
# Existing Conditions Report

Prepared for:
Spokane Regional Transportation Council

Revised October 2020

SE19-0695

FEHR PEERS

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# Introduction

This report is the first of several that will form the US 195/Interstate 90 (I-90) Transportation Study, which is being led by the Spokane Regional Transportation Council (SRTC) to identify interim and long-term practical solutions to enhance mobility in this dynamic corner of the Spokane Region. Before making recommendations for how to solve existing and future transportation challenges, it's critical to understand how the area's transportation system operates today. This document serves as the Existing Conditions report to support the US 195/I-90 Study.

To develop the existing conditions understanding, the study team conducted an inventory of facilities for all modes within the study area, collected data to determine how many people are using them today, and performed an operational analysis to understand how the roadways and intersections are serving that demand. This assessment also included evaluating how people are using the system to travel to their destinations and the travel time associated with those trips.

## Study Purpose

Today, the US 195 merge with I-90 experiences both operational and safety issues. As the Spokane area grows, challenges facing the local and regional transportation system will also increase. Major residential and employment growth is expected in the West Plains area and will increase the number of people and goods traveling between new growth centers in the west and existing centers in the east. With only five options for crossing Latah Creek, pressure on the I-90 crossing will intensify. Additionally, US 195 between Hatch Road and I-90 is designated as a Safety Corridor by WSDOT to draw awareness to the high number of crashes along this section of highway, particularly at the intersections of US 195 and local streets.

To address both existing and future challenges related to safety, operations, access, and infrastructure along the US 195 corridor from Hatch Road to the merge with I-90, SRTC is leading a multi-jurisdictional study. This study is a collaborative effort between SRTC, the Washington State Department of Transportation (WSDOT), the City of Spokane, Spokane County and the Spokane Transit Authority (STA), each of which is represented on the Study Advisory Team.

Through collaboration with the Study Advisory Team and input from the community, five goals have been established for this study. Specifically, this study will identify practical solutions for the US 195 corridor that:

- Improve existing and future safety conditions;
- Maintain mobility for both local and regional trips, including for freight/goods movement;
- Increase modal options such as walking, biking, and transit;
- Accommodate the transportation needs of planned development; and
- Are implementable and fundable in a reasonable timeframe.

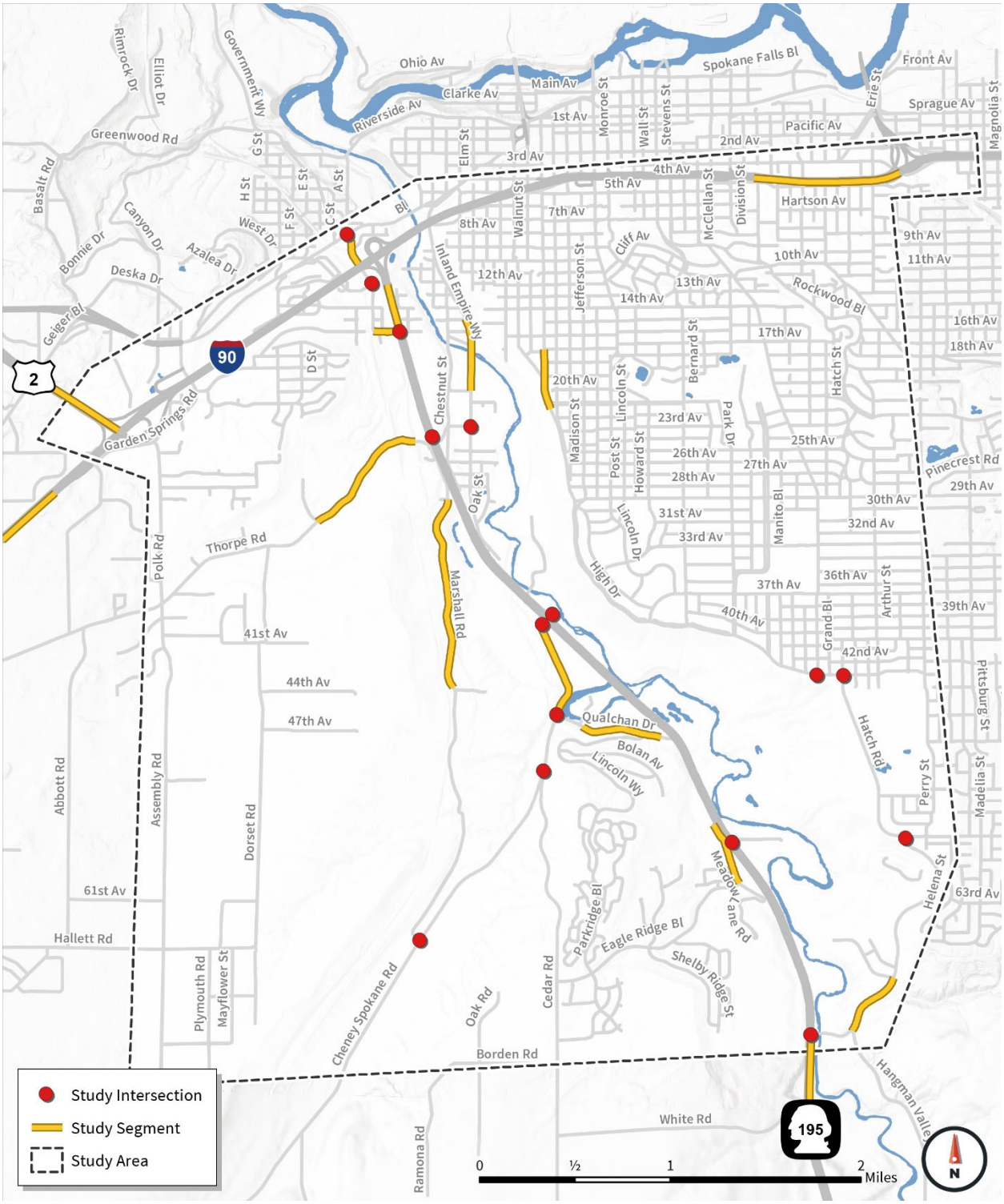
## Study Area

The project study area, shown in **Figure 1**, is located within the City of Spokane and Spokane County and covers approximately 19 square miles. The study area is bounded by I-90 to the north, S Grove Road to the west, Hatch Road to the south, and the Division Street interchange to the east. This study will focus on 15 study intersections and 15 roadway segments, also identified in **Figure 1**.

Within the study area, the US 195 corridor travels through the Latah Valley. At the north end of the study area, Latah Creek parallels US 195, with only five options to cross the creek and connect to Downtown Spokane. Those crossings are: W Sunset Boulevard, I-90, W 11th Avenue, S Chestnut Street, and S Inland Empire Way. South of the S Inland Empire Way crossing, there is only one public road crossing the creek at S Hatch Road.  To the east and west of US 195, steep ridges and bluffs border the Latah Valley.

Limited crossing options and the elevation changes throughout the valley create unique constraints on the transportation system that constrain the range of cost-effective solutions that connect the Latah Valley to the rest of Spokane.

*Figure 1. Project Study Area*



# Land Use

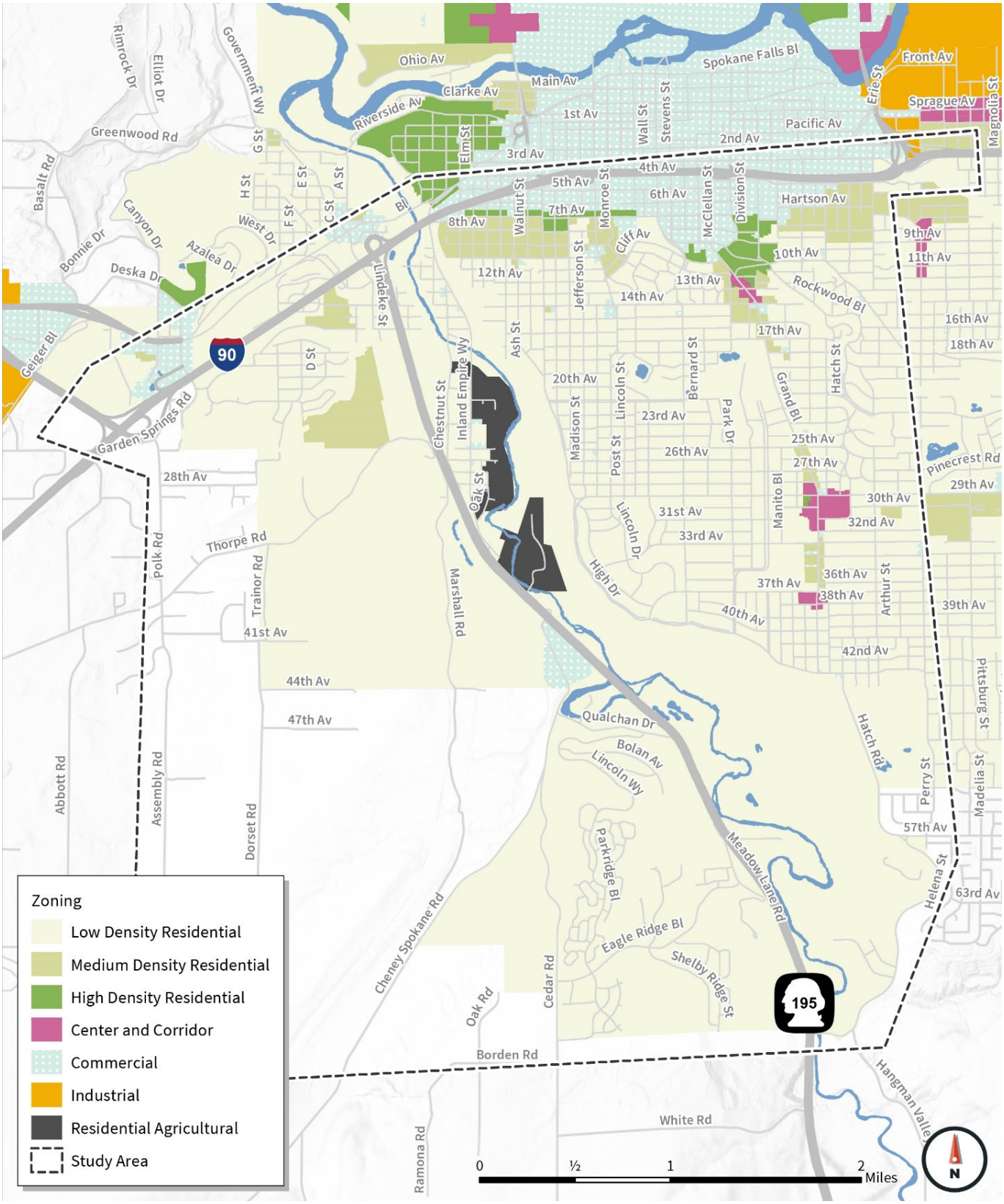
One goal of this study is to identify transportation solutions that supports the growth that has already been approved within the study area. As part of this study, growth forecasts over the next 20 years will be developed. To support that analysis as starting point, the study team has documented the existing zoning.

## Current Zoning

**Figure 2** summarizes the current zoning for the study area. While the study area is mostly zoned as Single-Family Residential, other allowed land uses include:

- Residential Agricultural
- Multi-Family Residential
- Neighborhood Retail
- Community Business

*Figure 2. City of Spokane Zoning*



# Travel Patterns

Two data sources were used to understand existing travel patterns in the study area. The first, StreetLight Data, was used to identify where trips using the US 195 corridor start and end. The second, was travel time measured along different routes to and from different destinations along the corridor. Having a robust understanding of travel patterns will allow the study team to identify opportunities to implement solutions aimed at safely accommodating major "desire lines" for travel while enhancing safety and areawide mobility.

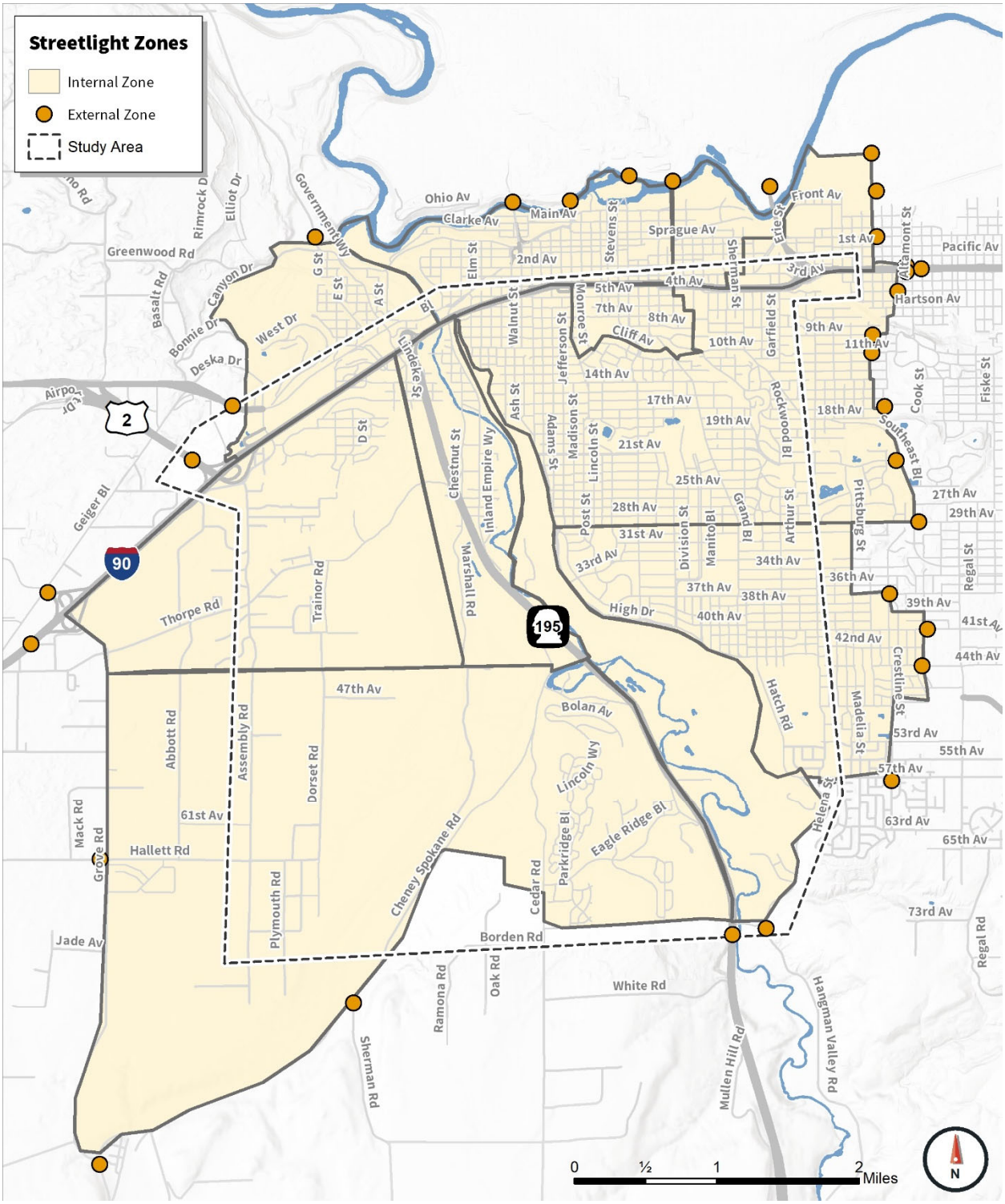
### Origin-Destination Analysis

StreetLight Data, which uses anonymous cellphone data to compile person trip counts between predefined geographic zones, was applied for the origin-destination analysis as part of the existing conditions assessment.

The trips aggregated for this use are recorded by mobile device tracking technology in smartphones which is enabled when a user has a location-based services application turned on. A trip is considered to end when the cellphone is stationary for at least five consecutive minutes. Trips by all modes of transportation are recorded, including people driving, riding in a car, walking, bicycling, riding a bus or traveling by other means.

For this study, StreetLight data was obtained for 42 zones in the study area and included both internal and external zones. Within the study area, trips were aggregated to 11 internal zones based on land use and location relative to major highways. A total of 31 gateways were used as external zones to analyze where trips are originating and traveling to outside the study area. The zones analyzed as part of this assessment are shown on **Figure 3**. This analysis provided two important pieces of the existing conditions assessment.

*Figure 3. Streetlight Analysis Zones*



First, the StreetLight data was used to understand who is using US 195 and where they are traveling, with focus on the ramp from northbound US 195 to eastbound I-90.[1] Using StreetLight data, a select-link analysis was conducted for the northbound US 195 to I-90 eastbound merge to understand what portion of trips on the corridor originate in the study area and use US 195 to travel between local destinations compared to regional users who originate outside the study area and essentially pass through US 195 en route to I-90 and other regional destinations. The origins and destinations of trips using the eastbound I-90 merge during the AM and PM peak hours are shown on the figures below.

During the AM peak hour, the peak direction on US 195 is northbound, with 80% of the trips on US 195 using the US 195 ramp to access I-90 eastbound (20% of northbound US 195 trips go west on I-90). Findings for origin and destination information using the northbound to eastbound merge during the AM peak hour include:

- 54% of trips using the US 195 northbound ramp to eastbound I-90 originate within the study area west of US 195.
- 14% of trips originate within the study area to the east of US 195, requiring out-of-direction travel to reach the ramp. In other words, these travelers travel west to get to US 195 then head back east on I-90 to get to their destination.
- 24% of the trips using the northbound to eastbound ramp originate south of Hatch Road on US 195.
- During the AM peak hour, more than 90% of the trips using the northbound to eastbound ramp are destined for one of three areas, each of which have a similar draw: areas of Spokane north of the Spokane River, Downtown Spokane, and areas just south of I-90, I-90 east of the study area (e.g., Spokane Community College, Spokane Valley, etc.).

[1] This northbound to eastbound movement is a focus because the short merge makes it difficult for traffic from US 195 to merge onto I-90 and heavy volumes result in traffic congestion in the AM and PM periods.

*Figure 4. US 195 Northbound to I-90 Eastbound AM Origins*

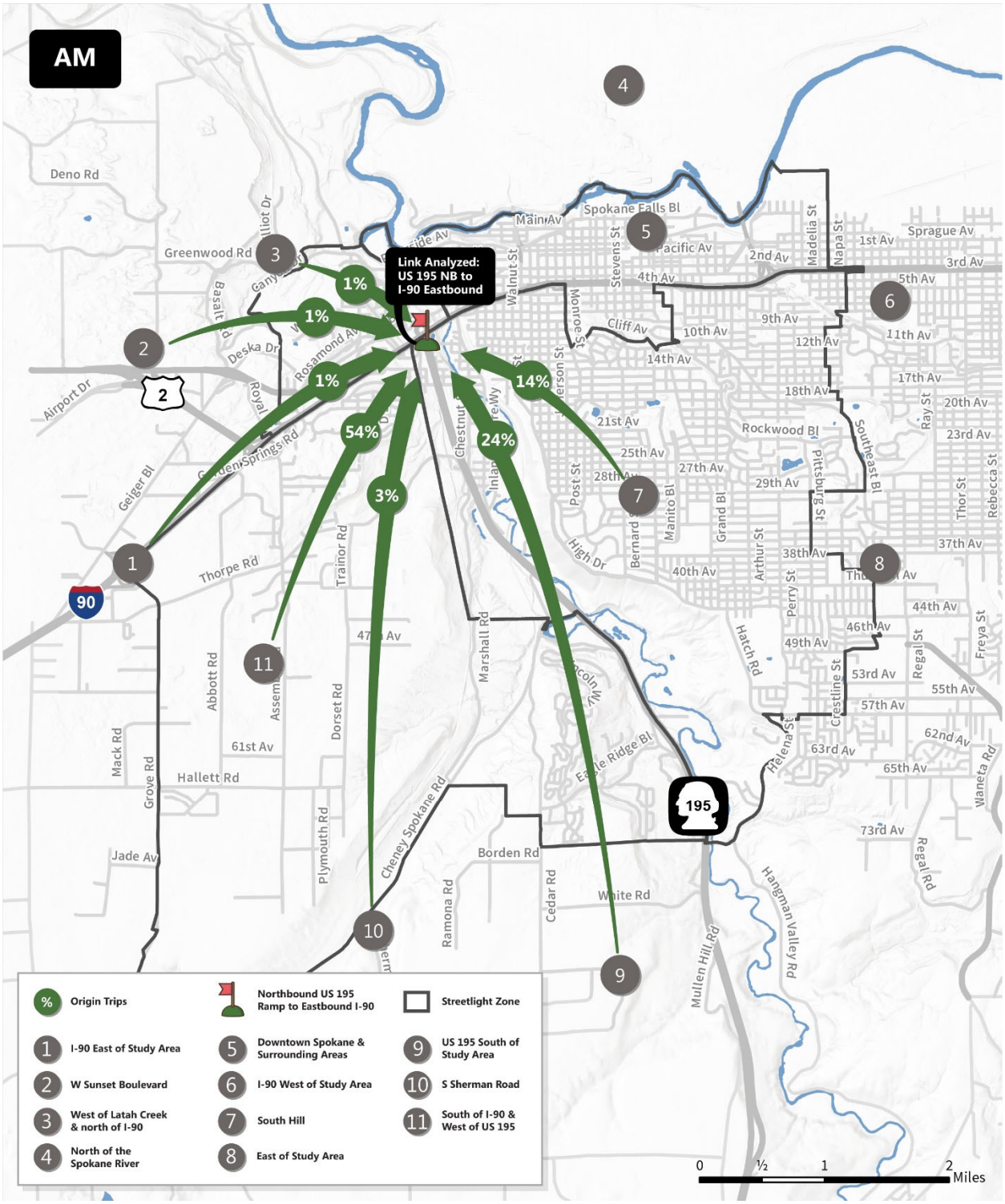
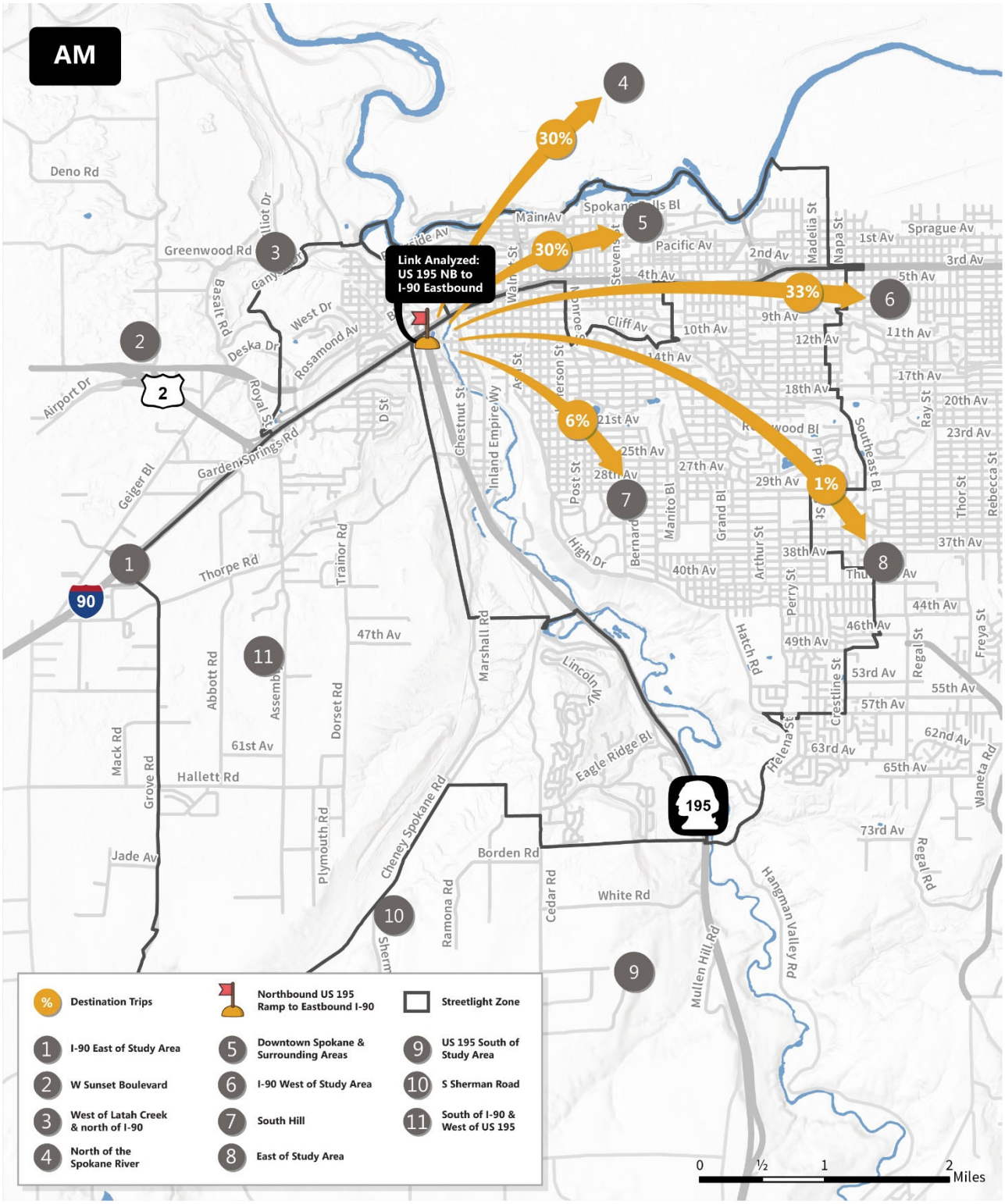


*Figure 5. US 195 Northbound to I-90 Eastbound AM Destinations*



While the peak direction on US 195 during the PM peak hour is southbound, trips traveling northbound to access I-90 eastbound were analyzed to understand how these trips contribute to eastbound I-90 congestion in the afternoon. Key takeaways from the origin-destination analysis for the merge during the PM peak hour include:

- An even greater proportion of trips that originate within the study area and east of US 195 travel out of direction to access eastbound I-90 via US 195 (21% of all the northbound to eastbound trips, compared with 14% in the morning).
- The largest share of traffic using the northbound to eastbound ramp is from within the study area, west of US 195 (as was the case in the morning), although the share of travel from that area is quite a bit less (33% in the afternoon versus 54% in the morning—this is reasonable given the strong flow of commuters from this part of the study area).
- 29% of the trips on the northbound to eastbound ramp originate from US 195 south of Hatch Road, a slightly higher proportion than was observed in the morning.
- 41% of trips using the US 195/I-90 northbound-to-eastbound merge have a destination north of the Spokane River, while 31% are continuing east out of the study area. The overall magnitude of people using the northbound to eastbound ramp to access North Spokane, Downtown Spokane, and points east is about the same as it was in the morning.

*Figure 6. PM Peak Hour US 195 Northbound to I-90 Eastbound Origins*

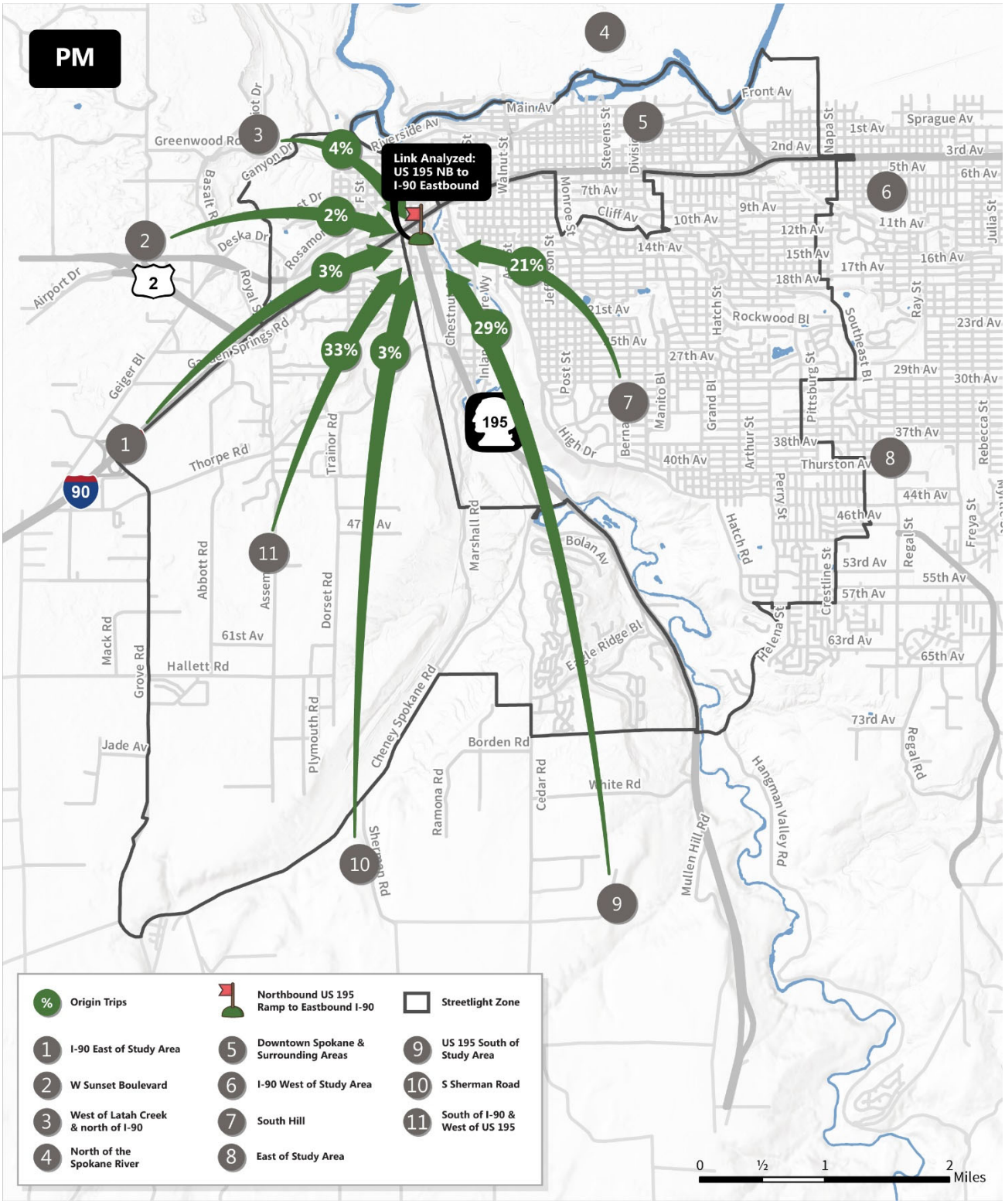
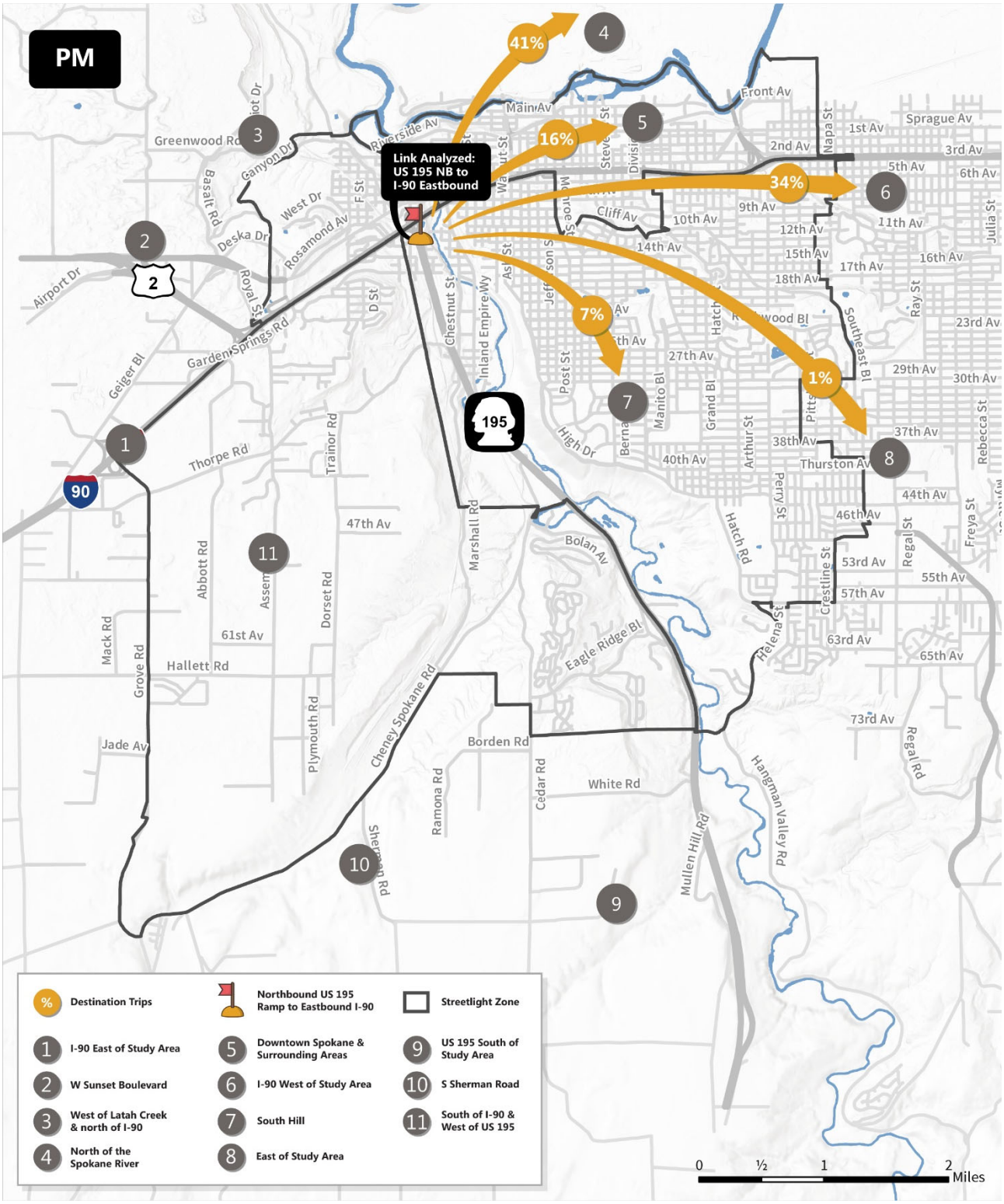


*Figure 7. PM Peak Hour US 195 Northbound to I-90 Eastbound Origins*



Another important step in the StreetLight data analysis was validation of trip distribution estimated by the SRTC travel demand model. The zone structure for the StreetLight analysis was structured to be consistent with the zone structure in the regional travel demand model, which allowed for the easy comparison of origin and destination information extracted from the regional model with the data from StreetLight. Differences in observed travel patterns based on StreetLight data were compared to the information extracted from the travel demand model to identify model calibration and validation issues. Comparisons between StreetLight data and the regional model showed that the two data sources were within five percentage points for all origins and destinations during the AM peak period and six percentage points for the PM peak period, including internal and external zones. US 195, I-90, US 2 and SR 290, the major highways which provide access to the study area, matched within three percentage points. Detailed comparisons between the data sources can be found in **Appendix A**. Overall, these results indicate that the SRTC model very closely replicates the actual travel patterns observed by StreetLight.

Following validation, the SRTC travel demand model was used to complete a similar "select-link analysis" for other key roadways in the study area. Analysis was completed to understand the origin-destination patterns of W 16th Avenue just west of US 195, Hatch Road just east of US 195, and Thorpe Road just west of US 195:

- 65-75% of the eastbound trips on W 16th Avenue and Thorpe Road use the US 195/I-90 eastbound ramp during the AM peak hour and 45-55% of eastbound traffic uses this ramp during the PM hour.
- As noted earlier, of all northbound traffic on US 195, 80% of the traffic heads east and 20% west during the AM and PM peak hours.

As noted in the StreetLight data figures, traffic heading west on Hatch Road makes up a substantial portion of traffic on the north to eastbound ramp (between 14-21% of all traffic). However, the select link analysis indicates that the majority of the traffic from Hatch Road that ultimately uses the US 195/I-90 interchange heads west (about twice as much in the AM and three times as much in the PM). Also, the select link analysis indicates that most of the westbound Hatch Road traffic (55-65%) goes to destinations to the west of US 195, but does not use the I-90 interchange. This finding demonstrates that a substantial amount of traffic between the developments west of US 195 and Spokane's South Hill area use Hatch Road.

These select link results generally confirm the findings of the StreetLight data analysis, suggesting that a substantial portion of the traffic on northbound US 195 is generated by the land uses on either side of the highway, with a strong proportion of the traffic on W 16th and Thorpe Road traffic using the northbound to eastbound ramp. The travel pattern is very similar for Cheney-Spokane Road.

The select link analysis also shows the importance of Hatch Road as a connection between developments west of US 195 and the South Hill area of Spokane.

### Travel Time

A primary destination for trips originating in the study area is Downtown Spokane and surrounding areas during both the AM and PM peak hours. To document travel time under existing conditions and to understand how competitive the different routes are from a travel time perspective, three routes from the

study area into Downtown Spokane were selected for travel time collection. Data was collected in February 2020. The three routes were:

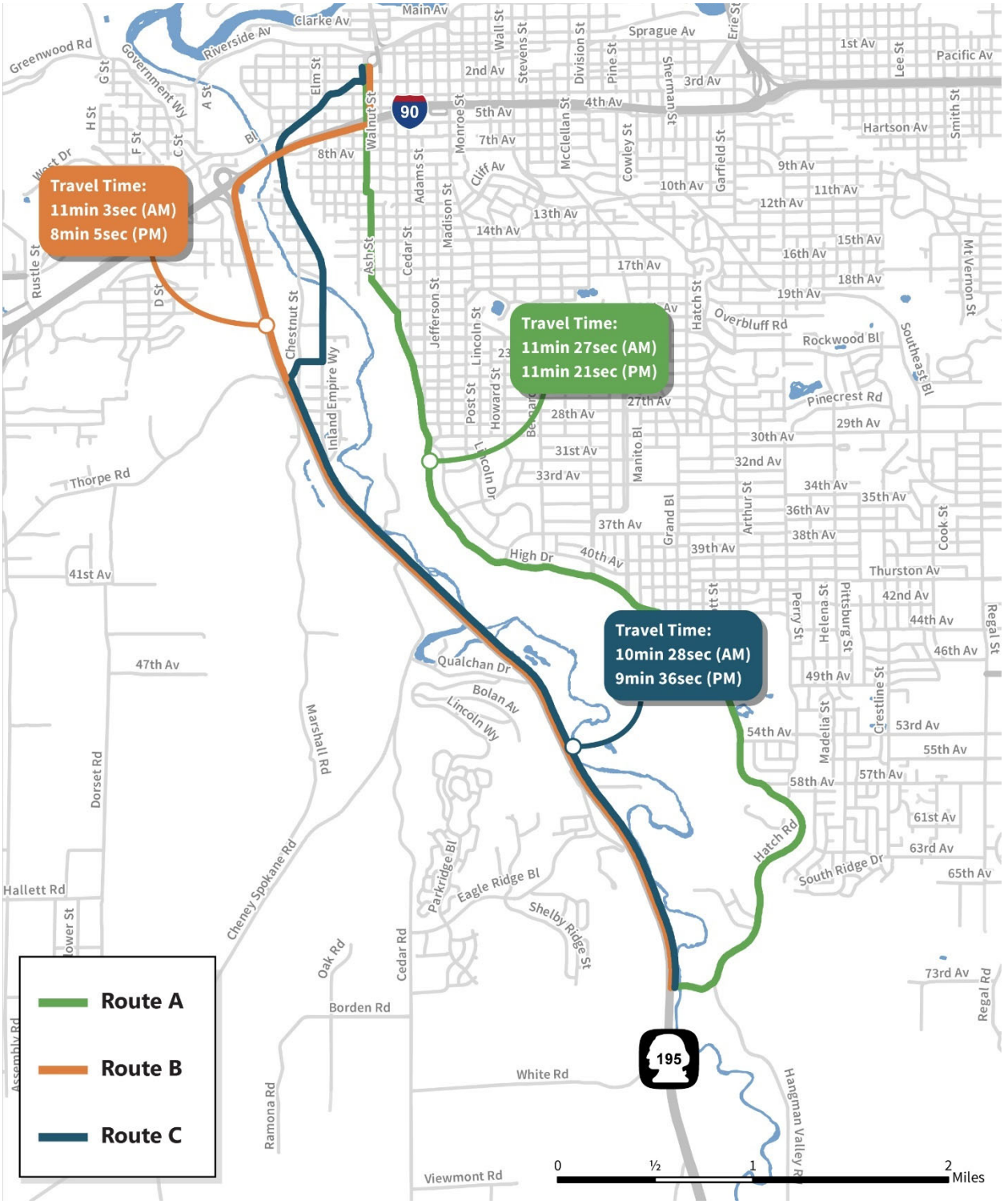
- Hatch Road to Downtown Spokane using US 195 to I-90
- Hatch Road to Downtown Spokane using US 195 to Inland Empire Way
- Hatch Road to Downtown Spokane using High Drive

Travel times during the AM and PM peak hours for the respective routes are presented in **Figure 8**. Findings from this data include:

- The route using High Drive has the highest travel time (approximately 11 minutes and 30 seconds) during both the AM and PM Peak hours. This route would only be competitive for drivers originating near Hatch Road and during the AM peak hour, when ramp-meter rates are longest.
- During the AM peak hour when queues for the I-90 ramp reach Thorpe Road, using Thorpe Road to access Inland Empire Way is slightly faster (30 seconds) than using I-90. Travel time using Inland Empire Way remains relatively constant throughout the day.

Another important question for the US 195/I-90 Transportation Study to consider is how the recently installed ramp-meter changes travel time for drivers using that route to connect to Downtown Spokane during peak hours. The ramp-meter from northbound US 195 to eastbound I-90 operates only during peak hours and was installed to maintain operations on I-90 and improve safety at the merge point. To quantify the difference in travel time and queueing on US 195 that occurs when the ramp-meter is on, travel time runs using that route were completed several times during the AM peak hour, when volume in that direction is highest, and during off-peak times when the meter was off. During peak-congestion, the ramp-meter added approximately four minutes when compared to off-peak travel times. At peak congestion this route was approximately one minute slower than using Inland Empire Way to access downtown; however, when the ramp-meter is not operating the route using I-90 is approximately three minutes faster.

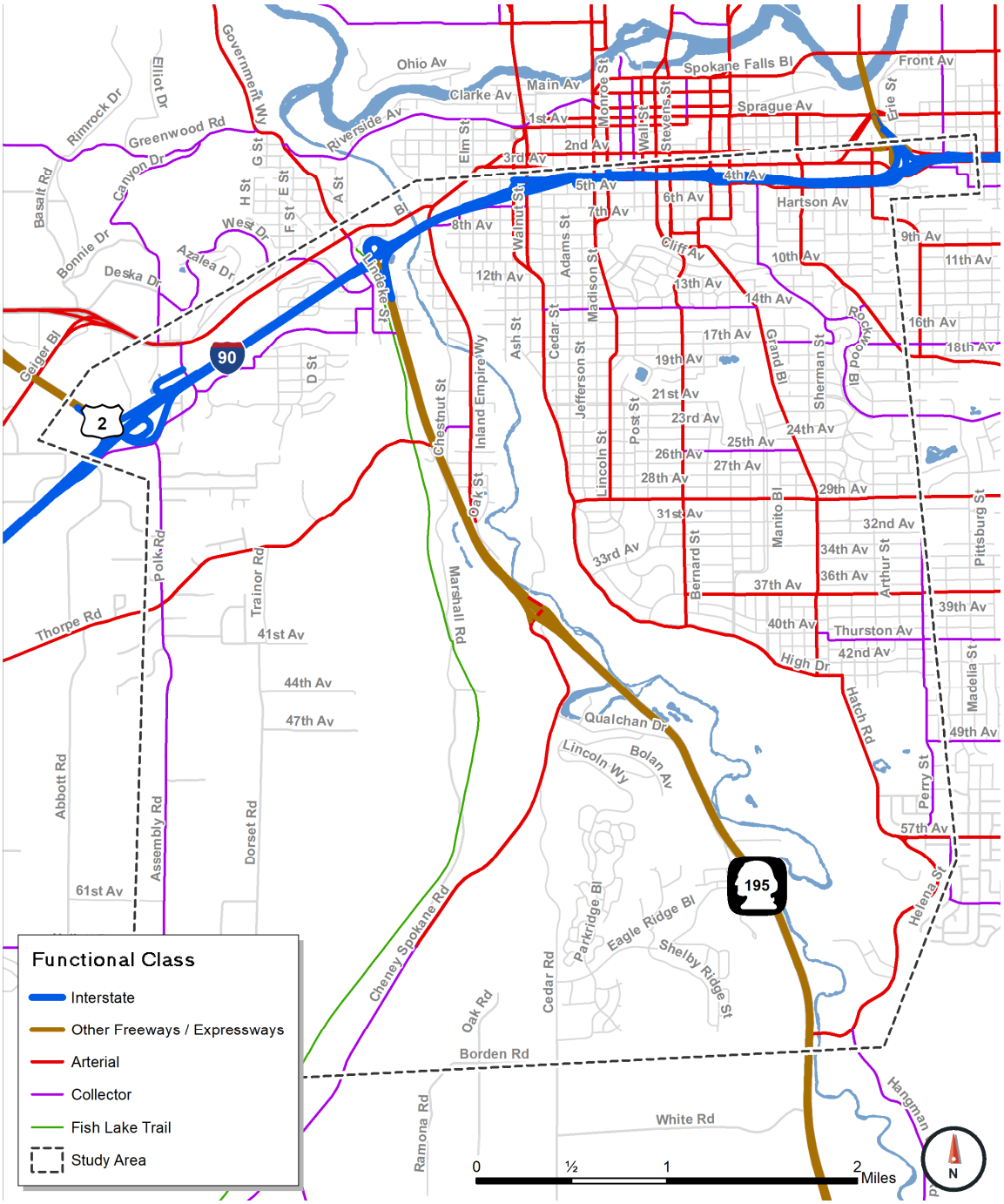
*Figure 8. Travel Time by Route*



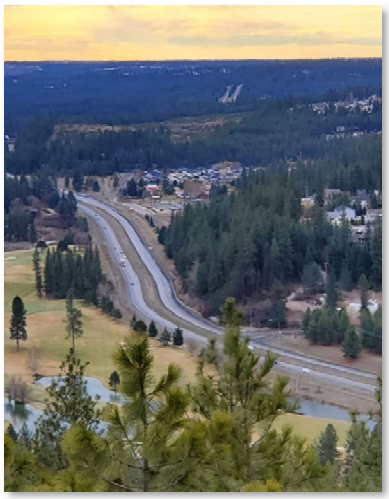
# Roadway Network & Traffic

Within the study area, WSDOT owns and operates the major highways, which include US 195 and I-90. All other public-access roads within the study area are owned and operated by the City of Spokane and Spokane County. The roadway classification map is shown on **Figure 9** and the key facilities are described below.

*Figure 9. Roadway Classification Map*



**US 195** is a four-lane divided highway that is part of the National Highway System and is identified as a T-2 freight corridor, carrying between 4 and 10 million tons of freight per year. This designation means that US 195 plays an important role in the movement of both people and goods in the eastern part of Washington. While the WSDOT designation identifies this as an important regional route, residents of the Eagle Ridge neighborhood within the City of Spokane view US 195 as a critical link to destinations like jobs, services, and retail in other areas of Spokane. The average annual daily traffic (AADT) on US 195 is 22,000 vehicles within the study area and the posted speed limit is 55 miles per hour (mph). The highway has 10-foot shoulders with no accommodations for bicyclists or pedestrians.



**I-90** is a limited access freeway that serves both local and regional travelers. Rapid growth in the West Plains area of Spokane County is forecast to compound existing merging and traffic congestion issues at interchanges, primarily the US 195/I-90 interchange where existing geometric deficiencies limit feasible improvements. Within the study area, I-90 supports 114,000 AADT and has a posted speed limit of 60 mph.


**W Thorpe Road** is a two-lane road designated as an urban minor arterial within the City of Spokane. Just west of US 195, Thorpe Road passes through two tunnels, which are narrow and can only serve one vehicle at a time when large trucks are present. The first tunnel in the westbound direction separates the Fish Lake Trail from Thorpe Road while the second tunnel serves as grade separation for the BNSF railroad. Today, there are no pedestrian facilities on most of the road, with the exception of a narrow sidewalk on the north side of the travelled way through tunnels. The roadway is marked with sharrows for bicyclists and the posted speed limit is 20 mph near the tunnels. Farther east, the speed limit is 35 mph and the road has a rural character with narrow to no shoulders. **W 16th Avenue** is a two-lane road designated as an urban major collector. The posted speed limit is 25 mph and there are no bicycle or pedestrian facilities. East of US 195, it is the only access point for the small group of residents north of W 16th Avenue. West of US 195, after passing under a bridge with an 11-foot height restriction, W 16th Avenue becomes S Lindeke Street and connects across I-90 to W Sunset Boulevard.

**E Meadow Lane Road** is an urban major collector that connects the Eagle Ridge development to US 195. It is a two-lane road with a posted speed limit of 30 mph. As the road continues into the Eagle Ridge development, the lanes widen and there is a landscaped median with breaks at local access points. There are no bicycle or pedestrian facilities to the west of US 195. East of US 195, E Meadow Lane Road provides

direct access to US 195 for a residential area, a church, and the Creek at Qualchan Golf Course. On this portion of E Meadow Lane road, sidewalks are provided on the north side of the road.

**S Hatch Road** is designated as an urban minor arterial and is a two-lane road with a 35 mph speed limit. Between US 195 and the South Hill area, it is a narrow road as it winds up from the Latah Valley floor to the top of the bluff. There are residential developments on both sides, which have constructed intermittent sidewalks. There are no bicycle facilities on S Hatch Road.

**Cheney-Spokane Road** is an urban minor arterial with a 35-mph speed limit and the only grade-separated local access point within the study area. This two-lane roadway widens to four lanes with a TWLT to provide access to the community business near the Cheney-Spokane/ US 195 interchange. The arterial is classified as a shared roadway for bicyclists and vehicles and connects bicyclists across US 195 to a shared use path. This route is the only multi-modal connection into Downtown Spokane from the study area. Sidewalks are provided on both sides of Cheney-Spokane Road through the commercial area and across the US 195 interchange.

**S Inland Empire Way** is a two-lane urban minor arterial that runs parallel to US 195 from Sunset Boulevard until it ends just north of Cheney-Spokane Road. It crosses Latah Creek just south of W 17th Avenue and serves as an alternate route into Downtown Spokane for drivers connecting from W Thorpe Road. The posted speed limit for this roadway is 35 mph and it is comprised of sections with pedestrian sidewalks for residential access. S Inland Empire Way also accommodates bicyclists as a shared roadway, with connections to the share use trail, which provides access to the Cheney-Spokane Road overcrossing.

