	1	0		17	75	1		188	0	0	0	0
Total Survey	11	16	0				0		1,381	62	1		139	524	7		2,133	0	1	2	4

Peak Hour Summary

7:15 AM to 8:15 AM

By Approach	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	11	114	125	0	0	0	0	0	899	289	1,188	1	357	864	1,221	3	1,267	0	0	0	0
%HV	9.1%				0.0%				1.9%				5.3%				2.9%				
PHF	0.55				0.00				0.91				0.82				0.90				

By Movement	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Total
	L	R	Total		L	R	Total		T	R	Total		L	T		Total	
Volume	5	6	11				0		858	41	899		73	284		357	1,267
%HV	0.0%	NA	16.7%	9.1%	NA	NA	0.0%		1.9%	2.4%	1.9%		2.7%	6.0%	NA	5.3%	2.9%
PHF	0.42		0.75	0.55			0.00		0.89	0.68	0.91		0.63	0.89		0.82	0.90

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Interval Total	Pedestrians Crosswalk			
	L	R	Bikes		L	R	Bikes		T	R	Bikes		L	T	Bikes			North	South	East	West
7:00 AM	5	6	0				0		884	34	1		66	264	2		1,259	0	1	0	1
7:15 AM	5	6	0				0		858	41	1		73	284	3		1,267	0	0	0	0
7:30 AM	4	7	0				0		767	41	1		82	271	4		1,172	0	0	2	3
7:45 AM	6	9	0				0		632	42	0		85	265	4		1,039	0	0	2	3
8:00 AM	6	10	0				0		497	28	0		73	260	5		874	0	0	2	3

Total Vehicle Summary

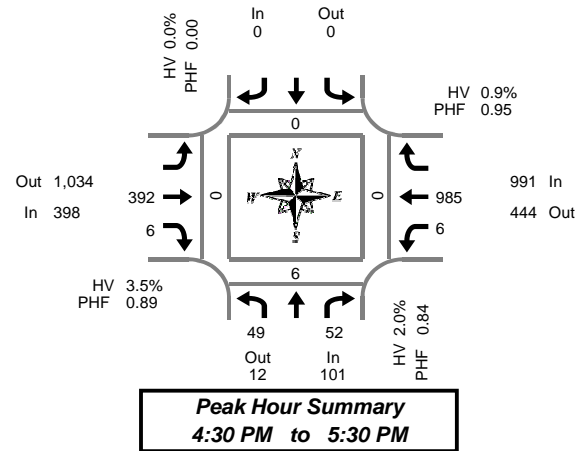


Clay Carney
(503) 833-2740

SW 108th Ave & SW Tualatin Rd

Tuesday, June 05, 2018

4:00 PM to 6:00 PM



15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes		L	T		Bikes		North	South	East	West
4:00 PM	8		7	2				0	102	2	0	2	215		1		336	0	0	0	0
4:15 PM	5		12	1				0	94	1	1	0	220		0		332	0	2	0	0
4:30 PM	14		12	0				0	98	0	1	1	259		2		384	0	2	0	0
4:45 PM	4		12	0				0	93	3	0	3	238		0		353	0	0	0	0
5:00 PM	17		13	1				0	111	1	2	0	239		0		381	0	0	0	0
5:15 PM	14		15	2				0	90	2	1	2	249		0		372	0	4	0	0
5:30 PM	10		11	0				0	94	4	1	6	207		0		332	0	0	0	1
5:45 PM	5		12	0				0	90	6	3	2	174		0		289	0	2	0	1
Total Survey	77		94	6				0	772	19	9	16	1,801		3		2,779	0	10	0	2

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	101	12	113	3	0	0	0	0	398	1,034	1,432	4	991	444	1,435	2	1,490	0	6	0	0
%HV	2.0%				0.0%				3.5%				0.9%				1.7%				
PHF	0.84				0.00				0.89				0.95				0.97				