**Fish Lake Trail** is a regional trail, that when complete, will connect Fish Lake to Riverfront Park and the Centennial Trail. Today the trailhead is located at W 9th Avenue, from there the trail heads south through the study area. The trail is a paved path, that is separated from vehicles until it crosses Marshall Road approximately two miles south of the trailhead. The trail is used mostly by recreational users today, as the identification of opportunities to connect across the BNSF railroad has limited regional connectivity.

The existing roadway network has several challenges that this study will aim to improve as part of the goal to improve mobility within the region. The major challenges for efficient mobility within the study area are:

- North-South Connections: US 195 is the only continuous north-south route through the study area.
- Limited East-West Connections: Existing east-west routes through the study area are disconnected creating inefficient routes and requiring out-of-direction travel.
- Multi-Modal Connections: Only Cheney-Spokane Road has on-street bicycle facilities and sidewalks for pedestrians. While the Fish Lake Trail also serves active transportation users, access throughout the study area is limited.

## Level of Service

As part of the existing conditions assessment, operational analysis was completed for key intersections and roadway segments within the study area.

## Study Intersections

Within the study area, the study intersections are operated by two agencies: City of Spokane and WSDOT.

For state highways WSDOT has adopted a level of service (LOS) threshold of LOS D in Urban Areas. For this assessment, this threshold applies to the intersections along US 195.

The City of Spokane Comprehensive plan establishes the following LOS thresholds that apply to intersections within the study area:

- LOS E at all signalized arterials intersections along Principal arterials, Minor arterials, or Collector arterials.
- LOS E at all unsignalized intersections. Individual approach movements are analyzed at all unsignalized intersections with two-way stop-controlled (TWSC). The average delay experienced by all movements is analyzed at all-way stop-controlled (AWSC) intersections.

Existing LOS was evaluated during the AM and PM peak hours using data collected in early February 2020. To account for seasonal variation and the lower traffic volume typically observed on I-90 during the month of February, a seasonal factor was applied to increase traffic volume on WSDOT facilities by 25%. This factor was based on the average volume observed on I-90 during the third, fourth, and fifth busiest months using historical data for 2019 provided by WSDOT. For a more detailed discussion of the methodology used to evaluate LOS, see the Methodology and Assumptions Memorandum included in **Appendix B**. Traffic counts used in the analysis are provided in **Appendix C** and **Appendix G** includes detailed information on the seasonal volume adjustment.

Results for the AM and PM peak hour evaluation are shown on **Figure 10** and **Figure 11**. As shown, six intersections were found to operate with unacceptable levels of delay. WSDOT intersections operating with unacceptable levels of delay include:

- US 195 & W 16$^{th}$ Avenue during both peak hours –poor operations are caused by long delays on the unsignalized approaches to US 195, particularly the eastbound approach.
- US 195 & Thorpe Road during both peak hours- during the AM peak hour, this issue is caused by the southbound u-turn where vehicles making the u-turn experience long delays due to the high volume of northbound traffic. During the PM peak hour, the issue is caused by northbound u-turn where vehicles make the u-turn experience long delays due to the high volume of southbound traffic.
- US 195 Northbound & Cheney-Spokane Road during the AM peak hour – this issue is caused by long delays for northbound traffic exiting US 195 to turn west on Cheney-Spokane Road. Relatively few vehicles make this turn, but there are few gaps in oncoming traffic heading from Cheney-Spokane Road to US 195.
- US 195 & E Meadow Lane Road during the AM peak hour - poor operations are caused by long delays on the eastbound unsignalized approach to US 195.

- US 195 & Hatch Road during both peak hours – poor operations caused by delays on the westbound approach to US 195, particularly when westbound to northbound traffic is delayed by a westbound to southbound left-turning vehicle which must cross both streams of traffic on US 195.

Two City of Spokane intersections operate at LOS F during one of the peak hours. During the AM peak hour, E High Drive/E 43rd Avenue & S Scott Street operates unacceptably, while the E High Drive & S Grand Boulevard intersection operates unacceptably during the PM peak hour. Both City intersections that operate poorly are side-street stop-controlled intersections which have high volumes on through movements, resulting in high levels of delay for vehicles on stop-controlled approaches. All other City intersections operate acceptably.

See **Appendix D** for detailed LOS calculations.

*Figure 10. Existing AM Peak Hour LOS Results*

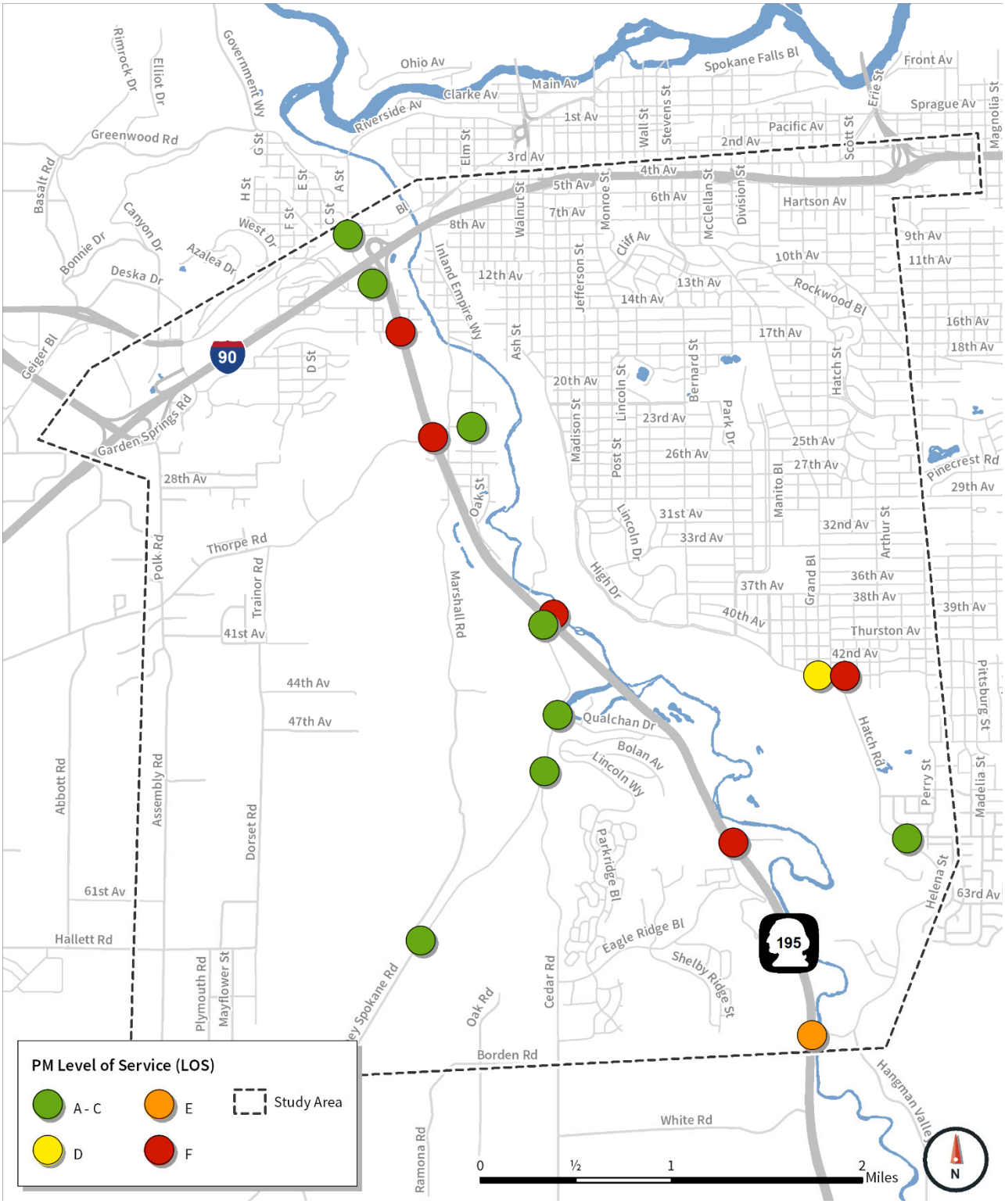
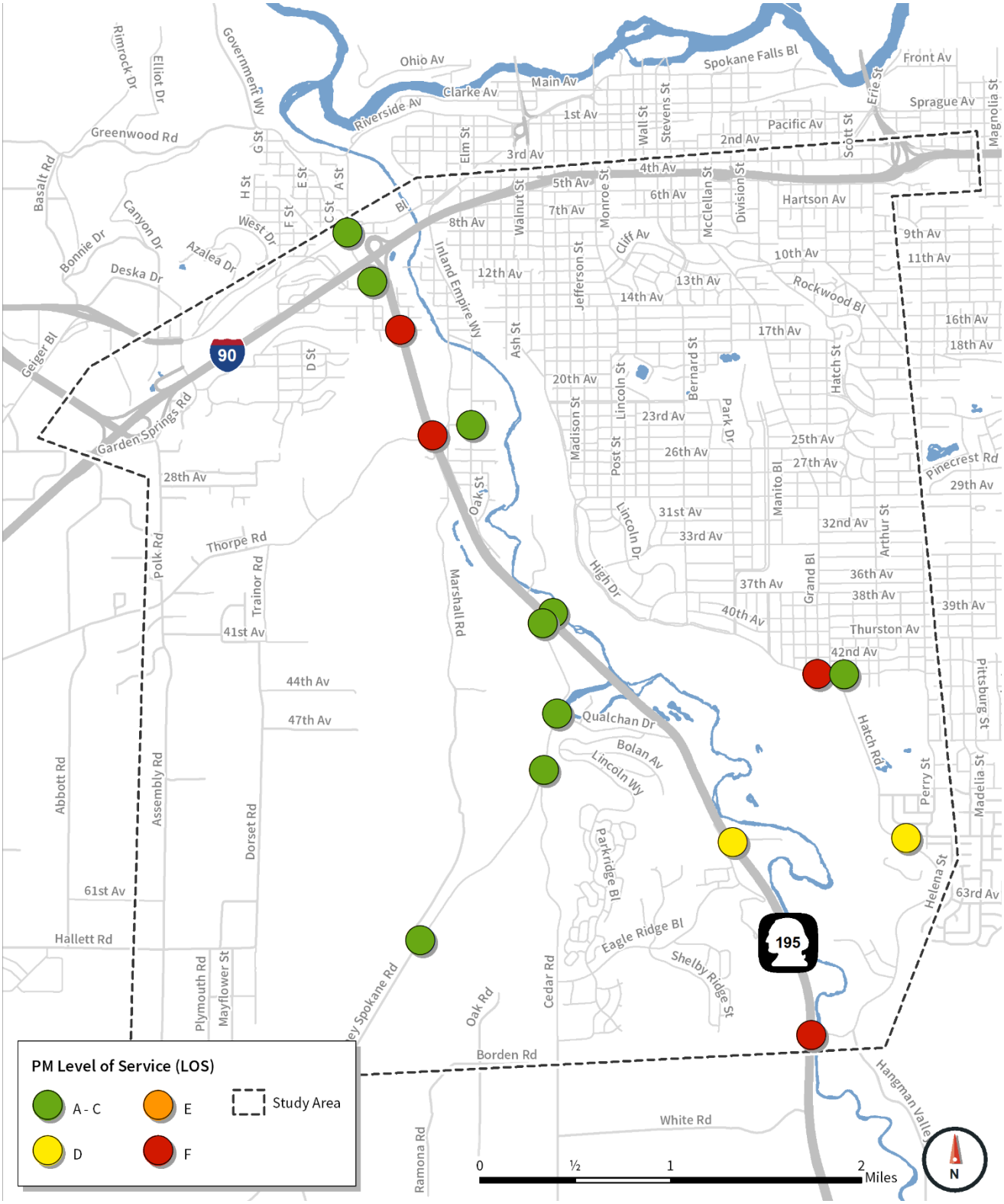


*Figure 11. Existing PM Peak Hour LOS Results*



## Roadway Segments

Traffic volume data was collected for 15 roadway segments in the study area. As described above, a seasonal volume adjustment factor of 1.25 was applied to WSDOT facilities in the study area. This data was also used in the model validation process. Traffic volumes at study area gateways and several other locations were compared to link-level volumes in the 2015 regional travel demand model. This comparison found that for most arterial roadways and connections to US 195, model volumes were within 15 percent of data collected in the field. Model volumes on US 195 were also found to be within 15 percent of adjusted field data on the segments south of I-90 and south of Hatch Road. With the seasonally adjusted data, model volumes on the regional facilities (I-90 and US 2) were found to be lower than the field data by more than 15 percent. This finding indicates that while the 2015 model land use results in trip generation that accurately reflects conditions today, the trips using the regional facilities have increased since the base year model was validated. To validate the volumes on I-90 and US 2 the number of regional trips using these facilities were increased during the PM peak hour. To increase the trips on regional facilities, the number of trips between three origin and destination pairs were increased in the external-to-external trip matrix:

- The number of trips between the external zone for I-90 on the west and the external zone for I-90 on the east (946 trips added during the PM peak hour)
- The number of trips between the external zone for I-90 on the east and US 2 on the west (300 trips added during the PM peak hour)
- The number of trips between the external zone for US 2 on the west and I-90 on the east (624 trips added during the PM peak hour)

For a the detailed comparison used in model validation, see **Appendix A**. Traffic volume at primary study locations during the AM and PM peak hours is presented in **Figure 12** below.

To evaluate interim improvements, LOS analysis has been completed for the I-90 eastbound off-ramp to US 195, the on-ramp from US 195 to eastbound I-90, and the off-ramp to S Maple Street/S Walnut Street. The traffic density and LOS for the three segments are summarized in **Table 1**. As specific improvements are identified a more detailed analysis that more accurately models the dynamic conditions on I-90 will be completed. For a more detailed discussion of the methodology used to evaluate LOS, see the Methodology and Assumptions Memorandum included in **Appendix B**.

Travel time on I-90 was also collected during the AM and PM peak hours for both the eastbound and westbound directions between the S Grove Road interchange and the Division Street Interchange. The observed travel times were:

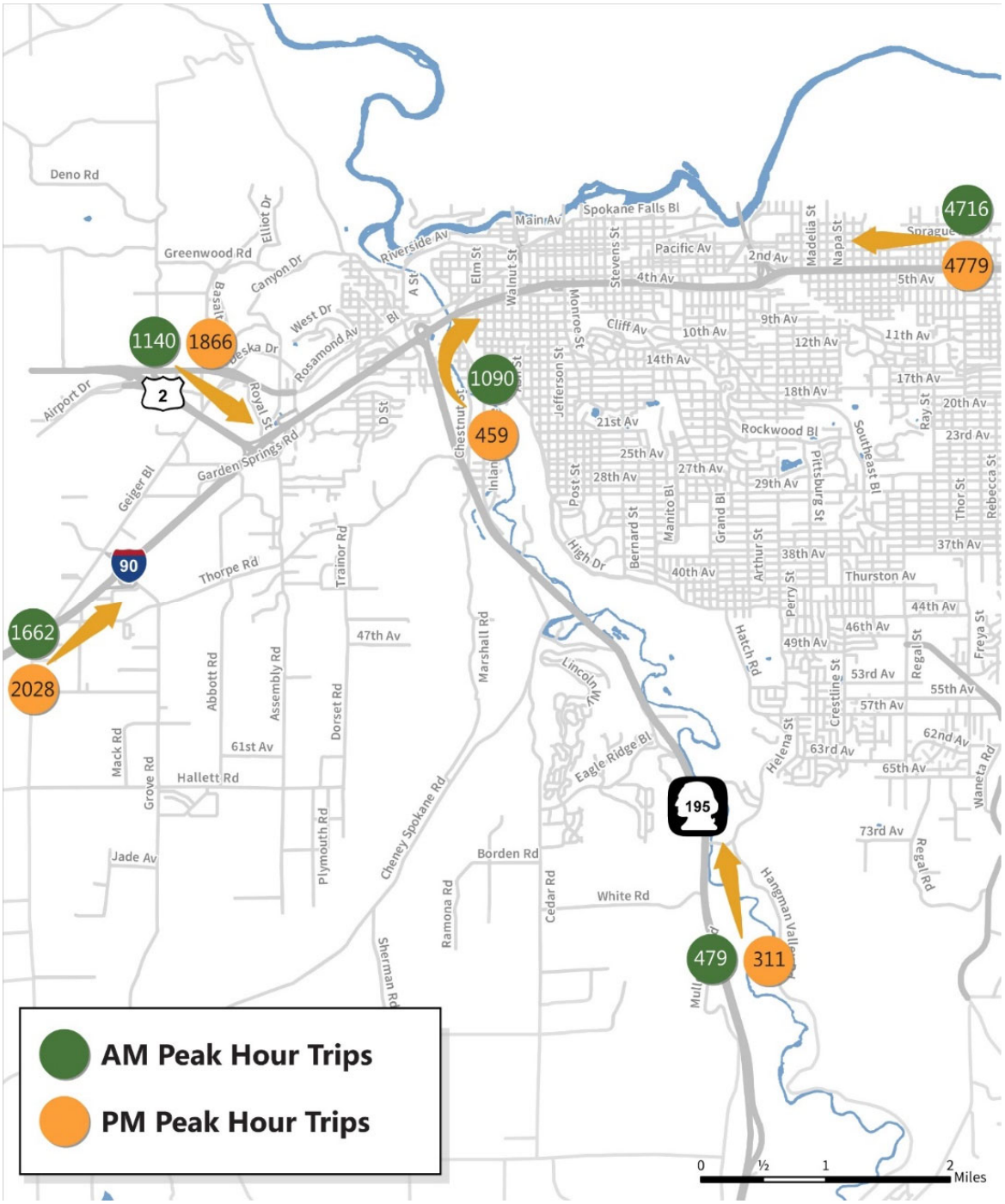
- I-90 Eastbound AM Peak Hour – 7 minutes 13 seconds
- I-90 Westbound AM Peak Hour – 6 minutes 30 seconds
- I-90 Eastbound PM Peak Hour – 8 minutes 30 seconds
- I-90 Westbound PM Peak Hour – 7 minutes 3 seconds

**Table 1. Eastbound I-90 Density & Level of Service**

| Location | Facility Type | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|
| | | Density | LOS | Density | LOS |
| US 195 Off-Ramp | Diverge | 25 | C | 28* | C* |
| Mainline between US 195 Ramps | Basic | 18 | B | 25* | C* |
| US 195 On-Ramp | Merge | 35 | D | 31* | D* |
| US 195 Off Ramp to S Maple Street/ S Walnut Street | Diverge | 16 | B | 16* | B* |

Note:
* In the PM peak hour, traffic congestion on I-90 from the SR 290/Hamilton Street interchange can occasionally spill back beyond the US 195 interchange. During these conditions, the freeway operates at stop-and-go conditions (LOS F)

*Figure 12. Roadway Segment Volume*



## Traffic Safety Analysis

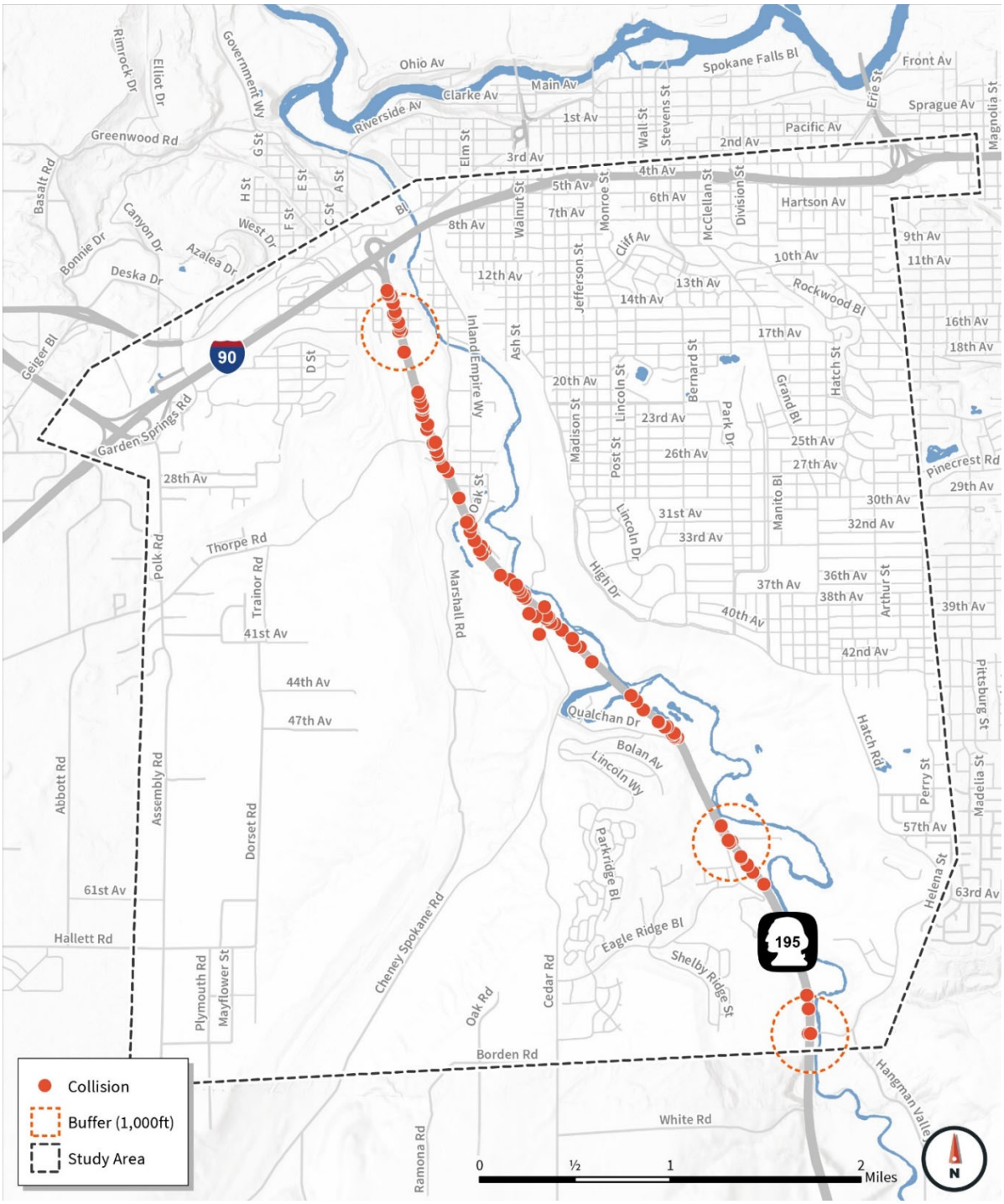
Crash analysis primarily focused on three intersections along the US 195 corridor within the study area; US 195 & W 16th Avenue, US 195 & E Meadow Lane Road and US 195 & S Hatch Road. Five years of crash data (from 2015 – 2019) were mapped (see **Figure 13**) and analyzed with prime focus on circumstances resulting in the crashes and severity, which looks at severe and fatal collisions (KSI) and injury collisions.

**Table 2. Crash Analysis Summary**

| Intersection | Total Crashes | No Apparent Injury Crashes | Minor and Possible Injury Crashes | Severe Injury and Fatal crashes |
|---|---|---|---|---|
| US 195 & W 16th Avenue | 16 | 11 | 5 | 0 |
| US 195 & E Meadow Lane Road | 15 | 7 | 5 | 3 |
| US 195 & S Hatch Road | 13 | 7 | 6 | 0 |
| **Total** | **44** | **25** | **16** | **3** |

The figure summarizes the 2015 to 2019 traffic crashes at these critical intersections along US 195. A total of 44 crashes were recorded and no apparent injuries were reported for almost 60 percent of cases. There were no fatalities at the studied intersections during the specified time period. Three severe injury crashes were reported, and all were at intersection of US 195 and E Meadow Lane Road. The most prevalent circumstance reported was inattention or distracted driving.

*Figure 13. US 195 Collisions at Study Intersections*



## Transit Service

Spokane Transit Authority (STA) operates fixed route bus and paratransit service to the cities of Spokane, Spokane Valley, Airway Heights, Cheney, Liberty Lake, Millwood, and portions of unincorporated Spokane County. Spokane Transit runs several routes at the edges of the study area, including express and basic service on I-90, basic service on Sunset Boulevard, and a combination of basic, frequent, and express service on the South Hill. There is also an existing Park & Ride lot underneath the I-90 viaduct at Jefferson Street, utilized by routes serving the West Plains. There is currently no service along the US 195 corridor, or to the adjacent neighborhoods. There are several vanpools that originate within the study area and users within three-quarters of a mile from routes operating on I-90 and in the South Hill area are served by paratransit services.

Until 2011, STA operated Route 41, which served the Vinegar Flats area, but was discontinued due to low ridership. Several of the roadway network characteristics described above limit the ability of transit providers to efficiently serve the study area, including:

- Limited sidewalks to connect users between transit stops and destinations.
- Disconnected roadway network that limits STA's routing options.
- Topography including Hangman creek, steep ridges, and bluffs limit options for cost-effective new connections.

# Community Engagement

While the data presented above quantitively describe the transportation challenges facing the US 195/I-90 study area, to fully understand transportation system performance, it's critical to acknowledge that frustrations of everyday users. As part of the existing conditions assessment, stakeholders and community members were engaged through interviews, a community workshop, and online engagement.

### Stakeholder Interviews

Fehr & Peers and Leland Consulting Group have completed 18 one-on-one stakeholder interviews with different agency representatives, community groups, and business owners within the study area. These interviews were focused on understanding critical issues, desirable outcomes, known plans or developments in the study area, and how to keep local perspectives front of mind throughout the process. A few takeaways that were consistent across multiple interviews are:

- Safety improvements both at the I-90 merge and local intersections with US 195 are viewed as a critical need across all groups.
- Utilities are in place and capacity exists for low-to-medium density development to continue within the study area.
- There are several large areas of land that could be developed if infrastructure was improved to provide access to land.
- Growth in the West Plains area will contribute to the need for improvements in the study area.
- Improvements to provide more direct access to Inland Empire Way are needed.
- More connections for all modes should be identified as part of this study.

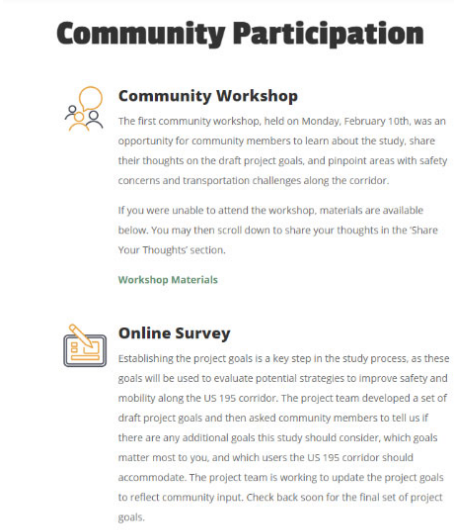
For a complete list of stakeholder interviews, see **Appendix E**.

### Community Workshop and Online Engagement

The study team hosted a community workshop in the study area in early February 2020. The focus of this workshop was to provide the community with an overview of the study, gather input on the draft goals, understand the issues the community faces when using the US 195/I-90 corridor, and understand which modes the community would like to see prioritized in specific portions of the study area.

For community members who could not attend the workshop, an online workshop was also available through early March where visitors could provide the same input gathered in-person. Approximately, 95 community members attended the in-person workshop, 28 community members completed the online goals survey and 22 areas of concern were identified on the online pin-map.

The input gathered on goals and issues is summarized below. To review the materials presented at the in-person workshop, see **Appendix F**.

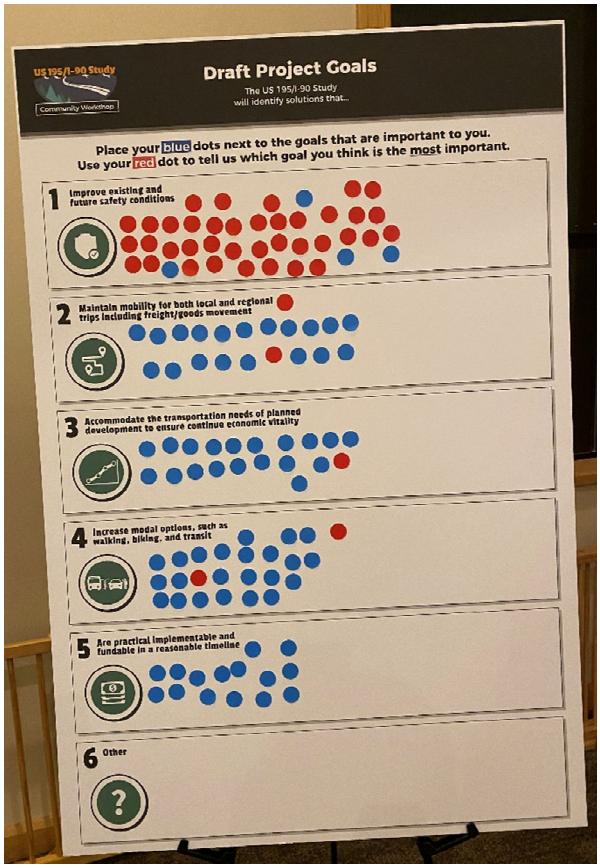




*The Goals*

Nearly 70 percent of visitors that took the online survey felt that the important goals that this study should focus on were included. Suggestions for additional goals included the protection of the natural environment. Community members who attended the workshop added eleven additional goals that could be considered, while some additions focused on spot-improvements that should be considered, managing growth from development in the area was noted by several members.

Community members were also asked to identify which goals are most important to them. Both in-person and online participants identified improving safety as the most important. While in-person feedback did not distinctly identify a second goal as most important, 67 percent of online survey takers identified solutions being implementable and fundable on a reasonable timeframe as being an important goal.




*Community members weighed in on the project goals that were most important to them, with red dots indicating their top priority.*

*The Issues*

Both in-person and online, participants were asked to identify locations with transportation challenges. These

challenges could include missing connections, safety concerns, and congestion hot spots. Participants were asked to provide input by mode and a summary of the input provided is below.

### Bicycles & Pedestrians

- The trail connecting Vinegar Flats down to Cheney-Spokane Road and Qualchan Road needs improvements.
- Connections from Eagle Ridge to other regional trails are needed to create regional connectivity.
- Trail and sidewalk connections to amenities like the retail and restaurants on Cheney-Spokane Road are needed.
- Cheney-Spokane Road and Qualchan Drive often have bicyclists and pedestrians using the narrow shoulders or the travel lane.

### Vehicles & Freight

- The I-90 merge feels unsafe and while the ramp-meter has reduced the number of crashes occurring, it has not entirely solved the problem.
- Local intersections with US 195 feel very unsafe: 16$^{th}$ Avenue, Meadow Lane Road, and Hatch Road were all identified as locations of primary concern.
- Qualchan Road has seen an increase in traffic and speeds and is not designed to accommodate the increased usage.
- At the south end of the study area, options for wildfire evacuation with the existing roadway network are limited.
- The current configuration at Hatch Road creates queueing that extends up Hatch Road during peak hours.
- More east-west connections are needed for drivers who want to avoid the I-90 merge from northbound US 195.
- Acceleration and deceleration lanes are needed at local intersections with direct access to US 195.

### Transit

- There is a lack of paratransit and Park & Ride services available in Eagle Ridge.

*Modal Accommodation*

Community members were asked to identify where several different modes and trip types should be accommodated within the study area. Modes included bicyclists, pedestrians, transit, personal vehicles, and freight. For trip types participants were asked to distinguish between local and regional trips. They were then asked if those modes should be accommodated on US 195, on parallel or local routes, or not accommodated at all.

When asked which users should be accommodated on US 195 online respondents identified the following modes:

- 23 survey takers selected local trips
- 14 selected regional trips and freight
- 13 selected transit

In-person feedback identified similar trip types and modes with local, regional, and freight being identified as the primary modes requiring accommodation on US 195. Approximately 20 attendees also identified transit as a mode that should be accommodated on US 195.

Community members were also asked to identify which modes should be accommodated off US 195 on a parallel facility or other local route. Both in-person and online participants identified bicyclists and pedestrians as the primary modes that could be served off US 195. Some people also identified local trips and transit as modes that could be served off US 195. Both in-person and online feedback indicated approximately 35 percent of participants selected this as the ideal routes to serve local trips and transit.

When asked which modes do not need to be accommodated within the study area, in-person and online respondents identified pedestrians as the primary mode not requiring accommodation. Bicyclists were the only other mode identified by multiple people as not requiring accommodation by both sets of participants.

# Appendix A: Model Validation

## Table 1: Zone Trip Distribution Comparison for AM Peak Period

| | | Origin Trips | | | | Destination Trips | | |
|---|---|---|---|---|---|---|---|---|
| | | Model | Streetlight | Δ | | Model | Streetlight | Δ |
| Internal Zones | 101 | 1.3% | 1.2% | 0.1% | | 1% | 1% | 0% |
| | 102 | 11.0% | 6.8% | 4.2% | | 21% | 16% | 5% |
| | 103 | 1.3% | 1.5% | -0.3% | | 5% | 5% | 0% |
| | 104 | 1.2% | 1.5% | -0.3% | | 3% | 3% | 1% |
| | 105 | 1.3% | 2.6% | -1.3% | | 6% | 9% | -4% |
| | 106 | 12.3% | 11.2% | 1.0% | | 12% | 8% | 4% |
| | 107 | 5.3% | 7.0% | -1.7% | | 3% | 4% | -1% |
| | 108 | 0.3% | 0.2% | 0.1% | | 0% | 0% | 0% |
| | 109 | 0.5% | 0.7% | -0.2% | | 1% | 1% | 0% |
| | 110 | 2.3% | 2.7% | -0.4% | | 1% | 1% | 0% |
| | 111 | 1.1% | 0.7% | 0.3% | | 0% | 0% | 0% |
| External Zones | 201 | 0.5% | 0.2% | 0.3% | | 1% | 0% | 1% |
| | 202 | 0.8% | 0.8% | 0.0% | | 2% | 1% | 1% |
| | 203 | 4.8% | 4.2% | 0.7% | | 4% | 5% | 0% |
| | 204 | 0.6% | 0.7% | -0.1% | | 1% | 1% | 0% |
| | 205 | 3.3% | 2.7% | 0.6% | | 4% | 4% | 1% |
| | 206 | 4.2% | 6.7% | -2.4% | | 5% | 5% | -1% |
| | 207 | 4.2% | 4.5% | -0.3% | | 2% | 2% | -1% |
| | 208 | 3.8% | 4.1% | -0.3% | | 2% | 3% | -1% |
| | 209 | 5.0% | 6.4% | -1.4% | | 4% | 5% | -1% |
| | 210 | 4.6% | 4.2% | 0.4% | | 4% | 4% | 0% |
| | 211 | 1.2% | 0.9% | 0.4% | | 1% | 1% | 0% |
| | 212 | 1.2% | 0.8% | 0.5% | | 1% | 1% | 0% |
| | 213 | 1.2% | 1.1% | 0.1% | | 1% | 1% | 0% |
| | 214 | 1.4% | 3.0% | -1.5% | | 0% | 0% | 0% |
| | 215 | 13.2% | 17.0% | -3.8% | | 9% | 11% | -2% |
| | 216 | 0.0% | 0.0% | 0.0% | | 1% | 2% | -1% |
| | 217 | 0.3% | 0.1% | 0.1% | | 0% | 0% | 0% |
| | 218 | 0.4% | 0.4% | 0.0% | | 0% | 1% | 0% |
| | 219 | 0.1% | 0.0% | 0.1% | | 0% | 0% | 0% |
| | 220 | 0.7% | 0.5% | 0.1% | | 0% | 0% | 0% |
| | 221 | 2.0% | 0.3% | 1.7% | | 1% | 0% | 1% |
| | 222 | 1.1% | 1.8% | -0.7% | | 1% | 2% | -1% |
| | 223 | 0.4% | 0.8% | -0.3% | | 0% | 1% | -1% |
| | 224 | 0.3% | 0.2% | 0.1% | | 0% | 0% | 0% |
| | 225 | 0.1% | 0.1% | 0.0% | | 0% | 0% | 0% |
| | 226 | 2.4% | 0.1% | 2.3% | | 1% | 0% | 1% |
| | 227 | 0.5% | 0.1% | 0.4% | | 0% | 0% | 0% |
| | 228 | 1.7% | 0.9% | 0.8% | | 1% | 1% | 0% |
| | 229 | 0.7% | 0.2% | 0.5% | | 0% | 0% | 0% |
| | 230 | 0.5% | 0.1% | 0.5% | | 0% | 0% | 0% |
| | 231 | 0.7% | 1.0% | -0.3% | | 1% | 1% | 0% |

## Table 2: Zone Trip Distribution Comparison for PM Peak Period

| | | Origin Trips | | | | Destination Trips | | |
|---|---|---|---|---|---|---|---|---|
| | | Model | Streetlight | Δ | | Model | Streetlight | Δ |
| Internal Zones | 101 | 1.3% | 1.0% | 0.3% | | 2% | 1% | 1% |
| | 102 | 19.5% | 15.1% | 4.5% | | 17% | 11% | 6% |
| | 103 | 3.4% | 3.9% | -0.5% | | 2% | 2% | 1% |
| | 104 | 2.9% | 2.3% | 0.6% | | 2% | 1% | 1% |
| | 105 | 7.8% | 6.1% | 1.7% | | 5% | 3% | 3% |
| | 106 | 7.7% | 10.4% | -2.7% | | 10% | 11% | -1% |
| | 107 | 3.9% | 5.7% | -1.8% | | 5% | 7% | -2% |
| | 108 | 0.3% | 0.2% | 0.1% | | 0% | 0% | 0% |
| | 109 | 1.0% | 0.7% | 0.3% | | 1% | 1% | 0% |
| | 110 | 1.3% | 1.5% | -0.2% | | 2% | 2% | 0% |
| | 111 | 0.6% | 0.5% | 0.1% | | 1% | 1% | 0% |
| External Zones | 201 | 0.7% | 0.2% | 0.5% | | 1% | 0% | 1% |
| | 202 | 1.6% | 0.9% | 0.7% | | 1% | 1% | 1% |
| | 203 | 3.8% | 3.9% | -0.1% | | 4% | 4% | 1% |
| | 204 | 1.3% | 1.2% | 0.2% | | 1% | 1% | 0% |
| | 205 | 4.1% | 3.1% | 1.0% | | 0% | 3% | -3% |
| | 206 | 3.3% | 4.3% | -1.1% | | 4% | 7% | -2% |
| | 207 | 3.3% | 3.5% | -0.2% | | 2% | 3% | -1% |
| | 208 | 3.0% | 3.0% | 0.0% | | 3% | 4% | -1% |
| | 209 | 3.8% | 5.2% | -1.5% | | 5% | 7% | -3% |
| | 210 | 3.8% | 3.9% | -0.1% | | 4% | 4% | 0% |
| | 211 | 0.8% | 0.6% | 0.2% | | 1% | 1% | 0% |
| | 212 | 0.9% | 0.6% | 0.3% | | 1% | 1% | 0% |
| | 213 | 1.3% | 1.3% | 0.0% | | 2% | 2% | 0% |
| | 214 | 0.8% | 2.1% | -1.3% | | 0% | 0% | 0% |
| | 215 | 9.4% | 12.3% | -2.9% | | 10% | 10% | 0% |
| | 216 | 0.0% | 0.0% | 0.0% | | 2% | 4% | -2% |
| | 217 | 0.2% | 0.1% | 0.0% | | 0% | 0% | 0% |
| | 218 | 0.4% | 0.6% | -0.2% | | 0% | 1% | 0% |
| | 219 | 0.2% | 0.0% | 0.1% | | 0% | 0% | 0% |
| | 220 | 0.4% | 0.3% | 0.0% | | 0% | 0% | 0% |
| | 221 | 1.1% | 0.3% | 0.8% | | 2% | 0% | 1% |
| | 222 | 1.3% | 1.8% | -0.5% | | 1% | 2% | -1% |
| | 223 | 0.6% | 1.2% | -0.7% | | 1% | 1% | -1% |
| | 224 | 0.3% | 0.4% | 0.0% | | 0% | 0% | 0% |
| | 225 | 0.1% | 0.2% | -0.1% | | 0% | 0% | 0% |
| | 226 | 1.5% | 0.1% | 1.4% | | 2% | 0% | 2% |
| | 227 | 0.2% | 0.0% | 0.1% | | 0% | 0% | 0% |
| | 228 | 0.8% | 0.6% | 0.2% | | 1% | 1% | 1% |
| | 229 | 0.4% | 0.1% | 0.3% | | 1% | 0% | 0% |
| | 230 | 0.4% | 0.2% | 0.2% | | 0% | 0% | 0% |
| | 231 | 0.7% | 0.7% | 0.0% | | 1% | 1% | 0% |

## Table 3: Trip Distribution Comparison for Combined Internal and External Zones

| Combined Trips | | | | | | | |
|---|---|---|---|---|---|---|---|
| Origin Zones | Destination Zones | Model | | StreetLight | | Δ | |
| | | AM | PM | AM | PM | AM | PM |
| Internal | Internal | 16% | 20% | 15% | 17% | 1% | 4% |
| External | External | 26% | 23% | 32% | 29% | -5% | -6% |
| Internal | External | 21% | 29% | 21% | 30% | 1% | -1% |
| External | Internal | 32% | 27% | 36% | 23% | -4% | 4% |

## Table 4: AM Traffic Volume Comparison

| Segment ID | Segment Name | Counts | | Model | | Δ | | % | |
|---|---|---|---|---|---|---|---|---|---|
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| 1 | US 195 south of Hatch Road | 582 | 348 | 611 | 331 | 29 | -17 | 5% | -5% |
| 2 | S Meadow Lane Road west of US 195 | 203 | 78 | 218 | 61 | 15 | -17 | 7% | -22% |
| 3 | Cheney-Spokane Road between US 195 and W Qualchan Drive | 599 | 161 | 404 | 67 | -195 | -94 | -33% | -58% |
| 4 | Marshall Road south of Thorpe Road | 2 | 0 | - | - | - | - | - | - |
| 5 | Thorpe Road east of US 195 | 45 | 50 | 108 | 96 | 63 | 46 | 140% | 92% |
| 6 | W 16th Avenue between US 195 and S Lindeke Street | 201 | 125 | 171 | 112 | -30 | -13 | -15% | -10% |
| 7 | I-90 west of Grove Road interchange | 2021 | 1626 | 2410 | 2090 | 389 | 464 | 19% | 29% |
| 8 | US 2 west of I-90 | 1386 | 1736 | 1435 | 1838 | 49 | 102 | 4% | 6% |
| 9 | S Lindeke Street south of W Sunset Boulevard | 306 | 78 | 221 | 61 | -85 | -17 | -28% | -22% |
| 10 | US 195 south of I-90 | 1635 | 518 | 1418 | 403 | -217 | -115 | -13% | -22% |
| 11 | Inland Empire Way just north of Thorpe Road | 233 | 27 | 162 | 99 | -71 | 72 | -30% | 267% |
| 12 | S Cedar Street between 16th Avenue and 17th Avenue | 613 | 373 | 699 | 315 | 86 | -58 | 14% | -16% |
| 13 | Hatch Road between Hangman Valley Road and E 57th Avenue | 312 | 339 | 306 | 557 | -6 | 218 | -2% | 64% |
| 14 | I-90 east of Division Street Ramps | 5504 | 5734 | 4441 | 3823 | -1063 | -1911 | -19% | -33% |
| 15 | W Qualchan Dr | 31 | 208 | 20 | 207 | -11 | -1 | -35% | 0% |
| | **Total** | **21330** | **13674** | **11401** | **12624** | **10060** | **-1048** | **-8%** | **-12%** |

## Table 5: PM Traffic Volume Comparison

| Segment ID | Segment Name | Counts | | Model | | Δ | | % | |
|---|---|---|---|---|---|---|---|---|---|
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB |
| 1 | US 195 south of Hatch Road | 389 | 591 | 356 | 602 | -33 | 11 | -8% | 2% |
| 2 | S Meadow Lane Road west of US 195 | 114 | 262 | 111 | 178 | -3 | -84 | -3% | -32% |
| 3 | Cheney-Spokane Road between US 195 and W Qualchan Drive | 218 | 381 | 237 | 208 | 19 | -173 | 9% | -45% |
| 4 | Marshall Road south of Thorpe Road | 6 | 2 | - | - | - | - | - | - |
| 5 | Thorpe Road east of US 195 | 66 | 63 | 161 | 130 | 95 | 67 | 144% | 106% |
| 6 | W 16th Avenue between US 195 and S Lindeke Street | 166 | 121 | 87 | 224 | -79 | 103 | -48% | 85% |
| 7 | I-90 west of Grove Road interchange | 2534 | 1767 | 2415 | 2144 | -119 | 377 | -5% | 21% |
| 8 | US 2 west of I-90 | 2332 | 1806 | 1885 | 1817 | -447 | 11 | -19% | 1% |
| 9 | S Lindeke Street south of W Sunset Boulevard | 153 | 191 | 124 | 179 | -29 | -12 | -19% | -6% |
| 10 | US 195 south of I-90 | 707 | 1638 | 873 | 1176 | 166 | -462 | 23% | -28% |
| 11 | Inland Empire Way just north of Thorpe Road | 106 | 58 | 116 | 208 | 10 | 150 | 9% | 259% |
| 12 | S Cedar Street between 16th Avenue and 17th Avenue | 456 | 604 | 448 | 551 | -8 | -53 | -2% | -9% |
| 13 | Hatch Road between Hangman Valley Road and E 57th Avenue | 438 | 362 | 440 | 442 | 2 | 80 | 0% | 22% |
| 14 | I-90 east of Division Street Ramps | 6166 | 5972 | 4461 | 4226 | -1705 | -1746 | -28% | -29% |
| 15 | W Qualchan Dr | 107 | 61 | 114 | 19 | 7 | -42 | 7% | -69% |
| | **Total** | **13958** | **13878** | **11828** | **12104** | **-2124** | **-1772** | **-15%** | **-13%** |

## Table 5: Traffic Volume Comparison Based on Road Functional Classification

| Segments Classification | Counts | | Model | | Δ | | % | |
|---|---|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM | AM | PM |
| Arterials | 3984 | 3935 | 3884 | 3977 | -98 | 50 | -2% | 1% |
| Freeways | 21091 | 23901 | 18800 | 19955 | -2291 | -3946 | -11% | -17% |

## Table 6: Screenline Traffic Volume Comparison

| Screenline | Counts | | Model | | Δ | | % | |
|---|---|---|---|---|---|---|---|---|
| | AM | PM | AM | PM | AM | PM | AM | PM |
| EB connections to US 195 | 1703 | 1567 | 1464 | 1569 | -239 | 2 | -14.0% | 0.1% |

# Appendix B: Methodology & Assumptions Memorandum

# Memorandum

Date: February 20, 2020

To: Ryan Stewart, Spokane Regional Transportation Council

From: Kara Hall & Chris Breiland, PE – Fehr & Peers

**Subject: DRAFT Methodology & Assumptions – US 195/Interstate 90 (I-90) Study**

*SE19-0695*

## Introduction

This memo presents the methods and assumptions that will be used to generate traffic forecasts, analyze traffic and safety operations, and develop cost estimates for the US 195/Interstate 90 (I-90) Study. This memo includes a summary of the following:

- Study Area;
- Future Land Use Forecast;
- Traffic Forecast Methodology;
- Traffic Operations Methodology;
- Safety Analysis Methodology; and
- Cost Estimate Development

## Study Area

The project study, shown on **Figure 1**, is located within the City of Spokane and Spokane County and covers approximately 19 square miles. The study area is bounded by I-90 to the north, S Grove Road to the west, Hatch Road to the south, and the SR 209 Interchange/S Perry Street to the east.

### Data Collection

The existing conditions assessment will begin with collection of traffic data within the study area. Data to be collected includes 24-hour vehicle classification counts on identified roadway segments, travel time along the US 195 corridor and several arterials, and turning movement counts at key intersections.

Traffic volume information will be used to evaluate existing operations in the study area, as a baseline for future traffic volume forecasts, and as part of the validation for travel demand forecasting and traffic operations models developed for the study area.

Travel time collected along key corridors in the study area will also serve as a criteria for validation of operational analysis and to understand how competitive parallel routes in the study are with the US 195 corridor from a travel time perspective.

24-hour traffic volume (and vehicle classification) information will be collected for the following roadway segments:

1. US 195 south of Hatch Road
2. S Meadow Lane Road west of US 195
3. Cheney-Spokane Road between US 195 and W Qualchan Drive
4. Marshall Road south of Thorpe Road
5. Thorpe Road east of US 195
6. W 16th Avenue between US 195 and S Lindeke Street
7. I-90 west of Grove Road interchange
8. US 2 west of I-90
9. S Lindeke Street south of W Sunset Boulevard
10. US 195 south of I-90
11. Inland Empire Way just north of Thorpe Road
12. S Cedar Street between 16th Avenue and 17th Avenue
13. Hatch Road between Hangman Valley Road and E 57th Avenue
14. I-90 east of Division Street Ramps
15. W Qualchan Dr between US 195 and Cheney-Spokane Road

Turning movement data will also be collected during the AM and PM peak hours at the intersections listed below:

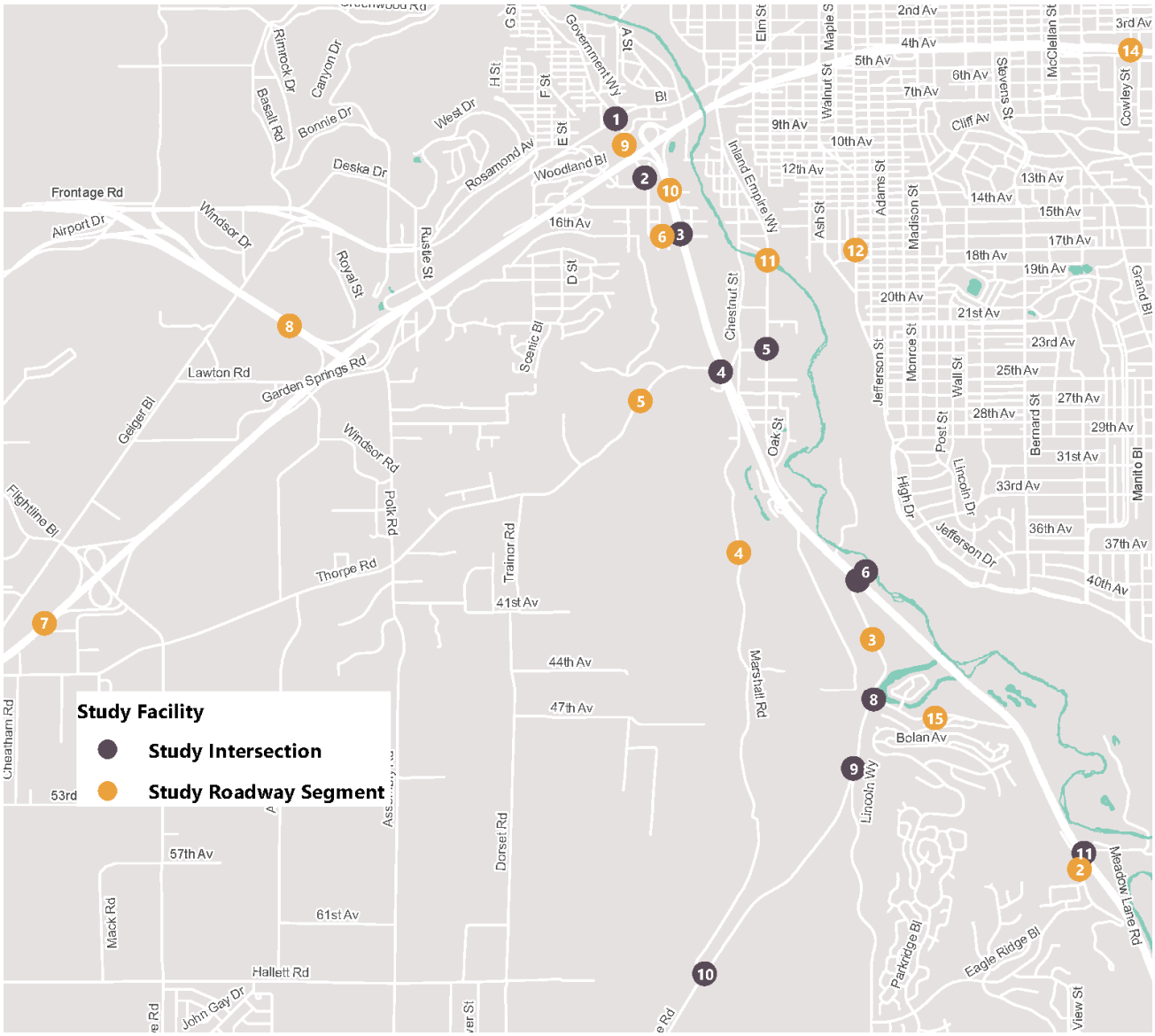
1. S Lindeke Street & W Sunset Boulevard
2. S Lindeke Street & W 13th Avenue
3. US 195 & W 16th Avenue
4. US 195 & W Thorpe Road
5. W 23rd Avenue & Inland Empire Way
6. US 195 Northbound & Cheney-Spokane Road
7. US 195 Southbound & Cheney-Spokane Road
8. Cheney-Spokane Road & W Qualchan Drive
9. Cheney-Spokane Road & Cedar Road
10. Cheney-Spokane Road & Marshall Road
11. US 195 & Meadow Lane Road
12. US 195 & Hatch Road
13. Hatch Road & 57th Avenue

14. Hatch Rd & E 43rd Ave
15. E High Drive & S Grand Blvd

Travel time data and speeds for the five corridors listed below will also be collected during the time periods and directions specified below:

1. I-90 between Grove Road interchange and S Washington Street & E 3rd Avenue (AM and PM peak hours in both directions)
2. Inland Empire Way and W Sunset Boulevard and 3rd Avenue between Thorpe Road and S Washington Street & E 3rd Avenue(AM and PM peak hours in northbound direction)
3. US 195 and I-90 between Hatch Road and S Washington Street & E 3rd Avenue(AM and PM peak hours in northbound direction)
4. Hatch Road to High Drive to Grand Boulevard between US 195 and S Washington Street & E 3rd Avenue (AM and PM peak hours in northbound direction)
5. Hatch Road to High Drive to Bernard Street between US 195 and S Washington Street & E 3rd Avenue (AM and PM peak hours in northbound direction)

*Figure 1 – Study Intersection & Roadway Segments*



In addition to the traditional data collection metrics described above, StreetLight data will be used to understand travel patterns in the area as part of the existing conditions assessment.

StreetLight uses anonymous cellphone data to compile person trip counts between predefined geographic zones. Trips are recorded by mobile device tracking technology in smartphones which is enabled when a user has a location-based services application turned on. A trip is considered to end when the cellphone is stationary for at least five consecutive minutes. Trips by all modes of transportation are recorded, including people driving, riding in a car, walking, bicycling, riding a bus or traveling by other means.

StreetLight data will be obtained for 50 zones in the study area. Within the study area, the zones analyzed will be consistent with the Traffic Analysis Zones (TAZs) defined in the Spokane Regional Transportation Council (SRTC) travel demand model. To analyze where trips are originating and traveling to outside the study area, external zones at all gateways to the study area will be analyzed.

This analysis will inform two important pieces of the existing conditions assessment. First, this data will be used to validate the trip distribution step of the regional travel demand model. Keeping the zone structure for the StreetLight analysis consistent with the zone structure in the travel demand model will allow for a comparison of origin and destination information extracted from the regional model with the data from StreetLight. Differences in observed travel patterns via StreetLight data compared to the information extracted from the travel demand model will be used to identify model calibration and validation needs, which will also be completed as part of the existing conditions assessment.

The StreetLight data will also be used to understand who is using US 195 and where they are using it to travel. Using StreetLight data a select-link analysis will be completed for US 195 to understand what portion of trips on the corridor originating in the study area and using US 195 to travel to or from local destinations compared to regional users who originate outside the study area and use US 195 to connect to Interstate 90 (I-90) and continue on to regional destinations.

# Future Conditions Methodology

## Land Use Forecasts

Leland Consulting Group's (LCG) market analysis will the project team better understand the future development potential of the study area for residential, commercial, and industrial uses by providing data relating to new jobs and residents over the next 20 years. This information will be used to populate traffic models and is based on realistic development trends in the area.

A combination of demographic and socioeconomic data (e.g., U.S. Census data, state employment data), county assessor data, and real estate data will be used to generate high-level 20-year demand forecasts for retail, employment, and residential uses.

- The retail demand forecast will consider existing retail spending (surplus/leakage), demand generated by new household growth, and the replacement rate of existing retail (rate of obsolescence).
- The employment demand forecast will apply a blend of local area and regional/state growth rates to existing job numbers per industry (two-digit North American Industry Classification System industries).
- The residential demand forecast will consider a blend of small area and regional household growth rates, as well as tenure (rent versus own) and households by income.

These forecasts will then be reinforced or revised based on information garnered during stakeholder interviews and from other anecdotal sources. Right-sizing the forecasts involves identifying vacant and underutilized sites that are likely to be developed, identifying trends that may impact the market, and characterizing long-term growth potential and expected development types for each expected land use in the study area. Anticipated future average household size will be applied for projected residential development and industry standards for employee space use in projected commercial and industrial development to generate new job and household forecasts for the study area.

The following assumptions will be applied for the market analysis:

- The West Plains Transportation Management Plan serves as a template for the market analysis methodology.
- Employment growth in the West Plains area is expected to greatly impact the US 195 study area, especially with regard to residential demand.
- The market analysis will consider growth from a regional perspective and competitive locations play a significant part in how employment and residents will grow in the US 195 study area. West Plains is one such competitive location, which is expected to experience substantial growth—especially with regard to industrial and single-family residential uses.
- LCG will develop a land use forecast founded on existing population and employment forecasts and supplemented with real market information obtained during stakeholder interviews and from other sources. "Existing Forecasts" include those produced by the state for both population (from WA OFM) and employment (from WA ESD) data. However, these forecasts are produced at the county level, so it is necessary to fine-tune the data based on real market trends, known and anticipated development projects, and TAZ-level data produced by SRTC. Given the long-term nature of the project and the need to develop a development program based on realistic market information, LCG will conduct stakeholder interviews with representatives of the development community to determine whether existing forecasts need adjusting to account for market nuances.
- Forecasts will use the latest available data and may be tweaked to reflect small-area nuances in the market, such as large employers, availability of incentives, and physical and regulatory opportunities and constraints.

- LCG acknowledges that the market analysis may result in forecasts that are different from those generated by other agencies. This is in part a result of nuances of development opportunities and trends for small areas versus the region.

## Regional Travel Demand Model

Use of the regional travel demand model, provided by SRTC, will begin with validation and calibration of the model within the study area. Within the study area the travel demand model will be refined to include more detail. Additional model detail will include: refinement to the network coding, centroid connectors, and factoring of trip tables to refine overall vehicle trip generation outputs. To validate the trip distribution step of the travel demand model, model origin-destination outputs will be compared to the StreetLight data as discussed above.

In order to validate trip generation from the land uses in the 2040 travel demand model, the following five dynamic tests will be performed to determine trip generation rates assumed in the model using a TAZ within the study area:

- Add 100 single family dwelling units
- Add 100 multifamily dwelling units
- Add 100 non-CDB retail employees
- Add 100 office employees
- Add 100 industrial employees

The PM peak hour trips generated before adding the test land uses will be compared to the PM peak hour trips generated after adding the test land uses to verify the trip rates assumed in the travel demand model for each land use type. These rates will be compared to trip generation rates found in the current Institute of Transportation Engineers (ITE) manual. An appropriate factor for land use inputs based on the comparsions will be established and applied to future land use updates.

Land use inputs for the 2040 regional model will be updated to reflect the findings of the market analysis, described above.

The roadway network for the 2040 regional model will be reviewed to verify that all planned roadway improvement projects likely to impact travel patterns within the study area are included. Based on our review of the Statewide Transportation Improvement Plan (STIP).

The 2040 travel demand model will serve as a starting point for the analysis of proposed improvement strategies as appropriate. Based on the proposed strategies the travel demand model will be updated and model outputs based on applicable performance measures will be

extracted. Updates to the 2040 model could include the addition of new roadway connections, changes in capacity on existing facilities, and changes to the transit network. Change in model volume and mode choice will be reviewed to understand how the proposed strategies effect the transportation system as a whole.

### Traffic Forecast Methodology

Future peak hour traffic volumes will be forecast by applying the traffic growth rates derived from the model to existing traffic volumes.

Growth rates will be determined by taking the difference in peak hour traffic volumes on specific segments of the major roads in the study area between the 2015 and 2040 models and dividing that difference by the 2015 model volumes (factored to account for background growth between 2015 and 2020). The corridor-level growth rates will be applied to the corresponding observed peak hour intersection turn movements to forecast 2040 peak hour traffic at the study intersections.

In situations where the existing traffic volume is found to be significantly higher than the base year model volumes, the difference between the 2015 and 2040 model volumes will applied to the existing traffic volume, rather than applying a growth rate.

Post-processing adjustments will be made to balance and adjust volumes as needed to account for model anomalies and discrepancies at the intersection level of detail. This methodology applies a broader stroke to traffic forecasting that reduces model error by avoiding intersection level model anomalies that may occur and by relying as much as possible on observed data rather than model output data.

## Traffic Operations Methodology

To evaluate the operational benefit of potential solutions, we expect to utilize several different traffic analysis tools to fully understand the operational benefits.

First, to understand operational benefits to determine benefit to I-90 and the US 195/I-90 interchange analysis consistent with the Highway Capacity Manual 6$^{th}$ Edition (HCM) will be completed to evaluate density in vehicles per lane per mile and Level-of-Service (LOS) on the freeway facilities. This analysis will be completed using the Highway Capacity Software (HCS). The correlation between density and LOS for freeway facilities as defined in the HCM 6$^{th}$ Edition is presented in **Table 1**.

**Table 1: Intersection LOS and Delay Summary**

| Level of Service | Description | Signalized Intersection Delay (seconds) | Unsignalized Intersection Delay (seconds) |
|---|---|---|---|
| A | Free-flowing conditions. | 0-10 | 0-10 |
| B | Stable operating conditions. | 10-20 | 10-15 |
| C | Stable operating conditions, but individual motorists are affected by the interaction with other motorists. | 20-35 | 15-25 |
| D | High density of motorists, but stable flow. | 35-55 | 25-35 |
| E | Near-capacity operations, with speeds reduced to a low but uniform speed. | 55-80 | 35-50 |
| F | Over-capacity conditions with long delays. | > 80 | >50 |

Source: Highway Capacity Manual 2016, Transportation Research Board

Study intersections likely to be impacted by potential recommendations will be evaluated to understand changes to delay experienced by drivers and the resulting LOS. This analysis will also be completed consistent with the HCM 6th Edition and will be completed using Synchro 10 software. Intersection LOS will be assigned based on delay, consistent with the HCM as shown in **Table 2**.

**Table 2: Freeway Mainline and Ramp Junction/Weave Section LOS Threshold**

| Level of Service | Description | Density (vplpm)[1] | |
|---|---|---|---|
| | | Mainline (Basic) | Ramp / Weave |
| A | Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | ≤ 11 | ≤ 10 |
| B | Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted. | > 11 to 18 | > 10 to 20 |
| C | Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. | > 18 to 26 | > 20 to 28 |
| D | Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort. | > 26 to 35 | > 28 to 35 |
| E | Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing. | > 35 to 45 | > 35 to 45 |
| F | Represents a breakdown in flow. | > 45 | > 45 |

Notes: 1. Density is reported in vehicles per lane per mile (vplpm).
*Source:* *Highway Capacity Manual (Transportation Research Board, 2016)*

As appropriate, a Dynamic Traffic Assignment (DTA) model will be developed to answer key questions including travel time along specific corridors and how traffic volume within the study area would shift and travel times would change with potential improvements in place.

When assigning traffic volume to the roadway network, traditional travel demand models do not consider how drivers adjust their routes based on congestion levels and queuing. Through application of a DTA model, where driver route choices are made dynamically based on congestion occurring in the model, changes to travel patterns during congested conditions can be more accurately modeled. At this time, it is not clear if a DTA will provide a better traffic assignment and operations solution, so the initial analyses will be performed using the SRTC regional travel demand model and the traffic operations software described above. If it becomes apparent that some potential solutions could provide a parallel path with a competitive travel time to US 195, then the DTA may be used to identify the potential shift in traffic that results from this alternative pathway.

The TransModeler software will be used to develop the DTA model.

## Safety Analysis Methodology

Collision analysis for this corridor will focus on all collisions, including severe and fatal collisions (KSI) and injury collisions, occurring along US 195 between the I-90 merge and Hatch Road. Five years of crash data (from 2015-2019) will be mapped and analyzed. To understand existing safety concerns, crash data will be organized into four categories:

- Total crashes
- Crashes resulting in severe injury or fatality
- Crashes resulting in minor injury or possible injury
- Bicycle and pedestrian involved crashes.

While collision density will be used to identify collision hot spots along the corridor, the number of collisions that have occurred at intersections along the corridor and the number of vehicles using that intersection will be used to develop a rate of collisions per million vehicle miles. Collision rates will be developed for the following intersections:

- W. 16$^{th}$ Avenue
- Thorpe Road (prior to the installation of J-Turns)
- E. Meadowlane Road
- S. Hatch Road

Through the development of collision rates we will be able to identify locations that, based on a review of density or number of collisions, do not appear to be a high-priority location for safety improvements. This will also allow us to identify latent safety concerns that are likely to become an issue as demand on the system increases.

## Cost Estimate Development

Planning-level cost estimates will be developed for the various design concepts identified by the project team. Initially, comparative estimates will be used to evaluate primary construction cost differences between alternatives. Comparative estimates may not entail complete project costs, but will provide a basis for equivalent comparisons between alternatives. A complete budget/planning-level estimate will be prepared for preferred solutions and commensurate with estimates used for short and long-term capital planning. These estimates will be used for cost/benefit analyses, to help with planning level design decisions, and to determine program funding requirements.

Planning-level estimates will be well documented and complete. Assumptions, risks and uncertainties will be clearly spelled out for ease of communication and understanding.

Planning-level costs will include both parametric and unit item elements. Parametric elements are rooted in historic cost factors and may be applied as percentages of the total project cost, or more commonly tracked high-level costs, such as cost per lane mile, or interchange cost per square foot. Unit item elements are typically based on quantities of materials with a designated unit of measurement, such as linear foot, square yards or tons. There will likely be a few occasions where costs will be based on duration, such as temporary traffic control operations. The unit costs will include all materials, labor and equipment needed for the final installation.

Unit costs will be determined from review of multiple sources. The main source will be from WSDOT's database of unit bid history. Other sources may be from past experience of the project team, as well as input from local agencies, contractors, and manufacturers. The unit costs will ultimately be based on our best engineering judgement.

The following "below the line" costs will be applied on percent basis:

- Design Contingency: 25%
- Agency Management Costs: 15%
- Design & Permitting Costs: 15%
- Construction Management Costs: 15%

Right-of-way acquisition costs will be based on forecasted re-estate values, provided by the study team's market analysis specialists.

An escalation of 2% per year will be added to the estimate, and will be based on assume dates for construction phases.

# Attachment A. Response to Comments

**Reviewer:** Greg Figg, WSDOT
**Date:** 02/12/2020
**Document:** Methods & Assumptions Memorandum, Submital #2

**Comment #1:** Page 2 – Given the need to analyze the US 195 and I-90 Merge, Twenty-four hour counts should be obtained on I-90 to the west of the US 195 connection. WSDOT has a Wavetronix counter on I-90 in the Finch Arboretum area. These counts can be requested from WSDOT showing the I-90 hourly traffic volumes.

**Response:** Traffic volume data was collected in the study area on Tuesday February, 10th. 24-hour classification counts were collected on I-90 at the Grove Road Overcrossing. Historical traffic data available from WSDOT's Permanent Traffic Recorder has also been downloaded for the location near the Finch Arboretum.

**Comment #2:** Page 3 – In order to better quantify the congestion on I-90, suggest that travel time and speeds for I-90 be shown for the following segments: US 2/I-90 merge point to US 195 and US 195 to Division Street. Also for US 195 a major source of delay is the ramp meter for the traffic merging onto I-90. Suggest that the delay at the ramp meter also be quantified.

**Response:** Travel time collected on Tuesday February, 10th includes travel time and speed from the US 2 interchange to the Division Street interchange. Travel time and speeds were also collected on US 195 during both the AM and PM peak periods as well as during mid-day. This information will be used to understand the additional delay occurring on the corridor while the ramp-meter is operating.

**Comment #3:** Page 7 – Traffic Forecast Methodology – This should also include the post processing for the market factor data and trip table factoring.

**Response:** Dynamic testing using a TAZ within the study area will be completed using the 2040 travel demand model to validate trip generation. All land use updates will be factored to ensure trip generation comparable to ITE Trip Generation rates for the appropriate land use. Page seven of the Methods & Assumptions memo has been updated to document the methodology for validation.

**Comment #4:** Thorpe Road- Thorpe Road to the west connects into the West Plains Industrial Area around the I-90 Geiger Interchange. With the significant amount of development that is occurring in the West Plains, Thorpe Road will be picking up more of this traffic. This should be accounted for in the traffic projections on Thorpe Road.

**Response:** Land use inputs in the West Plains and County will be reviewed to ensure that accurate growth is assumed in those areas, which are likely to impact Thorpe Road. All future model runs will be reviewed to ensure that a reasonable amount of traffic is expected to use Thorpe Road. If a review of model outputs indicates that less traffic is using that route than expected, roadway

network attributes like speed and capacity will be reviewed to ensure that Thrope Road is an attractive route choice.

**Reviewer:** Karl Otterstrom, Spokane Transity Authority
**Date:** 01/31/2020
**Document:** Methods & Assumptions Memorandum, Submital #2

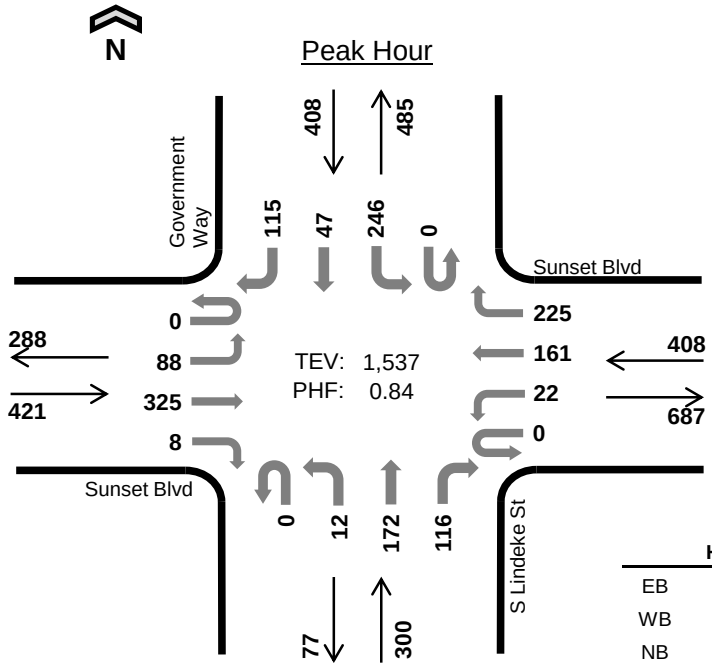
**Comment #1:** Will the model be used to determine a transit assignment of trips if one or more scenarios includes new transit routes and facilities? Similarly, shouldn't we assume transit facilities and new services could be part of the alternatives. If so there will need to be cost estimates for those solutions. New service should identify the capital cost of additional revenue vehicles and the annual revenue hours as the basis of estimating annual operating costs.

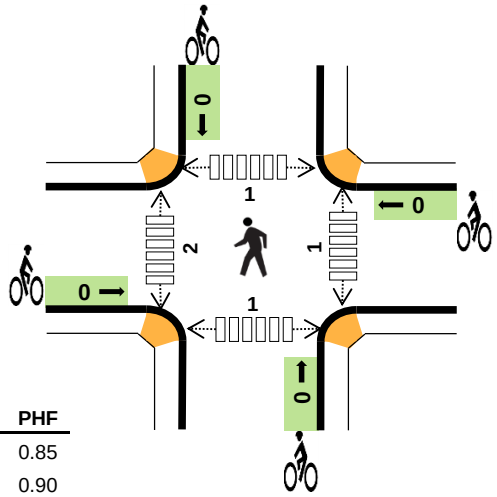
**Response**: The SRTC model will be used to determine transit assignment and will be updated as appropriate based on the identified alternatives. As strategies are identified, necessary data including operationing costs will be requested and included in the development of cost-estimates.

# Appendix C: Traffic Counts

# Government Way
# Sunset Blvd

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.9% | 0.85 |
| WB | 2.2% | 0.90 |
| NB | 1.7% | 0.79 |
| SB | 0.7% | 0.83 |
| TOTAL | 1.6% | 0.84 |

## Two-Hour Count Summaries

| Interval Start | Sunset Blvd Eastbound | | | | Sunset Blvd Westbound | | | | S Lindeke St Northbound | | | | Government Way Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 10 | 54 | 1 | 0 | 5 | 30 | 21 | 0 | 1 | 13 | 15 | 1 | 30 | 11 | 29 | 221 | 0 |
| 7:15 AM | 0 | 11 | 65 | 0 | 0 | 2 | 29 | 35 | 0 | 4 | 17 | 27 | 0 | 40 | 19 | 30 | 279 | 0 |
| **7:30 AM** | **0** | **17** | **87** | **1** | **0** | **8** | **46** | **32** | **0** | **2** | **34** | **37** | **0** | **65** | **5** | **36** | **370** | 0 |
| **7:45 AM** | **0** | **21** | **102** | **1** | **0** | **7** | **49** | **57** | **0** | **5** | **48** | **42** | **0** | **77** | **8** | **38** | **455** | 1,325 |
| **8:00 AM** | **0** | **30** | **69** | **4** | **0** | **5** | **33** | **71** | **0** | **2** | **39** | **17** | **0** | **67** | **15** | **15** | **367** | 1,471 |
| **8:15 AM** | **0** | **20** | **67** | **2** | **0** | **2** | **33** | **65** | **0** | **3** | **51** | **20** | **0** | **37** | **19** | **26** | **345** | **1,537** |
| 8:30 AM | 0 | 20 | 55 | 1 | 0 | 6 | 47 | 26 | 0 | 2 | 18 | 18 | 0 | 47 | 20 | 23 | 283 | 1,450 |
| 8:45 AM | 0 | 16 | 47 | 2 | 0 | 5 | 56 | 55 | 0 | 3 | 30 | 20 | 0 | 34 | 11 | 29 | 308 | 1,303 |
| Count Total | 0 | 145 | 546 | 12 | 0 | 40 | 323 | 362 | 0 | 22 | 250 | 196 | 1 | 397 | 108 | 226 | 2,628 | 0 |
| **Peak Hour** | **0** | **88** | **325** | **8** | **0** | **22** | **161** | **225** | **0** | **12** | **172** | **116** | **0** | **246** | **47** | **115** | **1,537** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 2 | 2 | 0 | 2 | *6* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 2 | 2 | 1 | 6 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| **7:30 AM** | **1** | **3** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **1** | *3* |
| **7:45 AM** | **3** | **2** | **2** | **2** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **2** | **2** | **0** | **1** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **1** | **0** | *2* |
| **8:15 AM** | **2** | **2** | **3** | **0** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:30 AM | 3 | 4 | 0 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 8:45 AM | 4 | 5 | 1 | 1 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 19 | 22 | 7 | 12 | *60* | 0 | 1 | 0 | 0 | *1* | 2 | 2 | 2 | 1 | *7* |
| **Peak Hour** | **8** | **9** | **5** | **3** | ***25*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **2** | **1** | **1** | ***5*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

# Vehicle Classification Report Summary

**Location:** S MEADOW LANE RD W/O US 195

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 01

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Eastbound** | 5 | 1,364 | 233 | 0 | 131 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,737 |
| **Percent** | 0.3% | 78.5% | 13.4% | 0.0% | 7.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 9 | 948 | 866 | 7 | 37 | 145 | 0 | 2 | 3 | 8 | 0 | 0 | 10 | 2,035 |
| **Percent** | 0.4% | 46.6% | 42.6% | 0.3% | 1.8% | 7.1% | 0.0% | 0.1% | 0.1% | 0.4% | 0.0% | 0.0% | 0.5% | 100% |
| **Total** | 14 | 2,312 | 1,099 | 7 | 168 | 149 | 0 | 2 | 3 | 8 | 0 | 0 | 10 | 3,772 |
| **Percent** | 0.4% | 61.3% | 29.1% | 0.2% | 4.5% | 4.0% | 0.0% | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% | 0.3% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

**Tuesday, February 11, 2020**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 17 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| 5:00 AM | 0 | 46 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** |
| 6:00 AM | 0 | 106 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 7:00 AM | 0 | 164 | 24 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 8:00 AM | 0 | 129 | 24 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 AM | 0 | 74 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 11:00 AM | 1 | 94 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** |
| 12:00 PM | 1 | 92 | 22 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 1:00 PM | 0 | 75 | 13 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 2:00 PM | 1 | 76 | 12 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 3:00 PM | 2 | 82 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 4:00 PM | 0 | 66 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 5:00 PM | 0 | 97 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 6:00 PM | 0 | 71 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 7:00 PM | 0 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 8:00 PM | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 9:00 PM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| **Total** | **5** | **1,364** | **233** | **0** | **131** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,737** |
| **Percent** | **0.3%** | **78.5%** | **13.4%** | **0.0%** | **7.5%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

DATA SOLUTIONS

**Tuesday, February 11, 2020**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 1:00 AM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 5:00 AM | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 6:00 AM | 0 | 6 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 7:00 AM | 1 | 34 | 19 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **61** |
| 8:00 AM | 1 | 43 | 31 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **88** |
| 9:00 AM | 0 | 56 | 35 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 10:00 AM | 2 | 41 | 29 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **77** |
| 11:00 AM | 0 | 56 | 35 | 0 | 7 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | **111** |
| 12:00 PM | 1 | 70 | 49 | 1 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **134** |
| 1:00 PM | 1 | 60 | 43 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **115** |
| 2:00 PM | 2 | 62 | 34 | 0 | 3 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **110** |
| 3:00 PM | 0 | 76 | 87 | 2 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **189** |
| 4:00 PM | 0 | 97 | 105 | 0 | 3 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | **214** |
| 5:00 PM | 0 | 116 | 118 | 0 | 4 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | **262** |
| 6:00 PM | 1 | 94 | 81 | 0 | 1 | 14 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **194** |
| 7:00 PM | 0 | 55 | 69 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **135** |
| 8:00 PM | 0 | 46 | 53 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 9:00 PM | 0 | 18 | 26 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** |
| 10:00 PM | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 11:00 PM | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| **Total** | **9** | **948** | **866** | **7** | **37** | **145** | **0** | **2** | **3** | **8** | **0** | **0** | **10** | **2,035** |
| **Percent** | **0.4%** | **46.6%** | **42.6%** | **0.3%** | **1.8%** | **7.1%** | **0.0%** | **0.1%** | **0.1%** | **0.4%** | **0.0%** | **0.0%** | **0.5%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

**Total Study Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 17 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| 5:00 AM | 0 | 46 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** |
| 6:00 AM | 0 | 106 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 7:00 AM | 0 | 164 | 24 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 8:00 AM | 0 | 129 | 24 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 AM | 0 | 74 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 11:00 AM | 1 | 94 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** |
| 12:00 PM | 1 | 92 | 22 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 1:00 PM | 0 | 75 | 13 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 2:00 PM | 1 | 76 | 12 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 3:00 PM | 2 | 82 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 4:00 PM | 0 | 66 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 5:00 PM | 0 | 97 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 6:00 PM | 0 | 71 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 7:00 PM | 0 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 8:00 PM | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 9:00 PM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| **Total** | **5** | **1,364** | **233** | **0** | **131** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,737** |
| **Percent** | **0.3%** | **78.5%** | **13.4%** | **0.0%** | **7.5%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

**Total Study Average**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 1:00 AM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 5:00 AM | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 6:00 AM | 0 | 6 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 7:00 AM | 1 | 34 | 19 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **61** |
| 8:00 AM | 1 | 43 | 31 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **88** |
| 9:00 AM | 0 | 56 | 35 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 10:00 AM | 2 | 41 | 29 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **77** |
| 11:00 AM | 0 | 56 | 35 | 0 | 7 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | **111** |
| 12:00 PM | 1 | 70 | 49 | 1 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **134** |
| 1:00 PM | 1 | 60 | 43 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **115** |
| 2:00 PM | 2 | 62 | 34 | 0 | 3 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **110** |
| 3:00 PM | 0 | 76 | 87 | 2 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **189** |
| 4:00 PM | 0 | 97 | 105 | 0 | 3 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | **214** |
| 5:00 PM | 0 | 116 | 118 | 0 | 4 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | **262** |
| 6:00 PM | 1 | 94 | 81 | 0 | 1 | 14 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **194** |
| 7:00 PM | 0 | 55 | 69 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **135** |
| 8:00 PM | 0 | 46 | 53 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 9:00 PM | 0 | 18 | 26 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** |
| 10:00 PM | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 11:00 PM | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| **Total** | **9** | **948** | **866** | **7** | **37** | **145** | **0** | **2** | **3** | **8** | **0** | **0** | **10** | **2,035** |
| **Percent** | **0.4%** | **46.6%** | **42.6%** | **0.3%** | **1.8%** | **7.1%** | **0.0%** | **0.1%** | **0.1%** | **0.4%** | **0.0%** | **0.0%** | **0.5%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 17 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| 5:00 AM | 0 | 46 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **63** |
| 6:00 AM | 0 | 106 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 7:00 AM | 0 | 164 | 24 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 8:00 AM | 0 | 129 | 24 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 10 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 AM | 0 | 74 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 11:00 AM | 1 | 94 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **109** |
| 12:00 PM | 1 | 92 | 22 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 1:00 PM | 0 | 75 | 13 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 2:00 PM | 1 | 76 | 12 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 3:00 PM | 2 | 82 | 12 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 4:00 PM | 0 | 66 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 5:00 PM | 0 | 97 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 6:00 PM | 0 | 71 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 7:00 PM | 0 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 8:00 PM | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 9:00 PM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| **Total** | **5** | **1,364** | **233** | **0** | **131** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,737** |
| **Percent** | **0.3%** | **78.5%** | **13.4%** | **0.0%** | **7.5%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 01

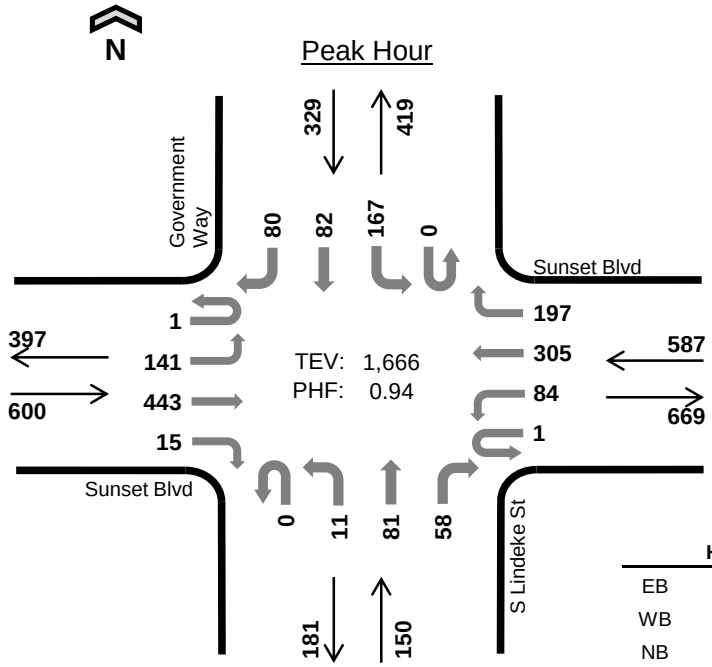
**3-Day (Tuesday - Thursday) Average**
**Westbound**

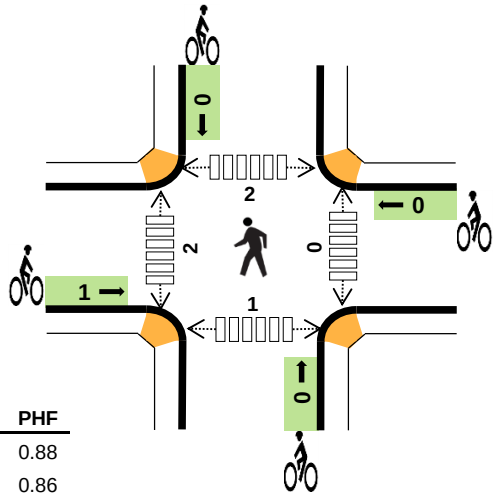
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 1:00 AM | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 5:00 AM | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 6:00 AM | 0 | 6 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 7:00 AM | 1 | 34 | 19 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **61** |
| 8:00 AM | 1 | 43 | 31 | 1 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **88** |
| 9:00 AM | 0 | 56 | 35 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **100** |
| 10:00 AM | 2 | 41 | 29 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **77** |
| 11:00 AM | 0 | 56 | 35 | 0 | 7 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | **111** |
| 12:00 PM | 1 | 70 | 49 | 1 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **134** |
| 1:00 PM | 1 | 60 | 43 | 1 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **115** |
| 2:00 PM | 2 | 62 | 34 | 0 | 3 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **110** |
| 3:00 PM | 0 | 76 | 87 | 2 | 5 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **189** |
| 4:00 PM | 0 | 97 | 105 | 0 | 3 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | **214** |
| 5:00 PM | 0 | 116 | 118 | 0 | 4 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | **262** |
| 6:00 PM | 1 | 94 | 81 | 0 | 1 | 14 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | **194** |
| 7:00 PM | 0 | 55 | 69 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **135** |
| 8:00 PM | 0 | 46 | 53 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 9:00 PM | 0 | 18 | 26 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** |
| 10:00 PM | 0 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 11:00 PM | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| **Total** | **9** | **948** | **866** | **7** | **37** | **145** | **0** | **2** | **3** | **8** | **0** | **0** | **10** | **2,035** |
| **Percent** | **0.4%** | **46.6%** | **42.6%** | **0.3%** | **1.8%** | **7.1%** | **0.0%** | **0.1%** | **0.1%** | **0.4%** | **0.0%** | **0.0%** | **0.5%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Government Way
# Sunset Blvd

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:30 PM to 5:30 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.7% | 0.88 |
| WB | 1.0% | 0.86 |
| NB | 0.7% | 0.87 |
| SB | 0.3% | 0.91 |
| TOTAL | 0.7% | 0.94 |

## Two-Hour Count Summaries

| Interval Start | Sunset Blvd Eastbound | | | | Sunset Blvd Westbound | | | | S Lindeke St Northbound | | | | Government Way Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 43 | 121 | 4 | 0 | 13 | 74 | 41 | 0 | 1 | 11 | 7 | 0 | 45 | 18 | 14 | 392 | 0 |
| 4:15 PM | 1 | 32 | 103 | 3 | 0 | 12 | 72 | 56 | 0 | 3 | 20 | 11 | 0 | 37 | 17 | 16 | 383 | 0 |
| **4:30 PM** | **1** | **40** | **126** | **4** | **1** | **14** | **74** | **41** | **0** | **2** | **18** | **14** | **0** | **51** | **21** | **18** | **425** | 0 |
| **4:45 PM** | **0** | **40** | **124** | **4** | **0** | **23** | **73** | **59** | **0** | **1** | **23** | **14** | **0** | **42** | **21** | **21** | **445** | 1,645 |
| **5:00 PM** | **0** | **35** | **105** | **4** | **0** | **26** | **68** | **38** | **0** | **2** | **19** | **14** | **0** | **37** | **18** | **26** | **392** | 1,645 |
| **5:15 PM** | **0** | **26** | **88** | **3** | **0** | **21** | **90** | **59** | **0** | **6** | **21** | **16** | **0** | **37** | **22** | **15** | **404** | **1,666** |
| 5:30 PM | 0 | 43 | 95 | 2 | 0 | 14 | 58 | 45 | 0 | 2 | 16 | 14 | 0 | 35 | 20 | 15 | 359 | 1,600 |
| 5:45 PM | 0 | 24 | 82 | 2 | 0 | 18 | 62 | 43 | 0 | 1 | 10 | 9 | 0 | 17 | 15 | 14 | 297 | 1,452 |
| Count Total | 2 | 283 | 844 | 26 | 1 | 141 | 571 | 382 | 0 | 18 | 138 | 99 | 0 | 301 | 152 | 139 | 3,097 | 0 |
| **Peak Hour** | **1** | **141** | **443** | **15** | **1** | **84** | **305** | **197** | **0** | **11** | **81** | **58** | **0** | **167** | **82** | **80** | **1,666** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 3 | 1 | 0 | 0 | *4* | 0 | 0 | 0 | 1 | *1* | 1 | 0 | 3 | 0 | *4* |
| 4:15 PM | 1 | 2 | 0 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 3 | 0 | 0 | *3* |
| **4:30 PM** | **0** | **2** | **0** | **0** | ***2*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **1** | **0** | **0** | *1* |
| **4:45 PM** | **1** | **1** | **1** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **5:00 PM** | **1** | **3** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **1** | *2* |
| **5:15 PM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** |
| 5:30 PM | 1 | 2 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| Count Total | 11 | 12 | 1 | 2 | *26* | 1 | 0 | 0 | 1 | *2* | 1 | 5 | 5 | 2 | *13* |
| **Peak Hour** | **4** | **6** | **1** | **1** | ***12*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **2** | **2** | **1** | ***5*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** S MEADOW LANE RD W/O US 195
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 01

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 6 | 8 |
| 1:00 AM | 0 | 4 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 4 | 4 |
| 2:00 AM | 0 | 3 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 3 | 3 |
| 3:00 AM | 5 | 1 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 1 | 6 |
| 4:00 AM | 28 | 1 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 28 | 1 | 29 |
| 5:00 AM | 63 | 9 | 72 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 63 | 9 | 72 |
| 6:00 AM | 135 | 23 | 158 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 135 | 23 | 158 |
| 7:00 AM | 199 | 61 | 260 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 199 | 61 | 260 |
| 8:00 AM | 166 | 88 | 254 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 166 | 88 | 254 |
| 9:00 AM | 115 | 100 | 215 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 115 | 100 | 215 |
| 10:00 AM | 103 | 77 | 180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 103 | 77 | 180 |
| 11:00 AM | 109 | 111 | 220 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 109 | 111 | 220 |
| 12:00 PM | 128 | 134 | 262 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 128 | 134 | 262 |
| 1:00 PM | 97 | 115 | 212 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 97 | 115 | 212 |
| 2:00 PM | 100 | 110 | 210 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100 | 110 | 210 |
| 3:00 PM | 104 | 189 | 293 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 104 | 189 | 293 |
| 4:00 PM | 88 | 214 | 302 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 88 | 214 | 302 |
| 5:00 PM | 114 | 262 | 376 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 114 | 262 | 376 |
| 6:00 PM | 87 | 194 | 281 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 87 | 194 | 281 |
| 7:00 PM | 42 | 135 | 177 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 42 | 135 | 177 |
| 8:00 PM | 30 | 114 | 144 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 114 | 144 |
| 9:00 PM | 13 | 48 | 61 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 48 | 61 |
| 10:00 PM | 8 | 23 | 31 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 23 | 31 |
| 11:00 PM | 1 | 13 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 13 | 14 |
| **Total** | **1,737** | **2,035** | **3,772** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **1,737** | **2,035** | **3,772** |
| **Percent** | **46%** | **54%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **46%** | **54%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

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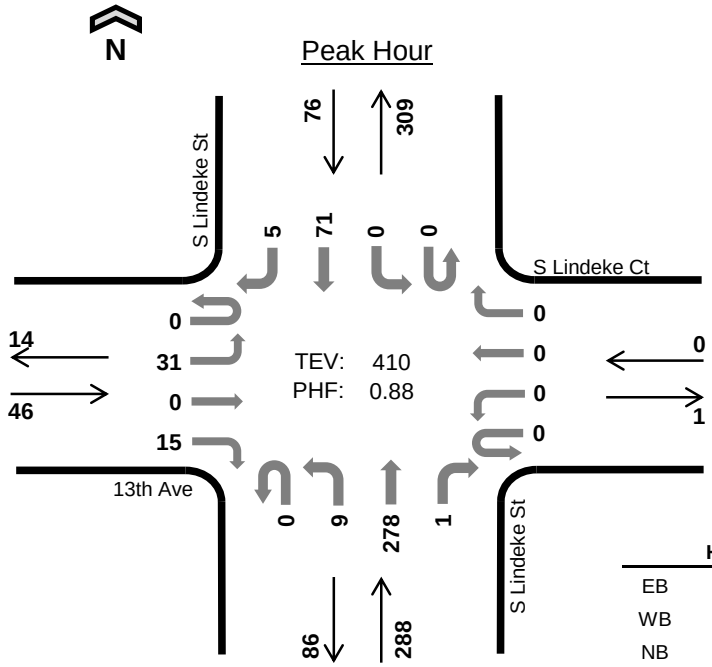
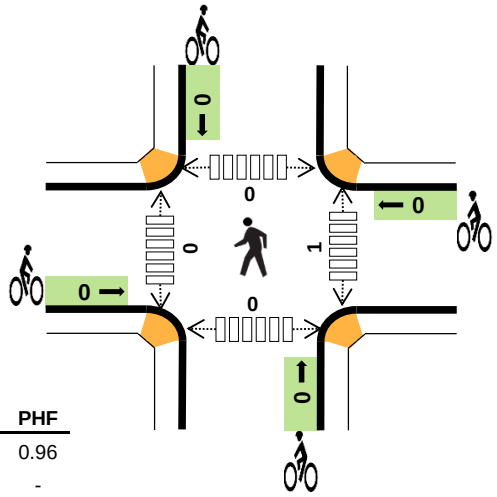
# S Lindeke St
# 13th Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 8.7% | 0.96 |
| WB | - | - |
| NB | 0.7% | 0.78 |
| SB | 2.6% | 0.76 |
| TOTAL | 2.0% | 0.88 |

## Two-Hour Count Summaries

| Interval Start | 13th Ave Eastbound | | | | S Lindeke Ct Westbound | | | | S Lindeke St Northbound | | | | S Lindeke St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 17 | 0 | 57 | 0 |
| 7:15 AM | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 0 | 0 | 0 | 20 | 1 | 77 | 0 |
| **7:30 AM** | **0** | **7** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **69** | **0** | **0** | **0** | **13** | **1** | **96** | 0 |
| **7:45 AM** | **0** | **8** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **4** | **88** | **0** | **0** | **0** | **11** | **2** | **117** | 347 |
| **8:00 AM** | **0** | **7** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **1** | **60** | **0** | **0** | **0** | **22** | **2** | **96** | 386 |
| **8:15 AM** | **0** | **9** | **0** | **3** | **0** | **0** | **0** | **0** | **0** | **2** | **61** | **1** | **0** | **0** | **25** | **0** | **101** | **410** |
| 8:30 AM | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 0 | 0 | 0 | 26 | 0 | 71 | 385 |
| 8:45 AM | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 53 | 0 | 0 | 0 | 15 | 1 | 83 | 351 |
| Count Total | 0 | 46 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 17 | 435 | 1 | 0 | 0 | 149 | 7 | 698 | 0 |
| **Peak Hour** | **0** | **31** | **0** | **15** | **0** | **0** | **0** | **0** | **0** | **9** | **278** | **1** | **0** | **0** | **71** | **5** | **410** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 0 | 1 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 7:15 AM | 0 | 0 | 2 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **1** | **0** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **2** | **0** | **1** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |
| 8:30 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 1 | 0 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 6 | 0 | 5 | 4 | *15* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* |
| **Peak Hour** | **4** | **0** | **2** | **2** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

# Vehicle Classification Report Summary

**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 02

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 3 | 1,920 | 1,004 | 3 | 543 | 18 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 3,497 |
| **Percent** | 0.1% | 54.9% | 28.7% | 0.1% | 15.5% | 0.5% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 100% |
| **Southbound** | 7 | 2,242 | 546 | 3 | 281 | 9 | 0 | 1 | 5 | 2 | 0 | 0 | 0 | 3,096 |
| **Percent** | 0.2% | 72.4% | 17.6% | 0.1% | 9.1% | 0.3% | 0.0% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 10 | 4,162 | 1,550 | 6 | 824 | 27 | 0 | 2 | 6 | 4 | 0 | 0 | 2 | 6,593 |
| **Percent** | 0.2% | 63.1% | 23.5% | 0.1% | 12.5% | 0.4% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 4:00 AM | 0 | 10 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 5:00 AM | 0 | 47 | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 6:00 AM | 1 | 137 | 101 | 0 | 69 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **311** |
| 7:00 AM | 0 | 263 | 231 | 0 | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **599** |
| 8:00 AM | 0 | 165 | 126 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **330** |
| 9:00 AM | 0 | 131 | 79 | 2 | 48 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | **263** |
| 10:00 AM | 0 | 111 | 61 | 0 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **197** |
| 11:00 AM | 0 | 101 | 58 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 12:00 PM | 1 | 121 | 40 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **185** |
| 1:00 PM | 0 | 140 | 46 | 1 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **209** |
| 2:00 PM | 0 | 122 | 30 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **183** |
| 3:00 PM | 1 | 138 | 47 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **221** |
| 4:00 PM | 0 | 138 | 45 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 5:00 PM | 0 | 118 | 38 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **181** |
| 6:00 PM | 0 | 76 | 23 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 7:00 PM | 0 | 37 | 14 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 8:00 PM | 0 | 24 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 9:00 PM | 0 | 15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **3** | **1,920** | **1,004** | **3** | **543** | **18** | **0** | **1** | **1** | **2** | **0** | **0** | **2** | **3,497** |
| **Percent** | **0.1%** | **54.9%** | **28.7%** | **0.1%** | **15.5%** | **0.5%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | |

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**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **11** |
| 1:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 5:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 6:00 AM | 1 | 37 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 7:00 AM | 0 | 104 | 30 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **161** |
| 8:00 AM | 1 | 117 | 17 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 AM | 0 | 93 | 39 | 2 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **155** |
| 10:00 AM | 0 | 76 | 21 | 1 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 11:00 AM | 0 | 138 | 36 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **192** |
| 12:00 PM | 1 | 137 | 29 | 0 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **183** |
| 1:00 PM | 1 | 141 | 30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **184** |
| 2:00 PM | 2 | 140 | 35 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **198** |
| 3:00 PM | 0 | 198 | 58 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **275** |
| 4:00 PM | 1 | 264 | 69 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **366** |
| 5:00 PM | 0 | 271 | 60 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **365** |
| 6:00 PM | 0 | 152 | 34 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **206** |
| 7:00 PM | 0 | 123 | 29 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** |
| 8:00 PM | 0 | 94 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **124** |
| 9:00 PM | 0 | 64 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 10:00 PM | 0 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| **Total** | **7** | **2,242** | **546** | **3** | **281** | **9** | **0** | **1** | **5** | **2** | **0** | **0** | **0** | **3,096** |
| **Percent** | **0.2%** | **72.4%** | **17.6%** | **0.1%** | **9.1%** | **0.3%** | **0.0%** | **0.0%** | **0.2%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 4:00 AM | 0 | 10 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 5:00 AM | 0 | 47 | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 6:00 AM | 1 | 137 | 101 | 0 | 69 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **311** |
| 7:00 AM | 0 | 263 | 231 | 0 | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **599** |
| 8:00 AM | 0 | 165 | 126 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **330** |
| 9:00 AM | 0 | 131 | 79 | 2 | 48 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | **263** |
| 10:00 AM | 0 | 111 | 61 | 0 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **197** |
| 11:00 AM | 0 | 101 | 58 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 12:00 PM | 1 | 121 | 40 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **185** |
| 1:00 PM | 0 | 140 | 46 | 1 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **209** |
| 2:00 PM | 0 | 122 | 30 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **183** |
| 3:00 PM | 1 | 138 | 47 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **221** |
| 4:00 PM | 0 | 138 | 45 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 5:00 PM | 0 | 118 | 38 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **181** |
| 6:00 PM | 0 | 76 | 23 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 7:00 PM | 0 | 37 | 14 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 8:00 PM | 0 | 24 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 9:00 PM | 0 | 15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **3** | **1,920** | **1,004** | **3** | **543** | **18** | **0** | **1** | **1** | **2** | **0** | **0** | **2** | **3,497** |
| **Percent** | **0.1%** | **54.9%** | **28.7%** | **0.1%** | **15.5%** | **0.5%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **11** |
| 1:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 5:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 6:00 AM | 1 | 37 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 7:00 AM | 0 | 104 | 30 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **161** |
| 8:00 AM | 1 | 117 | 17 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 AM | 0 | 93 | 39 | 2 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **155** |
| 10:00 AM | 0 | 76 | 21 | 1 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 11:00 AM | 0 | 138 | 36 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **192** |
| 12:00 PM | 1 | 137 | 29 | 0 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **183** |
| 1:00 PM | 1 | 141 | 30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **184** |
| 2:00 PM | 2 | 140 | 35 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **198** |
| 3:00 PM | 0 | 198 | 58 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **275** |
| 4:00 PM | 1 | 264 | 69 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **366** |
| 5:00 PM | 0 | 271 | 60 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **365** |
| 6:00 PM | 0 | 152 | 34 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **206** |
| 7:00 PM | 0 | 123 | 29 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** |
| 8:00 PM | 0 | 94 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **124** |
| 9:00 PM | 0 | 64 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 10:00 PM | 0 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| **Total** | **7** | **2,242** | **546** | **3** | **281** | **9** | **0** | **1** | **5** | **2** | **0** | **0** | **0** | **3,096** |
| **Percent** | **0.2%** | **72.4%** | **17.6%** | **0.1%** | **9.1%** | **0.3%** | **0.0%** | **0.0%** | **0.2%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 4:00 AM | 0 | 10 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 5:00 AM | 0 | 47 | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 6:00 AM | 1 | 137 | 101 | 0 | 69 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **311** |
| 7:00 AM | 0 | 263 | 231 | 0 | 102 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **599** |
| 8:00 AM | 0 | 165 | 126 | 0 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **330** |
| 9:00 AM | 0 | 131 | 79 | 2 | 48 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | **263** |
| 10:00 AM | 0 | 111 | 61 | 0 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **197** |
| 11:00 AM | 0 | 101 | 58 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **199** |
| 12:00 PM | 1 | 121 | 40 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **185** |
| 1:00 PM | 0 | 140 | 46 | 1 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **209** |
| 2:00 PM | 0 | 122 | 30 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **183** |
| 3:00 PM | 1 | 138 | 47 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **221** |
| 4:00 PM | 0 | 138 | 45 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 5:00 PM | 0 | 118 | 38 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **181** |
| 6:00 PM | 0 | 76 | 23 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 7:00 PM | 0 | 37 | 14 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 8:00 PM | 0 | 24 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 9:00 PM | 0 | 15 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **3** | **1,920** | **1,004** | **3** | **543** | **18** | **0** | **1** | **1** | **2** | **0** | **0** | **2** | **3,497** |
| **Percent** | **0.1%** | **54.9%** | **28.7%** | **0.1%** | **15.5%** | **0.5%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 02