By Movement	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Total
	L		R	Total				Total	T	R	Total		L	T		Total	
Volume	49		52	101				0	392	6	398		6	985		991	1,490
%HV	0.0%		3.8%	2.0%	NA		NA	0.0%	NA	3.6%	0.0%	3.5%	0.0%	0.9%		0.9%	1.7%
PHF	0.72		0.87	0.84				0.00		0.88	0.50	0.89		0.50	0.95	0.95	0.97

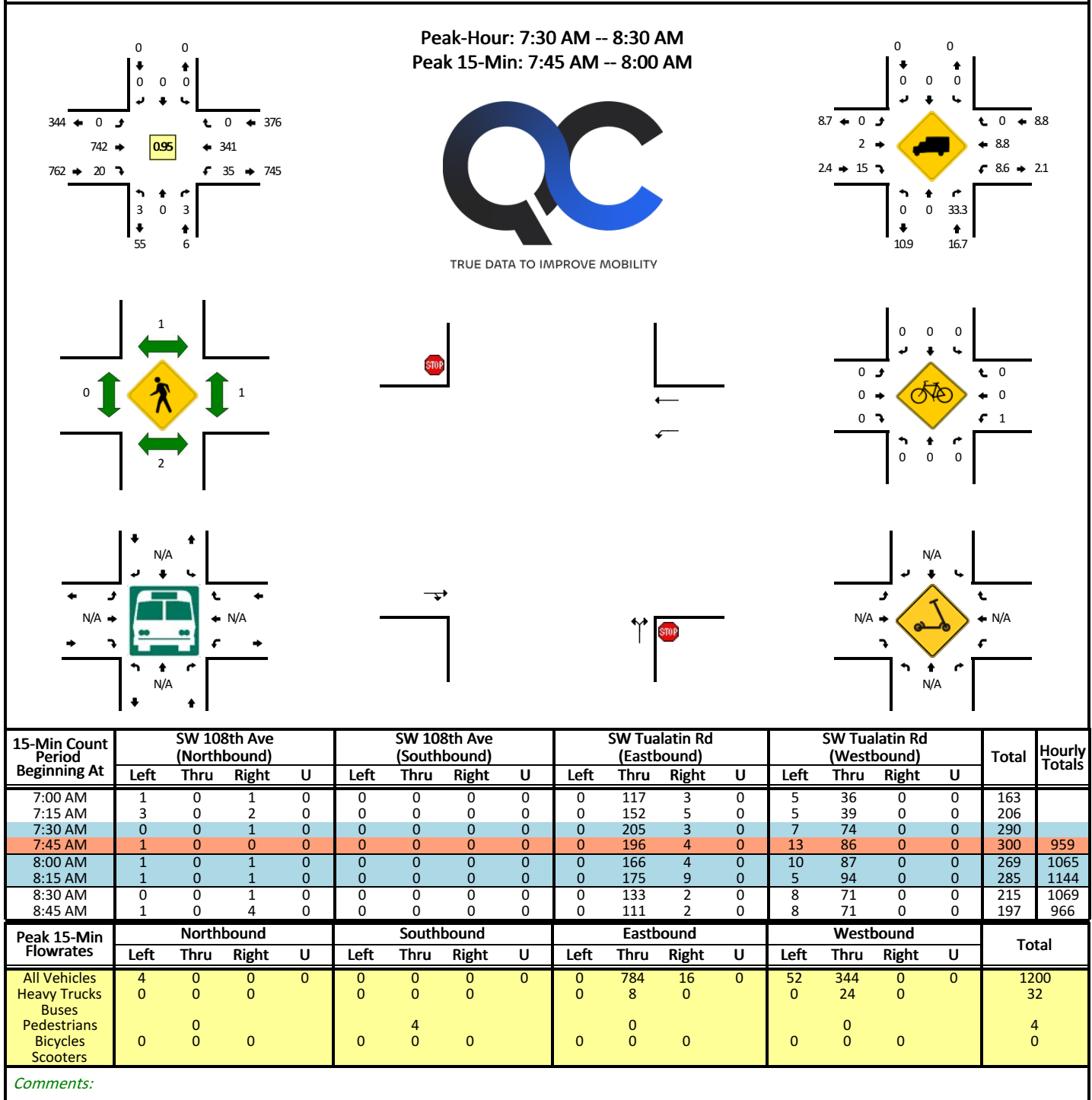
Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SW 108th Ave				Southbound SW 108th Ave				Eastbound SW Tualatin Rd				Westbound SW Tualatin Rd				Interval Total	Pedestrians Crosswalk			
	L		R	Bikes				Bikes	T	R	Bikes		L	T		Bikes		North	South	East	West
4:00 PM	31		43	3				0	387	6	2	6	932		3		1,405	0	4	0	0
4:15 PM	40		49	2				0	396	5	4	4	956		2		1,450	0	4	0	0
4:30 PM	49		52	3				0	392	6	4	6	985		2		1,490	0	6	0	0
4:45 PM	45		51	3				0	388	10	4	11	933		0		1,438	0	4	0	1
5:00 PM	46		51	3				0	385	13	7	10	869		0		1,374	0	6	0	2