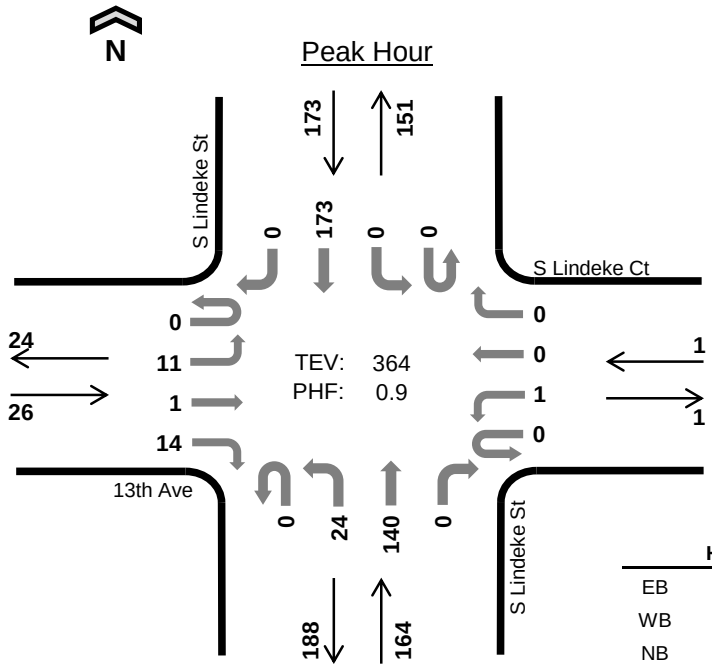
**3-Day (Tuesday - Thursday) Average**
**Southbound**

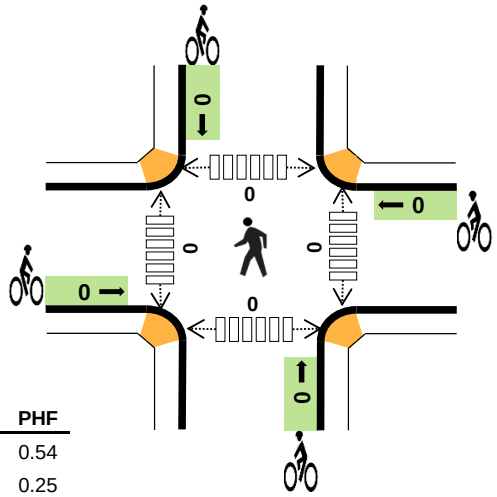
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **11** |
| 1:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 5:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 6:00 AM | 1 | 37 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 7:00 AM | 0 | 104 | 30 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **161** |
| 8:00 AM | 1 | 117 | 17 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 AM | 0 | 93 | 39 | 2 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **155** |
| 10:00 AM | 0 | 76 | 21 | 1 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 11:00 AM | 0 | 138 | 36 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **192** |
| 12:00 PM | 1 | 137 | 29 | 0 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **183** |
| 1:00 PM | 1 | 141 | 30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **184** |
| 2:00 PM | 2 | 140 | 35 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **198** |
| 3:00 PM | 0 | 198 | 58 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **275** |
| 4:00 PM | 1 | 264 | 69 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **366** |
| 5:00 PM | 0 | 271 | 60 | 0 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **365** |
| 6:00 PM | 0 | 152 | 34 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **206** |
| 7:00 PM | 0 | 123 | 29 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **163** |
| 8:00 PM | 0 | 94 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **124** |
| 9:00 PM | 0 | 64 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 10:00 PM | 0 | 36 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 23 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| **Total** | **7** | **2,242** | **546** | **3** | **281** | **9** | **0** | **1** | **5** | **2** | **0** | **0** | **0** | **3,096** |
| **Percent** | **0.2%** | **72.4%** | **17.6%** | **0.1%** | **9.1%** | **0.3%** | **0.0%** | **0.0%** | **0.2%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# S Lindeke St
# 13th Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 3.8% | 0.54 |
| WB | 0.0% | 0.25 |
| NB | 0.6% | 0.79 |
| SB | 0.0% | 0.87 |
| TOTAL | 0.5% | 0.90 |

## Two-Hour Count Summaries

| Interval Start | 13th Ave Eastbound | | | | S Lindeke Ct Westbound | | | | S Lindeke St Northbound | | | | S Lindeke St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 34 | 0 | 55 | 0 |
| 4:15 PM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 33 | 0 | 0 | 0 | 31 | 0 | 81 | 0 |
| 4:30 PM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 0 | 0 | 36 | 0 | 75 | 0 |
| **4:45 PM** | **0** | **5** | **1** | **6** | **0** | **1** | **0** | **0** | **0** | **4** | **34** | **0** | **0** | **0** | **50** | **0** | **101** | 312 |
| **5:00 PM** | **0** | **4** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **10** | **29** | **0** | **0** | **0** | **42** | **0** | **92** | 349 |
| **5:15 PM** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **6** | **46** | **0** | **0** | **0** | **41** | **0** | **95** | 363 |
| **5:30 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **31** | **0** | **0** | **0** | **40** | **0** | **76** | **364** |
| 5:45 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 1 | 0 | 0 | 39 | 0 | 69 | 332 |
| Count Total | 0 | 19 | 1 | 25 | 0 | 1 | 0 | 0 | 0 | 46 | 238 | 1 | 0 | 0 | 313 | 0 | 644 | 0 |
| **Peak Hour** | **0** | **11** | **1** | **14** | **0** | **1** | **0** | **0** | **0** | **24** | **140** | **0** | **0** | **0** | **173** | **0** | **364** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **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* | 2 | 0 | 1 | 0 | *3* |
| Count Total | 1 | 0 | 1 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 1 | 0 | *3* |
| **Peak Hour** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** CHENEY SPOKANE RD S/O COMMERCIAL DWY
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 02

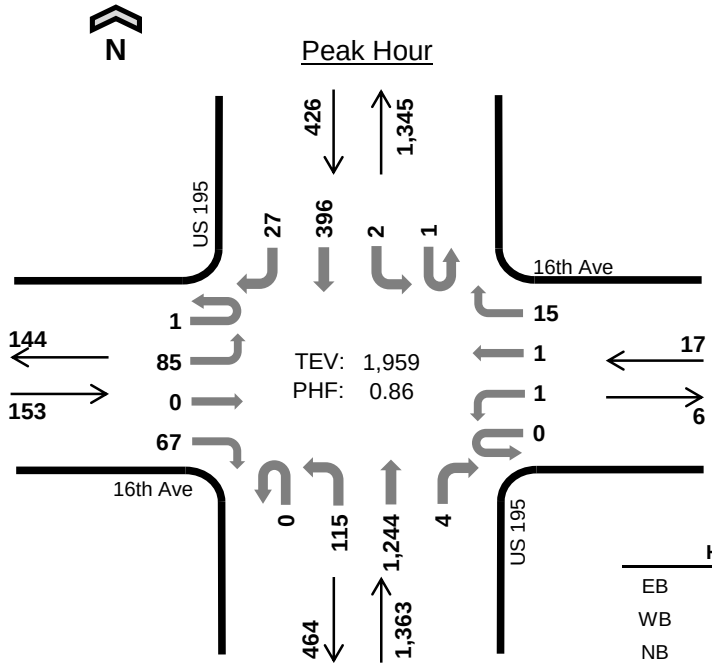
| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 1 | 11 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 11 | 12 |
| 1:00 AM | 3 | 5 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 5 | 8 |
| 2:00 AM | 5 | 5 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 5 | 10 |
| 3:00 AM | 11 | 4 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 | 4 | 15 |
| 4:00 AM | 22 | 7 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22 | 7 | 29 |
| 5:00 AM | 104 | 16 | 120 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 104 | 16 | 120 |
| 6:00 AM | 311 | 51 | 362 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 311 | 51 | 362 |
| 7:00 AM | 599 | 161 | 760 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 599 | 161 | 760 |
| 8:00 AM | 330 | 154 | 484 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 330 | 154 | 484 |
| 9:00 AM | 263 | 155 | 418 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 263 | 155 | 418 |
| 10:00 AM | 197 | 118 | 315 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 197 | 118 | 315 |
| 11:00 AM | 199 | 192 | 391 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 199 | 192 | 391 |
| 12:00 PM | 185 | 183 | 368 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 185 | 183 | 368 |
| 1:00 PM | 209 | 184 | 393 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 209 | 184 | 393 |
| 2:00 PM | 183 | 198 | 381 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 183 | 198 | 381 |
| 3:00 PM | 221 | 275 | 496 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 221 | 275 | 496 |
| 4:00 PM | 211 | 366 | 577 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 211 | 366 | 577 |
| 5:00 PM | 181 | 365 | 546 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 181 | 365 | 546 |
| 6:00 PM | 116 | 206 | 322 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 116 | 206 | 322 |
| 7:00 PM | 58 | 163 | 221 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 58 | 163 | 221 |
| 8:00 PM | 38 | 124 | 162 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 38 | 124 | 162 |
| 9:00 PM | 25 | 83 | 108 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 | 83 | 108 |
| 10:00 PM | 16 | 42 | 58 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 42 | 58 |
| 11:00 PM | 9 | 28 | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 28 | 37 |
| **Total** | **3,497** | **3,096** | **6,593** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **3,497** | **3,096** | **6,593** |
| **Percent** | **53%** | **47%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **53%** | **47%** | - |

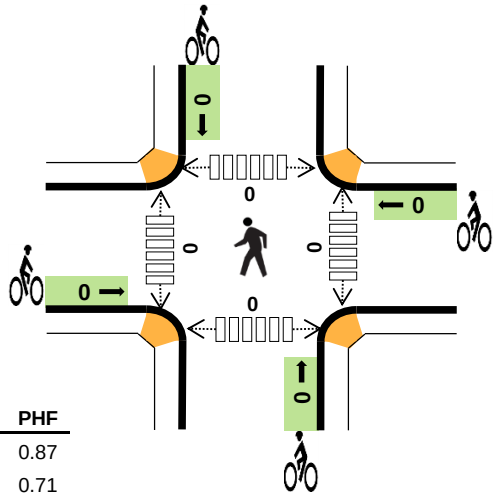
1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# US 195
# 16th Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.3% | 0.87 |
| WB | 5.9% | 0.71 |
| NB | 1.1% | 0.82 |
| SB | 10.3% | 0.87 |
| TOTAL | 3.2% | 0.86 |

## Two-Hour Count Summaries

| Interval Start | 16th Ave Eastbound | | | | 16th Ave Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **22** | **0** | **22** | **0** | **0** | **0** | **4** | **0** | **11** | **268** | **1** | **0** | **0** | **79** | **4** | **411** | 0 |
| **7:15 AM** | **0** | **22** | **0** | **21** | **0** | **0** | **1** | **4** | **0** | **19** | **282** | **0** | **0** | **0** | **104** | **7** | **460** | 0 |
| **7:30 AM** | **0** | **22** | **0** | **12** | **0** | **1** | **0** | **5** | **0** | **33** | **384** | **0** | **0** | **1** | **101** | **8** | **567** | 0 |
| **7:45 AM** | **1** | **19** | **0** | **12** | **0** | **0** | **0** | **2** | **0** | **52** | **310** | **3** | **1** | **1** | **112** | **8** | **521** | **1,959** |
| 8:00 AM | 0 | 16 | 0 | 17 | 0 | 0 | 0 | 4 | 0 | 34 | 174 | 0 | 1 | 3 | 125 | 19 | 393 | 1,941 |
| 8:15 AM | 0 | 10 | 0 | 26 | 0 | 0 | 0 | 10 | 0 | 37 | 184 | 1 | 1 | 1 | 108 | 8 | 386 | 1,867 |
| 8:30 AM | 0 | 20 | 0 | 23 | 0 | 1 | 1 | 5 | 0 | 20 | 220 | 1 | 0 | 2 | 106 | 8 | 407 | 1,707 |
| 8:45 AM | 0 | 15 | 0 | 17 | 0 | 0 | 1 | 2 | 0 | 25 | 189 | 0 | 1 | 1 | 123 | 13 | 387 | 1,573 |
| Count Total | 1 | 146 | 0 | 150 | 0 | 2 | 3 | 36 | 0 | 231 | 2,011 | 6 | 4 | 9 | 858 | 75 | 3,532 | 0 |
| **Peak Hour** | **1** | **85** | **0** | **67** | **0** | **1** | **1** | **15** | **0** | **115** | **1,244** | **4** | **1** | **2** | **396** | **27** | **1,959** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **2** | **11** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **0** | **1** | **10** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **6** | **12** | ***18*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **1** | **1** | **6** | **11** | ***19*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 1 | 0 | 14 | *16* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 5 | 7 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 1 | 8 | 9 | *18* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 1 | 11 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 3 | 3 | 29 | 85 | *120* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **2** | **1** | **15** | **44** | ***62*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# Vehicle Classification Report Summary

**Location:** 3500 S MARSHALL RD, SPOKANE, WA

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 03

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 0 | 14 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **Percent** | 0.0% | 58.3% | 20.8% | 0.0% | 20.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 0 | 14 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **Percent** | 0.0% | 63.6% | 13.6% | 0.0% | 22.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 0 | 28 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| **Percent** | 0.0% | 60.9% | 17.4% | 0.0% | 21.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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mark.skaggs@idaxdata.com

**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

DATA SOLUTIONS

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 12:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **5** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** |
| **Percent** | **0.0%** | **58.3%** | **20.8%** | **0.0%** | **20.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

DATA SOLUTIONS

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **3** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** |
| **Percent** | **0.0%** | **63.6%** | **13.6%** | **0.0%** | **22.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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mark.skaggs@idaxdata.com

**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 12:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **5** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** |
| **Percent** | **0.0%** | **58.3%** | **20.8%** | **0.0%** | **20.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **3** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** |
| **Percent** | **0.0%** | **63.6%** | **13.6%** | **0.0%** | **22.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
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**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 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** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 7:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 10:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 12:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **5** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** |
| **Percent** | **0.0%** | **58.3%** | **20.8%** | **0.0%** | **20.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 03

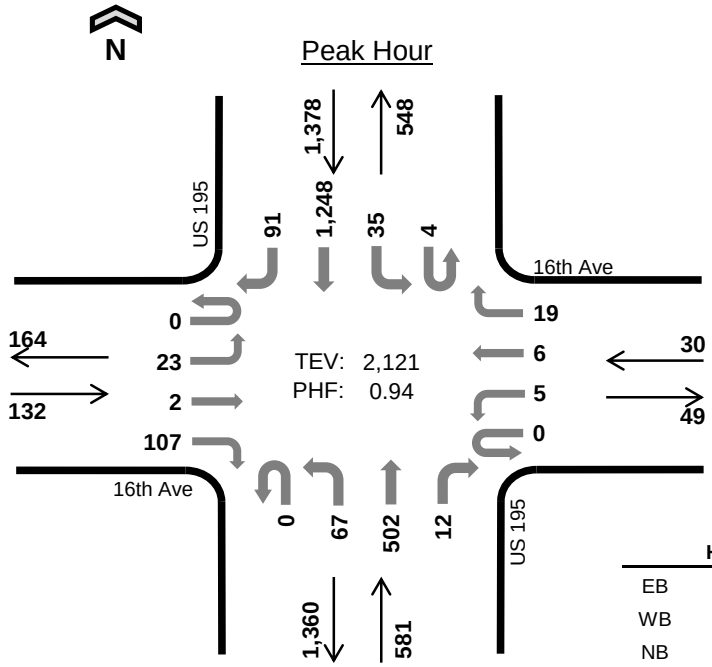
**3-Day (Tuesday - Thursday) Average**
**Southbound**

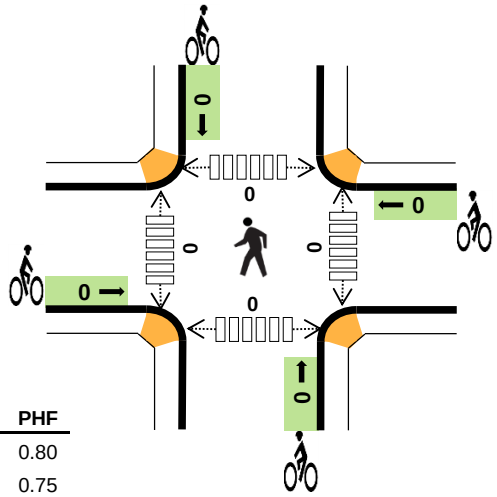
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 11:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 12:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 3:00 PM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 6:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 7:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 9:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **0** | **14** | **3** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** |
| **Percent** | **0.0%** | **63.6%** | **13.6%** | **0.0%** | **22.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# US 195
# 16th Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:15 PM to 5:15 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.80 |
| WB | 3.3% | 0.75 |
| NB | 5.2% | 0.90 |
| SB | 1.5% | 0.96 |
| TOTAL | 2.4% | 0.94 |

## Two-Hour Count Summaries

| Interval Start | 16th Ave Eastbound | | | | 16th Ave Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 7 | 0 | 26 | 0 | 0 | 1 | 4 | 0 | 16 | 137 | 0 | 1 | 7 | 274 | 10 | 483 | 0 |
| **4:15 PM** | **0** | **4** | **1** | **33** | **0** | **2** | **2** | **6** | **0** | **19** | **126** | **6** | **3** | **8** | **307** | **21** | **538** | 0 |
| **4:30 PM** | **0** | **5** | **0** | **20** | **0** | **1** | **2** | **3** | **0** | **14** | **116** | **2** | **0** | **10** | **286** | **26** | **485** | 0 |
| **4:45 PM** | **0** | **8** | **1** | **32** | **0** | **0** | **0** | **6** | **0** | **20** | **140** | **1** | **0** | **10** | **326** | **22** | **566** | 2,072 |
| **5:00 PM** | **0** | **6** | **0** | **22** | **0** | **2** | **2** | **4** | **0** | **14** | **120** | **3** | **1** | **7** | **329** | **22** | **532** | **2,121** |
| 5:15 PM | 0 | 4 | 1 | 26 | 0 | 2 | 0 | 2 | 0 | 21 | 119 | 2 | 1 | 9 | 305 | 29 | 521 | 2,104 |
| 5:30 PM | 0 | 4 | 3 | 22 | 0 | 1 | 0 | 0 | 0 | 18 | 115 | 3 | 1 | 3 | 299 | 18 | 487 | 2,106 |
| 5:45 PM | 0 | 5 | 0 | 21 | 0 | 0 | 2 | 9 | 0 | 14 | 112 | 0 | 0 | 6 | 243 | 15 | 427 | 1,967 |
| Count Total | 0 | 43 | 6 | 202 | 0 | 8 | 9 | 34 | 0 | 136 | 985 | 17 | 7 | 60 | 2,369 | 163 | 4,039 | 0 |
| **Peak Hour** | **0** | **23** | **2** | **107** | **0** | **5** | **6** | **19** | **0** | **67** | **502** | **12** | **4** | **35** | **1,248** | **91** | **2,121** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 11 | 3 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **0** | **0** | **9** | **5** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:30 PM** | **0** | **1** | **6** | **5** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **6** | **6** | ***12*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **9** | **4** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:15 PM | 0 | 0 | 0 | 4 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 0 | 5 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 3 | 3 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 1 | 44 | 35 | *80* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **1** | **30** | **20** | ***51*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** 3500 S MARSHALL RD, SPOKANE, WA
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 03

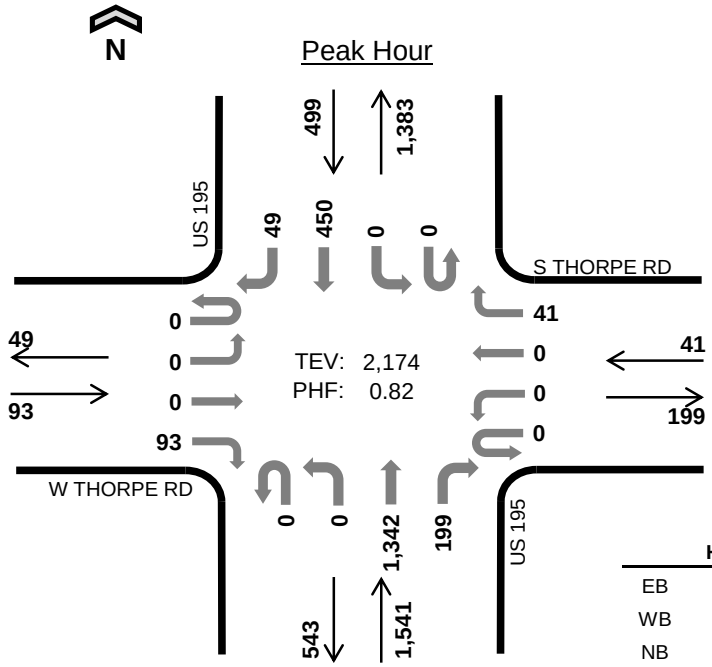
| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 2:00 AM | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 3:00 AM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 5:00 AM | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 6:00 AM | 2 | 0 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 0 | 2 |
| 7:00 AM | 2 | 0 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 9:00 AM | 3 | 2 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 2 | 5 |
| 10:00 AM | 1 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 11:00 AM | 1 | 4 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 4 | 5 |
| 12:00 PM | 2 | 1 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 1 | 3 |
| 1:00 PM | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 2:00 PM | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 3:00 PM | 3 | 3 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | 6 |
| 4:00 PM | 6 | 2 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 2 | 8 |
| 5:00 PM | 1 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3 | 4 |
| 6:00 PM | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 7:00 PM | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 8:00 PM | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 9:00 PM | 0 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 2 | 2 |
| 10:00 PM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| **Total** | **24** | **22** | **46** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **24** | **22** | **46** |
| **Percent** | **52%** | **48%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **52%** | **48%** | - |

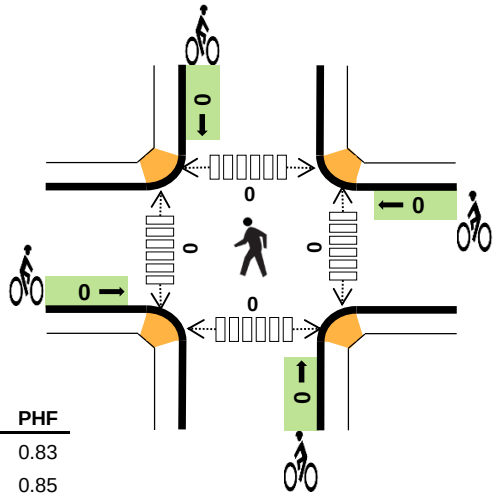
1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# US 195
# W THORPE RD

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**



| | HV %: | PHF |
|---|---|---|
| EB | 2.2% | 0.83 |
| WB | 7.3% | 0.85 |
| NB | 0.9% | 0.78 |
| SB | 9.0% | 0.92 |
| TOTAL | 2.9% | 0.82 |

## Two-Hour Count Summaries

| Interval Start | W THORPE RD Eastbound | | | | S THORPE RD Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **25** | **0** | **0** | **0** | **12** | **0** | **0** | **278** | **22** | **0** | **0** | **98** | **8** | **443** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **24** | **0** | **0** | **0** | **9** | **0** | **0** | **300** | **39** | **0** | **0** | **122** | **13** | **507** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **28** | **0** | **0** | **0** | **11** | **0** | **0** | **414** | **79** | **0** | **0** | **115** | **12** | **659** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **16** | **0** | **0** | **0** | **9** | **0** | **0** | **350** | **59** | **0** | **0** | **115** | **16** | **565** | **2,174** |
| 8:00 AM | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 6 | 0 | 0 | 213 | 32 | 0 | 0 | 132 | 16 | 425 | 2,156 |
| 8:15 AM | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 5 | 0 | 0 | 211 | 27 | 0 | 0 | 135 | 7 | 409 | 2,058 |
| 8:30 AM | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 241 | 23 | 0 | 0 | 135 | 6 | 425 | 1,824 |
| 8:45 AM | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 203 | 26 | 0 | 0 | 141 | 5 | 399 | 1,658 |
| Count Total | 0 | 0 | 0 | 167 | 0 | 0 | 0 | 72 | 0 | 0 | 2,210 | 307 | 0 | 0 | 993 | 83 | 3,832 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **93** | **0** | **0** | **0** | **41** | **0** | **0** | **1,342** | **199** | **0** | **0** | **450** | **49** | **2,174** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **3** | **11** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **0** | **2** | **8** | ***11*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **1** | **6** | **13** | ***20*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **1** | **2** | **3** | **13** | ***19*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 3 | 0 | 1 | 15 | *19* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 8 | 7 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 1 | 7 | 9 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 1 | 12 | *13* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 5 | 4 | 31 | 88 | *128* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **2** | **3** | **14** | **45** | ***64*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

# Vehicle Classification Report Summary

**Location:** W THORPE RD W/O WESTWOOD LN

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 04

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Eastbound** | 1 | 427 | 138 | 0 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 617 |
| **Percent** | 0.2% | 69.2% | 22.4% | 0.0% | 7.9% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 0 | 407 | 131 | 0 | 72 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 611 |
| **Percent** | 0.0% | 66.6% | 21.4% | 0.0% | 11.8% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 1 | 834 | 269 | 0 | 121 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,228 |
| **Percent** | 0.1% | 67.9% | 21.9% | 0.0% | 9.9% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

**Tuesday, February 11, 2020**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 6:00 AM | 0 | 19 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** |
| 7:00 AM | 0 | 23 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 8:00 AM | 0 | 33 | 11 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 9:00 AM | 0 | 16 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 AM | 0 | 27 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 11:00 AM | 1 | 13 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 38 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| 1:00 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 2:00 PM | 0 | 26 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 3:00 PM | 0 | 39 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 50 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 5:00 PM | 0 | 34 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 6:00 PM | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 8:00 PM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 9:00 PM | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **1** | **427** | **138** | **0** | **49** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **617** |
| **Percent** | **0.2%** | **69.2%** | **22.4%** | **0.0%** | **7.9%** | **0.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

**Tuesday, February 11, 2020**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 7:00 AM | 0 | 37 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 AM | 0 | 24 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 9:00 AM | 0 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 10:00 AM | 0 | 21 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 11:00 AM | 0 | 17 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 24 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 1:00 PM | 0 | 20 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 2:00 PM | 0 | 35 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| 3:00 PM | 0 | 32 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 4:00 PM | 0 | 33 | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 5:00 PM | 0 | 37 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 6:00 PM | 0 | 25 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 PM | 0 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 8:00 PM | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 9:00 PM | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 10:00 PM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 11:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| **Total** | **0** | **407** | **131** | **0** | **72** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **611** |
| **Percent** | **0.0%** | **66.6%** | **21.4%** | **0.0%** | **11.8%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
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**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

**Total Study Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 6:00 AM | 0 | 19 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** |
| 7:00 AM | 0 | 23 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 8:00 AM | 0 | 33 | 11 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 9:00 AM | 0 | 16 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 AM | 0 | 27 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 11:00 AM | 1 | 13 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 38 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| 1:00 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 2:00 PM | 0 | 26 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 3:00 PM | 0 | 39 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 50 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 5:00 PM | 0 | 34 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 6:00 PM | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 8:00 PM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 9:00 PM | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **1** | **427** | **138** | **0** | **49** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **617** |
| **Percent** | **0.2%** | **69.2%** | **22.4%** | **0.0%** | **7.9%** | **0.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

**Total Study Average**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 7:00 AM | 0 | 37 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 AM | 0 | 24 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 9:00 AM | 0 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 10:00 AM | 0 | 21 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 11:00 AM | 0 | 17 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 24 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 1:00 PM | 0 | 20 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 2:00 PM | 0 | 35 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| 3:00 PM | 0 | 32 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 4:00 PM | 0 | 33 | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 5:00 PM | 0 | 37 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 6:00 PM | 0 | 25 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 PM | 0 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 8:00 PM | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 9:00 PM | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 10:00 PM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 11:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| **Total** | **0** | **407** | **131** | **0** | **72** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **611** |
| **Percent** | **0.0%** | **66.6%** | **21.4%** | **0.0%** | **11.8%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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mark.skaggs@idaxdata.com

**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

**3-Day (Tuesday - Thursday) Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 2:00 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 6:00 AM | 0 | 19 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** |
| 7:00 AM | 0 | 23 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 8:00 AM | 0 | 33 | 11 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 9:00 AM | 0 | 16 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 AM | 0 | 27 | 7 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 11:00 AM | 1 | 13 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 38 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| 1:00 PM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 2:00 PM | 0 | 26 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 3:00 PM | 0 | 39 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 50 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 5:00 PM | 0 | 34 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 6:00 PM | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 8:00 PM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 9:00 PM | 0 | 9 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 10:00 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **Total** | **1** | **427** | **138** | **0** | **49** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **617** |
| **Percent** | **0.2%** | **69.2%** | **22.4%** | **0.0%** | **7.9%** | **0.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 04

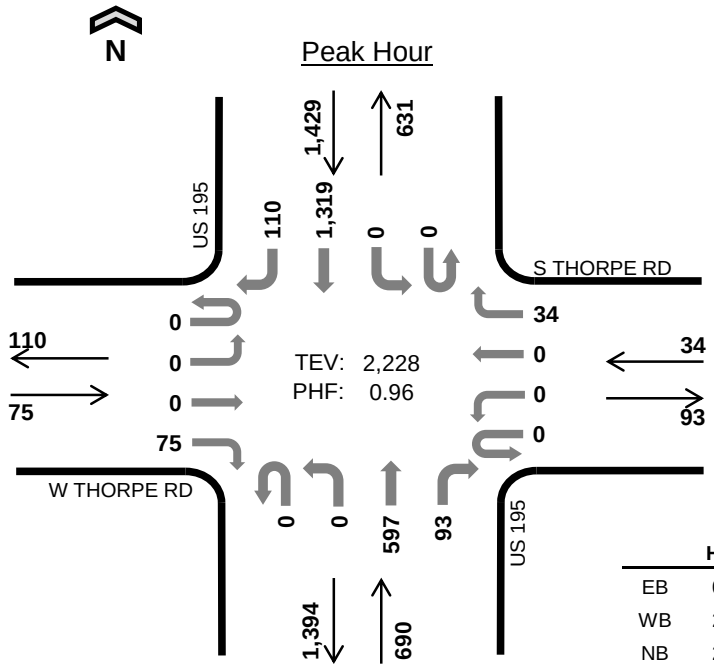
**3-Day (Tuesday - Thursday) Average**
**Westbound**

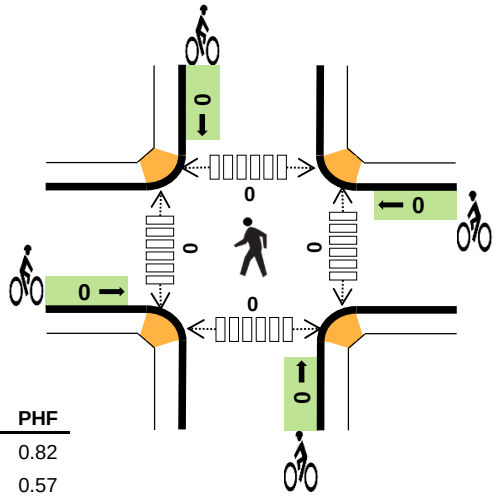
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 1:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 9 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| 7:00 AM | 0 | 37 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 AM | 0 | 24 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 9:00 AM | 0 | 14 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 10:00 AM | 0 | 21 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 11:00 AM | 0 | 17 | 8 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| 12:00 PM | 0 | 24 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 1:00 PM | 0 | 20 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 2:00 PM | 0 | 35 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| 3:00 PM | 0 | 32 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 4:00 PM | 0 | 33 | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 5:00 PM | 0 | 37 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 6:00 PM | 0 | 25 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 PM | 0 | 18 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 8:00 PM | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| 9:00 PM | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 10:00 PM | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** |
| 11:00 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| **Total** | **0** | **407** | **131** | **0** | **72** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **611** |
| **Percent** | **0.0%** | **66.6%** | **21.4%** | **0.0%** | **11.8%** | **0.2%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# US 195
# W THORPE RD

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**



| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.82 |
| WB | 2.9% | 0.57 |
| NB | 2.3% | 0.89 |
| SB | 1.3% | 0.96 |
| TOTAL | 1.6% | 0.96 |

## Two-Hour Count Summaries

| Interval Start | W THORPE RD Eastbound | | | | S THORPE RD Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 7 | 0 | 0 | 153 | 25 | 0 | 0 | 291 | 20 | 520 | 0 |
| 4:15 PM | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 5 | 0 | 0 | 157 | 21 | 0 | 0 | 306 | 44 | 565 | 0 |
| 4:30 PM | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 10 | 0 | 0 | 139 | 18 | 0 | 0 | 287 | 26 | 504 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **20** | **0** | **0** | **0** | **5** | **0** | **0** | **161** | **32** | **0** | **0** | **343** | **21** | **582** | 2,171 |
| **5:00 PM** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **15** | **0** | **0** | **140** | **16** | **0** | **0** | **344** | **29** | **556** | 2,207 |
| **5:15 PM** | **0** | **0** | **0** | **20** | **0** | **0** | **0** | **4** | **0** | **0** | **156** | **23** | **0** | **0** | **318** | **36** | **557** | 2,199 |
| **5:30 PM** | **0** | **0** | **0** | **23** | **0** | **0** | **0** | **10** | **0** | **0** | **140** | **22** | **0** | **0** | **314** | **24** | **533** | **2,228** |
| 5:45 PM | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 0 | 119 | 14 | 0 | 0 | 242 | 36 | 436 | 2,082 |
| Count Total | 0 | 0 | 0 | 172 | 0 | 0 | 0 | 64 | 0 | 0 | 1,165 | 171 | 0 | 0 | 2,445 | 236 | 4,253 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **75** | **0** | **0** | **0** | **34** | **0** | **0** | **597** | **93** | **0** | **0** | **1,319** | **110** | **2,228** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 11 | 3 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 1 | 0 | 9 | 4 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 1 | 0 | 6 | 4 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **7** | **6** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **1** | **8** | **4** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **1** | **7** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 3 | 3 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 2 | 1 | 45 | 33 | *81* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **0** | **1** | **16** | **19** | ***36*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** W THORPE RD W/O WESTWOOD LN
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 04

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 3 | 2 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 2 | 5 |
| 1:00 AM | 4 | 1 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 1 | 5 |
| 2:00 AM | 3 | 4 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 4 | 7 |
| 3:00 AM | 5 | 3 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 3 | 8 |
| 4:00 AM | 3 | 3 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | 6 |
| 5:00 AM | 17 | 12 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 17 | 12 | 29 |
| 6:00 AM | 29 | 19 | 48 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 29 | 19 | 48 |
| 7:00 AM | 35 | 49 | 84 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 49 | 84 |
| 8:00 AM | 51 | 35 | 86 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 51 | 35 | 86 |
| 9:00 AM | 25 | 23 | 48 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 | 23 | 48 |
| 10:00 AM | 38 | 34 | 72 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 38 | 34 | 72 |
| 11:00 AM | 30 | 30 | 60 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 30 | 60 |
| 12:00 PM | 60 | 41 | 101 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 60 | 41 | 101 |
| 1:00 PM | 24 | 35 | 59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 35 | 59 |
| 2:00 PM | 39 | 46 | 85 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 39 | 46 | 85 |
| 3:00 PM | 61 | 55 | 116 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 61 | 55 | 116 |
| 4:00 PM | 71 | 55 | 126 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 71 | 55 | 126 |
| 5:00 PM | 47 | 55 | 102 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 47 | 55 | 102 |
| 6:00 PM | 35 | 38 | 73 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 38 | 73 |
| 7:00 PM | 12 | 24 | 36 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 24 | 36 |
| 8:00 PM | 7 | 20 | 27 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 20 | 27 |
| 9:00 PM | 13 | 12 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 12 | 25 |
| 10:00 PM | 5 | 11 | 16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 11 | 16 |
| 11:00 PM | 0 | 4 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 4 | 4 |
| **Total** | **617** | **611** | **1,228** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **617** | **611** | **1,228** |
| **Percent** | **50%** | **50%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **50%** | **50%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

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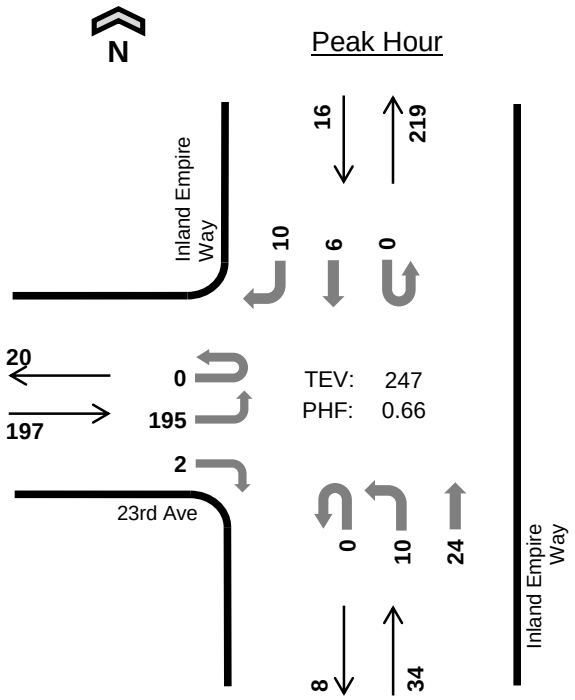
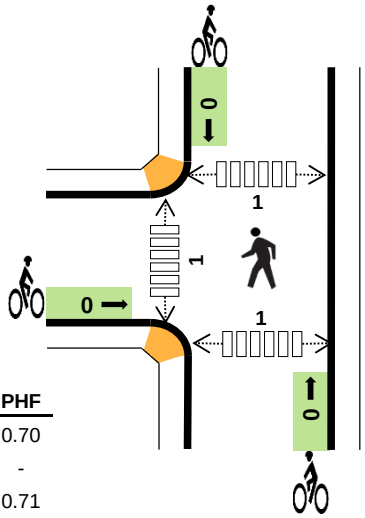
# Inland Empire Way
# 23rd Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:15 AM to 8:15 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.70 |
| WB | - | - |
| NB | 14.7% | 0.71 |
| SB | 12.5% | 0.33 |
| TOTAL | 2.8% | 0.66 |

## Two-Hour Count Summaries

| Interval Start | 23rd Ave | | | | 0 | | | | Inland Empire Way | | | | Inland Empire Way | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 4 | 34 | 0 |
| **7:15 AM** | **0** | **35** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **7** | **0** | **0** | **0** | **0** | **2** | **46** | 0 |
| **7:30 AM** | **0** | **70** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **9** | **0** | **0** | **0** | **5** | **7** | **94** | 0 |
| **7:45 AM** | **0** | **58** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **4** | **0** | **0** | **0** | **0** | **1** | **67** | 241 |
| **8:00 AM** | **0** | **32** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **4** | **0** | **0** | **0** | **1** | **0** | **40** | **247** |
| 8:15 AM | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 4 | 3 | 39 | 240 |
| 8:30 AM | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 4 | 31 | 177 |
| 8:45 AM | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 3 | 38 | 148 |
| Count Total | 0 | 291 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 17 | 35 | 0 | 0 | 0 | 15 | 24 | 389 | 0 |
| **Peak Hour** | **0** | **195** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **10** | **24** | **0** | **0** | **0** | **6** | **10** | **247** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:15 AM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **7:45 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **1** | **0** | **1** | *3* |
| **8:00 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:15 AM | 4 | 0 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| Count Total | 5 | 0 | 5 | 2 | *12* | 0 | 0 | 0 | 0 | *0* | 2 | 1 | 1 | 1 | *5* |
| **Peak Hr** | **0** | **0** | **5** | **2** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **1** | **1** | **1** | ***4*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Vehicle Classification Report Summary

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 05

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 4 | 1,106 | 339 | 1 | 169 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,619 |
| **Percent** | 0.2% | 68.3% | 20.9% | 0.1% | 10.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 1 | 1,167 | 310 | 1 | 176 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1,657 |
| **Percent** | 0.1% | 70.4% | 18.7% | 0.1% | 10.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 5 | 2,273 | 649 | 2 | 345 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3,276 |
| **Percent** | 0.2% | 69.4% | 19.8% | 0.1% | 10.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 5:00 AM | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 26 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 AM | 0 | 103 | 23 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 119 | 34 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 10:00 AM | 0 | 65 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 11:00 AM | 0 | 62 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 12:00 PM | 0 | 60 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 1:00 PM | 0 | 53 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 0 | 51 | 25 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **85** |
| 3:00 PM | 2 | 88 | 31 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** |
| 4:00 PM | 1 | 94 | 37 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** |
| 5:00 PM | 0 | 88 | 41 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** |
| 6:00 PM | 0 | 82 | 20 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 7:00 PM | 0 | 38 | 12 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 8:00 PM | 0 | 37 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** |
| 9:00 PM | 1 | 15 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 10:00 PM | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| **Total** | **4** | **1,106** | **339** | **1** | **169** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,619** |
| **Percent** | **0.2%** | **68.3%** | **20.9%** | **0.1%** | **10.4%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 5:00 AM | 0 | 15 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 6:00 AM | 0 | 54 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 7:00 AM | 0 | 95 | 25 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 91 | 29 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 9:00 AM | 0 | 73 | 21 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 10:00 AM | 0 | 54 | 15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 11:00 AM | 0 | 100 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 12:00 PM | 0 | 89 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** |
| 1:00 PM | 1 | 65 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 2:00 PM | 0 | 102 | 25 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** |
| 3:00 PM | 0 | 89 | 28 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 4:00 PM | 0 | 91 | 27 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **137** |
| 5:00 PM | 0 | 68 | 22 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 6:00 PM | 0 | 58 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** |
| 7:00 PM | 0 | 43 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 8:00 PM | 0 | 27 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 9:00 PM | 0 | 17 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 10:00 PM | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 11:00 PM | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **1** | **1,167** | **310** | **1** | **176** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1,657** |
| **Percent** | **0.1%** | **70.4%** | **18.7%** | **0.1%** | **10.6%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 5:00 AM | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 26 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 AM | 0 | 103 | 23 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 119 | 34 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 10:00 AM | 0 | 65 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 11:00 AM | 0 | 62 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 12:00 PM | 0 | 60 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 1:00 PM | 0 | 53 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 0 | 51 | 25 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **85** |
| 3:00 PM | 2 | 88 | 31 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** |
| 4:00 PM | 1 | 94 | 37 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** |
| 5:00 PM | 0 | 88 | 41 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** |
| 6:00 PM | 0 | 82 | 20 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 7:00 PM | 0 | 38 | 12 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 8:00 PM | 0 | 37 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** |
| 9:00 PM | 1 | 15 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 10:00 PM | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| **Total** | **4** | **1,106** | **339** | **1** | **169** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,619** |
| **Percent** | **0.2%** | **68.3%** | **20.9%** | **0.1%** | **10.4%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 5:00 AM | 0 | 15 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 6:00 AM | 0 | 54 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 7:00 AM | 0 | 95 | 25 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 91 | 29 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 9:00 AM | 0 | 73 | 21 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 10:00 AM | 0 | 54 | 15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 11:00 AM | 0 | 100 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 12:00 PM | 0 | 89 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** |
| 1:00 PM | 1 | 65 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 2:00 PM | 0 | 102 | 25 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** |
| 3:00 PM | 0 | 89 | 28 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 4:00 PM | 0 | 91 | 27 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **137** |
| 5:00 PM | 0 | 68 | 22 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 6:00 PM | 0 | 58 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** |
| 7:00 PM | 0 | 43 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 8:00 PM | 0 | 27 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 9:00 PM | 0 | 17 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 10:00 PM | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 11:00 PM | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **1** | **1,167** | **310** | **1** | **176** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1,657** |
| **Percent** | **0.1%** | **70.4%** | **18.7%** | **0.1%** | **10.6%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 4:00 AM | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 5:00 AM | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 6:00 AM | 0 | 26 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 7:00 AM | 0 | 103 | 23 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 119 | 34 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **166** |
| 9:00 AM | 0 | 89 | 15 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **112** |
| 10:00 AM | 0 | 65 | 14 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 11:00 AM | 0 | 62 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 12:00 PM | 0 | 60 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **87** |
| 1:00 PM | 0 | 53 | 16 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 0 | 51 | 25 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **85** |
| 3:00 PM | 2 | 88 | 31 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **136** |
| 4:00 PM | 1 | 94 | 37 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146** |
| 5:00 PM | 0 | 88 | 41 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **151** |
| 6:00 PM | 0 | 82 | 20 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **114** |
| 7:00 PM | 0 | 38 | 12 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 8:00 PM | 0 | 37 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **57** |
| 9:00 PM | 1 | 15 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 10:00 PM | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 11:00 PM | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **14** |
| **Total** | **4** | **1,106** | **339** | **1** | **169** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,619** |
| **Percent** | **0.2%** | **68.3%** | **20.9%** | **0.1%** | **10.4%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 05

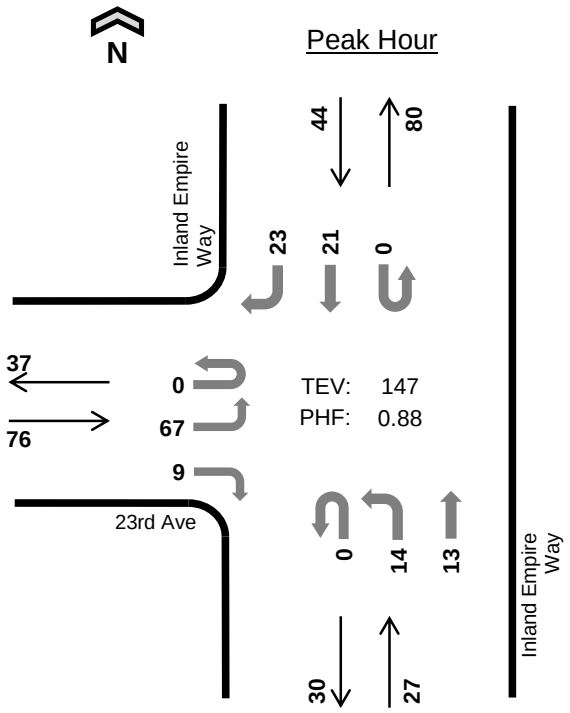
**3-Day (Tuesday - Thursday) Average**
**Southbound**

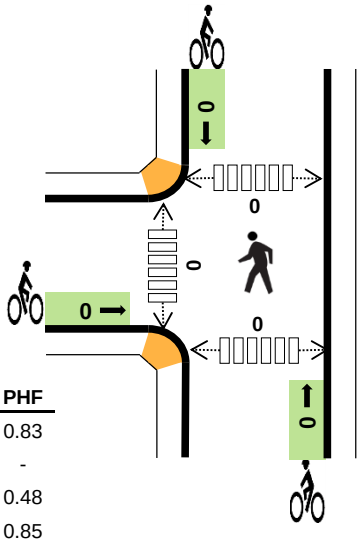
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 4:00 AM | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 5:00 AM | 0 | 15 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 6:00 AM | 0 | 54 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 7:00 AM | 0 | 95 | 25 | 0 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **140** |
| 8:00 AM | 0 | 91 | 29 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **135** |
| 9:00 AM | 0 | 73 | 21 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 10:00 AM | 0 | 54 | 15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 11:00 AM | 0 | 100 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 12:00 PM | 0 | 89 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **118** |
| 1:00 PM | 1 | 65 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 2:00 PM | 0 | 102 | 25 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **138** |
| 3:00 PM | 0 | 89 | 28 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 4:00 PM | 0 | 91 | 27 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **137** |
| 5:00 PM | 0 | 68 | 22 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 6:00 PM | 0 | 58 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **86** |
| 7:00 PM | 0 | 43 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 8:00 PM | 0 | 27 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 9:00 PM | 0 | 17 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 10:00 PM | 0 | 12 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| 11:00 PM | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **1** | **1,167** | **310** | **1** | **176** | **1** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1,657** |
| **Percent** | **0.1%** | **70.4%** | **18.7%** | **0.1%** | **10.6%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Inland Empire Way
# 23rd Ave

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.3% | 0.83 |
| WB | - | - |
| NB | 7.4% | 0.48 |
| SB | 2.3% | 0.85 |
| TOTAL | 2.7% | 0.88 |

## Two-Hour Count Summaries

| Interval Start | 23rd Ave | | | | 0 | | | | Inland Empire Way | | | | Inland Empire Way | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 3 | 38 | 0 |
| 4:15 PM | 0 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 7 | 32 | 0 |
| 4:30 PM | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 7 | 28 | 0 |
| **4:45 PM** | **0** | **21** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **4** | **0** | **0** | **0** | **7** | **6** | **41** | 139 |
| **5:00 PM** | **0** | **16** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **8** | **6** | **0** | **0** | **0** | **5** | **5** | **42** | 143 |
| **5:15 PM** | **0** | **15** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **3** | **8** | **32** | 143 |
| **5:30 PM** | **0** | **15** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **3** | **3** | **0** | **0** | **0** | **6** | **4** | **32** | **147** |
| 5:45 PM | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 9 | 26 | 132 |
| Count Total | 0 | 127 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 15 | 23 | 0 | 1 | 0 | 38 | 49 | 271 | 0 |
| **Peak Hour** | **0** | **67** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **14** | **13** | **0** | **0** | **0** | **21** | **23** | **147** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| **4:45 PM** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **4** | **0** | **0** | **0** | *4* |
| **5:30 PM** | **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* |
| Count Total | 2 | 0 | 2 | 1 | *5* | 0 | 0 | 0 | 0 | *0* | 5 | 1 | 0 | 0 | *6* |
| **Peak Hr** | **1** | **0** | **2** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **4** | **0** | **0** | **0** | ***4*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST BTWN 15TH AVE & 16TH AVE
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 05

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 7 | 3 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 3 | 10 |
| 1:00 AM | 3 | 2 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 2 | 5 |
| 2:00 AM | 1 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3 | 4 |
| 3:00 AM | 0 | 4 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 4 | 4 |
| 4:00 AM | 5 | 12 | 17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 12 | 17 |
| 5:00 AM | 12 | 22 | 34 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 22 | 34 |
| 6:00 AM | 38 | 65 | 103 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 38 | 65 | 103 |
| 7:00 AM | 140 | 140 | 280 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 140 | 140 | 280 |
| 8:00 AM | 166 | 135 | 301 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 166 | 135 | 301 |
| 9:00 AM | 112 | 103 | 215 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 112 | 103 | 215 |
| 10:00 AM | 88 | 82 | 170 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 88 | 82 | 170 |
| 11:00 AM | 87 | 129 | 216 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 87 | 129 | 216 |
| 12:00 PM | 87 | 118 | 205 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 87 | 118 | 205 |
| 1:00 PM | 74 | 90 | 164 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 74 | 90 | 164 |
| 2:00 PM | 85 | 138 | 223 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 85 | 138 | 223 |
| 3:00 PM | 136 | 129 | 265 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 136 | 129 | 265 |
| 4:00 PM | 146 | 137 | 283 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 146 | 137 | 283 |
| 5:00 PM | 151 | 103 | 254 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 151 | 103 | 254 |
| 6:00 PM | 114 | 86 | 200 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 114 | 86 | 200 |
| 7:00 PM | 56 | 59 | 115 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 56 | 59 | 115 |
| 8:00 PM | 57 | 52 | 109 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 57 | 52 | 109 |
| 9:00 PM | 24 | 21 | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 21 | 45 |
| 10:00 PM | 16 | 17 | 33 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 17 | 33 |
| 11:00 PM | 14 | 7 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 7 | 21 |
| **Total** | **1,619** | **1,657** | **3,276** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **1,619** | **1,657** | **3,276** |
| **Percent** | **49%** | **51%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **49%** | **51%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

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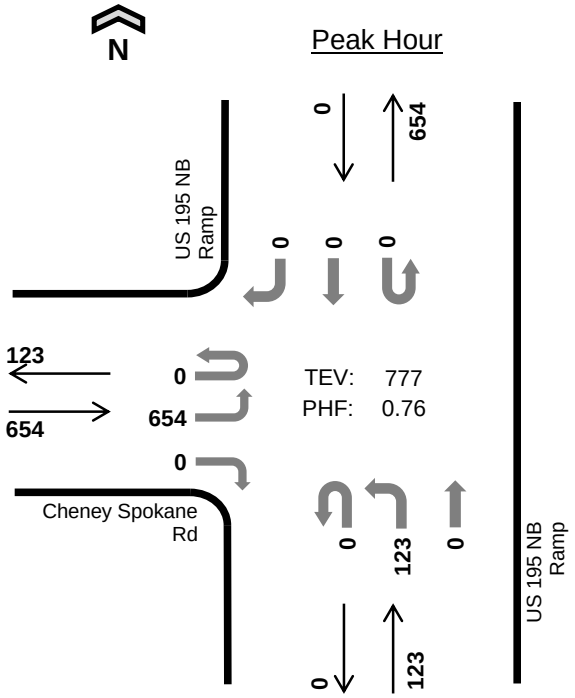
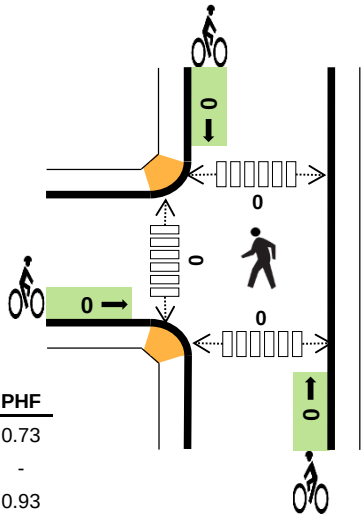
# US 195 NB Ramp
# Cheney Spokane Rd

Date: Tue, Feb 11, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM




| | HV %: | PHF |
|---|---|---|
| EB | 0.6% | 0.73 |
| WB | - | - |
| NB | 0.0% | 0.93 |
| SB | - | - |
| TOTAL | 0.5% | 0.76 |

## Two-Hour Count Summaries

| Interval Start | Cheney Spokane Rd | | | | 0 | | | | US 195 NB Ramp | | | | US 195 NB Ramp | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **126** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **28** | **0** | **0** | **0** | **0** | **0** | **0** | **154** | 0 |
| **7:15 AM** | **0** | **149** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **180** | 0 |
| **7:30 AM** | **0** | **223** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **33** | **0** | **0** | **0** | **0** | **0** | **0** | **256** | 0 |
| **7:45 AM** | **0** | **156** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **187** | **777** |
| 8:00 AM | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 127 | 750 |
| 8:15 AM | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 683 |
| 8:30 AM | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 552 |
| 8:45 AM | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 466 |
| Count Total | 0 | 1,028 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 1 | 0 | 0 | 0 | 0 | 0 | 1,243 | 0 |
| **Peak Hour** | **0** | **654** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **123** | **0** | **0** | **0** | **0** | **0** | **0** | **777** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **2** | **0** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 3 | 0 | 0 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 9 | 0 | 0 | 0 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **4** | **0** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Vehicle Classification Report Summary

**Location:** S LINDEKE ST S/O 9TH AVE

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 06

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 7 | 1,500 | 264 | 1 | 99 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,873 |
| **Percent** | 0.4% | 80.1% | 14.1% | 0.1% | 5.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 4 | 1,228 | 258 | 0 | 135 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1,626 |
| **Percent** | 0.2% | 75.5% | 15.9% | 0.0% | 8.3% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 11 | 2,728 | 522 | 1 | 234 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3,499 |
| **Percent** | 0.3% | 78.0% | 14.9% | 0.0% | 6.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 5:00 AM | 0 | 18 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 6:00 AM | 0 | 56 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 7:00 AM | 0 | 200 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **252** |
| 8:00 AM | 0 | 193 | 25 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **228** |
| 9:00 AM | 0 | 121 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** |
| 10:00 AM | 0 | 89 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 11:00 AM | 3 | 79 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** |
| 12:00 PM | 0 | 85 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 1:00 PM | 0 | 76 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 2:00 PM | 1 | 85 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 3:00 PM | 1 | 100 | 25 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **139** |
| 4:00 PM | 1 | 96 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** |
| 5:00 PM | 1 | 105 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** |
| 6:00 PM | 0 | 84 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 PM | 0 | 38 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| 8:00 PM | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 9:00 PM | 0 | 19 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 11:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **7** | **1,500** | **264** | **1** | **99** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,873** |
| **Percent** | **0.4%** | **80.1%** | **14.1%** | **0.1%** | **5.3%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 AM | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 6:00 AM | 1 | 21 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 7:00 AM | 0 | 48 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 8:00 AM | 0 | 64 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 9:00 AM | 0 | 50 | 13 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 10:00 AM | 0 | 51 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** |
| 11:00 AM | 0 | 93 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 12:00 PM | 0 | 87 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** |
| 1:00 PM | 2 | 83 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 2:00 PM | 0 | 98 | 19 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 3:00 PM | 0 | 123 | 31 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 4:00 PM | 0 | 125 | 27 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 5:00 PM | 0 | 141 | 26 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **182** |
| 6:00 PM | 0 | 75 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** |
| 7:00 PM | 0 | 48 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 8:00 PM | 1 | 42 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 9:00 PM | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 10:00 PM | 0 | 20 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 11:00 PM | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| **Total** | **4** | **1,228** | **258** | **0** | **135** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1,626** |
| **Percent** | **0.2%** | **75.5%** | **15.9%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| 12:00 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 5:00 AM | 0 | 18 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 6:00 AM | 0 | 56 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 7:00 AM | 0 | 200 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **252** |
| 8:00 AM | 0 | 193 | 25 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **228** |
| 9:00 AM | 0 | 121 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** |
| 10:00 AM | 0 | 89 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 11:00 AM | 3 | 79 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** |
| 12:00 PM | 0 | 85 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 1:00 PM | 0 | 76 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 2:00 PM | 1 | 85 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 3:00 PM | 1 | 100 | 25 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **139** |
| 4:00 PM | 1 | 96 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** |
| 5:00 PM | 1 | 105 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** |
| 6:00 PM | 0 | 84 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 PM | 0 | 38 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| 8:00 PM | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 9:00 PM | 0 | 19 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 11:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **7** | **1,500** | **264** | **1** | **99** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,873** |
| **Percent** | **0.4%** | **80.1%** | **14.1%** | **0.1%** | **5.3%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 AM | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 6:00 AM | 1 | 21 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 7:00 AM | 0 | 48 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 8:00 AM | 0 | 64 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 9:00 AM | 0 | 50 | 13 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 10:00 AM | 0 | 51 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** |
| 11:00 AM | 0 | 93 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 12:00 PM | 0 | 87 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** |
| 1:00 PM | 2 | 83 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 2:00 PM | 0 | 98 | 19 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 3:00 PM | 0 | 123 | 31 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 4:00 PM | 0 | 125 | 27 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 5:00 PM | 0 | 141 | 26 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **182** |
| 6:00 PM | 0 | 75 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** |
| 7:00 PM | 0 | 48 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 8:00 PM | 1 | 42 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 9:00 PM | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 10:00 PM | 0 | 20 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 11:00 PM | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| **Total** | **4** | **1,228** | **258** | **0** | **135** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1,626** |
| **Percent** | **0.2%** | **75.5%** | **15.9%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 5:00 AM | 0 | 18 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 6:00 AM | 0 | 56 | 14 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 7:00 AM | 0 | 200 | 38 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **252** |
| 8:00 AM | 0 | 193 | 25 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **228** |
| 9:00 AM | 0 | 121 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **143** |
| 10:00 AM | 0 | 89 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 11:00 AM | 3 | 79 | 14 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **102** |
| 12:00 PM | 0 | 85 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **103** |
| 1:00 PM | 0 | 76 | 11 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 2:00 PM | 1 | 85 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **108** |
| 3:00 PM | 1 | 100 | 25 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **139** |
| 4:00 PM | 1 | 96 | 19 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **123** |
| 5:00 PM | 1 | 105 | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **134** |
| 6:00 PM | 0 | 84 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 PM | 0 | 38 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| 8:00 PM | 0 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 9:00 PM | 0 | 19 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 10:00 PM | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 11:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| **Total** | **7** | **1,500** | **264** | **1** | **99** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,873** |
| **Percent** | **0.4%** | **80.1%** | **14.1%** | **0.1%** | **5.3%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
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**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 06

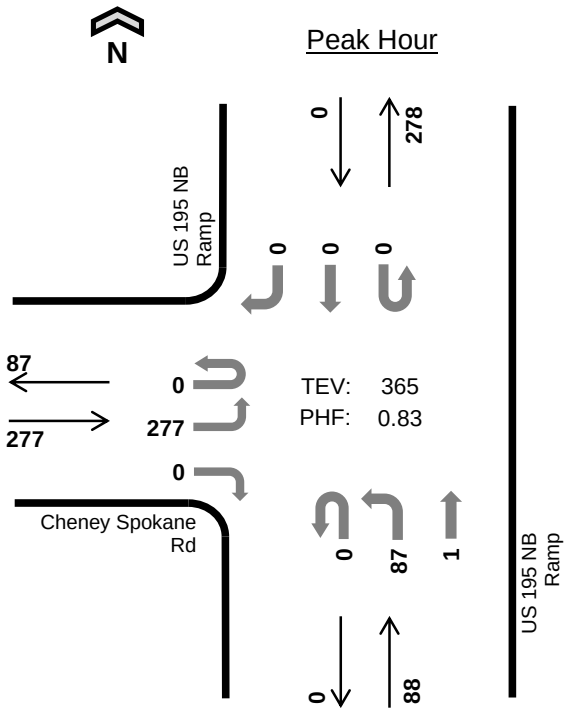
**3-Day (Tuesday - Thursday) Average**
**Southbound**

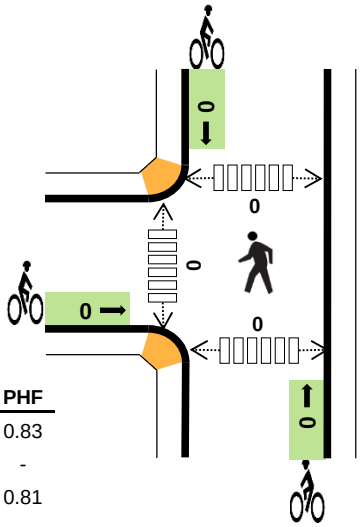
| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 1:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 5:00 AM | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 6:00 AM | 1 | 21 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 7:00 AM | 0 | 48 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 8:00 AM | 0 | 64 | 18 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **92** |
| 9:00 AM | 0 | 50 | 13 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 10:00 AM | 0 | 51 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **76** |
| 11:00 AM | 0 | 93 | 19 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **118** |
| 12:00 PM | 0 | 87 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **111** |
| 1:00 PM | 2 | 83 | 11 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **104** |
| 2:00 PM | 0 | 98 | 19 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **129** |
| 3:00 PM | 0 | 123 | 31 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 4:00 PM | 0 | 125 | 27 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **161** |
| 5:00 PM | 0 | 141 | 26 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **182** |
| 6:00 PM | 0 | 75 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **96** |
| 7:00 PM | 0 | 48 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 8:00 PM | 1 | 42 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **66** |
| 9:00 PM | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| 10:00 PM | 0 | 20 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **25** |
| 11:00 PM | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| **Total** | **4** | **1,228** | **258** | **0** | **135** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **1,626** |
| **Percent** | **0.2%** | **75.5%** | **15.9%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# US 195 NB Ramp
# Cheney Spokane Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:00 PM to 5:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 2.9% | 0.83 |
| WB | - | - |
| NB | 0.0% | 0.81 |
| SB | - | - |
| TOTAL | 2.2% | 0.83 |

## Two-Hour Count Summaries

| Interval Start | Cheney Spokane Rd | | | | 0 | | | | US 195 NB Ramp | | | | US 195 NB Ramp | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | **0** | **67** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **0** | **0** | **0** | **0** | **0** | **88** | 0 |
| **4:15 PM** | **0** | **76** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **94** | 0 |
| **4:30 PM** | **0** | **51** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **21** | **1** | **0** | **0** | **0** | **0** | **0** | **73** | 0 |
| **4:45 PM** | **0** | **83** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **27** | **0** | **0** | **0** | **0** | **0** | **0** | **110** | **365** |
| 5:00 PM | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 358 |
| 5:15 PM | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 354 |
| 5:30 PM | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 359 |
| 5:45 PM | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 313 |
| Count Total | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 1 | 0 | 0 | 0 | 0 | 0 | 678 | 0 |
| **Peak Hour** | **0** | **277** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **87** | **1** | **0** | **0** | **0** | **0** | **0** | **365** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **4:00 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:15 PM** | **3** | **0** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:30 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **3** | **0** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:00 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:15 PM | 0 | 0 | 0 | 0 | *0* | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 9 | 0 | 2 | 0 | *11* | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **8** | **0** | **0** | **0** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

**Location:** S LINDEKE ST S/O 9TH AVE
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 06

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 7 | 7 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 7 | 14 |
| 1:00 AM | 3 | 3 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | 6 |
| 2:00 AM | 1 | 4 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 4 | 5 |
| 3:00 AM | 3 | 3 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 3 | 6 |
| 4:00 AM | 8 | 6 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 6 | 14 |
| 5:00 AM | 24 | 6 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 6 | 30 |
| 6:00 AM | 77 | 26 | 103 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 77 | 26 | 103 |
| 7:00 AM | 252 | 69 | 321 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 252 | 69 | 321 |
| 8:00 AM | 228 | 92 | 320 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 228 | 92 | 320 |
| 9:00 AM | 143 | 74 | 217 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 143 | 74 | 217 |
| 10:00 AM | 106 | 76 | 182 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 106 | 76 | 182 |
| 11:00 AM | 102 | 118 | 220 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 102 | 118 | 220 |
| 12:00 PM | 103 | 111 | 214 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 103 | 111 | 214 |
| 1:00 PM | 92 | 104 | 196 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 92 | 104 | 196 |
| 2:00 PM | 108 | 129 | 237 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 108 | 129 | 237 |
| 3:00 PM | 139 | 161 | 300 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 139 | 161 | 300 |
| 4:00 PM | 123 | 161 | 284 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 123 | 161 | 284 |
| 5:00 PM | 134 | 182 | 316 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 134 | 182 | 316 |
| 6:00 PM | 101 | 96 | 197 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 101 | 96 | 197 |
| 7:00 PM | 45 | 66 | 111 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 45 | 66 | 111 |
| 8:00 PM | 33 | 66 | 99 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 33 | 66 | 99 |
| 9:00 PM | 25 | 33 | 58 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25 | 33 | 58 |
| 10:00 PM | 7 | 25 | 32 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 25 | 32 |
| 11:00 PM | 9 | 8 | 17 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 8 | 17 |
| **Total** | **1,873** | **1,626** | **3,499** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **1,873** | **1,626** | **3,499** |
| **Percent** | **54%** | **46%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **54%** | **46%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
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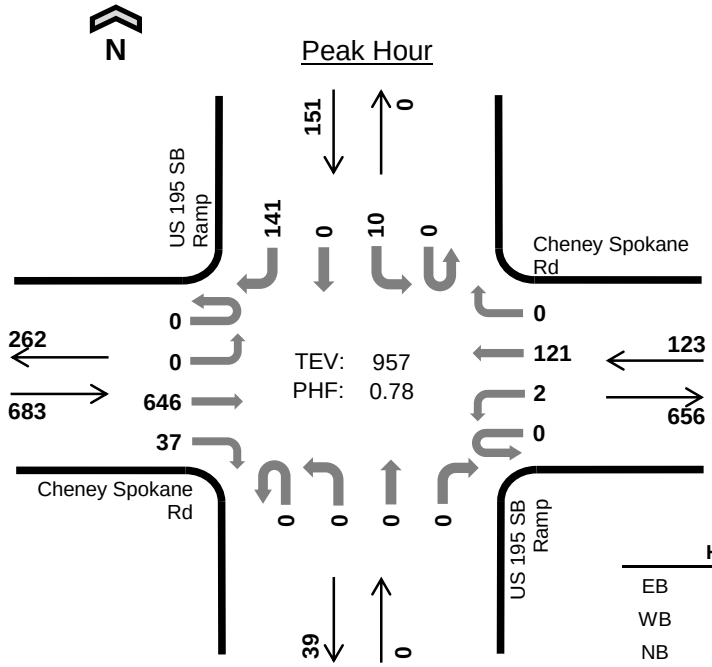
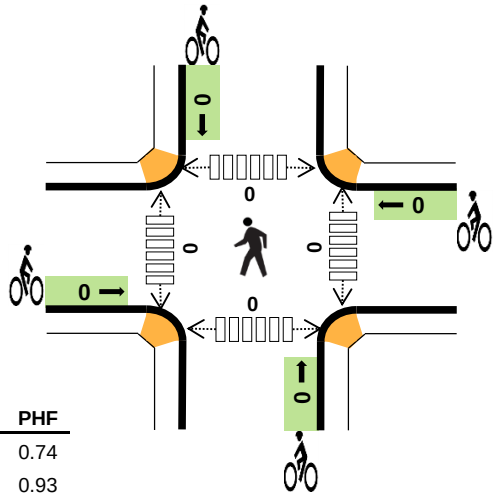
# US 195 SB Ramp
# Cheney Spokane Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.7% | 0.74 |
| WB | 0.0% | 0.93 |
| NB | - | - |
| SB | 7.3% | 0.86 |
| TOTAL | 1.7% | 0.78 |

## Two-Hour Count Summaries

| Interval Start | Cheney Spokane Rd Eastbound | | | | Cheney Spokane Rd Westbound | | | | US 195 SB Ramp Northbound | | | | US 195 SB Ramp Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **124** | **10** | **0** | **0** | **28** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **28** | **192** | 0 |
| **7:15 AM** | **0** | **0** | **148** | **9** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **40** | **230** | 0 |
| **7:30 AM** | **0** | **0** | **221** | **10** | **0** | **0** | **33** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **42** | **308** | 0 |
| **7:45 AM** | **0** | **0** | **153** | **8** | **0** | **2** | **29** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **31** | **227** | **957** |
| 8:00 AM | 0 | 0 | 98 | 8 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 51 | 184 | 949 |
| 8:15 AM | 0 | 0 | 91 | 14 | 0 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 48 | 175 | 894 |
| 8:30 AM | 0 | 0 | 91 | 7 | 0 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 47 | 179 | 765 |
| 8:45 AM | 0 | 0 | 78 | 10 | 0 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 46 | 156 | 694 |
| Count Total | 0 | 0 | 1,004 | 76 | 0 | 6 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 333 | 1,651 | 0 |
| **Peak Hour** | **0** | **0** | **646** | **37** | **0** | **2** | **121** | **0** | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **141** | **957** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **3** | **0** | **0** | **1** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **0** | **0** | **4** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **1** | **0** | **0** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **4** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 1 | 0 | 0 | 6 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 6 | 0 | 0 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 2 | 0 | 0 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 1 | 0 | 0 | 5 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| Count Total | 15 | 0 | 0 | 24 | *39* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| **Peak Hour** | **5** | **0** | **0** | **11** | ***16*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# Vehicle Classification Report Summary

**Location:** S INLAND EMPIRE WAY S/O 17TH AVE

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 07

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 6 | 909 | 194 | 0 | 101 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1,221 |
| **Percent** | 0.5% | 74.4% | 15.9% | 0.0% | 8.3% | 0.8% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 2 | 507 | 114 | 0 | 42 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 674 |
| **Percent** | 0.3% | 75.2% | 16.9% | 0.0% | 6.2% | 0.3% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 8 | 1,416 | 308 | 0 | 143 | 12 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 1,895 |
| **Percent** | 0.4% | 74.7% | 16.3% | 0.0% | 7.5% | 0.6% | 0.0% | 0.1% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

Mark Skaggs:425-250-0777
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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 6:00 AM | 0 | 30 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** |
| 7:00 AM | 0 | 158 | 45 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **224** |
| 8:00 AM | 0 | 95 | 14 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **122** |
| 9:00 AM | 1 | 67 | 19 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 AM | 0 | 46 | 15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 11:00 AM | 1 | 50 | 9 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 12:00 PM | 0 | 62 | 9 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 1:00 PM | 1 | 60 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 1 | 65 | 13 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **84** |
| 3:00 PM | 2 | 50 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 4:00 PM | 0 | 81 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 5:00 PM | 0 | 53 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** |
| 6:00 PM | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 8:00 PM | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 9:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| **Total** | **6** | **909** | **194** | **0** | **101** | **10** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1,221** |
| **Percent** | **0.5%** | **74.4%** | **15.9%** | **0.0%** | **8.3%** | **0.8%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 6:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 7:00 AM | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 8:00 AM | 0 | 25 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **36** |
| 9:00 AM | 0 | 25 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 10:00 AM | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **31** |
| 11:00 AM | 0 | 33 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 12:00 PM | 0 | 37 | 12 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **54** |
| 1:00 PM | 0 | 37 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 2:00 PM | 1 | 45 | 5 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **56** |
| 3:00 PM | 0 | 53 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 4:00 PM | 0 | 42 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 5:00 PM | 0 | 39 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 6:00 PM | 1 | 43 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 7:00 PM | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 8:00 PM | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 9:00 PM | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 10:00 PM | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| **Total** | **2** | **507** | **114** | **0** | **42** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **674** |
| **Percent** | **0.3%** | **75.2%** | **16.9%** | **0.0%** | **6.2%** | **0.3%** | **0.0%** | **0.0%** | **1.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 6:00 AM | 0 | 30 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** |
| 7:00 AM | 0 | 158 | 45 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **224** |
| 8:00 AM | 0 | 95 | 14 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **122** |
| 9:00 AM | 1 | 67 | 19 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 AM | 0 | 46 | 15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 11:00 AM | 1 | 50 | 9 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 12:00 PM | 0 | 62 | 9 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 1:00 PM | 1 | 60 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 1 | 65 | 13 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **84** |
| 3:00 PM | 2 | 50 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 4:00 PM | 0 | 81 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 5:00 PM | 0 | 53 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** |
| 6:00 PM | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 8:00 PM | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 9:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| **Total** | **6** | **909** | **194** | **0** | **101** | **10** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1,221** |
| **Percent** | **0.5%** | **74.4%** | **15.9%** | **0.0%** | **8.3%** | **0.8%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 6:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 7:00 AM | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 8:00 AM | 0 | 25 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **36** |
| 9:00 AM | 0 | 25 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 10:00 AM | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **31** |
| 11:00 AM | 0 | 33 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 12:00 PM | 0 | 37 | 12 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **54** |
| 1:00 PM | 0 | 37 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 2:00 PM | 1 | 45 | 5 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **56** |
| 3:00 PM | 0 | 53 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 4:00 PM | 0 | 42 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 5:00 PM | 0 | 39 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 6:00 PM | 1 | 43 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 7:00 PM | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 8:00 PM | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 9:00 PM | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 10:00 PM | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| **Total** | **2** | **507** | **114** | **0** | **42** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **674** |
| **Percent** | **0.3%** | **75.2%** | **16.9%** | **0.0%** | **6.2%** | **0.3%** | **0.0%** | **0.0%** | **1.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 1:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 12 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 6:00 AM | 0 | 30 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **44** |
| 7:00 AM | 0 | 158 | 45 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **224** |
| 8:00 AM | 0 | 95 | 14 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **122** |
| 9:00 AM | 1 | 67 | 19 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 AM | 0 | 46 | 15 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65** |
| 11:00 AM | 1 | 50 | 9 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 12:00 PM | 0 | 62 | 9 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 1:00 PM | 1 | 60 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **74** |
| 2:00 PM | 1 | 65 | 13 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **84** |
| 3:00 PM | 2 | 50 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 4:00 PM | 0 | 81 | 18 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **106** |
| 5:00 PM | 0 | 53 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **67** |
| 6:00 PM | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| 7:00 PM | 0 | 18 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 8:00 PM | 0 | 12 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 9:00 PM | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 11:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| **Total** | **6** | **909** | **194** | **0** | **101** | **10** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1,221** |
| **Percent** | **0.5%** | **74.4%** | **15.9%** | **0.0%** | **8.3%** | **0.8%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 07

**3-Day (Tuesday - Thursday) Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 1:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 2:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 4:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 5:00 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 6:00 AM | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 7:00 AM | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 8:00 AM | 0 | 25 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **36** |
| 9:00 AM | 0 | 25 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 10:00 AM | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **31** |
| 11:00 AM | 0 | 33 | 11 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 12:00 PM | 0 | 37 | 12 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | **54** |
| 1:00 PM | 0 | 37 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 2:00 PM | 1 | 45 | 5 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **56** |
| 3:00 PM | 0 | 53 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **69** |
| 4:00 PM | 0 | 42 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **58** |
| 5:00 PM | 0 | 39 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| 6:00 PM | 1 | 43 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 7:00 PM | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| 8:00 PM | 0 | 24 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 9:00 PM | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 10:00 PM | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 11:00 PM | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| **Total** | **2** | **507** | **114** | **0** | **42** | **2** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **674** |
| **Percent** | **0.3%** | **75.2%** | **16.9%** | **0.0%** | **6.2%** | **0.3%** | **0.0%** | **0.0%** | **1.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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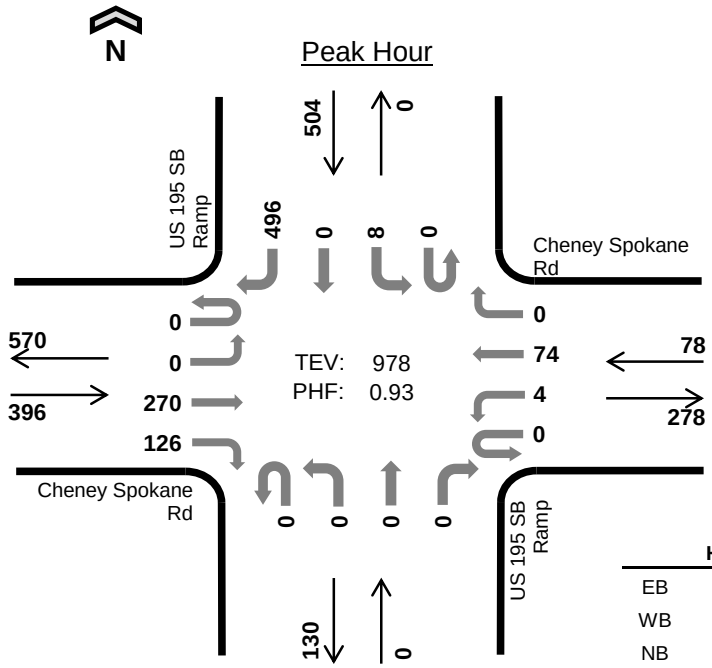
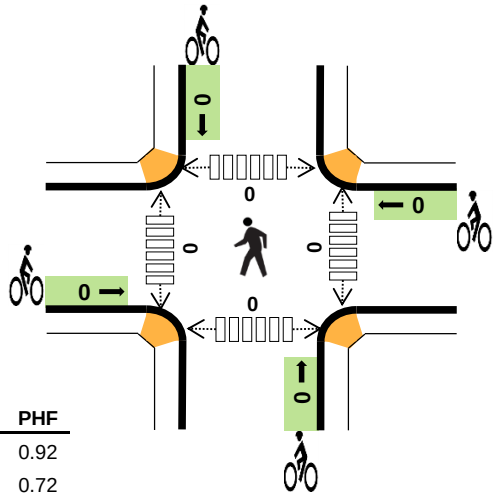
# US 195 SB Ramp
# Cheney Spokane Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:15 PM to 5:15 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.8% | 0.92 |
| WB | 0.0% | 0.72 |
| NB | - | - |
| SB | 0.4% | 0.94 |
| TOTAL | 0.9% | 0.93 |

## Two-Hour Count Summaries

| Interval Start | Cheney Spokane Rd Eastbound | | | | Cheney Spokane Rd Westbound | | | | US 195 SB Ramp Northbound | | | | US 195 SB Ramp Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 64 | 27 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 118 | 232 | 0 |
| **4:15 PM** | **0** | **0** | **72** | **35** | **0** | **0** | **18** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **130** | **259** | 0 |
| **4:30 PM** | **0** | **0** | **51** | **35** | **0** | **2** | **19** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **111** | **219** | 0 |
| **4:45 PM** | **0** | **0** | **81** | **27** | **0** | **2** | **25** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **128** | **264** | 974 |
| **5:00 PM** | **0** | **0** | **66** | **29** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **127** | **236** | **978** |
| 5:15 PM | 0 | 0 | 61 | 23 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 220 | 939 |
| 5:30 PM | 0 | 0 | 55 | 28 | 0 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 127 | 233 | 953 |
| 5:45 PM | 0 | 0 | 46 | 23 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 170 | 859 |
| Count Total | 0 | 0 | 496 | 227 | 0 | 10 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 932 | 1,833 | 0 |
| **Peak Hour** | **0** | **0** | **270** | **126** | **0** | **4** | **74** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **496** | **978** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:15 PM** | **2** | **0** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:30 PM** | **1** | **0** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **3** | **0** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:30 PM | 0 | 1 | 0 | 2 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 9 | 2 | 0 | 4 | *15* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **7** | **0** | **0** | **2** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Location:** S INLAND EMPIRE WAY S/O 17TH AVE
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 07

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 0 | 4 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 4 | 4 |
| 1:00 AM | 2 | 3 | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 3 | 5 |
| 2:00 AM | 1 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 3:00 AM | 1 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 4:00 AM | 2 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 4 |
| 5:00 AM | 18 | 4 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 4 | 22 |
| 6:00 AM | 44 | 5 | 49 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 44 | 5 | 49 |
| 7:00 AM | 224 | 27 | 251 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 224 | 27 | 251 |
| 8:00 AM | 122 | 36 | 158 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 122 | 36 | 158 |
| 9:00 AM | 101 | 36 | 137 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 101 | 36 | 137 |
| 10:00 AM | 65 | 31 | 96 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 65 | 31 | 96 |
| 11:00 AM | 68 | 47 | 115 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 68 | 47 | 115 |
| 12:00 PM | 83 | 54 | 137 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 83 | 54 | 137 |
| 1:00 PM | 74 | 51 | 125 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 74 | 51 | 125 |
| 2:00 PM | 84 | 56 | 140 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 84 | 56 | 140 |
| 3:00 PM | 68 | 69 | 137 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 68 | 69 | 137 |
| 4:00 PM | 106 | 58 | 164 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 106 | 58 | 164 |
| 5:00 PM | 67 | 51 | 118 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 67 | 51 | 118 |
| 6:00 PM | 35 | 50 | 85 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 50 | 85 |
| 7:00 PM | 22 | 23 | 45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22 | 23 | 45 |
| 8:00 PM | 15 | 32 | 47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 15 | 32 | 47 |
| 9:00 PM | 9 | 18 | 27 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 18 | 27 |
| 10:00 PM | 8 | 5 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 5 | 13 |
| 11:00 PM | 2 | 10 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 10 | 12 |
| **Total** | **1,221** | **674** | **1,895** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **1,221** | **674** | **1,895** |
| **Percent** | **64%** | **36%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **64%** | **36%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

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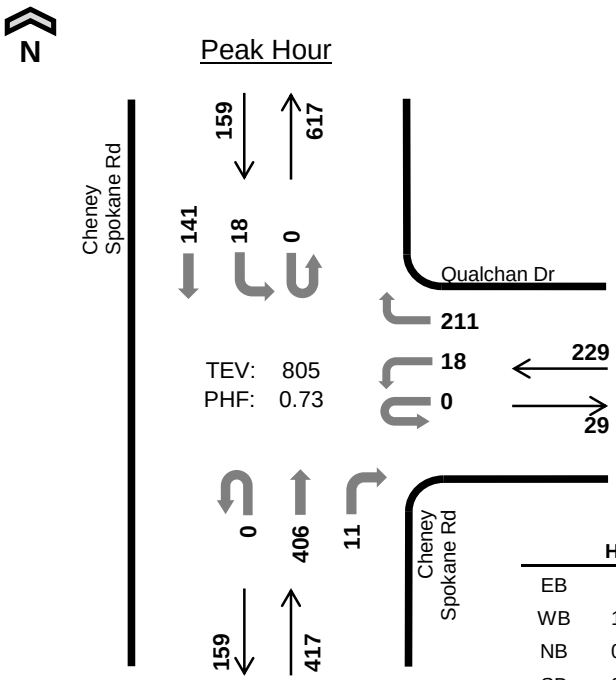
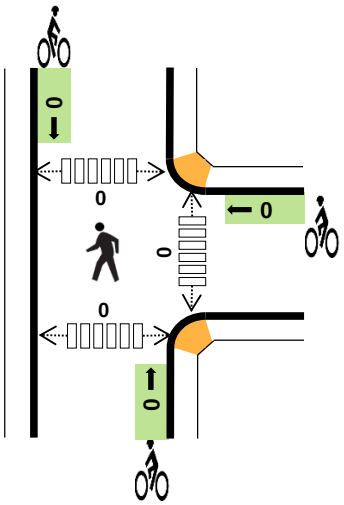
# Cheney Spokane Rd
# Qualchan Dr

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.3% | 0.64 |
| NB | 0.7% | 0.77 |
| SB | 2.5% | 0.78 |
| TOTAL | 1.2% | 0.73 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | Qualchan Dr | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **45** | **0** | **0** | **74** | **3** | **0** | **6** | **29** | **0** | **159** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **47** | **0** | **0** | **108** | **6** | **0** | **5** | **33** | **0** | **203** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **82** | **0** | **0** | **135** | **0** | **0** | **3** | **48** | **0** | **275** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **37** | **0** | **0** | **89** | **2** | **0** | **4** | **31** | **0** | **168** | **805** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 34 | 0 | 0 | 59 | 2 | 0 | 4 | 41 | 0 | 144 | 790 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22 | 0 | 0 | 68 | 11 | 0 | 5 | 36 | 0 | 144 | 731 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 25 | 0 | 0 | 68 | 4 | 0 | 9 | 36 | 0 | 145 | 601 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 53 | 3 | 0 | 4 | 27 | 0 | 106 | 539 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 310 | 0 | 0 | 654 | 31 | 0 | 40 | 281 | 0 | 1,344 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **211** | **0** | **0** | **406** | **11** | **0** | **18** | **141** | **0** | **805** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **1** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **2** | **1** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 2 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 3 | 4 | 7 | *14* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **3** | **3** | **4** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# Vehicle Classification Report Summary

**Location:** S CEDAR ST S/O 16TH AVE

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 08

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 10 | 4,443 | 932 | 0 | 454 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 5,846 |
| **Percent** | 0.2% | 76.0% | 15.9% | 0.0% | 7.8% | 0.1% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 5 | 3,935 | 804 | 1 | 332 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 5,081 |
| **Percent** | 0.1% | 77.4% | 15.8% | 0.0% | 6.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 15 | 8,378 | 1,736 | 1 | 786 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 10,927 |
| **Percent** | 0.1% | 76.7% | 15.9% | 0.0% | 7.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 1:00 AM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 3:00 AM | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 4:00 AM | 0 | 24 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 5:00 AM | 0 | 65 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 6:00 AM | 1 | 179 | 52 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |
| 7:00 AM | 0 | 446 | 89 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **597** |
| 8:00 AM | 1 | 412 | 104 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 9:00 AM | 0 | 252 | 66 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **346** |
| 10:00 AM | 1 | 197 | 54 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 11:00 AM | 1 | 227 | 65 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **320** |
| 12:00 PM | 1 | 261 | 45 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **342** |
| 1:00 PM | 1 | 295 | 61 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **390** |
| 2:00 PM | 0 | 268 | 67 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **363** |
| 3:00 PM | 1 | 313 | 87 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **436** |
| 4:00 PM | 1 | 349 | 52 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 5:00 PM | 2 | 371 | 54 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **450** |
| 6:00 PM | 0 | 263 | 45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **319** |
| 7:00 PM | 0 | 184 | 21 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 8:00 PM | 0 | 129 | 21 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **160** |
| 9:00 PM | 0 | 89 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 PM | 0 | 52 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** |
| 11:00 PM | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| **Total** | **10** | **4,443** | **932** | **0** | **454** | **3** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **5,846** |
| **Percent** | **0.2%** | **76.0%** | **15.9%** | **0.0%** | **7.8%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 1:00 AM | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 2:00 AM | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 3:00 AM | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 4:00 AM | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 5:00 AM | 0 | 40 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 6:00 AM | 0 | 106 | 20 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **133** |
| 7:00 AM | 0 | 215 | 41 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **277** |
| 8:00 AM | 0 | 276 | 63 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **377** |
| 9:00 AM | 0 | 178 | 44 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **250** |
| 10:00 AM | 0 | 201 | 43 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **262** |
| 11:00 AM | 1 | 193 | 43 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **257** |
| 12:00 PM | 0 | 238 | 46 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **308** |
| 1:00 PM | 1 | 242 | 55 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **324** |
| 2:00 PM | 1 | 276 | 57 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **351** |
| 3:00 PM | 0 | 328 | 78 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 4:00 PM | 0 | 433 | 80 | 0 | 48 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **562** |
| 5:00 PM | 1 | 447 | 83 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 6:00 PM | 0 | 239 | 45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **296** |
| 7:00 PM | 0 | 144 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **174** |
| 8:00 PM | 0 | 123 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** |
| 9:00 PM | 0 | 98 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 PM | 1 | 68 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 11:00 PM | 0 | 38 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| **Total** | **5** | **3,935** | **804** | **1** | **332** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **5,081** |
| **Percent** | **0.1%** | **77.4%** | **15.8%** | **0.0%** | **6.5%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 1:00 AM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 3:00 AM | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 4:00 AM | 0 | 24 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 5:00 AM | 0 | 65 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 6:00 AM | 1 | 179 | 52 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |
| 7:00 AM | 0 | 446 | 89 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **597** |
| 8:00 AM | 1 | 412 | 104 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 9:00 AM | 0 | 252 | 66 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **346** |
| 10:00 AM | 1 | 197 | 54 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 11:00 AM | 1 | 227 | 65 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **320** |
| 12:00 PM | 1 | 261 | 45 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **342** |
| 1:00 PM | 1 | 295 | 61 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **390** |
| 2:00 PM | 0 | 268 | 67 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **363** |
| 3:00 PM | 1 | 313 | 87 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **436** |
| 4:00 PM | 1 | 349 | 52 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 5:00 PM | 2 | 371 | 54 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **450** |
| 6:00 PM | 0 | 263 | 45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **319** |
| 7:00 PM | 0 | 184 | 21 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 8:00 PM | 0 | 129 | 21 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **160** |
| 9:00 PM | 0 | 89 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 PM | 0 | 52 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** |
| 11:00 PM | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| **Total** | **10** | **4,443** | **932** | **0** | **454** | **3** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **5,846** |
| **Percent** | **0.2%** | **76.0%** | **15.9%** | **0.0%** | **7.8%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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mark.skaggs@idaxdata.com

**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 1:00 AM | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 2:00 AM | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 3:00 AM | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 4:00 AM | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 5:00 AM | 0 | 40 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 6:00 AM | 0 | 106 | 20 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **133** |
| 7:00 AM | 0 | 215 | 41 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **277** |
| 8:00 AM | 0 | 276 | 63 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **377** |
| 9:00 AM | 0 | 178 | 44 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **250** |
| 10:00 AM | 0 | 201 | 43 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **262** |
| 11:00 AM | 1 | 193 | 43 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **257** |
| 12:00 PM | 0 | 238 | 46 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **308** |
| 1:00 PM | 1 | 242 | 55 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **324** |
| 2:00 PM | 1 | 276 | 57 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **351** |
| 3:00 PM | 0 | 328 | 78 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 4:00 PM | 0 | 433 | 80 | 0 | 48 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **562** |
| 5:00 PM | 1 | 447 | 83 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 6:00 PM | 0 | 239 | 45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **296** |
| 7:00 PM | 0 | 144 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **174** |
| 8:00 PM | 0 | 123 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** |
| 9:00 PM | 0 | 98 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 PM | 1 | 68 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 11:00 PM | 0 | 38 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| **Total** | **5** | **3,935** | **804** | **1** | **332** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **5,081** |
| **Percent** | **0.1%** | **77.4%** | **15.8%** | **0.0%** | **6.5%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

DATA SOLUTIONS

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 1:00 AM | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 3:00 AM | 0 | 14 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 4:00 AM | 0 | 24 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| 5:00 AM | 0 | 65 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **90** |
| 6:00 AM | 1 | 179 | 52 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **268** |
| 7:00 AM | 0 | 446 | 89 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **597** |
| 8:00 AM | 1 | 412 | 104 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 9:00 AM | 0 | 252 | 66 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **346** |
| 10:00 AM | 1 | 197 | 54 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 11:00 AM | 1 | 227 | 65 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **320** |
| 12:00 PM | 1 | 261 | 45 | 0 | 33 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **342** |
| 1:00 PM | 1 | 295 | 61 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **390** |
| 2:00 PM | 0 | 268 | 67 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **363** |
| 3:00 PM | 1 | 313 | 87 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **436** |
| 4:00 PM | 1 | 349 | 52 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 5:00 PM | 2 | 371 | 54 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **450** |
| 6:00 PM | 0 | 263 | 45 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **319** |
| 7:00 PM | 0 | 184 | 21 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **211** |
| 8:00 PM | 0 | 129 | 21 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **160** |
| 9:00 PM | 0 | 89 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 10:00 PM | 0 | 52 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **62** |
| 11:00 PM | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| **Total** | **10** | **4,443** | **932** | **0** | **454** | **3** | **0** | **1** | **3** | **0** | **0** | **0** | **0** | **5,846** |
| **Percent** | **0.2%** | **76.0%** | **15.9%** | **0.0%** | **7.8%** | **0.1%** | **0.0%** | **0.0%** | **0.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 08

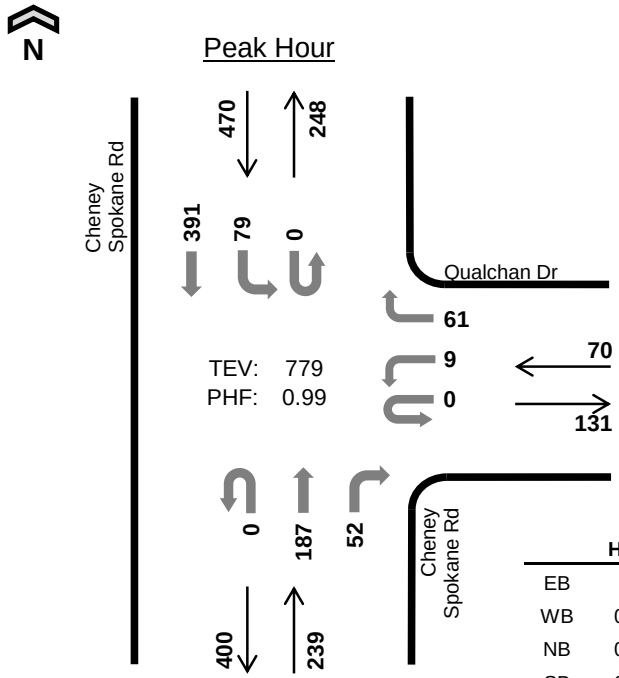
**3-Day (Tuesday - Thursday) Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 1:00 AM | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** |
| 2:00 AM | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 3:00 AM | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 4:00 AM | 0 | 10 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| 5:00 AM | 0 | 40 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 6:00 AM | 0 | 106 | 20 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **133** |
| 7:00 AM | 0 | 215 | 41 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **277** |
| 8:00 AM | 0 | 276 | 63 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **377** |
| 9:00 AM | 0 | 178 | 44 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **250** |
| 10:00 AM | 0 | 201 | 43 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **262** |
| 11:00 AM | 1 | 193 | 43 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **257** |
| 12:00 PM | 0 | 238 | 46 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **308** |
| 1:00 PM | 1 | 242 | 55 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **324** |
| 2:00 PM | 1 | 276 | 57 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **351** |
| 3:00 PM | 0 | 328 | 78 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **431** |
| 4:00 PM | 0 | 433 | 80 | 0 | 48 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **562** |
| 5:00 PM | 1 | 447 | 83 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562** |
| 6:00 PM | 0 | 239 | 45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **296** |
| 7:00 PM | 0 | 144 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **174** |
| 8:00 PM | 0 | 123 | 27 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **157** |
| 9:00 PM | 0 | 98 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **115** |
| 10:00 PM | 1 | 68 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83** |
| 11:00 PM | 0 | 38 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **46** |
| **Total** | **5** | **3,935** | **804** | **1** | **332** | **1** | **0** | **0** | **2** | **0** | **0** | **0** | **1** | **5,081** |
| **Percent** | **0.1%** | **77.4%** | **15.8%** | **0.0%** | **6.5%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

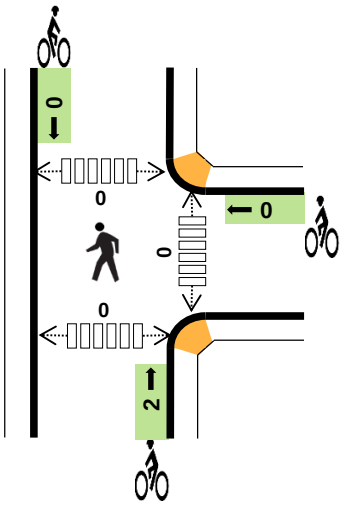
Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Cheney Spokane Rd
# Qualchan Dr

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.88 |
| NB | 0.8% | 0.89 |
| SB | 0.2% | 0.89 |
| TOTAL | 0.4% | 0.99 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | Qualchan Dr | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 16 | 0 | 0 | 41 | 6 | 0 | 17 | 86 | 0 | 170 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 40 | 6 | 0 | 22 | 89 | 0 | 171 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 47 | 9 | 0 | 14 | 103 | 0 | 182 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **16** | **0** | **0** | **55** | **11** | **0** | **18** | **94** | **0** | **197** | 720 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **16** | **0** | **0** | **50** | **17** | **0** | **15** | **92** | **0** | **194** | 744 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **17** | **0** | **0** | **38** | **17** | **0** | **24** | **95** | **0** | **192** | 765 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **12** | **0** | **0** | **44** | **7** | **0** | **22** | **110** | **0** | **196** | **779** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 26 | 9 | 0 | 23 | 80 | 0 | 148 | 730 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 108 | 0 | 0 | 341 | 82 | 0 | 155 | 749 | 0 | 1,450 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **61** | **0** | **0** | **187** | **52** | **0** | **79** | **391** | **0** | **779** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 3 | 2 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **0** | **1** | ***1*** | **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* |
| Count Total | 0 | 3 | 5 | 1 | *9* | 0 | 0 | 2 | 0 | *2* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** |