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd**CITY/STATE:** Tualatin, OR**QC JOB #:** 16573205**DATE:** Tue, Apr 23 2024

Report generated on 5/3/2024 1:07 PM

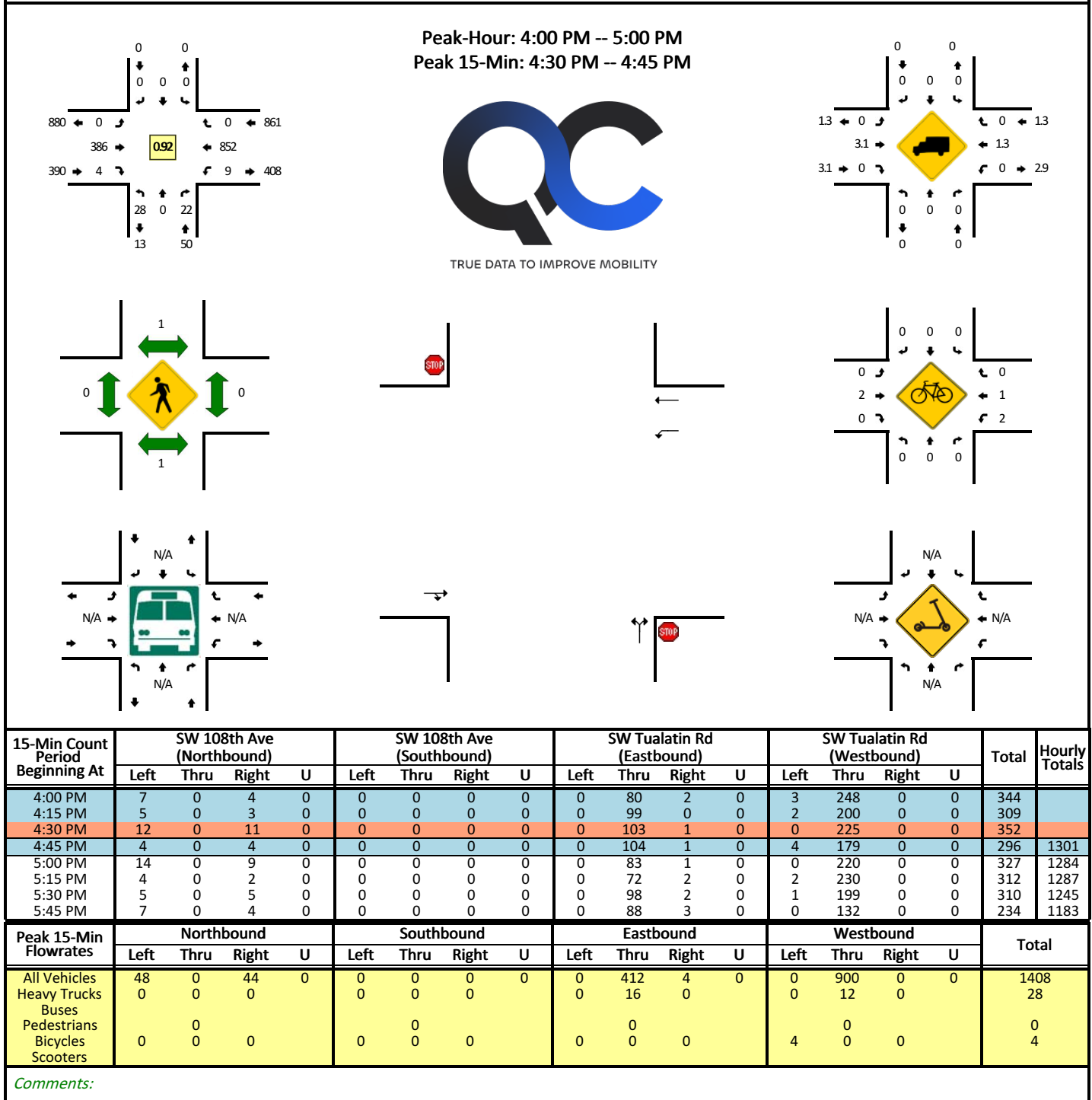
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd
CITY/STATE: Tualatin, OR