**Location:** S CEDAR ST S/O 16TH AVE
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 08

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 10 | 24 | 34 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 24 | 34 |
| 1:00 AM | 9 | 12 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 12 | 21 |
| 2:00 AM | 6 | 9 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 9 | 15 |
| 3:00 AM | 18 | 7 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 7 | 25 |
| 4:00 AM | 34 | 15 | 49 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 34 | 15 | 49 |
| 5:00 AM | 90 | 49 | 139 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 90 | 49 | 139 |
| 6:00 AM | 268 | 133 | 401 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 268 | 133 | 401 |
| 7:00 AM | 597 | 277 | 874 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 597 | 277 | 874 |
| 8:00 AM | 562 | 377 | 939 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 562 | 377 | 939 |
| 9:00 AM | 346 | 250 | 596 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 346 | 250 | 596 |
| 10:00 AM | 285 | 262 | 547 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 285 | 262 | 547 |
| 11:00 AM | 320 | 257 | 577 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 320 | 257 | 577 |
| 12:00 PM | 342 | 308 | 650 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 342 | 308 | 650 |
| 1:00 PM | 390 | 324 | 714 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 390 | 324 | 714 |
| 2:00 PM | 363 | 351 | 714 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 363 | 351 | 714 |
| 3:00 PM | 436 | 431 | 867 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 436 | 431 | 867 |
| 4:00 PM | 431 | 562 | 993 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 431 | 562 | 993 |
| 5:00 PM | 450 | 562 | 1,012 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 450 | 562 | 1,012 |
| 6:00 PM | 319 | 296 | 615 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 319 | 296 | 615 |
| 7:00 PM | 211 | 174 | 385 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 211 | 174 | 385 |
| 8:00 PM | 160 | 157 | 317 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 160 | 157 | 317 |
| 9:00 PM | 101 | 115 | 216 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 101 | 115 | 216 |
| 10:00 PM | 62 | 83 | 145 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 62 | 83 | 145 |
| 11:00 PM | 36 | 46 | 82 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 36 | 46 | 82 |
| **Total** | **5,846** | **5,081** | **10,927** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **5,846** | **5,081** | **10,927** |
| **Percent** | **54%** | **46%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **54%** | **46%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

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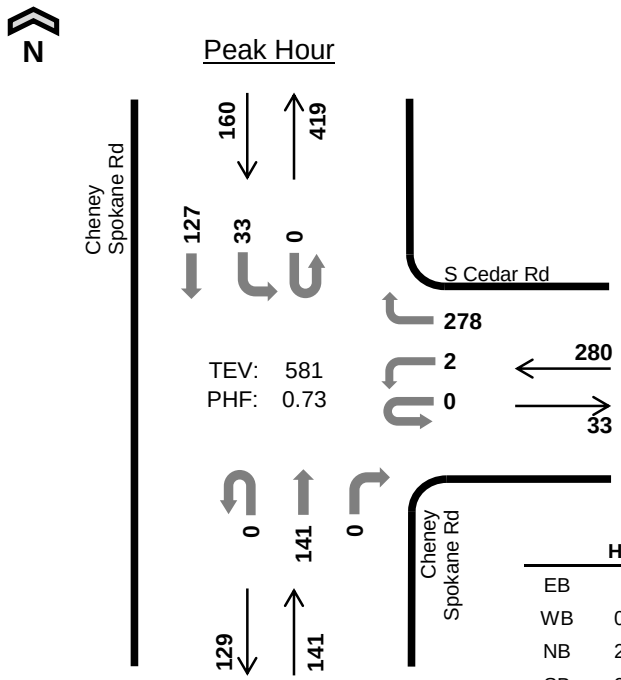
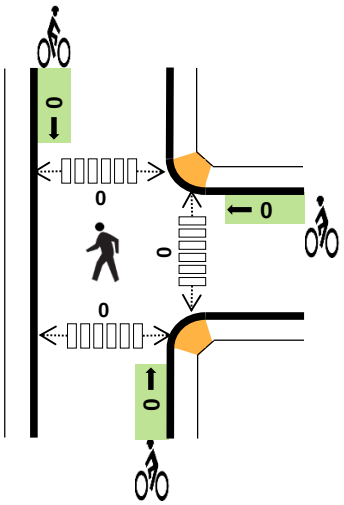
# Cheney Spokane Rd
# S Cedar Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.0% | 0.65 |
| NB | 2.1% | 0.77 |
| SB | 2.5% | 0.70 |
| TOTAL | 1.2% | 0.73 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | S Cedar Rd | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **43** | **0** | **0** | **33** | **0** | **0** | **5** | **25** | **0** | **106** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **69** | **0** | **0** | **46** | **0** | **0** | **5** | **32** | **0** | **153** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **106** | **0** | **0** | **35** | **0** | **0** | **16** | **41** | **0** | **199** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **60** | **0** | **0** | **27** | **0** | **0** | **7** | **29** | **0** | **123** | **581** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 25 | 0 | 0 | 18 | 25 | 0 | 101 | 576 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 33 | 0 | 0 | 17 | 24 | 0 | 122 | 545 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 37 | 0 | 0 | 32 | 0 | 0 | 11 | 27 | 0 | 108 | 454 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 29 | 1 | 0 | 10 | 17 | 0 | 85 | 416 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 424 | 0 | 0 | 260 | 1 | 0 | 89 | 220 | 0 | 997 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **278** | **0** | **0** | **141** | **0** | **0** | **33** | **127** | **0** | **581** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **0** | **3** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 1 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 0 | 4 | 6 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **0** | **3** | **4** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# Vehicle Classification Report Summary

**Location:** S HATCH RD N/O HANGMAN VALLEY RD

**Count Direction:** Northbound / Southbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 09

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Northbound** | 0 | 3,189 | 697 | 1 | 352 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4,240 |
| **Percent** | 0.0% | 75.2% | 16.4% | 0.0% | 8.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 7 | 3,333 | 675 | 2 | 295 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,313 |
| **Percent** | 0.2% | 77.3% | 15.7% | 0.0% | 6.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 7 | 6,522 | 1,372 | 3 | 647 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8,553 |
| **Percent** | 0.1% | 76.3% | 16.0% | 0.0% | 7.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

**Tuesday, February 11, 2020**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 1:00 AM | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 20 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 5:00 AM | 0 | 38 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 6:00 AM | 0 | 96 | 18 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 7:00 AM | 0 | 202 | 49 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **278** |
| 8:00 AM | 0 | 257 | 46 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **323** |
| 9:00 AM | 0 | 172 | 39 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **235** |
| 10:00 AM | 0 | 185 | 39 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **253** |
| 11:00 AM | 0 | 207 | 45 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **279** |
| 12:00 PM | 0 | 176 | 49 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **246** |
| 1:00 PM | 0 | 214 | 40 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **269** |
| 2:00 PM | 0 | 246 | 61 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |
| 3:00 PM | 0 | 276 | 57 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **359** |
| 4:00 PM | 0 | 336 | 71 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **441** |
| 5:00 PM | 0 | 298 | 58 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **387** |
| 6:00 PM | 0 | 197 | 39 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **261** |
| 7:00 PM | 0 | 70 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** |
| 8:00 PM | 0 | 72 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 PM | 0 | 54 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 11:00 PM | 0 | 22 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| **Total** | **0** | **3,189** | **697** | **1** | **352** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4,240** |
| **Percent** | **0.0%** | **75.2%** | **16.4%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

**Tuesday, February 11, 2020**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 1:00 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 4:00 AM | 1 | 23 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 5:00 AM | 0 | 57 | 29 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** |
| 6:00 AM | 0 | 163 | 31 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **216** |
| 7:00 AM | 0 | 267 | 54 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **341** |
| 8:00 AM | 0 | 238 | 34 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 9:00 AM | 1 | 207 | 31 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 10:00 AM | 0 | 182 | 44 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **244** |
| 11:00 AM | 0 | 192 | 40 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **251** |
| 12:00 PM | 1 | 201 | 43 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 1:00 PM | 1 | 203 | 46 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **266** |
| 2:00 PM | 0 | 190 | 47 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **254** |
| 3:00 PM | 2 | 265 | 58 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **352** |
| 4:00 PM | 1 | 272 | 46 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **349** |
| 5:00 PM | 0 | 303 | 48 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **368** |
| 6:00 PM | 0 | 176 | 39 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **226** |
| 7:00 PM | 0 | 149 | 26 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **189** |
| 8:00 PM | 0 | 115 | 27 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 PM | 0 | 58 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 34 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| **Total** | **7** | **3,333** | **675** | **2** | **295** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4,313** |
| **Percent** | **0.2%** | **77.3%** | **15.7%** | **0.0%** | **6.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

**Total Study Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 1:00 AM | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 20 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 5:00 AM | 0 | 38 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 6:00 AM | 0 | 96 | 18 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 7:00 AM | 0 | 202 | 49 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **278** |
| 8:00 AM | 0 | 257 | 46 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **323** |
| 9:00 AM | 0 | 172 | 39 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **235** |
| 10:00 AM | 0 | 185 | 39 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **253** |
| 11:00 AM | 0 | 207 | 45 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **279** |
| 12:00 PM | 0 | 176 | 49 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **246** |
| 1:00 PM | 0 | 214 | 40 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **269** |
| 2:00 PM | 0 | 246 | 61 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |
| 3:00 PM | 0 | 276 | 57 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **359** |
| 4:00 PM | 0 | 336 | 71 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **441** |
| 5:00 PM | 0 | 298 | 58 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **387** |
| 6:00 PM | 0 | 197 | 39 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **261** |
| 7:00 PM | 0 | 70 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** |
| 8:00 PM | 0 | 72 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 PM | 0 | 54 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 11:00 PM | 0 | 22 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| **Total** | **0** | **3,189** | **697** | **1** | **352** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4,240** |
| **Percent** | **0.0%** | **75.2%** | **16.4%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

**Total Study Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 1:00 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 4:00 AM | 1 | 23 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 5:00 AM | 0 | 57 | 29 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** |
| 6:00 AM | 0 | 163 | 31 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **216** |
| 7:00 AM | 0 | 267 | 54 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **341** |
| 8:00 AM | 0 | 238 | 34 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 9:00 AM | 1 | 207 | 31 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 10:00 AM | 0 | 182 | 44 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **244** |
| 11:00 AM | 0 | 192 | 40 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **251** |
| 12:00 PM | 1 | 201 | 43 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 1:00 PM | 1 | 203 | 46 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **266** |
| 2:00 PM | 0 | 190 | 47 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **254** |
| 3:00 PM | 2 | 265 | 58 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **352** |
| 4:00 PM | 1 | 272 | 46 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **349** |
| 5:00 PM | 0 | 303 | 48 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **368** |
| 6:00 PM | 0 | 176 | 39 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **226** |
| 7:00 PM | 0 | 149 | 26 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **189** |
| 8:00 PM | 0 | 115 | 27 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 PM | 0 | 58 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 34 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| **Total** | **7** | **3,333** | **675** | **2** | **295** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4,313** |
| **Percent** | **0.2%** | **77.3%** | **15.7%** | **0.0%** | **6.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

Mark Skaggs:425-250-0777
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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

**3-Day (Tuesday - Thursday) Average**
**Northbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| 1:00 AM | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 2:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 3:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 4:00 AM | 0 | 20 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 5:00 AM | 0 | 38 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 6:00 AM | 0 | 96 | 18 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **128** |
| 7:00 AM | 0 | 202 | 49 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **278** |
| 8:00 AM | 0 | 257 | 46 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **323** |
| 9:00 AM | 0 | 172 | 39 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **235** |
| 10:00 AM | 0 | 185 | 39 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **253** |
| 11:00 AM | 0 | 207 | 45 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **279** |
| 12:00 PM | 0 | 176 | 49 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **246** |
| 1:00 PM | 0 | 214 | 40 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **269** |
| 2:00 PM | 0 | 246 | 61 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **331** |
| 3:00 PM | 0 | 276 | 57 | 0 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **359** |
| 4:00 PM | 0 | 336 | 71 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **441** |
| 5:00 PM | 0 | 298 | 58 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **387** |
| 6:00 PM | 0 | 197 | 39 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **261** |
| 7:00 PM | 0 | 70 | 21 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **99** |
| 8:00 PM | 0 | 72 | 17 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 PM | 0 | 54 | 16 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 24 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 11:00 PM | 0 | 22 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** |
| **Total** | **0** | **3,189** | **697** | **1** | **352** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4,240** |
| **Percent** | **0.0%** | **75.2%** | **16.4%** | **0.0%** | **8.3%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Mark Skaggs:425-250-0777
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**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 09

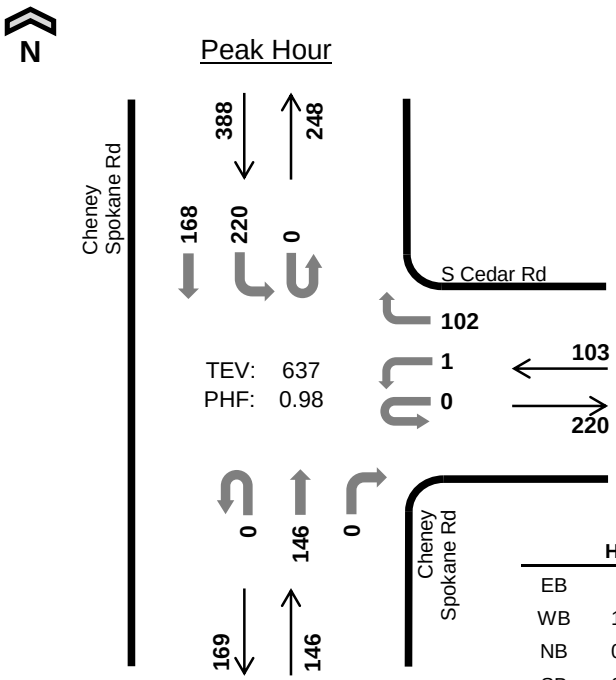
**3-Day (Tuesday - Thursday) Average**
**Southbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| 1:00 AM | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 2:00 AM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 3:00 AM | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| 4:00 AM | 1 | 23 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **38** |
| 5:00 AM | 0 | 57 | 29 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **98** |
| 6:00 AM | 0 | 163 | 31 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **216** |
| 7:00 AM | 0 | 267 | 54 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **341** |
| 8:00 AM | 0 | 238 | 34 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **285** |
| 9:00 AM | 1 | 207 | 31 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 10:00 AM | 0 | 182 | 44 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **244** |
| 11:00 AM | 0 | 192 | 40 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **251** |
| 12:00 PM | 1 | 201 | 43 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **257** |
| 1:00 PM | 1 | 203 | 46 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **266** |
| 2:00 PM | 0 | 190 | 47 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **254** |
| 3:00 PM | 2 | 265 | 58 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **352** |
| 4:00 PM | 1 | 272 | 46 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **349** |
| 5:00 PM | 0 | 303 | 48 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **368** |
| 6:00 PM | 0 | 176 | 39 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **226** |
| 7:00 PM | 0 | 149 | 26 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **189** |
| 8:00 PM | 0 | 115 | 27 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **154** |
| 9:00 PM | 0 | 58 | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **77** |
| 10:00 PM | 0 | 34 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **42** |
| 11:00 PM | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** |
| **Total** | **7** | **3,333** | **675** | **2** | **295** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **4,313** |
| **Percent** | **0.2%** | **77.3%** | **15.7%** | **0.0%** | **6.8%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

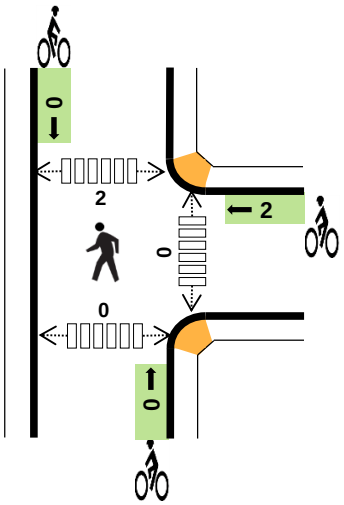
Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Cheney Spokane Rd
# S Cedar Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:30 PM to 5:30 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.9% | 0.86 |
| NB | 0.7% | 0.89 |
| SB | 0.0% | 0.95 |
| TOTAL | 0.5% | 0.98 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | S Cedar Rd | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 26 | 0 | 0 | 41 | 51 | 0 | 141 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 25 | 1 | 0 | 49 | 46 | 0 | 141 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **23** | **0** | **0** | **34** | **0** | **0** | **58** | **44** | **0** | **159** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **27** | **0** | **0** | **41** | **0** | **0** | **52** | **42** | **0** | **163** | 604 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **30** | **0** | **0** | **35** | **0** | **0** | **56** | **42** | **0** | **163** | 626 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22** | **0** | **0** | **36** | **0** | **0** | **54** | **40** | **0** | **152** | **637** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 23 | 0 | 0 | 58 | 50 | 0 | 155 | 633 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 20 | 0 | 0 | 50 | 35 | 0 | 122 | 592 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 185 | 0 | 0 | 240 | 1 | 0 | 418 | 350 | 0 | 1,196 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **102** | **0** | **0** | **146** | **0** | **0** | **220** | **168** | **0** | **637** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 2 | 3 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **2** | **0** | ***2*** |
| 5:30 PM | 0 | 0 | 0 | 1 | *1* | 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* |
| Count Total | 0 | 2 | 3 | 4 | *9* | 0 | 2 | 0 | 0 | *2* | 0 | 0 | 2 | 0 | *2* |
| **Peak Hr** | **0** | **2** | **1** | **0** | ***3*** | **0** | **2** | **0** | **0** | ***2*** | **0** | **0** | **2** | **0** | ***2*** |

**Location:** S HATCH RD N/O HANGMAN VALLEY RD
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 09

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 21 | 8 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 21 | 8 | 29 |
| 1:00 AM | 9 | 5 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 5 | 14 |
| 2:00 AM | 4 | 3 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 3 | 7 |
| 3:00 AM | 3 | 16 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 16 | 19 |
| 4:00 AM | 26 | 38 | 64 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 26 | 38 | 64 |
| 5:00 AM | 53 | 98 | 151 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 53 | 98 | 151 |
| 6:00 AM | 128 | 216 | 344 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 128 | 216 | 344 |
| 7:00 AM | 278 | 341 | 619 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 278 | 341 | 619 |
| 8:00 AM | 323 | 285 | 608 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 323 | 285 | 608 |
| 9:00 AM | 235 | 257 | 492 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 235 | 257 | 492 |
| 10:00 AM | 253 | 244 | 497 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 253 | 244 | 497 |
| 11:00 AM | 279 | 251 | 530 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 279 | 251 | 530 |
| 12:00 PM | 246 | 257 | 503 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 246 | 257 | 503 |
| 1:00 PM | 269 | 266 | 535 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 269 | 266 | 535 |
| 2:00 PM | 331 | 254 | 585 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 331 | 254 | 585 |
| 3:00 PM | 359 | 352 | 711 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 359 | 352 | 711 |
| 4:00 PM | 441 | 349 | 790 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 441 | 349 | 790 |
| 5:00 PM | 387 | 368 | 755 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 387 | 368 | 755 |
| 6:00 PM | 261 | 226 | 487 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 261 | 226 | 487 |
| 7:00 PM | 99 | 189 | 288 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 99 | 189 | 288 |
| 8:00 PM | 97 | 154 | 251 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 97 | 154 | 251 |
| 9:00 PM | 77 | 77 | 154 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 77 | 77 | 154 |
| 10:00 PM | 31 | 42 | 73 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31 | 42 | 73 |
| 11:00 PM | 30 | 17 | 47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 17 | 47 |
| **Total** | **4,240** | **4,313** | **8,553** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **4,240** | **4,313** | **8,553** |
| **Percent** | **50%** | **50%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **50%** | **50%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
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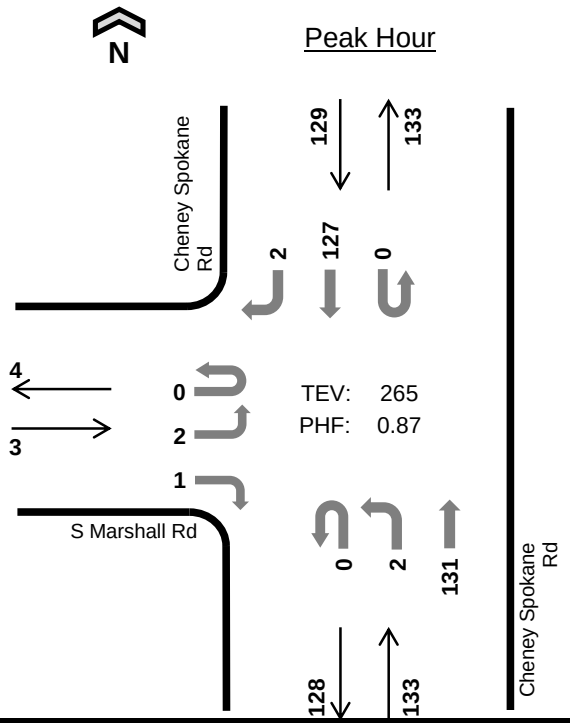
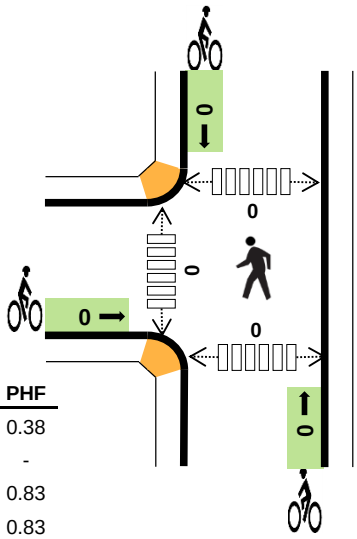
# Cheney Spokane Rd
# S Marshall Rd

Peak Hour

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 33.3% | 0.38 |
| WB | - | - |
| NB | 2.3% | 0.83 |
| SB | 2.3% | 0.83 |
| TOTAL | 2.6% | 0.87 |




## Two-Hour Count Summaries

| Interval Start | S Marshall Rd | | | | 0 | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **33** | **0** | **0** | **0** | **24** | **1** | **59** | 0 |
| **7:15 AM** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **40** | **0** | **0** | **0** | **34** | **0** | **76** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **32** | **0** | **0** | **0** | **38** | **1** | **71** | 0 |
| **7:45 AM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **26** | **0** | **0** | **0** | **31** | **0** | **59** | **265** |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 23 | 0 | 48 | 254 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 0 | 0 | 0 | 26 | 0 | 61 | 239 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 0 | 0 | 0 | 24 | 1 | 59 | 227 |
| 8:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 19 | 0 | 51 | 219 |
| Count Total | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 251 | 0 | 0 | 0 | 219 | 3 | 484 | 0 |
| **Peak Hour** | **0** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **131** | **0** | **0** | **0** | **127** | **2** | **265** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **0** | **2** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **1** | **0** | **1** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 2 | 0 | 4 | 4 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **1** | **0** | **3** | **3** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# Vehicle Classification Report Summary

**Location:** W QUALCHAN DR E/O SUNNY CREEK DR

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/11/2020 to 2/11/2020

**Site Code:** 10

| | FHWA Vehicle Classification | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Volume |
| **Study Total** | | | | | | | | | | | | | | |
| **Eastbound** | 0 | 621 | 145 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 852 |
| **Percent** | 0.0% | 72.9% | 17.0% | 0.0% | 10.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 0 | 785 | 148 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,033 |
| **Percent** | 0.0% | 76.0% | 14.3% | 0.0% | 9.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 0 | 1,406 | 293 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,885 |
| **Percent** | 0.0% | 74.6% | 15.5% | 0.0% | 9.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| **FHWA Vehicle Classification** | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**Tuesday, February 11, 2020**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 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 | **1** |
| 2:00 AM | 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** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 6:00 AM | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 7:00 AM | 0 | 15 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 8:00 AM | 0 | 32 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| 9:00 AM | 0 | 18 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 10:00 AM | 0 | 28 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 11:00 AM | 0 | 41 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 12:00 PM | 0 | 47 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 1:00 PM | 0 | 43 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 2:00 PM | 0 | 48 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** |
| 3:00 PM | 0 | 70 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 4:00 PM | 0 | 62 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 5:00 PM | 0 | 88 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 6:00 PM | 0 | 40 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 7:00 PM | 0 | 31 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 PM | 0 | 19 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 9:00 PM | 0 | 14 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 10:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **0** | **621** | **145** | **0** | **86** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **852** |
| **Percent** | **0.0%** | **72.9%** | **17.0%** | **0.0%** | **10.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**Tuesday, February 11, 2020**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 4:00 AM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 5:00 AM | 0 | 16 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 6:00 AM | 0 | 69 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 AM | 0 | 160 | 26 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **208** |
| 8:00 AM | 0 | 81 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 AM | 0 | 58 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 10:00 AM | 0 | 32 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 11:00 AM | 0 | 28 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 12:00 PM | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 1:00 PM | 0 | 52 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 2:00 PM | 0 | 41 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 3:00 PM | 0 | 43 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 38 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** |
| 5:00 PM | 0 | 43 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 6:00 PM | 0 | 30 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 7:00 PM | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 8:00 PM | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 9:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| **Total** | **0** | **785** | **148** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,033** |
| **Percent** | **0.0%** | **76.0%** | **14.3%** | **0.0%** | **9.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**Total Study Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 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 | **1** |
| 2:00 AM | 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** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 6:00 AM | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 7:00 AM | 0 | 15 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 8:00 AM | 0 | 32 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| 9:00 AM | 0 | 18 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 10:00 AM | 0 | 28 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 11:00 AM | 0 | 41 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 12:00 PM | 0 | 47 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 1:00 PM | 0 | 43 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 2:00 PM | 0 | 48 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** |
| 3:00 PM | 0 | 70 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 4:00 PM | 0 | 62 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 5:00 PM | 0 | 88 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 6:00 PM | 0 | 40 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 7:00 PM | 0 | 31 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 PM | 0 | 19 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 9:00 PM | 0 | 14 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 10:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **0** | **621** | **145** | **0** | **86** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **852** |
| **Percent** | **0.0%** | **72.9%** | **17.0%** | **0.0%** | **10.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**Total Study Average**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 4:00 AM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 5:00 AM | 0 | 16 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 6:00 AM | 0 | 69 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 AM | 0 | 160 | 26 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **208** |
| 8:00 AM | 0 | 81 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 AM | 0 | 58 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 10:00 AM | 0 | 32 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 11:00 AM | 0 | 28 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 12:00 PM | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 1:00 PM | 0 | 52 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 2:00 PM | 0 | 41 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 3:00 PM | 0 | 43 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 38 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** |
| 5:00 PM | 0 | 43 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 6:00 PM | 0 | 30 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 7:00 PM | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 8:00 PM | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 9:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| **Total** | **0** | **785** | **148** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,033** |
| **Percent** | **0.0%** | **76.0%** | **14.3%** | **0.0%** | **9.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

Note: Average only condsidered on days with 24-hours of data.

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**3-Day (Tuesday - Thursday) Average**
**Eastbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 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 | **1** |
| 2:00 AM | 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** |
| 4:00 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 5:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 6:00 AM | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** |
| 7:00 AM | 0 | 15 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **31** |
| 8:00 AM | 0 | 32 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| 9:00 AM | 0 | 18 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **32** |
| 10:00 AM | 0 | 28 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **37** |
| 11:00 AM | 0 | 41 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **53** |
| 12:00 PM | 0 | 47 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **56** |
| 1:00 PM | 0 | 43 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **52** |
| 2:00 PM | 0 | 48 | 13 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **73** |
| 3:00 PM | 0 | 70 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 4:00 PM | 0 | 62 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **82** |
| 5:00 PM | 0 | 88 | 21 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **116** |
| 6:00 PM | 0 | 40 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **59** |
| 7:00 PM | 0 | 31 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| 8:00 PM | 0 | 19 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| 9:00 PM | 0 | 14 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| 10:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| **Total** | **0** | **621** | **145** | **0** | **86** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **852** |
| **Percent** | **0.0%** | **72.9%** | **17.0%** | **0.0%** | **10.1%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 to 2/11/2020
**Site Code:** 10

**3-Day (Tuesday - Thursday) Average**
**Westbound**

| Time | FHWA Vehicle Classification | | | | | | | | | | | | | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| 12:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| 2:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 3:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 4:00 AM | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 5:00 AM | 0 | 16 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| 6:00 AM | 0 | 69 | 14 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **101** |
| 7:00 AM | 0 | 160 | 26 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **208** |
| 8:00 AM | 0 | 81 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **97** |
| 9:00 AM | 0 | 58 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **71** |
| 10:00 AM | 0 | 32 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **41** |
| 11:00 AM | 0 | 28 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| 12:00 PM | 0 | 32 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| 1:00 PM | 0 | 52 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **68** |
| 2:00 PM | 0 | 41 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **55** |
| 3:00 PM | 0 | 43 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **61** |
| 4:00 PM | 0 | 38 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **54** |
| 5:00 PM | 0 | 43 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **50** |
| 6:00 PM | 0 | 30 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| 7:00 PM | 0 | 21 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **26** |
| 8:00 PM | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **13** |
| 9:00 PM | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** |
| 10:00 PM | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 11:00 PM | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| **Total** | **0** | **785** | **148** | **0** | **100** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1,033** |
| **Percent** | **0.0%** | **76.0%** | **14.3%** | **0.0%** | **9.7%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | **0.0%** | |

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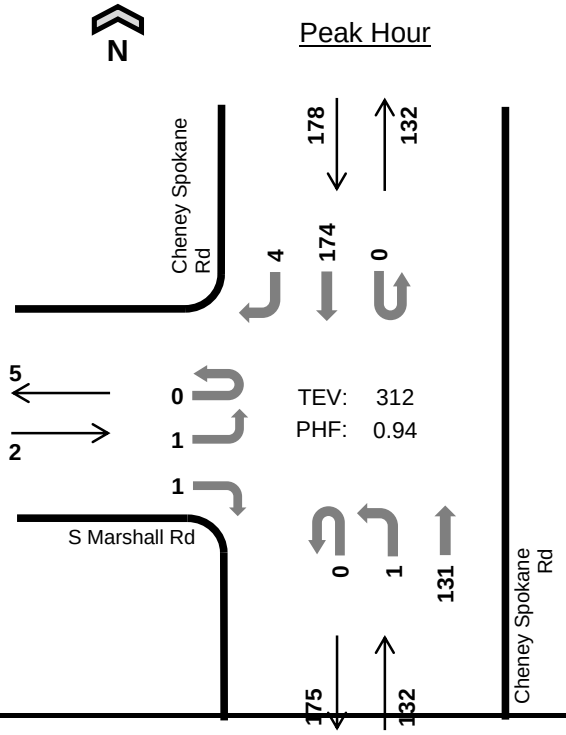
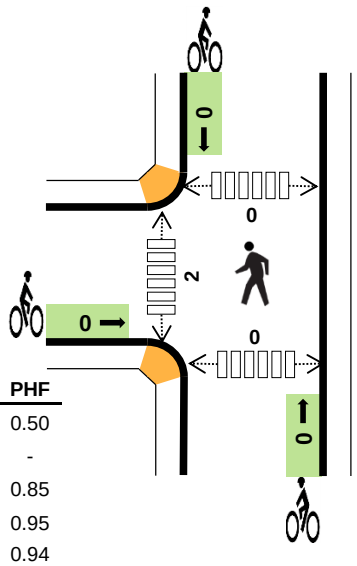
# Cheney Spokane Rd
# S Marshall Rd

Peak Hour

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.0% | 0.50 |
| WB | - | - |
| NB | 0.8% | 0.85 |
| SB | 0.6% | 0.95 |
| TOTAL | 0.6% | 0.94 |




## Two-Hour Count Summaries

| Interval Start | S Marshall Rd | | | | 0 | | | | Cheney Spokane Rd | | | | Cheney Spokane Rd | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 50 | 0 | 79 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 27 | 0 | 0 | 0 | 48 | 0 | 76 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 1 | 70 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **39** | **0** | **0** | **0** | **41** | **2** | **83** | 308 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **32** | **0** | **0** | **0** | **47** | **0** | **79** | 308 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **37** | **0** | **0** | **0** | **41** | **1** | **79** | 311 |
| **5:30 PM** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **23** | **0** | **0** | **0** | **45** | **1** | **71** | **312** |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 35 | 0 | 48 | 277 |
| Count Total | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 232 | 0 | 0 | 0 | 341 | 5 | 585 | 0 |
| **Peak Hour** | **0** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **131** | **0** | **0** | **0** | **174** | **4** | **312** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 2 | 4 | *6* | 2 | 0 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 1 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **0** | *2* |
| **5:30 PM** | **0** | **0** | **0** | **1** | ***1*** | **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* |
| Count Total | 0 | 0 | 4 | 5 | *9* | 2 | 0 | 0 | 0 | *2* | 0 | 2 | 0 | 0 | *2* |
| **Peak Hr** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **0** | **0** | ***2*** |

**Location:** W QUALCHAN DR E/O SUNNY CREEK DR
**Date Range:** 2/11/2020 - 2/17/2020
**Site Code:** 10

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/11/2020 | | | 2/12/2020 | | | 2/13/2020 | | | 2/14/2020 | | | 2/15/2020 | | | 2/16/2020 | | | 2/17/2020 | | | Mid-Week Average | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 1:00 AM | 1 | 0 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 2:00 AM | 0 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 2 | 2 |
| 3:00 AM | 0 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 2 | 2 |
| 4:00 AM | 3 | 13 | 16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 13 | 16 |
| 5:00 AM | 2 | 27 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 27 | 29 |
| 6:00 AM | 10 | 101 | 111 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 101 | 111 |
| 7:00 AM | 31 | 208 | 239 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 31 | 208 | 239 |
| 8:00 AM | 40 | 97 | 137 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 40 | 97 | 137 |
| 9:00 AM | 32 | 71 | 103 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 71 | 103 |
| 10:00 AM | 37 | 41 | 78 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 41 | 78 |
| 11:00 AM | 53 | 36 | 89 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 53 | 36 | 89 |
| 12:00 PM | 56 | 39 | 95 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 56 | 39 | 95 |
| 1:00 PM | 52 | 68 | 120 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 52 | 68 | 120 |
| 2:00 PM | 73 | 55 | 128 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 73 | 55 | 128 |
| 3:00 PM | 97 | 61 | 158 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 97 | 61 | 158 |
| 4:00 PM | 82 | 54 | 136 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 82 | 54 | 136 |
| 5:00 PM | 116 | 50 | 166 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 116 | 50 | 166 |
| 6:00 PM | 59 | 47 | 106 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 59 | 47 | 106 |
| 7:00 PM | 49 | 26 | 75 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 49 | 26 | 75 |
| 8:00 PM | 24 | 13 | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 13 | 37 |
| 9:00 PM | 22 | 9 | 31 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22 | 9 | 31 |
| 10:00 PM | 6 | 6 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 6 | 12 |
| 11:00 PM | 7 | 6 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 6 | 13 |
| **Total** | **852** | **1,033** | **1,885** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **852** | **1,033** | **1,885** |
| **Percent** | **45%** | **55%** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | **45%** | **55%** | - |

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
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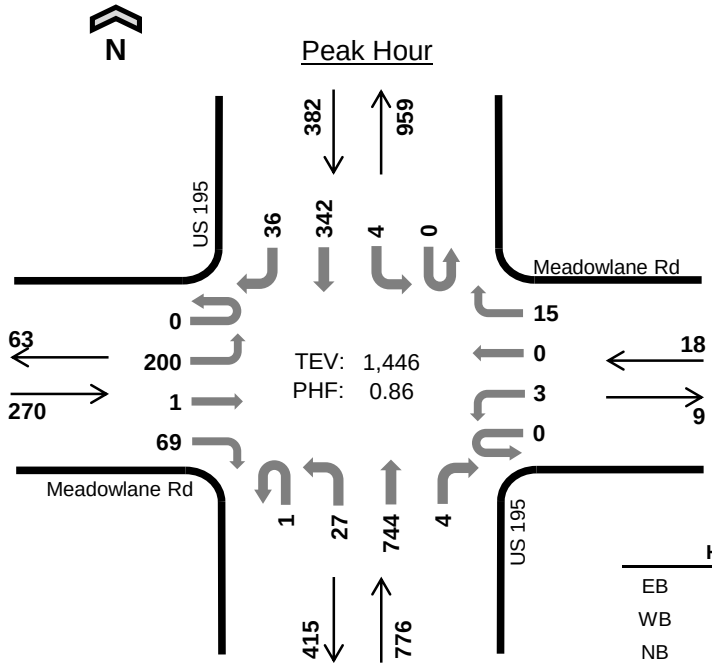
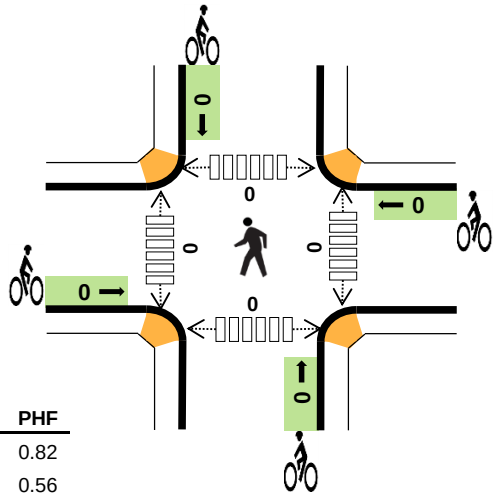
# US 195
# Meadowlane Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 3.0% | 0.82 |
| WB | 0.0% | 0.56 |
| NB | 1.4% | 0.82 |
| SB | 9.2% | 0.82 |
| TOTAL | 3.7% | 0.86 |

## Two-Hour Count Summaries

| Interval Start | Meadowlane Rd Eastbound | | | | Meadowlane Rd Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **34** | **1** | **12** | **0** | **1** | **0** | **1** | **0** | **3** | **166** | **0** | **0** | **0** | **75** | **10** | **303** | 0 |
| **7:15 AM** | **0** | **45** | **0** | **19** | **0** | **1** | **0** | **3** | **0** | **8** | **192** | **0** | **0** | **2** | **106** | **8** | **384** | 0 |
| **7:30 AM** | **0** | **64** | **0** | **18** | **0** | **1** | **0** | **7** | **1** | **5** | **228** | **2** | **0** | **0** | **83** | **10** | **419** | 0 |
| **7:45 AM** | **0** | **57** | **0** | **20** | **0** | **0** | **0** | **4** | **0** | **11** | **158** | **2** | **0** | **2** | **78** | **8** | **340** | **1,446** |
| 8:00 AM | 0 | 25 | 0 | 26 | 0 | 1 | 0 | 2 | 0 | 8 | 133 | 1 | 1 | 0 | 91 | 14 | 302 | 1,445 |
| 8:15 AM | 0 | 30 | 0 | 24 | 0 | 0 | 0 | 1 | 0 | 9 | 123 | 1 | 2 | 2 | 102 | 18 | 312 | 1,373 |
| 8:30 AM | 0 | 33 | 0 | 22 | 0 | 0 | 0 | 3 | 1 | 9 | 142 | 1 | 0 | 2 | 101 | 6 | 320 | 1,274 |
| 8:45 AM | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 2 | 0 | 13 | 127 | 3 | 0 | 6 | 92 | 9 | 278 | 1,212 |
| Count Total | 0 | 301 | 1 | 154 | 0 | 4 | 0 | 23 | 2 | 66 | 1,269 | 10 | 3 | 14 | 728 | 83 | 2,658 | 0 |
| **Peak Hour** | **0** | **200** | **1** | **69** | **0** | **3** | **0** | **15** | **1** | **27** | **744** | **4** | **0** | **4** | **342** | **36** | **1,446** | **0** |

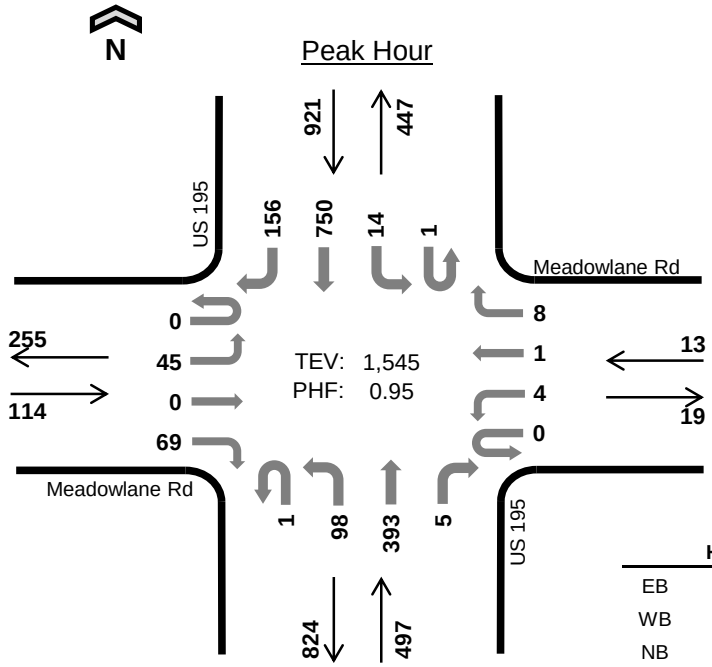
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

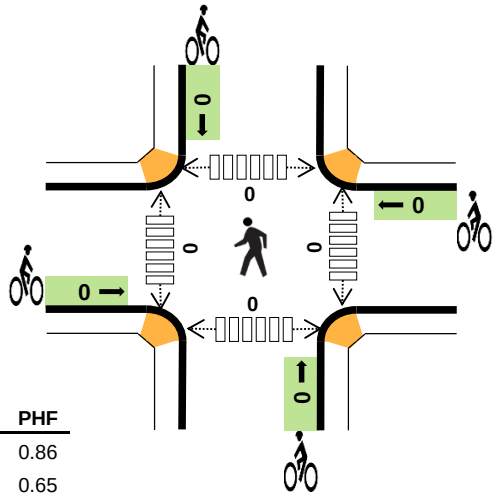
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **1** | **0** | **2** | **12** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **3** | **0** | **0** | **6** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **0** | **7** | **10** | ***17*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **4** | **0** | **2** | **7** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 10 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 1 | 0 | 5 | 12 | *18* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 2 | 6 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 2 | 8 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 9 | 0 | 20 | 71 | *100* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **8** | **0** | **11** | **35** | ***54*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

**Mark Skaggs:** (425) 250-0777 mark.skaggs@idaxdata.com

# US 195
# Meadowlane Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.9% | 0.86 |
| WB | 0.0% | 0.65 |
| NB | 2.4% | 0.88 |
| SB | 1.6% | 0.97 |
| TOTAL | 1.8% | 0.95 |

## Two-Hour Count Summaries

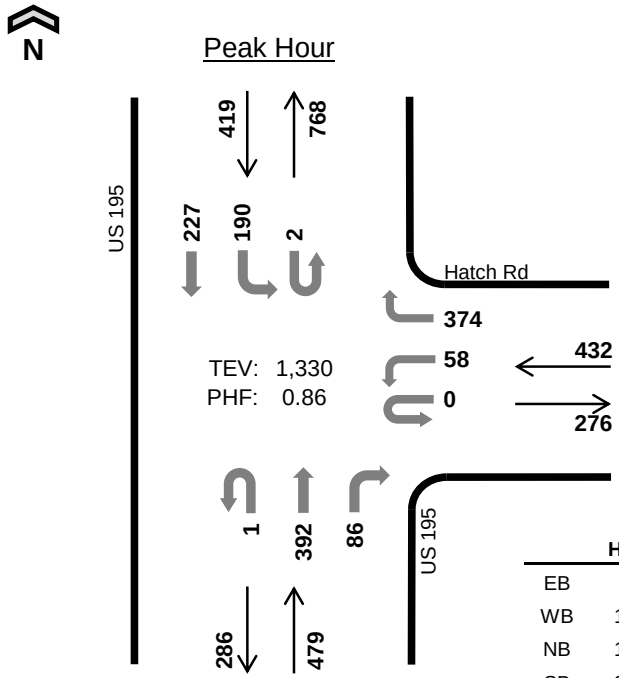
| Interval Start | Meadowlane Rd Eastbound | | | | Meadowlane Rd Westbound | | | | US 195 Northbound | | | | US 195 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 11 | 0 | 10 | 0 | 2 | 0 | 4 | 0 | 23 | 96 | 2 | 1 | 6 | 170 | 25 | 350 | 0 |
| 4:15 PM | 0 | 8 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 29 | 83 | 2 | 1 | 3 | 183 | 30 | 351 | 0 |
| 4:30 PM | 0 | 6 | 1 | 11 | 0 | 0 | 0 | 2 | 0 | 18 | 112 | 0 | 0 | 5 | 169 | 29 | 353 | 0 |
| **4:45 PM** | **0** | **7** | **0** | **20** | **0** | **0** | **0** | **2** | **0** | **22** | **107** | **1** | **0** | **5** | **191** | **38** | **393** | 1,447 |
| **5:00 PM** | **0** | **19** | **0** | **14** | **0** | **2** | **0** | **3** | **0** | **23** | **78** | **2** | **1** | **3** | **202** | **31** | **378** | 1,475 |
| **5:15 PM** | **0** | **10** | **0** | **17** | **0** | **1** | **1** | **2** | **1** | **31** | **109** | **0** | **0** | **2** | **184** | **49** | **407** | 1,531 |
| **5:30 PM** | **0** | **9** | **0** | **18** | **0** | **1** | **0** | **1** | **0** | **22** | **99** | **2** | **0** | **4** | **173** | **38** | **367** | **1,545** |
| 5:45 PM | 0 | 9 | 0 | 24 | 0 | 0 | 1 | 1 | 1 | 28 | 82 | 1 | 1 | 2 | 145 | 34 | 329 | 1,481 |
| Count Total | 0 | 79 | 1 | 125 | 0 | 7 | 2 | 15 | 2 | 196 | 766 | 10 | 4 | 30 | 1,417 | 274 | 2,928 | 0 |
| **Peak Hour** | **0** | **45** | **0** | **69** | **0** | **4** | **1** | **8** | **1** | **98** | **393** | **5** | **1** | **14** | **750** | **156** | **1,545** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

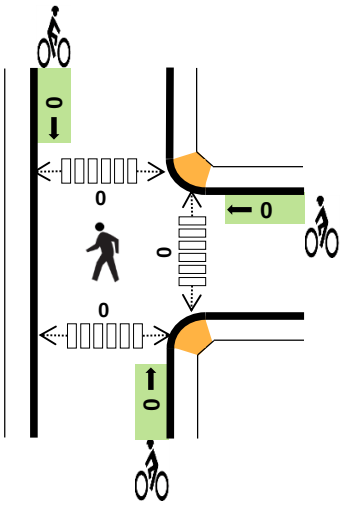
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 7 | 4 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 0 | 5 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:30 PM | 2 | 0 | 5 | 5 | *12* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **4** | **4** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **5** | **5** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **1** | **0** | **2** | **5** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 2 | 5 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 3 | 0 | 31 | 31 | *65* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hour** | **1** | **0** | **12** | **15** | ***28*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# US 195
# Hatch Rd

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:00 AM to 8:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.2% | 0.89 |
| NB | 1.9% | 0.78 |
| SB | 9.3% | 0.90 |
| TOTAL | 4.0% | 0.86 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | Hatch Rd | | | | US 195 | | | | US 195 | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **7:00 AM** | **0** | **0** | **0** | **0** | **0** | **16** | **0** | **75** | **0** | **0** | **91** | **13** | **1** | **35** | **54** | **0** | **285** | 0 |
| **7:15 AM** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **99** | **1** | **0** | **102** | **26** | **0** | **59** | **58** | **0** | **362** | 0 |
| **7:30 AM** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **109** | **0** | **0** | **130** | **23** | **0** | **49** | **61** | **0** | **385** | 0 |
| **7:45 AM** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **91** | **0** | **0** | **69** | **24** | **1** | **47** | **54** | **0** | **298** | **1,330** |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 79 | 0 | 0 | 64 | 16 | 0 | 63 | 48 | 0 | 277 | 1,322 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 57 | 0 | 0 | 72 | 25 | 0 | 64 | 57 | 0 | 281 | 1,241 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 85 | 2 | 0 | 78 | 17 | 0 | 70 | 56 | 0 | 320 | 1,176 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 64 | 0 | 0 | 73 | 10 | 0 | 54 | 60 | 0 | 268 | 1,146 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 659 | 3 | 0 | 679 | 154 | 2 | 441 | 448 | 0 | 2,476 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **58** | **0** | **374** | **1** | **0** | **392** | **86** | **2** | **190** | **227** | **0** | **1,330** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

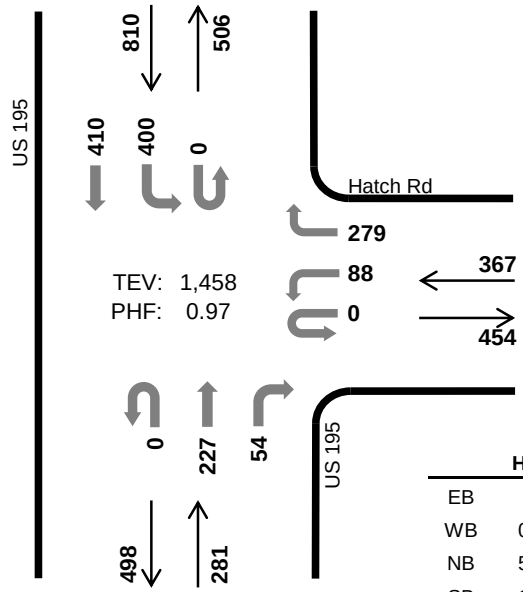
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **7:00 AM** | **0** | **2** | **1** | **12** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:15 AM** | **0** | **1** | **1** | **8** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:30 AM** | **0** | **2** | **5** | **8** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **2** | **11** | ***13*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:00 AM | 0 | 0 | 0 | 7 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:15 AM | 0 | 2 | 3 | 12 | *17* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:30 AM | 0 | 0 | 2 | 8 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 0 | 3 | 7 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 7 | 17 | 73 | *97* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **5** | **9** | **39** | ***53*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

# US 195
# Hatch Rd

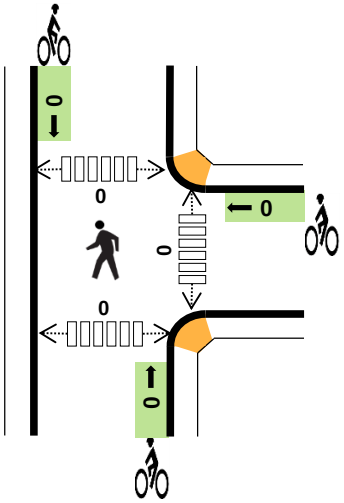
**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:30 PM to 5:30 PM**

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 0.8% | 0.87 |
| NB | 5.0% | 0.86 |
| SB | 1.9% | 0.94 |
| TOTAL | 2.2% | 0.97 |




## Two-Hour Count Summaries

| Interval Start | 0 | | | | Hatch Rd | | | | US 195 | | | | US 195 | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | | |
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 60 | 0 | 0 | 57 | 29 | 1 | 78 | 99 | 0 | 350 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 65 | 0 | 0 | 48 | 25 | 0 | 99 | 98 | 0 | 351 | 0 |
| **4:30 PM** | **0** | **0** | **0** | **0** | **0** | **25** | **0** | **81** | **0** | **0** | **54** | **16** | **0** | **89** | **87** | **0** | **352** | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **57** | **0** | **0** | **66** | **16** | **0** | **112** | **104** | **0** | **373** | 1,426 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **27** | **0** | **66** | **0** | **0** | **47** | **10** | **0** | **104** | **103** | **0** | **357** | 1,433 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **18** | **0** | **75** | **0** | **0** | **60** | **12** | **0** | **95** | **116** | **0** | **376** | **1,458** |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 64 | 0 | 0 | 57 | 19 | 0 | 101 | 85 | 0 | 346 | 1,452 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 65 | 0 | 0 | 47 | 18 | 0 | 85 | 95 | 0 | 333 | 1,412 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 533 | 0 | 0 | 436 | 145 | 1 | 763 | 787 | 0 | 2,838 | 0 |
| **Peak Hour** | **0** | **0** | **0** | **0** | **0** | **88** | **0** | **279** | **0** | **0** | **227** | **54** | **0** | **400** | **410** | **0** | **1,458** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 7 | 4 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 1 | 4 | 2 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:30 PM** | **0** | **2** | **5** | **3** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **0** | **0** | **4** | **6** | ***10*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:00 PM** | **0** | **0** | **5** | **4** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **1** | **0** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:30 PM | 0 | 0 | 2 | 5 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 2 | 5 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 4 | 29 | 31 | *64* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **Peak Hr** | **0** | **3** | **14** | **15** | ***32*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

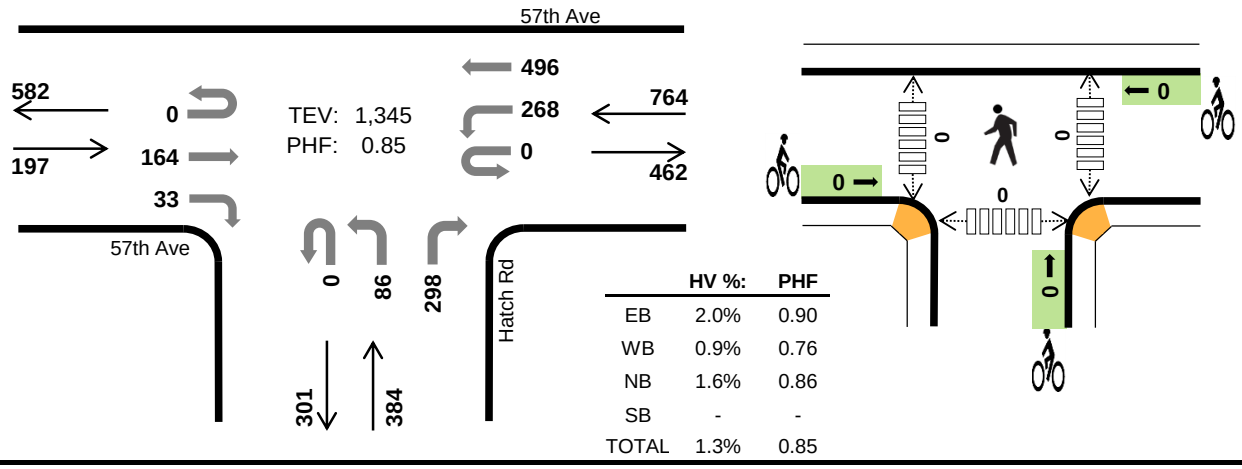
**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Hatch Rd
# 57th Ave

N

Peak Hour

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 2.0% | 0.90 |
| WB | 0.9% | 0.76 |
| NB | 1.6% | 0.86 |
| SB | - | - |
| TOTAL | 1.3% | 0.85 |

## Two-Hour Count Summaries

| Interval Start | 57th Ave Eastbound | | | | 57th Ave Westbound | | | | Hatch Rd Northbound | | | | 0 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 32 | 7 | 0 | 66 | 81 | 0 | 0 | 10 | 0 | 34 | 0 | 0 | 0 | 0 | 230 | 0 |
| 7:15 AM | 0 | 0 | 34 | 13 | 0 | 77 | 100 | 0 | 0 | 23 | 0 | 73 | 0 | 0 | 0 | 0 | 320 | 0 |
| **7:30 AM** | **0** | **0** | **42** | **5** | **0** | **80** | **170** | **0** | **0** | **30** | **0** | **67** | **0** | **0** | **0** | **0** | **394** | 0 |
| **7:45 AM** | **0** | **0** | **43** | **10** | **0** | **61** | **120** | **0** | **0** | **20** | **0** | **59** | **0** | **0** | **0** | **0** | **313** | 1,257 |
| **8:00 AM** | **0** | **0** | **35** | **7** | **0** | **65** | **96** | **0** | **0** | **17** | **0** | **79** | **0** | **0** | **0** | **0** | **299** | 1,326 |
| **8:15 AM** | **0** | **0** | **44** | **11** | **0** | **62** | **110** | **0** | **0** | **19** | **0** | **93** | **0** | **0** | **0** | **0** | **339** | **1,345** |
| 8:30 AM | 0 | 0 | 48 | 15 | 0 | 65 | 101 | 0 | 0 | 25 | 0 | 68 | 0 | 0 | 0 | 0 | 322 | 1,273 |
| 8:45 AM | 0 | 0 | 52 | 9 | 0 | 60 | 69 | 0 | 0 | 21 | 0 | 61 | 0 | 0 | 0 | 0 | 272 | 1,232 |
| Count Total | 0 | 0 | 330 | 77 | 0 | 536 | 847 | 0 | 0 | 165 | 0 | 534 | 0 | 0 | 0 | 0 | 2,489 | 0 |
| **Peak Hour** | **0** | **0** | **164** | **33** | **0** | **268** | **496** | **0** | **0** | **86** | **0** | **298** | **0** | **0** | **0** | **0** | **1,345** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 2 | 2 | 1 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 1 | 2 | 1 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:00 AM** | **1** | **0** | **5** | **0** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **2** | **4** | **1** | **0** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 8:30 AM | 2 | 2 | 2 | 0 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 1 | 1 | 1 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 10 | 14 | 11 | 0 | *35* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| **Peak Hr** | **4** | **7** | **6** | **0** | ***17*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | ***1*** |

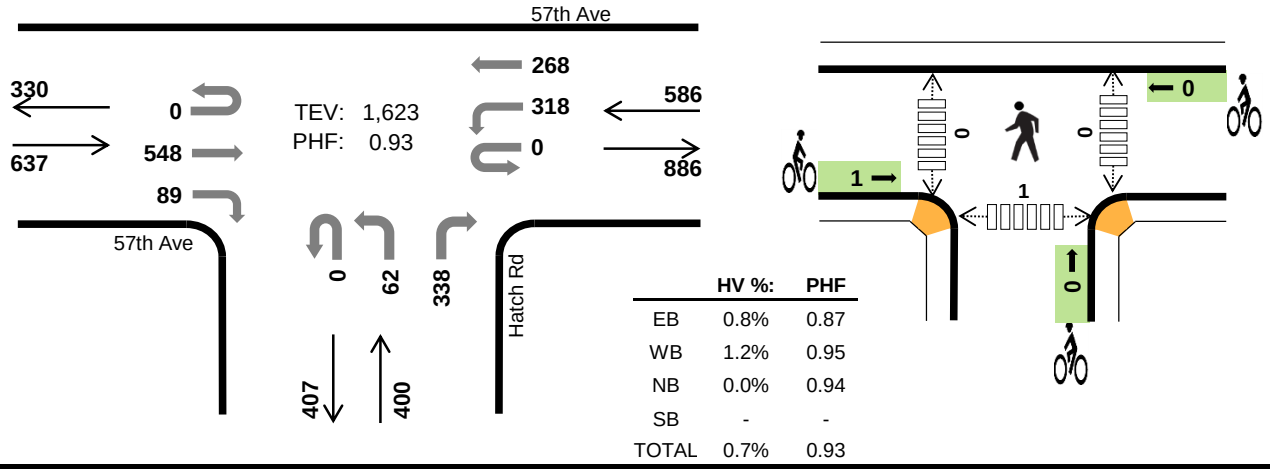
**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Hatch Rd
# 57th Ave

N

Peak Hour

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**



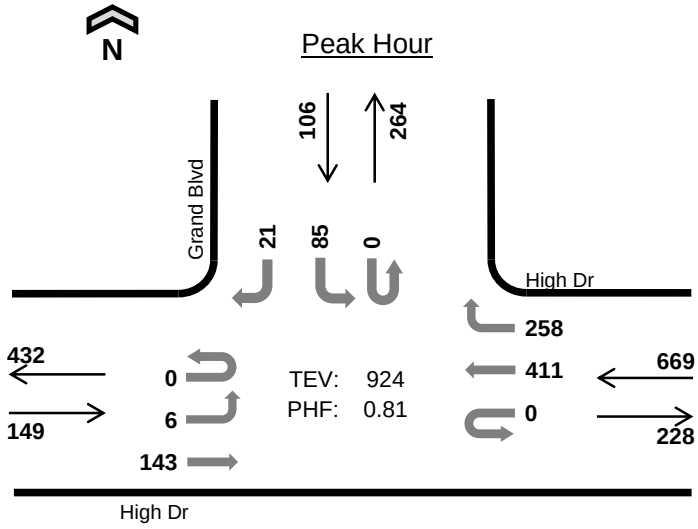

## Two-Hour Count Summaries

| Interval Start | 57th Ave Eastbound | | | | 57th Ave Westbound | | | | Hatch Rd Northbound | | | | 0 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 87 | 20 | 0 | 79 | 51 | 0 | 0 | 17 | 0 | 84 | 0 | 0 | 0 | 0 | 338 | 0 |
| 4:15 PM | 0 | 0 | 104 | 17 | 0 | 87 | 53 | 0 | 0 | 15 | 0 | 106 | 0 | 0 | 0 | 0 | 382 | 0 |
| 4:30 PM | 0 | 0 | 109 | 18 | 0 | 99 | 61 | 0 | 0 | 14 | 0 | 104 | 0 | 0 | 0 | 0 | 405 | 0 |
| 4:45 PM | 0 | 0 | 100 | 11 | 0 | 82 | 58 | 0 | 0 | 11 | 0 | 108 | 0 | 0 | 0 | 0 | 370 | 1,495 |
| **5:00 PM** | **0** | **0** | **130** | **26** | **0** | **79** | **62** | **0** | **0** | **17** | **0** | **89** | **0** | **0** | **0** | **0** | **403** | 1,560 |
| **5:15 PM** | **0** | **0** | **170** | **14** | **0** | **84** | **71** | **0** | **0** | **14** | **0** | **83** | **0** | **0** | **0** | **0** | **436** | 1,614 |
| **5:30 PM** | **0** | **0** | **130** | **23** | **0** | **79** | **72** | **0** | **0** | **17** | **0** | **89** | **0** | **0** | **0** | **0** | **410** | 1,619 |
| **5:45 PM** | **0** | **0** | **118** | **26** | **0** | **76** | **63** | **0** | **0** | **14** | **0** | **77** | **0** | **0** | **0** | **0** | **374** | **1,623** |
| Count Total | 0 | 0 | 948 | 155 | 0 | 665 | 491 | 0 | 0 | 119 | 0 | 740 | 0 | 0 | 0 | 0 | 3,118 | 0 |
| **Peak Hour** | **0** | **0** | **548** | **89** | **0** | **318** | **268** | **0** | **0** | **62** | **0** | **338** | **0** | **0** | **0** | **0** | **1,623** | **0** |

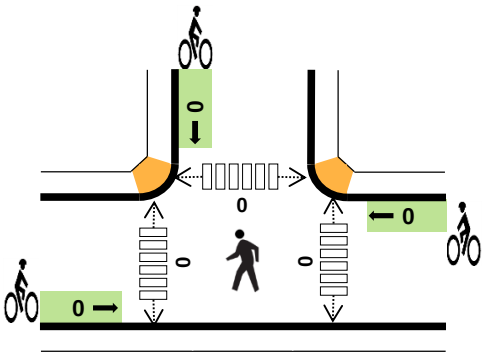
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 2 | 2 | 0 | 0 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 0 | *1* |
| 4:15 PM | 2 | 2 | 0 | 0 | *4* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 3 | 0 | *3* |
| 4:30 PM | 2 | 2 | 3 | 0 | *7* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 1 | 3 | *4* |
| 4:45 PM | 1 | 0 | 2 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| **5:00 PM** | **2** | **1** | **0** | **0** | ***3*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **3** | **1** | *4* |
| **5:15 PM** | **1** | **3** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **1** | **2** | **0** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 12 | 13 | 5 | 0 | *30* | 2 | 1 | 0 | 0 | *3* | 0 | 0 | 8 | 5 | *13* |
| **Peak Hr** | **5** | **7** | **0** | **0** | ***12*** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **3** | **1** | ***4*** |

# Grand Blvd
# High Dr




**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.7% | 0.85 |
| WB | 0.6% | 0.76 |
| NB | - | 0.50 |
| SB | 2.8% | 0.80 |
| TOTAL | 0.9% | 0.81 |

## Two-Hour Count Summaries

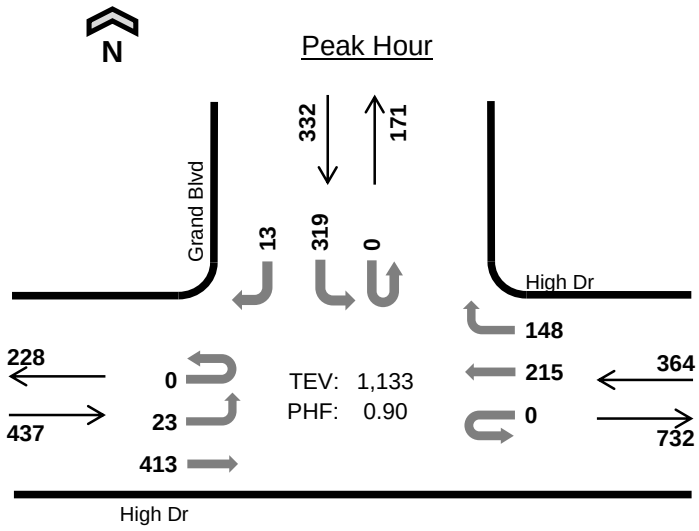
| Interval Start | High Dr Eastbound | | | | High Dr Westbound | | | | 0 Northbound | | | | Grand Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 1 | 27 | 0 | 0 | 0 | 73 | 30 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 146 | 0 |
| 7:15 AM | 0 | 3 | 32 | 0 | 0 | 0 | 81 | 68 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 206 | 0 |
| **7:30 AM** | **0** | **2** | **30** | **0** | **0** | **0** | **138** | **81** | **0** | **0** | **1** | **0** | **0** | **27** | **0** | **6** | **285** | 0 |
| **7:45 AM** | **0** | **0** | **44** | **0** | **0** | **0** | **109** | **66** | **0** | **0** | **0** | **1** | **0** | **17** | **0** | **5** | **242** | 879 |
| **8:00 AM** | **0** | **1** | **38** | **0** | **0** | **0** | **78** | **49** | **0** | **0** | **0** | **0** | **0** | **16** | **0** | **4** | **186** | 919 |
| **8:15 AM** | **0** | **3** | **31** | **0** | **0** | **0** | **86** | **62** | **0** | **0** | **0** | **0** | **0** | **25** | **0** | **6** | **213** | **926** |
| 8:30 AM | 0 | 1 | 32 | 0 | 0 | 0 | 67 | 76 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 2 | 224 | 865 |
| 8:45 AM | 0 | 5 | 39 | 0 | 0 | 0 | 43 | 67 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 2 | 201 | 824 |
| Count Total | 0 | 16 | 273 | 0 | 0 | 0 | 675 | 499 | 0 | 0 | 0 | 0 | 0 | 210 | 0 | 28 | 1,701 | 0 |
| **Peak Hour** | **0** | **6** | **143** | **0** | **0** | **0** | **411** | **258** | **0** | **0** | **0** | **0** | **0** | **85** | **0** | **21** | **924** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

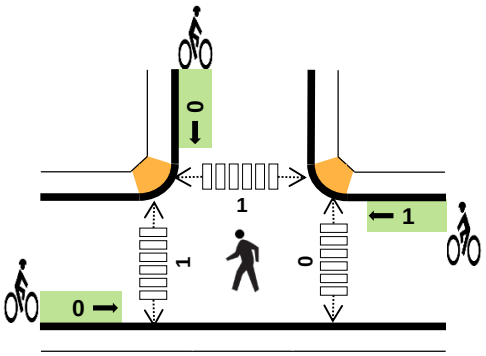
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 1 | *2* |
| 7:15 AM | 0 | 3 | 0 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **7:30 AM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **2** | *2* |
| **7:45 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | *1* |
| **8:00 AM** | **0** | **2** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **6** | *6* |
| **8:15 AM** | **0** | **1** | **0** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **1** | ***1*** |
| 8:30 AM | 0 | 6 | 0 | 4 | *10* | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 0 | 1 | 0 | 1 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 2 | 2 | *6* |
| Count Total | 1 | 15 | 0 | 11 | *27* | 1 | 0 | 0 | 0 | *1* | 0 | 3 | 2 | 13 | *18* |
| **Peak Hr** | **1** | **4** | **0** | **3** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **10** | ***10*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Grand Blvd
# High Dr




**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.2% | 0.84 |
| WB | 1.6% | 0.92 |
| NB | - | - |
| SB | 1.2% | 0.89 |
| TOTAL | 1.0% | 0.90 |

## Two-Hour Count Summaries

| Interval Start | High Dr Eastbound | | | | High Dr Westbound | | | | 0 Northbound | | | | Grand Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 5 | 80 | 0 | 0 | 0 | 46 | 34 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 3 | 220 | 0 |
| 4:15 PM | 0 | 1 | 94 | 0 | 0 | 0 | 44 | 29 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 5 | 238 | 0 |
| 4:30 PM | 0 | 4 | 94 | 0 | 0 | 0 | 47 | 29 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 3 | 241 | 0 |
| 4:45 PM | 0 | 5 | 89 | 0 | 0 | 0 | 49 | 35 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 5 | 231 | 930 |
| **5:00 PM** | **0** | **6** | **115** | **0** | **0** | **0** | **50** | **31** | **0** | **0** | **0** | **0** | **0** | **71** | **0** | **6** | **279** | 989 |
| **5:15 PM** | **0** | **8** | **121** | **1** | **0** | **0** | **51** | **41** | **0** | **0** | **0** | **0** | **0** | **89** | **0** | **4** | **315** | 1,066 |
| **5:30 PM** | **0** | **3** | **98** | **0** | **0** | **1** | **59** | **39** | **0** | **0** | **0** | **0** | **0** | **78** | **0** | **1** | **279** | 1,104 |
| **5:45 PM** | **0** | **6** | **79** | **0** | **0** | **0** | **55** | **37** | **0** | **0** | **0** | **0** | **0** | **81** | **0** | **2** | **260** | **1,133** |
| Count Total | 0 | 38 | 770 | 1 | 0 | 1 | 401 | 275 | 0 | 0 | 0 | 0 | 0 | 548 | 0 | 29 | 2,063 | 0 |
| **Peak Hour** | **0** | **23** | **413** | **1** | **0** | **1** | **215** | **148** | **0** | **0** | **0** | **0** | **0** | **319** | **0** | **13** | **1,133** | **0** |

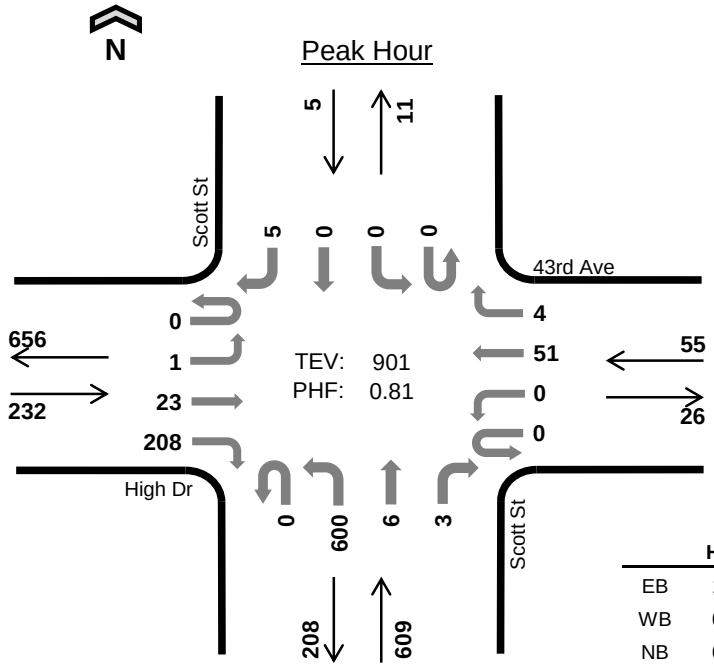
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

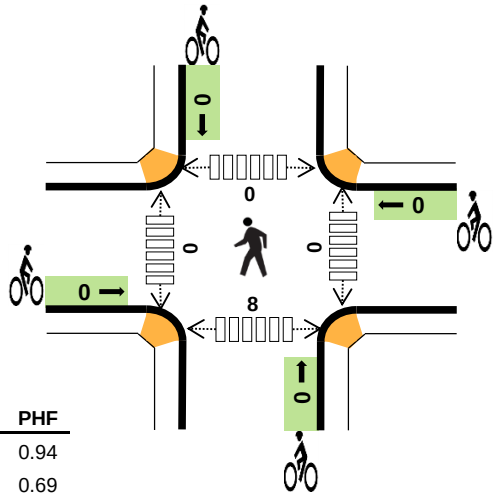
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 1 | 0 | 1 | *3* | 0 | 1 | 0 | 0 | *1* | 0 | 1 | 0 | 8 | *9* |
| 4:15 PM | 1 | 1 | 0 | 1 | *3* | 1 | 0 | 0 | 0 | *1* | 0 | 1 | 1 | 5 | *7* |
| 4:30 PM | 1 | 2 | 0 | 1 | *4* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 1 | *1* |
| 4:45 PM | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 5 | *7* |
| **5:00 PM** | **1** | **1** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **2** | *3* |
| **5:15 PM** | **0** | **2** | **0** | **1** | ***3*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **1** | **2** | *3* |
| **5:30 PM** | **0** | **2** | **0** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **0** | **1** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **2** | ***2*** |
| Count Total | 4 | 10 | 0 | 8 | *22* | 1 | 3 | 0 | 0 | *4* | 0 | 3 | 4 | 25 | *32* |
| **Peak Hr** | **1** | **6** | **0** | **4** | ***11*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **1** | **1** | **6** | ***8*** |

**Mark Skaggs**: (425) 250-0777 mark.skaggs@idaxdata.com

# Scott St
# High Dr

**Date: Tue, Feb 11, 2020**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 7:30 AM to 8:30 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 1.7% | 0.94 |
| WB | 0.0% | 0.69 |
| NB | 0.8% | 0.77 |
| SB | 0.0% | 0.63 |
| TOTAL | 1.0% | 0.81 |

## Two-Hour Count Summaries

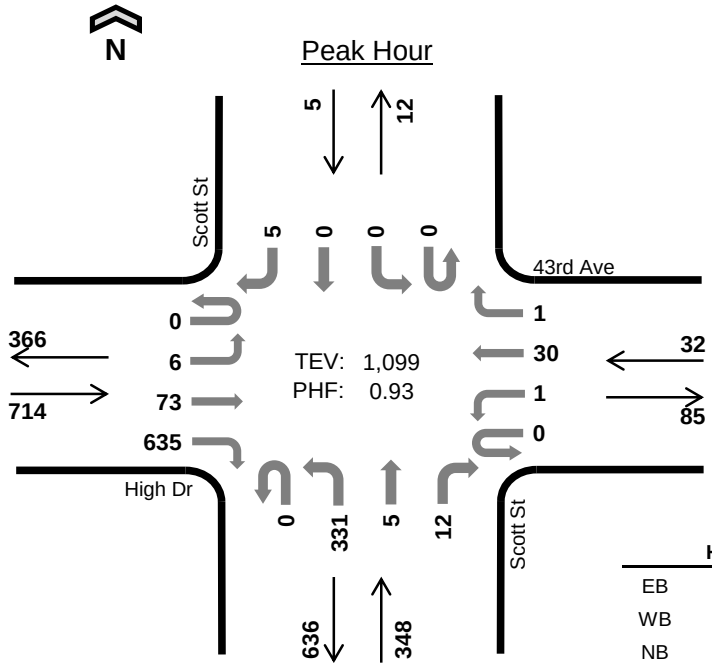
| Interval Start | High Dr Eastbound | | | | 43rd Ave Westbound | | | | Scott St Northbound | | | | Scott St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 3 | 38 | 0 | 0 | 7 | 0 | 0 | 87 | 0 | 1 | 0 | 0 | 0 | 0 | 136 | 0 |
| 7:15 AM | 0 | 0 | 6 | 49 | 0 | 0 | 10 | 0 | 0 | 136 | 1 | 3 | 0 | 0 | 0 | 0 | 205 | 0 |
| **7:30 AM** | **0** | **1** | **5** | **51** | **0** | **0** | **18** | **2** | **0** | **198** | **1** | **0** | **0** | **0** | **0** | **2** | **278** | 0 |
| **7:45 AM** | **0** | **0** | **9** | **53** | **0** | **0** | **11** | **1** | **0** | **159** | **1** | **0** | **0** | **0** | **0** | **1** | **235** | 854 |
| **8:00 AM** | **0** | **0** | **5** | **50** | **0** | **0** | **10** | **0** | **0** | **114** | **2** | **0** | **0** | **0** | **0** | **0** | **181** | 899 |
| **8:15 AM** | **0** | **0** | **4** | **54** | **0** | **0** | **12** | **1** | **0** | **129** | **2** | **3** | **0** | **0** | **0** | **2** | **207** | **901** |
| 8:30 AM | 0 | 0 | 10 | 64 | 0 | 1 | 9 | 1 | 0 | 129 | 1 | 4 | 0 | 0 | 1 | 1 | 221 | 844 |
| 8:45 AM | 0 | 0 | 17 | 68 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 3 | 0 | 0 | 0 | 2 | 197 | 806 |
| Count Total | 0 | 1 | 59 | 427 | 0 | 1 | 84 | 5 | 0 | 1,052 | 8 | 14 | 0 | 0 | 1 | 8 | 1,660 | 0 |
| **Peak Hour** | **0** | **1** | **23** | **208** | **0** | **0** | **51** | **4** | **0** | **600** | **6** | **3** | **0** | **0** | **0** | **5** | **901** | **0** |

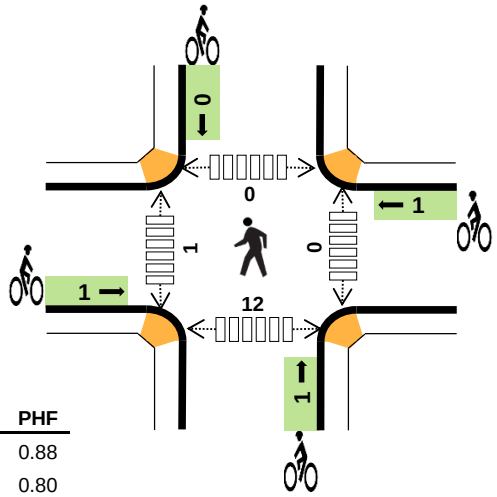
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 0 | 1 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 1 | *2* |
| 7:15 AM | 2 | 0 | 3 | 0 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 1 | *2* |
| **7:30 AM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **7:45 AM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:00 AM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **5** | *5* |
| **8:15 AM** | **2** | **0** | **2** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **3** | ***3*** |
| 8:30 AM | 2 | 0 | 5 | 0 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 8:45 AM | 2 | 0 | 1 | 0 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 2 | *4* |
| Count Total | 11 | 0 | 15 | 0 | *26* | 0 | 0 | 0 | 0 | *0* | 1 | 2 | 1 | 12 | *16* |
| **Peak Hour** | **4** | **0** | **5** | **0** | ***9*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **8** | ***8*** |

# Scott St
# High Dr

**Date: Tue, Feb 11, 2020**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 5:00 PM to 6:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 0.7% | 0.88 |
| WB | 0.0% | 0.80 |
| NB | 1.7% | 0.86 |
| SB | 0.0% | 0.42 |
| TOTAL | 1.0% | 0.93 |

## Two-Hour Count Summaries

| Interval Start | High Dr Eastbound | | | | 43rd Ave Westbound | | | | Scott St Northbound | | | | Scott St Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 2 | 16 | 113 | 0 | 0 | 8 | 0 | 0 | 70 | 0 | 5 | 0 | 0 | 0 | 0 | 214 | 0 |
| 4:15 PM | 0 | 5 | 16 | 138 | 0 | 0 | 4 | 1 | 0 | 63 | 1 | 4 | 0 | 0 | 0 | 3 | 235 | 0 |
| 4:30 PM | 0 | 0 | 15 | 134 | 0 | 0 | 5 | 0 | 0 | 75 | 2 | 1 | 0 | 0 | 0 | 0 | 232 | 0 |
| 4:45 PM | 0 | 1 | 16 | 117 | 0 | 0 | 9 | 0 | 0 | 64 | 3 | 3 | 0 | 0 | 0 | 1 | 214 | 895 |
| **5:00 PM** | **0** | **2** | **17** | **158** | **0** | **0** | **7** | **0** | **0** | **70** | **2** | **6** | **0** | **0** | **0** | **3** | **265** | 946 |
| **5:15 PM** | **0** | **0** | **22** | **180** | **0** | **0** | **7** | **1** | **0** | **84** | **0** | **1** | **0** | **0** | **0** | **1** | **296** | 1,007 |
| **5:30 PM** | **0** | **1** | **16** | **161** | **0** | **0** | **7** | **0** | **0** | **99** | **1** | **1** | **0** | **0** | **0** | **0** | **286** | 1,061 |
| **5:45 PM** | **0** | **3** | **18** | **136** | **0** | **1** | **9** | **0** | **0** | **78** | **2** | **4** | **0** | **0** | **0** | **1** | **252** | **1,099** |
| Count Total | 0 | 14 | 136 | 1,137 | 0 | 1 | 56 | 2 | 0 | 603 | 11 | 25 | 0 | 0 | 0 | 9 | 1,994 | 0 |
| **Peak Hour** | **0** | **6** | **73** | **635** | **0** | **1** | **30** | **1** | **0** | **331** | **5** | **12** | **0** | **0** | **0** | **5** | **1,099** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 1 | 0 | 1 | 0 | *2* | 0 | 1 | 0 | 0 | *1* | 2 | 1 | 2 | 0 | *5* |
| 4:15 PM | 2 | 0 | 1 | 0 | *3* | 1 | 0 | 0 | 0 | *1* | 0 | 5 | 0 | 0 | *5* |
| 4:30 PM | 2 | 0 | 2 | 0 | *4* | 0 | 0 | 1 | 0 | *1* | 1 | 0 | 1 | 0 | *2* |
| 4:45 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 1 | 4 | *5* |
| **5:00 PM** | **2** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **7** | *7* |
| **5:15 PM** | **1** | **0** | **2** | **0** | ***3*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **1** | **0** | **4** | *5* |
| **5:30 PM** | **1** | **0** | **2** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:45 PM** | **1** | **0** | **1** | **0** | ***2*** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **1** | ***1*** |
| Count Total | 11 | 0 | 10 | 0 | *21* | 2 | 2 | 2 | 0 | *6* | 3 | 7 | 4 | 16 | *30* |
| **Peak Hour** | **5** | **0** | **6** | **0** | ***11*** | **1** | **1** | **1** | **0** | ***3*** | **0** | **1** | **0** | **12** | ***13*** |

# Appendix D: Level of Service Calculations

# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | AM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 155 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3026 | 104 |
| Peak Hour Factor (PHF) | 0.89 | 0.89 |
| Total Trucks, % | 9.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.952 |
| Flow Rate (vi),pc/h | 3708 | 123 |
| Capacity (c), pc/h | 6679 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.56 | 0.06 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 6860.1 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 5702 | Speed Index (DS) | 0.323 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1151 |
| Distance to Downstream Ramp (LDOWN), ft | 1200 | Off-Ramp Influence Area Speed (SR), mi/h | 56.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.679 | Outer Lanes Freeway Speed (SO), mi/h | 69.0 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2557 | Ramp Junction Speed (S), mi/h | 59.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 20.6 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 24.8 |

# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | AM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 65.0 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 65.0 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2923 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.89 | Flow Rate ($V_p$), pc/h/ln | 1194 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2350 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2350 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.51 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 65.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 18.4 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 65.0 | | |

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | AM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 160 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 2923 | 1308 |
| Peak Hour Factor (PHF) | 0.89 | 1.00 |
| Total Trucks, % | 9.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.952 |
| Flow Rate (vi),pc/h | 3582 | 1374 |
| Capacity (c), pc/h | 7050 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.70 | 0.69 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 559.8 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 1200 | Speed Index (MS) | 0.516 |
| Downstream Equilibrium Distance (LEQ), ft | 10682.7 | Flow Outer Lanes (vOA), pc/h/ln | 989 |
| Distance to Downstream Ramp (LDOWN), ft | 2030 | On-Ramp Influence Area Speed (SR), mi/h | 53.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.724 | Outer Lanes Freeway Speed (SO), mi/h | 63.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2593 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3967 | Average Density (D), pc/mi/ln | 30.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 34.9 |

# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 2 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1020 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3325 | 905 |
| Peak Hour Factor (PHF) | 0.89 | 0.95 |
| Total Trucks, % | 9.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.971 |
| Flow Rate (vi),pc/h | 4074 | 981 |
| Capacity (c), pc/h | 7050 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.58 | 0.25 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 13964.4 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 2030 | Speed Index (DS) | 0.516 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1701 |
| Distance to Downstream Ramp (LDOWN), ft | 2600 | Off-Ramp Influence Area Speed (SR), mi/h | 53.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.450 | Outer Lanes Freeway Speed (SO), mi/h | 68.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2373 | Ramp Junction Speed (S), mi/h | 58.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 23.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.5 |

# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | PM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 155 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 4072 | 328 |
| Peak Hour Factor (PHF) | 0.98 | 0.90 |
| Total Trucks, % | 6.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.971 |
| Flow Rate (vi),pc/h | 4406 | 375 |
| Capacity (c), pc/h | 6679 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.66 | 0.18 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 11252.3 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 5702 | Speed Index (DS) | 0.346 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1479 |
| Distance to Downstream Ramp (LDOWN), ft | 1200 | Off-Ramp Influence Area Speed (SR), mi/h | 56.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.633 | Outer Lanes Freeway Speed (SO), mi/h | 67.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2927 | Ramp Junction Speed (S), mi/h | 59.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 24.7 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 28.0 |

# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | PM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 3 | Terrain Type | Level |
| Segment Length (L), ft | - | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 65.0 | Total Ramp Density (TRD), ramps/mi | 1.66 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 60.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | All Familiar | Final Speed Adjustment Factor (SAF) | 1.000 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 1.000 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3744 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.89 | Flow Rate ($V_p$), pc/h/ln | 1487 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2301 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2301 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.65 |
| Passenger Car Equivalent ($E_T$) | 2.000 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 60.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 24.7 |
| Total Ramp Density Adjustment | 4.9 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 60.1 | | |

# HCS7 Freeway Merge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | PM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 1 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 160 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3744 | 566 |
| Peak Hour Factor (PHF) | 0.98 | 1.00 |
| Total Trucks, % | 6.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.971 |
| Flow Rate (vi),pc/h | 4051 | 583 |
| Capacity (c), pc/h | 7050 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.66 | 0.29 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 490.9 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 1200 | Speed Index (MS) | 0.423 |
| Downstream Equilibrium Distance (LEQ), ft | 8464.4 | Flow Outer Lanes (vOA), pc/h/ln | 1264 |
| Distance to Downstream Ramp (LDOWN), ft | 2030 | On-Ramp Influence Area Speed (SR), mi/h | 55.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 0.688 | Outer Lanes Freeway Speed (SO), mi/h | 62.2 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2787 | Ramp Junction Speed (S), mi/h | 57.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3370 | Average Density (D), pc/mi/ln | 27.1 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 30.6 |

# HCS7 Freeway Diverge Report

| Project Information | | | |
|---|---|---|---|
| Analyst | Fehr & Peers | Date | Oct. 2020 |
| Agency | | Analysis Year | 2020 |
| Jurisdiction | WSDOT | Time Period Analyzed | PM Peak Hour |
| Project Description | US 195/I-90 Transportation Study | Unit | United States Customary |

| Geometric Data | | |
|---|---|---|
| | Freeway | Ramp |
| Number of Lanes (N), ln | 3 | 2 |
| Free-Flow Speed (FFS), mi/h | 65.0 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 1020 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Side | Freeway | Right |

| Adjustment Factors | | |
|---|---|---|
| Driver Population | All Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

| Demand and Capacity | | |
|---|---|---|
| Demand Volume (Vi) | 3779 | 999 |
| Peak Hour Factor (PHF) | 0.98 | 0.96 |
| Total Trucks, % | 6.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.980 |
| Flow Rate (vi),pc/h | 4089 | 1062 |
| Capacity (c), pc/h | 7050 | 4000 |
| Volume-to-Capacity Ratio (v/c) | 0.58 | 0.27 |

| Speed and Density | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | 6147.3 | Number of Outer Lanes on Freeway (NO) | 1 |
| Distance to Upstream Ramp (LUP), ft | 2030 | Speed Index (DS) | 0.524 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | 1665 |
| Distance to Downstream Ramp (LDOWN), ft | 2600 | Off-Ramp Influence Area Speed (SR), mi/h | 52.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 0.450 | Outer Lanes Freeway Speed (SO), mi/h | 68.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2424 | Ramp Junction Speed (S), mi/h | 58.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 23.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 88 | 325 | 8 | 22 | 161 | 225 | 12 | 172 | 116 | 246 | 47 | 115 |
| Future Volume (veh/h) | 88 | 325 | 8 | 22 | 161 | 225 | 12 | 172 | 116 | 246 | 47 | 115 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 105 | 387 | 10 | 26 | 192 | 268 | 14 | 205 | 138 | 293 | 56 | 137 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| Cap, veh/h | 134 | 512 | 434 | 54 | 406 | 362 | 597 | 910 | 585 | 528 | 786 | 701 |
| Arrive On Green | 0.08 | 0.27 | 0.27 | 0.03 | 0.23 | 0.23 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1190 | 2075 | 1332 | 1046 | 1791 | 1598 |
| Grp Volume(v), veh/h | 105 | 387 | 10 | 26 | 192 | 268 | 14 | 174 | 169 | 293 | 56 | 137 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1190 | 1777 | 1631 | 1046 | 1791 | 1598 |
| Q Serve(g_s), s | 3.0 | 9.9 | 0.2 | 0.8 | 4.9 | 8.2 | 0.4 | 3.2 | 3.4 | 12.8 | 0.9 | 2.8 |
| Cycle Q Clear(g_c), s | 3.0 | 9.9 | 0.2 | 0.8 | 4.9 | 8.2 | 3.1 | 3.2 | 3.4 | 16.2 | 0.9 | 2.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.82 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 134 | 512 | 434 | 54 | 406 | 362 | 597 | 779 | 715 | 528 | 786 | 701 |
| V/C Ratio(X) | 0.78 | 0.76 | 0.02 | 0.49 | 0.47 | 0.74 | 0.02 | 0.22 | 0.24 | 0.55 | 0.07 | 0.20 |
| Avail Cap(c_a), veh/h | 187 | 660 | 559 | 170 | 610 | 544 | 597 | 779 | 715 | 528 | 786 | 701 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.8 | 17.4 | 13.9 | 25.0 | 17.5 | 18.8 | 10.0 | 9.2 | 9.2 | 14.3 | 8.5 | 9.0 |
| Incr Delay (d2), s/veh | 13.3 | 3.7 | 0.0 | 6.7 | 0.9 | 3.0 | 0.1 | 0.7 | 0.8 | 4.2 | 0.2 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 4.3 | 0.1 | 0.4 | 1.9 | 3.0 | 0.1 | 1.2 | 1.2 | 3.1 | 0.3 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.1 | 21.1 | 13.9 | 31.7 | 18.4 | 21.8 | 10.1 | 9.8 | 10.0 | 18.4 | 8.7 | 9.7 |
| LnGrp LOS | D | C | B | C | B | C | B | A | A | B | A | A |
| Approach Vol, veh/h | | 502 | | | 486 | | | 357 | | | 486 | |
| Approach Delay, s/veh | | 24.3 | | | 20.9 | | | 9.9 | | | 14.8 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 27.5 | 6.1 | 18.9 | | 27.5 | 8.5 | 16.5 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.0 | 5.0 | 18.5 | | 23.0 | 5.5 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.4 | 2.8 | 11.9 | | 18.2 | 5.0 | 10.2 | | | | |
| Green Ext Time (p_c), s | | 1.9 | 0.0 | 1.3 | | 1.1 | 0.0 | 1.7 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 18.1 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.1 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 0 | 15 | 0 | 0 | 0 | 9 | 278 | 1 | 0 | 71 | 5 |
| Future Vol, veh/h | 31 | 0 | 15 | 0 | 0 | 0 | 9 | 278 | 1 | 0 | 71 | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 9 | 9 | 9 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 3 |
| Mvmt Flow | 35 | 0 | 17 | 0 | 0 | 0 | 10 | 316 | 1 | 0 | 81 | 6 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.3 | 0 | 9.6 | 7.9 |
| HCM LOS | A | - | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 67% | 0% | 0% |
| Vol Thru, % | 97% | 0% | 100% | 93% |
| Vol Right, % | 0% | 33% | 0% | 7% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 288 | 46 | 0 | 76 |
| LT Vol | 9 | 31 | 0 | 0 |
| Through Vol | 278 | 0 | 0 | 71 |
| RT Vol | 1 | 15 | 0 | 5 |
| Lane Flow Rate | 327 | 52 | 0 | 86 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.371 | 0.071 | 0 | 0.105 |
| Departure Headway (Hd) | 4.078 | 4.891 | 4.874 | 4.365 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 871 | 736 | 0 | 825 |
| Service Time | 2.152 | 2.896 | 2.883 | 2.372 |
| HCM Lane V/C Ratio | 0.375 | 0.071 | 0 | 0.104 |
| HCM Control Delay | 9.6 | 8.3 | 7.9 | 7.9 |
| HCM Lane LOS | A | A | N | A |
| HCM 95th-tile Q | 1.7 | 0.2 | 0 | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↔ | | | ↔ | | ↰ | ↑↑↱ | | ↰ | ↑↑↱ | |
| Traffic Vol, veh/h | 85 | 0 | 67 | 1 | 1 | 15 | 115 | 1555 | 4 | 2 | 495 | 27 |
| Future Vol, veh/h | 85 | 0 | 67 | 1 | 1 | 15 | 115 | 1555 | 4 | 2 | 495 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 230 | - | - | 250 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 1 | 1 | 1 | 6 | 6 | 6 | 1 | 1 | 1 | 10 | 10 | 10 |
| Mvmt Flow | 99 | 0 | 78 | 1 | 1 | 17 | 134 | 1808 | 5 | 2 | 576 | 31 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1769 | 2677 | 304 | 2371 | 2690 | 907 | 607 | 0 | 0 | 1813 | 0 | 0 |
| Stage 1 | 596 | 596 | - | 2079 | 2079 | - | - | - | - | - | - | - |
| Stage 2 | 1173 | 2081 | - | 292 | 611 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.52 | 6.52 | 6.92 | 7.62 | 6.62 | 7.02 | 4.12 | - | - | 4.3 | - | - |
| Critical Hdwy Stg 1 | 6.52 | 5.52 | - | 6.62 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.52 | 5.52 | - | 6.62 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 4.01 | 3.31 | 3.56 | 4.06 | 3.36 | 2.21 | - | - | 2.3 | - | - |
| Pot Cap-1 Maneuver | ~ 53 | 22 | 695 | 17 | 20 | 271 | 974 | - | - | 303 | - | - |
| Stage 1 | 460 | 493 | - | 52 | 90 | - | - | - | - | - | - | - |
| Stage 2 | 206 | 95 | - | 681 | 473 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 44 | 19 | 695 | 13 | 17 | 271 | 974 | - | - | 303 | - | - |
| Mov Cap-2 Maneuver | 121 | 67 | - | 39 | 62 | - | - | - | - | - | - | - |
| Stage 1 | 397 | 490 | - | 45 | 78 | - | - | - | - | - | - | - |
| Stage 2 | 164 | 82 | - | 601 | 470 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 98.7 | 28.2 | 0.6 | 0.1 |
| HCM LOS | F | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 974 | - | - | 190 | 175 | 303 | - | - |
| HCM Lane V/C Ratio | 0.137 | - | - | 0.93 | 0.113 | 0.008 | - | - |
| HCM Control Delay (s) | 9.3 | - | - | 98.7 | 28.2 | 17 | - | - |
| HCM Lane LOS | A | - | - | F | D | C | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 7.4 | 0.4 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 93 | 0 | 0 | 41 | 0 | 1678 | 199 | 0 | 563 | 49 |
| Future Vol, veh/h | 0 | 0 | 93 | 0 | 0 | 41 | 0 | 1678 | 199 | 0 | 563 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 7 | 7 | 7 | 1 | 1 | 1 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 113 | 0 | 0 | 50 | 0 | 2046 | 243 | 0 | 687 | 60 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 344 | - | - | 1023 | - | 0 | 0 | - | - | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 7.04 | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.37 | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 652 | 0 | 0 | 225 | 0 | - | - | 0 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | - | 652 | - | - | 225 | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 11.7 | 25.5 | 0 | 0 |
| HCM LOS | B | D | | |