QC JOB #: 16573206
DATE: Tue, Apr 23 2024



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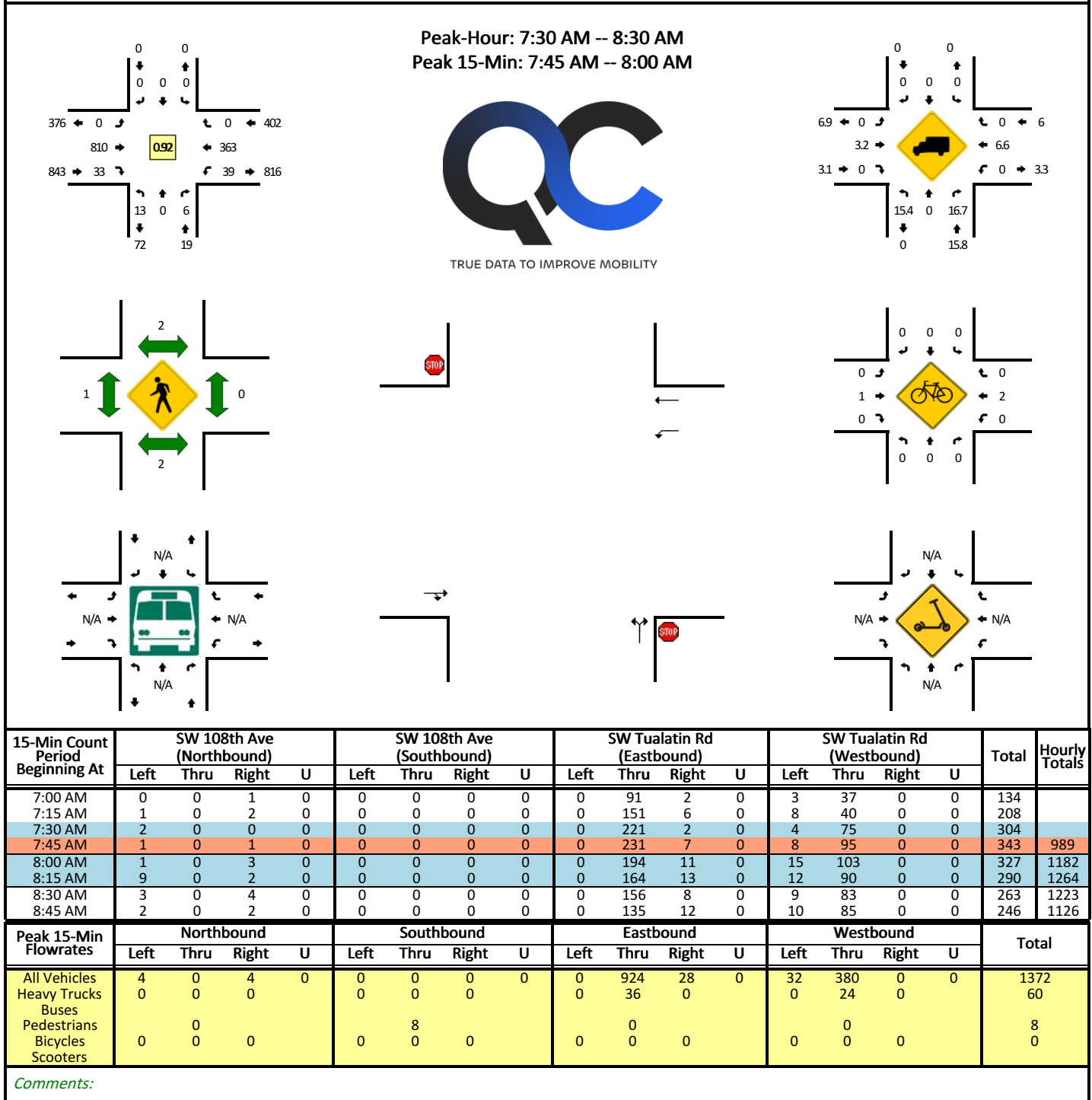
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd
CITY/STATE: Tualatin, OR

QC JOB #: 17042833
DATE: Tue, May 13 2025



Report generated on 6/2/2025 1:12 PM

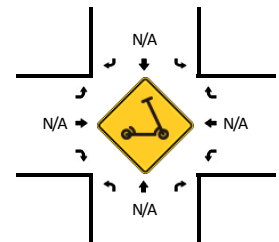
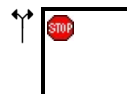
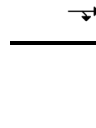
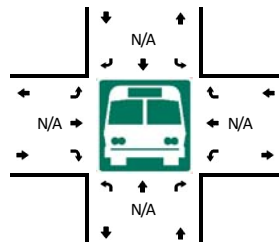
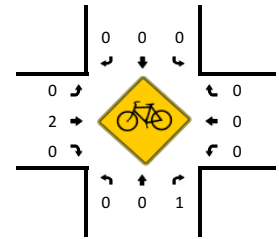
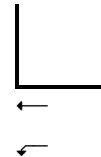
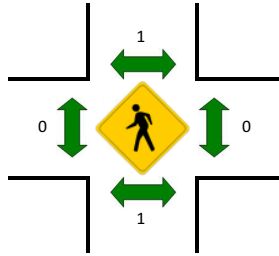
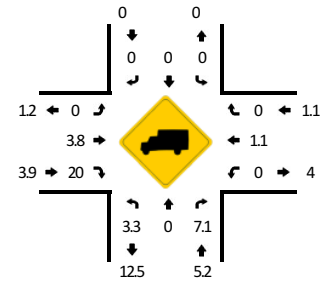
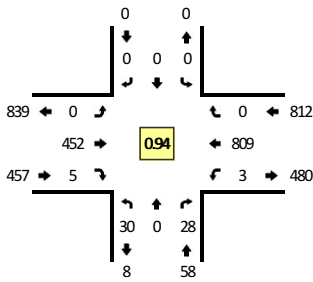
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd**QC JOB #:** 17042834**CITY/STATE:** Tualatin, OR**DATE:** Tue, May 13 2025

Peak-Hour: 3:45 PM -- 4:45 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



15-Min Count Period Beginning At	SW 108th Ave (Northbound)				SW 108th Ave (Southbound)				SW Tualatin Rd (Eastbound)				SW Tualatin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	9	0	6	0	0	0	0	0	0	100	2	0	1	158	0	0	276	
3:15 PM	2	0	3	0	0	0	0	0	0	100	2	0	2	148	0	0	257	
3:30 PM	7	0	4	0	0	0	0	0	0	99	0	0	0	171	0	0	281	
3:45 PM	5	0	11	0	0	0	0	0	0	129	2	0	0	188	0	0	335	1149
4:00 PM	7	0	6	0	0	0	0	0	0	109	2	0	0	202	0	0	326	1199
4:15 PM	6	0	3	0	0	0	0	0	0	107	1	0	2	194	0	0	313	1255
4:30 PM	12	0	8	0	0	0	0	0	0	107	0	0	1	225	0	0	353	1327
4:45 PM	5	0	4	0	0	0	0	0	0	89	1	0	4	200	0	0	303	1295
5:00 PM	6	0	7	0	0	0	0	0	0	101	3	0	0	209	0	0	326	1295
5:15 PM	5	0	10	0	0	0	0	0	0	100	0	0	1	204	0	0	320	1302
5:30 PM	6	0	6	0	0	0	0	0	0	80	2	0	1	161	0	0	256	1205
5:45 PM	2	0	3	0	0	0	0	0	0	75	0	0	2	132	0	0	214	1116
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	0	32	0	0	0	0	0	0	428	0	0	4	900	0	0	1412	
Heavy Trucks	0	0	4	0	0	0	0	0	0	8	0	0	0	0	0	0	12	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Scooters																		

Comments:

Report generated on 6/2/2025 1:12 PM

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

Type of peak hour being reported: Intersection Peak

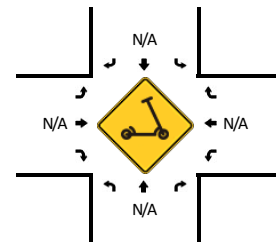
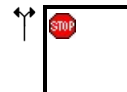
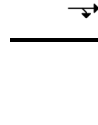
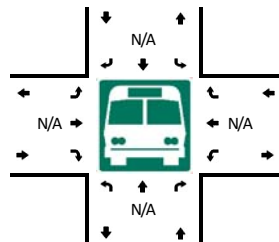
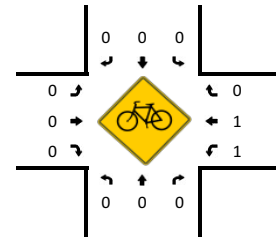
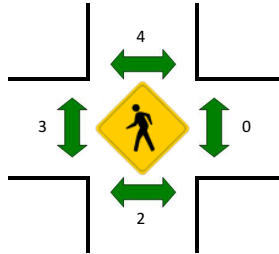
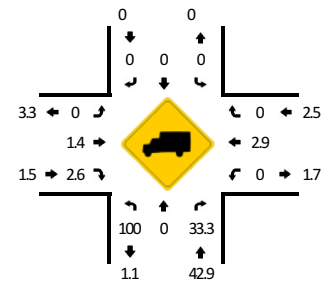
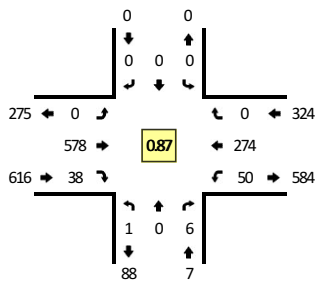
Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd**QC JOB #:** 17305501**CITY/STATE:** Tualatin, OR**DATE:** Thu, Oct 23 2025

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:35 AM -- 7:50 AM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	SW 108th Ave (Northbound)				SW 108th Ave (Southbound)				SW Tualatin Rd (Eastbound)				SW Tualatin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	24	6	0	3	19	0	0	52	
7:05 AM	0	0	0	0	0	0	0	0	0	35	1	0	1	15	0	0	52	
7:10 AM	0	0	0	0	0	0	0	0	0	39	1	0	0	12	0	0	52	
7:15 AM	0	0	0	0	0	0	0	0	0	34	0	0	1	12	0	0	47	
7:20 AM	1	0	0	0	0	0	0	0	0	44	0	0	0	19	0	0	64	
7:25 AM	0	0	0	0	0	0	0	0	0	48	1	0	4	11	0	0	64	
7:30 AM	0	0	1	0	0	0	0	0	0	40	1	0	0	20	0	0	62	
7:35 AM	0	0	1	0	0	0	0	0	0	66	1	0	2	19	0	0	89	
7:40 AM	0	0	0	0	0	0	0	0	0	62	1	0	7	30	0	0	100	
7:45 AM	0	0	0	0	0	0	0	0	0	57	3	0	4	20	0	0	84	
7:50 AM	1	0	0	0	0	0	0	0	0	44	5	0	5	27	0	0	82	
7:55 AM	0	0	0	0	0	0	0	0	0	52	3	0	9	24	0	0	88	836
8:00 AM	0	0	0	0	0	0	0	0	0	44	2	0	4	25	0	0	75	859
8:05 AM	0	0	0	0	0	0	0	0	0	43	3	0	9	31	0	0	86	893
8:10 AM	0	0	1	0	0	0	0	0	0	38	4	0	1	13	0	0	57	898
8:15 AM	0	0	0	0	0	0	0	0	0	40	5	0	5	20	0	0	70	921
8:20 AM	0	0	3	0	0	0	0	0	0	46	5	0	4	24	0	0	82	939
8:25 AM	0	0	0	0	0	0	0	0	0	46	5	0	0	21	0	0	72	947
8:30 AM	0	0	0	0	0	0	0	0	0	28	3	0	6	9	0	0	46	931
8:35 AM	1	0	0	0	0	0	0	0	0	49	6	0	4	23	0	0	83	925
8:40 AM	0	0	1	0	0	0	0	0	0	36	2	0	4	27	0	0	70	895
8:45 AM	0	0	1	0	0	0	0	0	0	27	2	0	7	17	0	0	54	865
8:50 AM	0	0	0	0	0	0	0	0	0	33	5	0	2	18	0	0	58	841
8:55 AM	1	0	1	0	0	0	0	0	0	23	4	0	4	18	0	0	51	804
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	0	0	0	0	0	740	20	0	52	276	0	0	1092	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12	
Buses																		
Pedestrians	0	0			4				4				0				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		

Comments:

Report generated on 10/29/2025 6:37 AM

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

Type of peak hour being reported: Intersection Peak

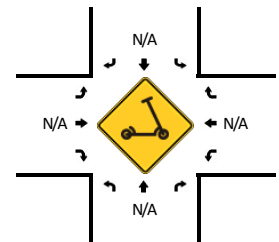
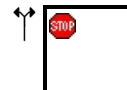
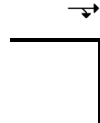
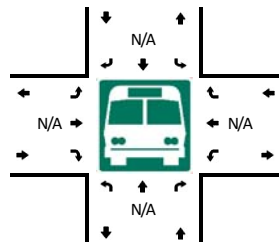
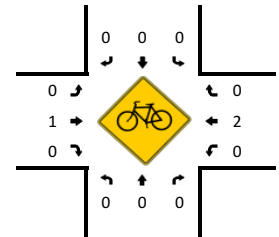
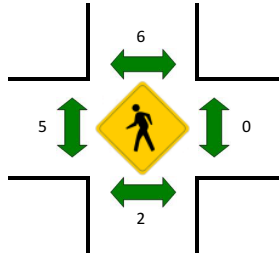
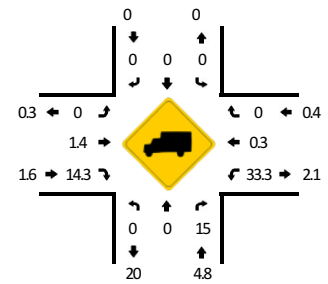
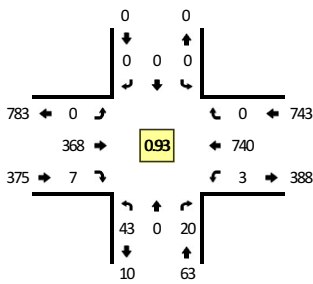
Method for determining peak hour: Total Entering Volume

LOCATION: SW 108th Ave -- SW Tualatin Rd**QC JOB #:** 17305502**CITY/STATE:** Tualatin, OR**DATE:** Thu, Oct 23 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM



TRUE DATA TO IMPROVE MOBILITY



5-Min Count Period Beginning At	SW 108th Ave (Northbound)				SW 108th Ave (Southbound)				SW Tualatin Rd (Eastbound)				SW Tualatin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	0	0	0	0	0	0	0	0	25	0	0	0	41	0	0	70	
4:05 PM	1	0	2	0	0	0	0	0	0	33	1	0	0	64	0	0	101	
4:10 PM	2	0	0	0	0	0	0	0	0	29	1	0	0	52	0	0	86	
4:15 PM	1	0	0	0	0	0	0	0	0	26	0	0	0	47	0	0	74	
4:20 PM	1	0	2	0	0	0	0	0	0	39	0	0	0	35	0	0	77	
4:25 PM	2	0	1	0	0	0	0	0	0	20	0	0	0	52	0	0	75	
4:30 PM	5	0	0	0	0	0	0	0	0	33	0	0	0	60	0	0	98	
4:35 PM	4	0	4	0	0	0	0	0	0	25	0	0	0	78	0	0	111	
4:40 PM	1	0	2	0	0	0	0	0	0	32	2	0	0	73	0	0	110	
4:45 PM	7	0	0	0	0	0	0	0	0	28	2	0	0	58	0	0	95	
4:50 PM	3	0	0	0	0	0	0	0	0	27	1	0	0	61	0	0	92	
4:55 PM	3	0	1	0	0	0	0	0	0	30	1	0	0	47	0	0	82	1071
5:00 PM	4	0	0	0	0	0	0	0	0	32	1	0	0	52	0	0	90	1091
5:05 PM	1	0	6	0	0	0	0	0	0	37	0	0	0	68	0	0	114	1104
5:10 PM	1	0	1	0	0	0	0	0	0	27	0	0	0	75	0	0	104	1122
5:15 PM	7	0	2	0	0	0	0	0	0	33	0	0	0	47	0	0	89	1137
5:20 PM	4	0	2	0	0	0	0	0	0	31	0	0	0	62	0	0	99	1159
5:25 PM	3	0	2	0	0	0	0	0	0	33	0	0	0	59	0	0	97	1181
5:30 PM	3	0	0	0	0	0	0	0	0	19	1	0	0	45	0	0	68	1151
5:35 PM	3	0	2	0	0	0	0	0	0	28	0	0	0	62	0	0	95	1135
5:40 PM	2	0	4	0	0	0	0	0	0	26	0	0	0	55	0	0	87	1112
5:45 PM	6	0	1	0	0	0	0	0	0	27	1	0	0	46	0	0	81	1098
5:50 PM	1	0	0	0	0	0	0	0	0	22	0	0	0	32	0	0	55	1061
5:55 PM	3	0	3	0	0	0	0	0	0	19	0	0	0	55	0	0	80	1059
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	0	24	0	0	0	0	0	0	360	8	0	0	844	0	0	1276	
Heavy Trucks	0	0	4		0	0	0		0	8	0		0	4	0		16	
Buses																		
Pedestrians		0				8				4				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 10/29/2025 6:37 AM

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