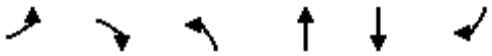
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 652 | 225 | - | - |
| HCM Lane V/C Ratio | - | - | 0.174 | 0.222 | - | - |
| HCM Control Delay (s) | - | - | 11.7 | 25.5 | - | - |
| HCM Lane LOS | - | - | B | D | - | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.8 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.3 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 195 | 2 | 10 | 24 | 6 | 10 |
| Future Vol, veh/h | 195 | 2 | 10 | 24 | 6 | 10 |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 |
| Heavy Vehicles, % | 0 | 0 | 15 | 15 | 12 | 12 |
| Mvmt Flow | 295 | 3 | 15 | 36 | 9 | 15 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.6 | 8.3 | 7.6 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|---|---|---|---|
| Vol Left, % | 29% | 99% | 0% |
| Vol Thru, % | 71% | 0% | 38% |
| Vol Right, % | 0% | 1% | 62% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 34 | 197 | 16 |
| LT Vol | 10 | 195 | 0 |
| Through Vol | 24 | 0 | 6 |
| RT Vol | 0 | 2 | 10 |
| Lane Flow Rate | 52 | 298 | 24 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.071 | 0.35 | 0.03 |
| Departure Headway (Hd) | 4.935 | 4.224 | 4.485 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 730 | 845 | 802 |
| Service Time | 2.936 | 2.288 | 2.488 |
| HCM Lane V/C Ratio | 0.071 | 0.353 | 0.03 |
| HCM Control Delay | 8.3 | 9.6 | 7.6 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.2 | 1.6 | 0.1 |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 656 | 0 | 123 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 656 | 0 | 123 | 0 | 0 | 0 |
| Sign Control | Free | | | Stop | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 | 0.76 |
| Hourly flow rate (vph) | 863 | 0 | 162 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | 1726 | 1726 | 1726 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | 1726 | 1726 | 1726 | 0 |
| tC, single (s) | 4.1 | | 7.1 | 6.5 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | 3.5 | 4.0 | 4.0 | 3.3 |
| p0 queue free % | 47 | | 0 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1630 | | 41 | 42 | 42 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 863 | 162 | 0 |
| Volume Left | 863 | 162 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1630 | 41 | 1700 |
| Volume to Capacity | 0.53 | 3.95 | 0.00 |
| Queue Length 95th (ft) | 82 | Err | 0 |
| Control Delay (s) | 9.7 | Err | 0.0 |
| Lane LOS | A | F | A |
| Approach Delay (s) | 9.7 | Err | 0.0 |
| Approach LOS | | F | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1588.5 | | |
| Intersection Capacity Utilization | 49.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 646 | 37 | 2 | 121 | 0 | 0 | 0 | 0 | 10 | 0 | 141 |
| Future Vol, veh/h | 0 | 646 | 37 | 2 | 121 | 0 | 0 | 0 | 0 | 10 | 0 | 141 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 16974 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 |
| Mvmt Flow | 0 | 828 | 47 | 3 | 155 | 0 | 0 | 0 | 0 | 13 | 0 | 181 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 875 | 0 | 0 | 1013 | 1036 | 155 |
| Stage 1 | - | - | - | - | - | - | 161 | 161 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 875 | - |
| Critical Hdwy | - | - | - | 4.1 | - | - | 6.47 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.47 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.47 | 5.57 | - |
| Follow-up Hdwy | - | - | - | 2.2 | - | - | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 0 | - | - | 780 | - | 0 | 259 | 227 | 878 |
| Stage 1 | 0 | - | - | - | - | 0 | 856 | 755 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 410 | 360 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 780 | - | - | 258 | 0 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 258 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 856 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 408 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 780 | - | 757 |
| HCM Lane V/C Ratio | - | - | 0.003 | - | 0.256 |
| HCM Control Delay (s) | - | - | 9.6 | 0 | 11.4 |
| HCM Lane LOS | - | - | A | A | B |
| HCM 95th %tile Q(veh) | - | - | 0 | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 211 | 406 | 11 | 18 | 141 |
| Future Vol, veh/h | 18 | 211 | 406 | 11 | 18 | 141 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 3 | 3 |
| Mvmt Flow | 25 | 289 | 556 | 15 | 25 | 193 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 807 | 564 | 0 | 0 | 571 | 0 |
| Stage 1 | 564 | - | - | - | - | - |
| Stage 2 | 243 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 352 | 527 | - | - | 997 | - |
| Stage 1 | 571 | - | - | - | - | - |
| Stage 2 | 800 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 342 | 527 | - | - | 997 | - |
| Mov Cap-2 Maneuver | 342 | - | - | - | - | - |
| Stage 1 | 571 | - | - | - | - | - |
| Stage 2 | 778 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 23 | 0 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 506 | 997 | - |
| HCM Lane V/C Ratio | - | - | 0.62 | 0.025 | - |
| HCM Control Delay (s) | - | - | 23 | 8.7 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 4.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 278 | 141 | 0 | 33 | 127 |
| Future Vol, veh/h | 2 | 278 | 141 | 0 | 33 | 127 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 3 | 381 | 193 | 0 | 45 | 174 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 457 | 193 | 0 | 0 | 193 | 0 |
| Stage 1 | 193 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 565 | 854 | - | - | 1374 | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 785 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 545 | 854 | - | - | 1374 | - |
| Mov Cap-2 Maneuver | 545 | - | - | - | - | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.7 | 0 | 1.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 851 | 1374 | - |
| HCM Lane V/C Ratio | - | - | 0.451 | 0.033 | - |
| HCM Control Delay (s) | - | - | 12.7 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 2.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 1 | 2 | 131 | 127 | 2 |
| Future Vol, veh/h | 2 | 1 | 2 | 131 | 127 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 33 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 1 | 2 | 151 | 146 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 302 | 147 | 148 | 0 | - | 0 |
| Stage 1 | 147 | - | - | - | - | - |
| Stage 2 | 155 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.53 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.597 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 690 | 824 | 1434 | - | - | - |
| Stage 1 | 880 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 689 | 824 | 1434 | - | - | - |
| Mov Cap-2 Maneuver | 689 | - | - | - | - | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 873 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1434 | - | 729 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.005 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 200 | 1 | 69 | 3 | 0 | 15 | 27 | 930 | 4 | 4 | 428 | 36 |
| Future Vol, veh/h | 200 | 1 | 69 | 3 | 0 | 15 | 27 | 930 | 4 | 4 | 428 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 250 | - | - | 300 | - | 500 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 9 | 9 | 9 |
| Mvmt Flow | 233 | 1 | 80 | 3 | 0 | 17 | 31 | 1081 | 5 | 5 | 498 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1111 | 1656 | 249 | 1406 | 1696 | 543 | 540 | 0 | 0 | 1086 | 0 | 0 |
| Stage 1 | 508 | 508 | - | 1146 | 1146 | - | - | - | - | - | - | - |
| Stage 2 | 603 | 1148 | - | 260 | 550 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.56 | 6.56 | 6.96 | 7.5 | 6.5 | 6.9 | 4.12 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 6.56 | 5.56 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.56 | 5.56 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 4.03 | 3.33 | 3.5 | 4 | 3.3 | 2.21 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | ~ 162 | 96 | 748 | 101 | 94 | 489 | 1032 | - | - | 599 | - | - |
| Stage 1 | 513 | 534 | - | 215 | 276 | - | - | - | - | - | - | - |
| Stage 2 | 450 | 270 | - | 728 | 519 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 152 | 92 | 748 | 87 | 90 | 489 | 1032 | - | - | 599 | - | - |
| Mov Cap-2 Maneuver | 275 | 193 | - | 170 | 194 | - | - | - | - | - | - | - |
| Stage 1 | 498 | 530 | - | 209 | 268 | - | - | - | - | - | - | - |
| Stage 2 | 421 | 262 | - | 643 | 515 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 76.6 | 15.2 | 0.2 | 0.1 |
| HCM LOS | F | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1032 | - | - | 327 | 373 | 599 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | - | 0.96 | 0.056 | 0.008 | - | - |
| HCM Control Delay (s) | 8.6 | - | - | 76.6 | 15.2 | 11.1 | - | - |
| HCM Lane LOS | A | - | - | F | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 10.1 | 0.2 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 15.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 58 | 374 | 490 | 86 | 190 | 284 |
| Future Vol, veh/h | 58 | 374 | 490 | 86 | 190 | 284 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 300 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 9 | 9 |
| Mvmt Flow | 67 | 435 | 570 | 100 | 221 | 330 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1227 | 335 | 0 | 0 | 670 | 0 |
| Stage 1 | 620 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.92 | - | - | 4.28 | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 3.31 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 172 | 664 | - | - | 871 | - |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 509 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 128 | 664 | - | - | 871 | - |
| Mov Cap-2 Maneuver | 254 | - | - | - | - | - |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 48.9 | 0 | 4.2 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 546 | 871 | - |
| HCM Lane V/C Ratio | - | - | 0.92 | 0.254 | - |
| HCM Control Delay (s) | - | - | 48.9 | 10.5 | - |
| HCM Lane LOS | - | - | E | B | - |
| HCM 95th %tile Q(veh) | - | - | 11.3 | 1 | - |

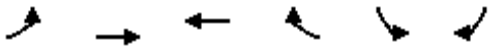
| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBT | EBR | WBL | WBT | NEL | NER |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 164 | 0 | 268 | 496 | 0 | 298 |
| Future Vol, veh/h | 164 | 0 | 268 | 496 | 0 | 298 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 193 | 0 | 315 | 584 | 0 | 351 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 193 | 0 | - | 193 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 1380 | - | 0 | 849 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 1380 | - | - | 849 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.9 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NELn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 849 | - | 1380 | - |
| HCM Lane V/C Ratio | 0.413 | - | 0.228 | - |
| HCM Control Delay (s) | 12.2 | - | 8.4 | - |
| HCM Lane LOS | B | - | A | - |
| HCM 95th %tile Q(veh) | 2 | - | 0.9 | - |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 143 | 411 | 0 | 85 | 21 |
| Future Volume (Veh/h) | 6 | 143 | 411 | 0 | 85 | 21 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 7 | 177 | 507 | 0 | 105 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 476 | 223 | 236 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 476 | 223 | 236 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 95 | 72 | 19 | 100 | 94 | |
| cM capacity (veh/h) | 155 | 634 | 623 | 1088 | 1617 | |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 184 | 507 | 131 |
| Volume Left | 7 | 0 | 105 |
| Volume Right | 0 | 0 | 26 |
| cSH | 567 | 623 | 1617 |
| Volume to Capacity | 0.32 | 0.81 | 0.06 |
| Queue Length 95th (ft) | 35 | 208 | 5 |
| Control Delay (s) | 14.4 | 31.1 | 6.0 |
| Lane LOS | B | D | A |
| Approach Delay (s) | 14.4 | 31.1 | 6.0 |
| Approach LOS | B | D | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 23.3 | | |
| Intersection Capacity Utilization | 34.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 23 | 208 | 0 | 51 | 4 | 600 | 6 | 3 | 0 | 0 | 5 |
| Future Vol, veh/h | 1 | 23 | 208 | 0 | 51 | 4 | 600 | 6 | 3 | 0 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | Free | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 28 | 257 | 0 | 63 | 5 | 741 | 7 | 4 | 0 | 0 | 6 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1528 | 1496 | - | - | 1497 | 9 | 6 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 3 | 3 | - | - | 1491 | - | - | - | - | - | - | - |
| Stage 2 | 1525 | 1493 | - | - | 6 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | - | - | 6.5 | 6.2 | 4.11 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | - | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | - | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | - | - | 4 | 3.3 | 2.209 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 96 | 123 | 0 | 0 | 124 | 1079 | 1622 | - | - | 1621 | - | - |
| Stage 1 | 1020 | 893 | 0 | 0 | 189 | - | - | - | - | - | - | - |
| Stage 2 | 147 | 187 | 0 | 0 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 11 | 66 | - | - | 67 | 1079 | 1622 | - | - | 1621 | - | - |
| Mov Cap-2 Maneuver | 11 | 66 | - | - | 67 | - | - | - | - | - | - | - |
| Stage 1 | 551 | 893 | - | - | 102 | - | - | - | - | - | - | - |
| Stage 2 | 30 | 101 | - | - | 895 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | 188.4 | 8.9 | 0 |
| HCM LOS | - | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | 72 | 1621 | - | - |
| HCM Lane V/C Ratio | 0.457 | - | - | - | 0.943 | - | - | - |
| HCM Control Delay (s) | 9.1 | 0 | - | - | 188.4 | 0 | - | - |
| HCM Lane LOS | A | A | - | - | F | A | - | - |
| HCM 95th %tile Q(veh) | 2.5 | - | - | - | 4.8 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBU | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 1709 | 602 | 0 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 1709 | 602 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | - | 0 | - | 600 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | - | 0 | 0 | - |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 12 | 0 | 2084 | 734 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 367 | 734 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | 6.44 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | 2.52 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 630 | 491 | 0 | - | - | 0 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 |
| Stage 2 | 0 | - | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | | - | - | |
| Mov Cap-1 Maneuver | - | 630 | 491 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBU | NBT | EBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | 491 | - | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | - |
| HCM Control Delay (s) | 12.5 | - | 0 | - |
| HCM Lane LOS | B | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 164 | 33 | 0 | 496 | 86 | 0 |
| Future Vol, veh/h | 164 | 33 | 0 | 496 | 86 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 193 | 39 | 0 | 584 | 101 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | 797 | - |
| Stage 1 | - | - | - | - | 213 | - |
| Stage 2 | - | - | - | - | 584 | - |
| Critical Hdwy | - | - | - | - | 6.42 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | - | - | 3.518 | - |
| Pot Cap-1 Maneuver | - | - | 0 | - | 356 | 0 |
| Stage 1 | - | - | 0 | - | 823 | 0 |
| Stage 2 | - | - | 0 | - | 557 | 0 |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | 356 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 356 | - |
| Stage 1 | - | - | - | - | 823 | - |
| Stage 2 | - | - | - | - | 557 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 19.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 356 | - | - | - |
| HCM Lane V/C Ratio | 0.284 | - | - | - |
| HCM Control Delay (s) | 19.1 | - | - | - |
| HCM Lane LOS | C | - | - | - |
| HCM 95th %tile Q(veh) | 1.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 14.8 |

| Movement | WBL | WBR | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1802 | 0 | 75 | 0 | 581 |
| Future Vol, veh/h | 0 | 0 | 1802 | 0 | 75 | 0 | 581 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | - | 0 | - | - | - | 600 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | - | 0 |
| Peak Hour Factor | 82 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 2198 | 0 | 91 | 0 | 709 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 1099 | 0 | - | 2198 | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 6.44 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.52 | - | - |
| Pot Cap-1 Maneuver | 0 | 207 | - | 0 | ~ 55 | 0 | - |
| Stage 1 | 0 | - | - | 0 | - | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | | | - | | | | - |
| Mov Cap-1 Maneuver | - | 207 | - | - | ~ 55 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 55.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBU | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | ~ 55 | - |
| HCM Lane V/C Ratio | - | - | 1.663 | - |
| HCM Control Delay (s) | - | 0$ | 486.5 | - |
| HCM Lane LOS | - | A | F | - |
| HCM 95th %tile Q(veh) | - | - | 8.6 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

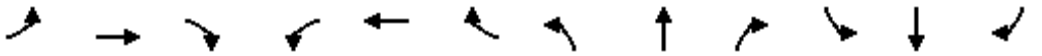
| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 268 | 0 | 86 | 298 | 0 | 33 |
| Future Vol, veh/h | 268 | 0 | 86 | 298 | 0 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 315 | 0 | 101 | 351 | 0 | 39 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 316 | - | 0 | 0 | - | - |
| Stage 1 | 277 | - | - | - | - | - |
| Stage 2 | 39 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 677 | 0 | - | - | 0 | - |
| Stage 1 | 770 | 0 | - | - | 0 | - |
| Stage 2 | 983 | 0 | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 677 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 677 | - | - | - | - | - |
| Stage 1 | 770 | - | - | - | - | - |
| Stage 2 | 983 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.9 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 677 | - |
| HCM Lane V/C Ratio | - | - | 0.466 | - |
| HCM Control Delay (s) | - | - | 14.9 | - |
| HCM Lane LOS | - | - | B | - |
| HCM 95th %tile Q(veh) | - | - | 2.5 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 141 | 443 | 15 | 84 | 305 | 197 | 11 | 81 | 58 | 167 | 82 | 80 |
| Future Volume (veh/h) | 141 | 443 | 15 | 84 | 305 | 197 | 11 | 81 | 58 | 167 | 82 | 80 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 150 | 471 | 16 | 89 | 324 | 210 | 12 | 86 | 62 | 178 | 87 | 85 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
| Cap, veh/h | 173 | 542 | 459 | 118 | 541 | 343 | 578 | 831 | 550 | 598 | 733 | 643 |
| Arrive On Green | 0.10 | 0.29 | 0.29 | 0.07 | 0.26 | 0.26 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 2087 | 1323 | 1213 | 2047 | 1356 | 1250 | 1806 | 1585 |
| Grp Volume(v), veh/h | 150 | 471 | 16 | 89 | 275 | 259 | 12 | 74 | 74 | 178 | 86 | 86 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1777 | 1632 | 1213 | 1777 | 1626 | 1250 | 1791 | 1600 |
| Q Serve(g_s), s | 4.7 | 13.6 | 0.4 | 2.8 | 7.7 | 7.9 | 0.4 | 1.5 | 1.6 | 5.9 | 1.7 | 1.9 |
| Cycle Q Clear(g_c), s | 4.7 | 13.6 | 0.4 | 2.8 | 7.7 | 7.9 | 2.3 | 1.5 | 1.6 | 7.5 | 1.7 | 1.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.81 | 1.00 | | 0.83 | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 173 | 542 | 459 | 118 | 460 | 423 | 578 | 721 | 660 | 598 | 727 | 649 |
| V/C Ratio(X) | 0.87 | 0.87 | 0.03 | 0.75 | 0.60 | 0.61 | 0.02 | 0.10 | 0.11 | 0.30 | 0.12 | 0.13 |
| Avail Cap(c_a), veh/h | 173 | 610 | 517 | 157 | 564 | 518 | 578 | 721 | 660 | 598 | 727 | 649 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.2 | 19.1 | 14.4 | 26.0 | 18.4 | 18.5 | 11.3 | 10.4 | 10.5 | 12.8 | 10.5 | 10.6 |
| Incr Delay (d2), s/veh | 34.4 | 11.8 | 0.0 | 13.2 | 1.2 | 1.4 | 0.1 | 0.3 | 0.3 | 1.3 | 0.3 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.5 | 7.0 | 0.1 | 1.5 | 3.0 | 2.9 | 0.1 | 0.6 | 0.6 | 1.6 | 0.7 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 59.6 | 30.9 | 14.5 | 39.2 | 19.6 | 19.9 | 11.4 | 10.7 | 10.8 | 14.1 | 10.8 | 11.0 |
| LnGrp LOS | E | C | B | D | B | B | B | B | B | B | B | B |
| Approach Vol, veh/h | | 637 | | | 623 | | | 160 | | | 350 | |
| Approach Delay, s/veh | | 37.3 | | | 22.6 | | | 10.8 | | | 12.5 | |
| Approach LOS | | D | | | C | | | B | | | B | |

| Timer - Assigned Phs | | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 27.5 | 8.3 | 20.9 | | 27.5 | 10.0 | 19.2 | | | | |
| Change Period (Y+Rc), s | | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 23.0 | 5.0 | 18.5 | | 23.0 | 5.5 | 18.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 4.3 | 4.8 | 15.6 | | 9.5 | 6.7 | 9.9 | | | | |
| Green Ext Time (p_c), s | | 0.8 | 0.0 | 0.9 | | 1.3 | 0.0 | 2.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 24.8 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 1 | 14 | 1 | 0 | 0 | 24 | 140 | 0 | 0 | 173 | 0 |
| Future Vol, veh/h | 11 | 1 | 14 | 1 | 0 | 0 | 24 | 140 | 0 | 0 | 173 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 9 | 9 | 9 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 3 |
| Mvmt Flow | 12 | 1 | 16 | 1 | 0 | 0 | 27 | 156 | 0 | 0 | 192 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 7.8 | 8 | 8.3 | 8.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 15% | 42% | 100% | 0% |
| Vol Thru, % | 85% | 4% | 0% | 100% |
| Vol Right, % | 0% | 54% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 164 | 26 | 1 | 173 |
| LT Vol | 24 | 11 | 1 | 0 |
| Through Vol | 140 | 1 | 0 | 173 |
| RT Vol | 0 | 14 | 0 | 0 |
| Lane Flow Rate | 182 | 29 | 1 | 192 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.21 | 0.037 | 0.002 | 0.221 |
| Departure Headway (Hd) | 4.144 | 4.628 | 4.953 | 4.141 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 858 | 778 | 727 | 859 |
| Service Time | 2.21 | 2.629 | 2.954 | 2.206 |
| HCM Lane V/C Ratio | 0.212 | 0.037 | 0.001 | 0.224 |
| HCM Control Delay | 8.3 | 7.8 | 8 | 8.4 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.8 | 0.1 | 0 | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 23 | 2 | 107 | 5 | 6 | 19 | 67 | 628 | 12 | 35 | 1560 | 91 |
| Future Vol, veh/h | 23 | 2 | 107 | 5 | 6 | 19 | 67 | 628 | 12 | 35 | 1560 | 91 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 230 | - | - | 250 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 1 | 1 | 1 | 6 | 6 | 6 | 1 | 1 | 1 | 10 | 10 | 10 |
| Mvmt Flow | 24 | 2 | 114 | 5 | 6 | 20 | 71 | 668 | 13 | 37 | 1660 | 97 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2262 | 2606 | 879 | 1722 | 2648 | 341 | 1757 | 0 | 0 | 681 | 0 | 0 |
| Stage 1 | 1783 | 1783 | - | 817 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 479 | 823 | - | 905 | 1831 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.52 | 6.52 | 6.92 | 7.62 | 6.62 | 7.02 | 4.12 | - | - | 4.3 | - | - |
| Critical Hdwy Stg 1 | 6.52 | 5.52 | - | 6.62 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.52 | 5.52 | - | 6.62 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 4.01 | 3.31 | 3.56 | 4.06 | 3.36 | 2.21 | - | - | 2.3 | - | - |
| Pot Cap-1 Maneuver | ~ 23 | 25 | 293 | 55 | 21 | 643 | 356 | - | - | 856 | - | - |
| Stage 1 | 86 | 134 | - | 328 | 379 | - | - | - | - | - | - | - |
| Stage 2 | 539 | 388 | - | 290 | 120 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 16 | 19 | 293 | 27 | 16 | 643 | 356 | - | - | 856 | - | - |
| Mov Cap-2 Maneuver | 57 | 87 | - | 73 | 38 | - | - | - | - | - | - | - |
| Stage 1 | 69 | 128 | - | 263 | 304 | - | - | - | - | - | - | - |
| Stage 2 | 409 | 311 | - | 167 | 115 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 87.9 | 46.9 | 1.7 | 0.2 |
| HCM LOS | F | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 356 | - | - | 167 | 117 | 856 | - | - |
| HCM Lane V/C Ratio | 0.2 | - | - | 0.841 | 0.273 | 0.043 | - | - |
| HCM Control Delay (s) | 17.6 | - | - | 87.9 | 46.9 | 9.4 | - | - |
| HCM Lane LOS | C | - | - | F | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 5.8 | 1 | 0.1 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | ↱ | | | ↱ | | ↑↑ | ↱ | | ↑↑ | ↱ |
| Traffic Vol, veh/h | 0 | 0 | 75 | 0 | 0 | 34 | 0 | 746 | 93 | 0 | 1649 | 110 |
| Future Vol, veh/h | 0 | 0 | 75 | 0 | 0 | 34 | 0 | 746 | 93 | 0 | 1649 | 110 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 0 | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 7 | 7 | 7 | 1 | 1 | 1 | 9 | 9 | 9 |
| Mvmt Flow | 0 | 0 | 78 | 0 | 0 | 35 | 0 | 777 | 97 | 0 | 1718 | 115 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | - | 859 | - | - | 389 | - | 0 | 0 | - | - | 0 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | 6.94 | - | - | 7.04 | - | - | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 3.32 | - | - | 3.37 | - | - | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 0 | 300 | 0 | 0 | 596 | 0 | - | - | 0 | - | - |
| Stage 1 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | 0 | - | 0 | 0 | - | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | - | 300 | - | - | 596 | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 21.2 | 11.4 | 0 | 0 |
| HCM LOS | C | B | | |

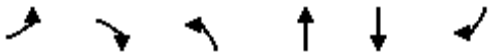
| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 300 | 596 | - | - |
| HCM Lane V/C Ratio | - | - | 0.26 | 0.059 | - | - |
| HCM Control Delay (s) | - | - | 21.2 | 11.4 | - | - |
| HCM Lane LOS | - | - | C | B | - | - |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.2 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.5 |
| Intersection LOS | A |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 67 | 9 | 14 | 13 | 21 | 23 |
| Future Vol, veh/h | 67 | 9 | 14 | 13 | 21 | 23 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 0 | 0 | 15 | 15 | 12 | 12 |
| Mvmt Flow | 76 | 10 | 16 | 15 | 24 | 26 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | NB | SB |
|---|---|---|---|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 1 | 1 |
| Conflicting Approach Left | SB | EB | |
| Conflicting Lanes Left | 1 | 1 | 0 |
| Conflicting Approach Right | NB | | EB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.6 | 7.7 | 7.3 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | SBLn1 |
|---|---|---|---|
| Vol Left, % | 52% | 88% | 0% |
| Vol Thru, % | 48% | 0% | 48% |
| Vol Right, % | 0% | 12% | 52% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 27 | 76 | 44 |
| LT Vol | 14 | 67 | 0 |
| Through Vol | 13 | 0 | 21 |
| RT Vol | 0 | 9 | 23 |
| Lane Flow Rate | 31 | 86 | 50 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.038 | 0.099 | 0.055 |
| Departure Headway (Hd) | 4.449 | 4.143 | 3.965 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 800 | 861 | 897 |
| Service Time | 2.503 | 2.186 | 2.019 |
| HCM Lane V/C Ratio | 0.039 | 0.1 | 0.056 |
| HCM Control Delay | 7.7 | 7.6 | 7.3 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.3 | 0.2 |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 278 | 0 | 87 | 1 | 0 | 0 |
| Future Volume (Veh/h) | 278 | 0 | 87 | 1 | 0 | 0 |
| Sign Control | Free | | | Stop | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 335 | 0 | 105 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | 670 | 670 | 670 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | 670 | 670 | 670 | 0 |
| tC, single (s) | 4.1 | | 7.1 | 6.5 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | 3.5 | 4.0 | 4.0 | 3.3 |
| p0 queue free % | 79 | | 67 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1630 | | 314 | 302 | 300 | 1085 |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 335 | 106 | 0 |
| Volume Left | 335 | 105 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1630 | 314 | 1700 |
| Volume to Capacity | 0.21 | 0.34 | 0.00 |
| Queue Length 95th (ft) | 19 | 36 | 0 |
| Control Delay (s) | 7.8 | 22.2 | 0.0 |
| Lane LOS | A | C | A |
| Approach Delay (s) | 7.8 | 22.2 | 0.0 |
| Approach LOS | | C | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 11.2 | | |
| Intersection Capacity Utilization | 26.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 270 | 126 | 7 | 80 | 0 | 0 | 0 | 0 | 8 | 0 | 496 |
| Future Vol, veh/h | 0 | 270 | 126 | 7 | 80 | 0 | 0 | 0 | 0 | 8 | 0 | 496 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 16974 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 |
| Mvmt Flow | 0 | 290 | 135 | 8 | 86 | 0 | 0 | 0 | 0 | 9 | 0 | 533 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 425 | 0 | 0 | 460 | 527 | 86 |
| Stage 1 | - | - | - | - | - | - | 102 | 102 | - |
| Stage 2 | - | - | - | - | - | - | 358 | 425 | - |
| Critical Hdwy | - | - | - | 4.1 | - | - | 6.47 | 6.57 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.47 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.47 | 5.57 | - |
| Follow-up Hdwy | - | - | - | 2.2 | - | - | 3.563 | 4.063 | 3.363 |
| Pot Cap-1 Maneuver | 0 | - | - | 1145 | - | 0 | 550 | 449 | 959 |
| Stage 1 | 0 | - | - | - | - | 0 | 910 | 801 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 696 | 578 | - |
| Platoon blocked, % | | - | - | | - | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1145 | - | - | 546 | 0 | 959 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 546 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 910 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 691 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | EBR | WBL | WBT | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1145 | - | 948 |
| HCM Lane V/C Ratio | - | - | 0.007 | - | 0.572 |
| HCM Control Delay (s) | - | - | 8.2 | 0 | 13.7 |
| HCM Lane LOS | - | - | A | A | B |
| HCM 95th %tile Q(veh) | - | - | 0 | - | 3.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 61 | 187 | 52 | 79 | 391 |
| Future Vol, veh/h | 9 | 61 | 187 | 52 | 79 | 391 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 99 | 99 | 99 | 99 | 99 | 99 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 3 | 3 |
| Mvmt Flow | 9 | 62 | 189 | 53 | 80 | 395 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 771 | 216 | 0 | 0 | 242 | 0 |
| Stage 1 | 216 | - | - | - | - | - |
| Stage 2 | 555 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 370 | 826 | - | - | 1319 | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 577 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 341 | 826 | - | - | 1319 | - |
| Mov Cap-2 Maneuver | 341 | - | - | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 532 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.7 | 0 | 1.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 698 | 1319 | - |
| HCM Lane V/C Ratio | - | - | 0.101 | 0.06 | - |
| HCM Control Delay (s) | - | - | 10.7 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 102 | 146 | 0 | 220 | 168 |
| Future Vol, veh/h | 1 | 102 | 146 | 0 | 220 | 168 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 2 | 2 | 3 | 3 |
| Mvmt Flow | 1 | 104 | 149 | 0 | 224 | 171 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 768 | 149 | 0 | 0 | 149 | 0 |
| Stage 1 | 149 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 373 | 903 | - | - | 1426 | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 541 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 308 | 903 | - | - | 1426 | - |
| Mov Cap-2 Maneuver | 308 | - | - | - | - | - |
| Stage 1 | 884 | - | - | - | - | - |
| Stage 2 | 447 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.6 | 0 | 4.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 886 | 1426 | - |
| HCM Lane V/C Ratio | - | - | 0.119 | 0.157 | - |
| HCM Control Delay (s) | - | - | 9.6 | 8 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 1 | 131 | 174 | 4 |
| Future Vol, veh/h | 1 | 1 | 1 | 131 | 174 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 33 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 1 | 1 | 139 | 185 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 328 | 187 | 189 | 0 | - | 0 |
| Stage 1 | 187 | - | - | - | - | - |
| Stage 2 | 141 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.53 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.597 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 666 | 782 | 1385 | - | - | - |
| Stage 1 | 845 | - | - | - | - | - |
| Stage 2 | 886 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 665 | 782 | 1385 | - | - | - |
| Mov Cap-2 Maneuver | 665 | - | - | - | - | - |
| Stage 1 | 844 | - | - | - | - | - |
| Stage 2 | 886 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1385 | - | 719 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.003 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 45 | 0 | 69 | 4 | 1 | 8 | 98 | 491 | 5 | 14 | 938 | 156 |
| Future Vol, veh/h | 45 | 0 | 69 | 4 | 1 | 8 | 98 | 491 | 5 | 14 | 938 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 250 | - | - | 300 | - | 500 |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 9 | 9 | 9 |
| Mvmt Flow | 47 | 0 | 73 | 4 | 1 | 8 | 103 | 517 | 5 | 15 | 987 | 164 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1482 | 1745 | 494 | 1250 | 1907 | 261 | 1151 | 0 | 0 | 522 | 0 | 0 |
| Stage 1 | 1017 | 1017 | - | 726 | 726 | - | - | - | - | - | - | - |
| Stage 2 | 465 | 728 | - | 524 | 1181 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.56 | 6.56 | 6.96 | 7.5 | 6.5 | 6.9 | 4.12 | - | - | 4.28 | - | - |
| Critical Hdwy Stg 1 | 6.56 | 5.56 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.56 | 5.56 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 4.03 | 3.33 | 3.5 | 4 | 3.3 | 2.21 | - | - | 2.29 | - | - |
| Pot Cap-1 Maneuver | 86 | 85 | 518 | 131 | 69 | 744 | 609 | - | - | 993 | - | - |
| Stage 1 | 253 | 311 | - | 387 | 433 | - | - | - | - | - | - | - |
| Stage 2 | 544 | 424 | - | 510 | 266 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 73 | 70 | 518 | 97 | 57 | 744 | 609 | - | - | 993 | - | - |
| Mov Cap-2 Maneuver | 157 | 178 | - | 193 | 122 | - | - | - | - | - | - | - |
| Stage 1 | 210 | 306 | - | 322 | 360 | - | - | - | - | - | - | - |
| Stage 2 | 446 | 352 | - | 432 | 262 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 28.3 | 16.5 | 2 | 0.1 |
| HCM LOS | D | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 609 | - | - | 272 | 328 | 993 | - | - |
| HCM Lane V/C Ratio | 0.169 | - | - | 0.441 | 0.042 | 0.015 | - | - |
| HCM Control Delay (s) | 12.1 | - | - | 28.3 | 16.5 | 8.7 | - | - |
| HCM Lane LOS | B | - | - | D | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 2.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 88 | 279 | 284 | 54 | 400 | 513 |
| Future Vol, veh/h | 88 | 279 | 284 | 54 | 400 | 513 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 300 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 2 | 2 | 9 | 9 |
| Mvmt Flow | 91 | 288 | 293 | 56 | 412 | 529 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1410 | 175 | 0 | 0 | 349 | 0 |
| Stage 1 | 321 | - | - | - | - | - |
| Stage 2 | 1089 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.92 | - | - | 4.28 | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 3.31 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 131 | 841 | - | - | 1158 | - |
| Stage 1 | 711 | - | - | - | - | - |
| Stage 2 | 286 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 84 | 841 | - | - | 1158 | - |
| Mov Cap-2 Maneuver | 155 | - | - | - | - | - |
| Stage 1 | 711 | - | - | - | - | - |
| Stage 2 | 184 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 60.3 | 0 | 4.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 408 | 1158 | - |
| HCM Lane V/C Ratio | - | - | 0.927 | 0.356 | - |
| HCM Control Delay (s) | - | - | 60.3 | 9.8 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 10.2 | 1.6 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

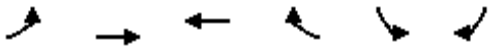
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 548 | 0 | 318 | 268 | 0 | 338 |
| Future Vol, veh/h | 548 | 0 | 318 | 268 | 0 | 338 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 589 | 0 | 342 | 288 | 0 | 363 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | 589 | 0 | - | 589 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 986 | - | 0 | 508 |
| Stage 1 | - | 0 | - | - | 0 | - |
| Stage 2 | - | 0 | - | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 986 | - | - | 508 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 5.7 | 27.9 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBL | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 508 | - | 986 | - |
| HCM Lane V/C Ratio | 0.715 | - | 0.347 | - |
| HCM Control Delay (s) | 27.9 | - | 10.6 | - |
| HCM Lane LOS | D | - | B | - |
| HCM 95th %tile Q(veh) | 5.7 | - | 1.6 | - |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 23 | 413 | 215 | 0 | 319 | 13 |
| Future Volume (Veh/h) | 23 | 413 | 215 | 0 | 319 | 13 |
| Sign Control | | Stop | Stop | | Free | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 26 | 459 | 239 | 0 | 354 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 834 | 715 | 722 | 0 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 834 | 715 | 722 | 0 | 0 | |
| tC, single (s) | 7.1 | 6.5 | 6.5 | 6.2 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 4.0 | 4.0 | 3.3 | 2.2 | |
| p0 queue free % | 61 | 0 | 14 | 100 | 78 | |
| cM capacity (veh/h) | 66 | 279 | 277 | 1088 | 1617 | |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 485 | 239 | 368 |
| Volume Left | 26 | 0 | 354 |
| Volume Right | 0 | 0 | 14 |
| cSH | 238 | 277 | 1617 |
| Volume to Capacity | 2.04 | 0.86 | 0.22 |
| Queue Length 95th (ft) | 898 | 185 | 21 |
| Control Delay (s) | 514.1 | 64.9 | 7.6 |
| Lane LOS | F | F | A |
| Approach Delay (s) | 514.1 | 64.9 | 7.6 |
| Approach LOS | F | F | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 245.1 | | |
| Intersection Capacity Utilization | 62.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 73 | 635 | 1 | 30 | 1 | 331 | 5 | 12 | 0 | 0 | 5 |
| Future Vol, veh/h | 6 | 73 | 635 | 1 | 30 | 1 | 331 | 5 | 12 | 0 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | Free | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 78 | 683 | 1 | 32 | 1 | 356 | 5 | 13 | 0 | 0 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 743 | 733 | - | 766 | 729 | 12 | 5 | 0 | 0 | 18 | 0 | 0 |
| Stage 1 | 3 | 3 | - | 724 | 724 | - | - | - | - | - | - | - |
| Stage 2 | 740 | 730 | - | 42 | 5 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | - | 7.1 | 6.5 | 6.2 | 4.11 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | - | 3.5 | 4 | 3.3 | 2.209 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 331 | 348 | 0 | 322 | 352 | 1074 | 1623 | - | - | 1612 | - | - |
| Stage 1 | 1020 | 893 | 0 | 420 | 433 | - | - | - | - | - | - | - |
| Stage 2 | 409 | 428 | 0 | 978 | 896 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 250 | 271 | - | 209 | 274 | 1074 | 1623 | - | - | 1612 | - | - |
| Mov Cap-2 Maneuver | 250 | 271 | - | 209 | 274 | - | - | - | - | - | - | - |
| Stage 1 | 794 | 893 | - | 327 | 337 | - | - | - | - | - | - | - |
| Stage 2 | 287 | 333 | - | 892 | 896 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | 19.5 | 7.5 | 0 |
| HCM LOS | - | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1623 | - | - | - | 281 | 1612 | - | - |
| HCM Lane V/C Ratio | 0.219 | - | - | - | 0.119 | - | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | - | 19.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | - | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 0.4 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBU | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 30 | 0 | 750 | 1729 | 0 |
| Future Vol, veh/h | 0 | 0 | 30 | 0 | 750 | 1729 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | - | 0 | - | 600 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 31 | 0 | 781 | 1801 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 901 | 1801 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | 6.44 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | 2.52 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 281 | 100 | 0 | - | - | 0 |
| Stage 1 | 0 | - | - | 0 | - | - | 0 |
| Stage 2 | 0 | - | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | | - | - | |
| Mov Cap-1 Maneuver | - | 281 | 100 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBU | NBT | EBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | 100 | - | - | - |
| HCM Lane V/C Ratio | 0.313 | - | - | - |
| HCM Control Delay (s) | 56.6 | - | 0 | - |
| HCM Lane LOS | F | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 548 | 89 | 0 | 268 | 62 | 0 |
| Future Vol, veh/h | 548 | 89 | 0 | 268 | 62 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 1 | 1 | 2 | 2 |
| Mvmt Flow | 589 | 96 | 0 | 288 | 67 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | - | - | 925 | - |
| Stage 1 | - | - | - | - | 637 | - |
| Stage 2 | - | - | - | - | 288 | - |
| Critical Hdwy | - | - | - | - | 6.42 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | - | - | 3.518 | - |
| Pot Cap-1 Maneuver | - | - | 0 | - | 299 | 0 |
| Stage 1 | - | - | 0 | - | 527 | 0 |
| Stage 2 | - | - | 0 | - | 761 | 0 |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | 299 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 299 | - |
| Stage 1 | - | - | - | - | 527 | - |
| Stage 2 | - | - | - | - | 761 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 20.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBT |
|---|---|---|---|---|
| Capacity (veh/h) | 299 | - | - | - |
| HCM Lane V/C Ratio | 0.223 | - | - | - |
| HCM Control Delay (s) | 20.5 | - | - | - |
| HCM Lane LOS | C | - | - | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBU | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 779 | 0 | 60 | 0 | 1664 |
| Future Vol, veh/h | 0 | 0 | 779 | 0 | 60 | 0 | 1664 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | - | None |
| Storage Length | - | 0 | - | - | - | 600 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 811 | 0 | 63 | 0 | 1733 |

| Major/Minor | Minor1 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 406 | 0 | - | 811 | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 6.44 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.52 | - | - |
| Pot Cap-1 Maneuver | 0 | 594 | - | 0 | 439 | 0 | - |
| Stage 1 | 0 | - | - | 0 | - | 0 | - |
| Stage 2 | 0 | - | - | 0 | - | 0 | - |
| Platoon blocked, % | | | - | | | | - |
| Mov Cap-1 Maneuver | - | 594 | - | - | 439 | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBU | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 439 | - |
| HCM Lane V/C Ratio | - | - | 0.142 | - |
| HCM Control Delay (s) | - | 0 | 14.6 | - |
| HCM Lane LOS | - | A | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 318 | 0 | 62 | 338 | 0 | 89 |
| Future Vol, veh/h | 318 | 0 | 62 | 338 | 0 | 89 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 342 | 0 | 67 | 363 | 0 | 96 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 345 | - | 0 | 0 | - | - |
| Stage 1 | 249 | - | - | - | - | - |
| Stage 2 | 96 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 652 | 0 | - | - | 0 | - |
| Stage 1 | 792 | 0 | - | - | 0 | - |
| Stage 2 | 928 | 0 | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 652 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 652 | - | - | - | - | - |
| Stage 1 | 792 | - | - | - | - | - |
| Stage 2 | 928 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 652 | - |
| HCM Lane V/C Ratio | - | - | 0.524 | - |
| HCM Control Delay (s) | - | - | 16.4 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 3.1 | - |

# Appendix E: Community Engagement Plan

FEHR PEERS

# Memorandum

Date: February 21, 2020 (Updated)

To: Ryan Stewart – Spokane Regional Transportation Council

From: Kendra Breiland, Kara Hall, and Chris Breiland

**Subject: US 195/Interstate 90 (I-90) Study Community Engagement Plan**

*SE19-0695*

## Introduction

This memorandum will serve as the Community Engagement Plan for the US 195/I-90 study. While this memorandum is a living document that will be updated based on feedback from project team members and refined at project milestones, it is intended to document the community engagement plan in its current form.

This document includes:

- An overview of the proposed community engagement phases and goals
- The plan for steering committee and community engagement
- Tactics, key messages, and expectations for engagement
- List of project stakeholders
- Timeline for planned engagement

## The Engagement Process

Three phases of engagement with the project stakeholders and community are planned for this project. This section describes the goals and objectives of each phase and methods for gathering input while the specific groups and the timeline for engagement are detailed in the following sections.

### Understanding the Issues

This phase of engagement is focused on getting grounded and understanding the issues. The goal of this phase is to ensure that the project team has a comprehensive understanding of the challenges facing the corridor from the perspective of the stakeholders and community. Input

collected during this phase will not only be used to identify the problems recommended solutions must solve, but also the identification of metrics that measure progress.

### Evaluating Alternatives

This phase of engagement will focus on presentation of initial ideas with the Steering Committee and community, followed by project packaging. The goal of this phase of engagement will to be to inform the community of ideas being considered and develop a package of projects for evaluation and ultimately, recommendations for the US 195 corridor.

### Presenting Recommendations

This phase will focus on presenting and collecting Steering Committee feedback on draft project recommendations. The goal of this phase will be to gather input from the Steering Committee on project recommendations to be incorporated into the Draft Plan.

## Engagement Tactics

This section highlights some of the key tactics that we will be considering at different stages of the engagement process and the key messages that we will be striving to deliver.

| | |
|---|---|
| **Summary / Key Messages** | As the Spokane area grows, challenges facing the local and regional transportation system will also increase. Major residential and employment growth expected in the West Plains area will increase the number of people and goods traveling east-west between new growth centers in the west and existing centers in the east. With only four options for crossing Latah Creek, pressure on these routes, most notably the I-90 crossing will intensify.<br>This study will identify practical solutions for the US 195 corridor that:<br>• Improve existing and future safety conditions;<br>• Maintain mobility for both local and regional trips, including for freight/goods movement;<br>• Increase modal options such as walking, biking, and transit<br>• Accommodate the transportation needs of planned development to ensure continued economic vitality; and<br>• Are implementable and fundable in a reasonable timeframe. |
| **Event Objectives** | Stakeholder Feedback Gathering:<br>• Complete one-on-one interviews with Steering Committee members and a few key stakeholders (Department of Natural Resources, freight representative)<br>• For other groups (community groups, neighborhood councils, developers, and freight/agricultural interests) we will tend to gather |

feedback via focus groups or questionnaire. We are open to conducting one-on-one. Interviews with a limited number of representatives in cases where it would be beneficial to the project.
- A full list of groups/members to be interviewed can be found in the Project Stakeholders section below.
- The Stakeholder Interview Form is included as Attachment A

Steering Committee – Project Goals & Objectives and Interim Safety/Mobility Improvements:
- Workshop Draft Project Goals & Objectives
- Identification of Performance Metrics
- Discussion of interim safety and mobility projects that could quickly be implemented and will not be incompatible with long-term improvements

Public Meeting #1:
- Promote public awareness of study
- Community survey to gather feedback on Project Goals & Objectives
- Provide an opportunity for community members to pinpoint locations of concern and tell us why
- In-person engagement mirrored with online survey and pin map
- Potential presentation of interim safety and mobility improvements being considered for near-term implementation

Steering Committee - Initial Ideas & Feedback:
- Presentation of ideas based on information gathered during earlier engagement process
- Preliminary project screening matrix
- Steering committee feedback

Community Check-In:
- We will conduct check-in with key agencies not represented on the steering committee to inform them of improvement concepts being evaluated and to provide an overview of study process remaining
- To ensure the community at large feels informed, we will provide a brief study update on our website

Steering Committee - Project Packaging:
- Presentation of technical results and completed screening matrix
- Workshop to package projects to be evaluated as part of systems approach
- It is likely this phase will span over 2-3 meetings with the steering committee as we refine project packages

Public Meeting #2:
- Presentation of refined safety and mobility improvement concepts to community members
- Opportunity for community members to provide feedback on safety and mobility concepts being considered
- Mirrored opportunity to provide input online

Steering Committee – Draft Recommendations:

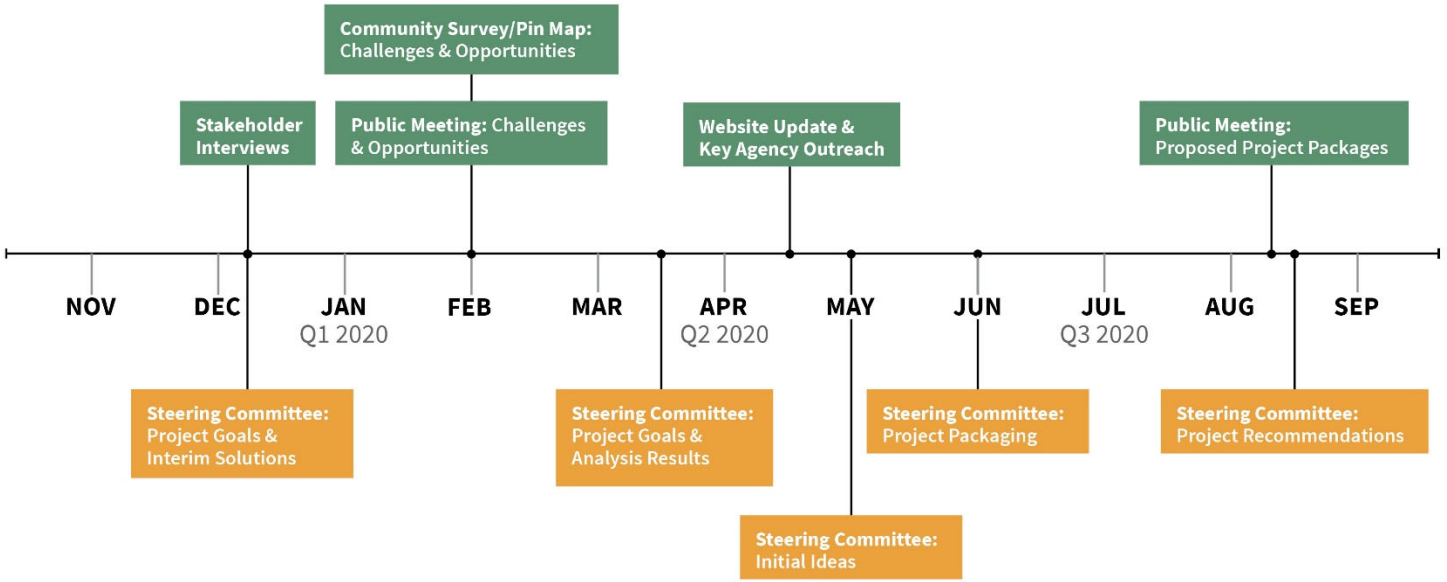
| | |
|---|---|
| | • Presentation of draft recommendations and findings<br>• Steering Committee feedback for final recommendations |
| **Risks** | Steering Committee and community endorsement of Project Goals, Objectives, and Performance Measures is essential to developing solutions that are supported by all. Ensuring that all voices are heard early in the process is essential to achieving this. Studies have been happening in this area for many years so it is essential that messaging for this study highlights the systems approach and that opportunities to provide input in the early phases are promoted and accessible to all groups with an interest in the outcomes. Risks include:<br>1. Community members/neighborhood organizations view this project as another study not likely to yield solutions within a timeframe that is tangible to them and do not engage. **Solution:** identify a set of improvements that can be implemented immediately, as well as mid and long-term solutions.<br>2. Different groups have divergent expectation for the corridor and what this project can achieve. **Solution:** early on engagement on project goals and performance metrics will be key to aligning expectations. |
| **Assumptions** | • Public meetings will draw a large number of community members requiring an appropriate venue to host events and structuring of the meeting to solicit meaningful input from attendees.<br>• Steering Committee members will use existing media platform to create awareness of the study and promote engagement opportunities.<br>• SRTC and/or other Steering Committee members will host a tabling event to promote online input opportunities.<br>• Meeting-in-a-box materials will be available for any community briefings that need to occur over the course of the project starting March 2020. |
| **Plan Overview** | The plan resulting from the US 195/I-90 Study will include practical solutions that;<br>• Improve existing and future safety conditions on US 195;<br>• Maintain mobility for both local and regiona trips, including freight/goods movement Increase modal options such as walking, biking, and transit;<br>• Create a transportation system that can accommodate planned development to ensure continued economic vitality; and<br>Are implementable and fundable in a reasonable timeframe |

| | |
|---|---|
| **Plan Development + Review Process** | Following the community engagement process outlined above, a draft mobility plan will be prepared. The consultant team expects to deliver a draft plan in Q4 2020. The draft plan will undergo review by the following groups prior to adoption:<br>• Project Steering Committee;<br>• Spokane Regional Transportation Council Board; Spokane City Council, WSDOT, Spokane Transit Board (or committee), Spokane County Board of Commissioners<br>• General Public |
| **Audiences + Messaging** | Steering Committee – This plan will develop solutions that must be supported across all the partner agencies to move from a recommendation in a plan to reality. The Steering Committee will provide feedback at key points and help ensure that the project recommendations are supported and viewed by all members as feasible improvements.<br><br>Neighborhood Groups/Homeowners Associations – This plan will explore solutions ranging from new east-west connections to rerouting existing connections. Input from neighborhood groups and homeowners associations will be needed to ensure that solutions not only improve immediate transportation challenges but mobility in the area over time.<br><br>Developers/Business Development Organizations - This plan will explore solutions ranging from new east-west connections to land use regulation. Developers/Business organizations insights are needed to identify solutions that support short, medium, and long-term success in a changing economic environment.<br><br>General Public – This plan will describe a wide range of solutions for the US 195 corridor. Input from the general public will be key in shaping solutions aimed at improving current challenges users face and creating a transportation network that supports travel to local destinations. |

# Project Stakeholders

| Group/Agency | Representative | Steering Committee | 1-1 Interviews, Focus Group, Questionnaire | Tabling Event | Website | Community Survey | Community Meetings |
|---|---|---|---|---|---|---|---|
| Spokane Regional Transportation Council | Ryan Stewart | X | X | | | | |
| Washington State Department of Transportation | Char Kay | X | X | | | | |
| Spokane Transit Authority | Mike Tressider | X | X | | | | |
| City of Spokane | Inga Note | X | X | | | | |
| County of Spokane | Barry Greene | X | X | | | | |
| Downtown Spokane Partnership | Mark Richard | | X | | | | |
| Greater Spokane Inc | Cara Coon | | X | | | | |
| Fish Creek Trail Advocacy Group | Dan Schafer | | X | | | | |
| Spokane Public Schools | TBD | | X | | | | |
| Cheney Public Schools | TBD | | X | | | | |
| Eagle Ridge HOA | Mike Cressey | | X | | | | |
| Cascade Mobile Home Community | TBD | | X | | | | |
| Canyon Bluff Property Owners Association | TBD | | X | | | | |
| Latah/Hangman Neighborhood Council | Kai Huschke | | X | | | | |
| Grandview/Thorpe Neighborhood Council | Joy Sheikh | | X | | | | |
| Comstock | John Schram and Terryl Black | | X | | | | |
| Latah Creek Plaza | David Black | | X | | | | |
| Developer | Todd Whipple | | X | | | | |
| Peaceful Valley Neighborhood Council | Lesley Quick | | X | | | | |
| Inland Northwest Trails Coalition | TBD | | X | | | | |
| City of Spokane Parks Department | Nick Hamad | | X | | | | |
| Palouse RTPO (Freight/Agricultural Interest) | Shaun Darveshi | | X | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Department of Natural Resources | Jeff Wolf, Kari Fagerness | | X | | | | |
| Department of Ecology | TBD | | X | | | | |
| Emergency Service Providers (Fire Department) | TBD | | X | | | | |
| Commercial Real Estate Developer | Donald Huddleston | | X | | | | |
| Community at Large | | | | X | X | X | X |


Community Survey/Pin Map: Challenges & Opportunities
Stakeholder Interviews
Public Meeting: Challenges & Opportunities
Website Update & Key Agency Outreach
Public Meeting: Proposed Project Packages
NOV
DEC
JAN
Q1 2020
FEB
MAR
APR
Q2 2020
MAY
JUN
JUL
Q3 2020
AUG
SEP
Steering Committee: Project Goals & Interim Solutions
Steering Committee: Project Goals & Analysis Results
Steering Committee: Project Packaging
Steering Committee: Project Recommendations
Steering Committee: Initial Ideas

# Appendix F: Community Workshop #1 Materials

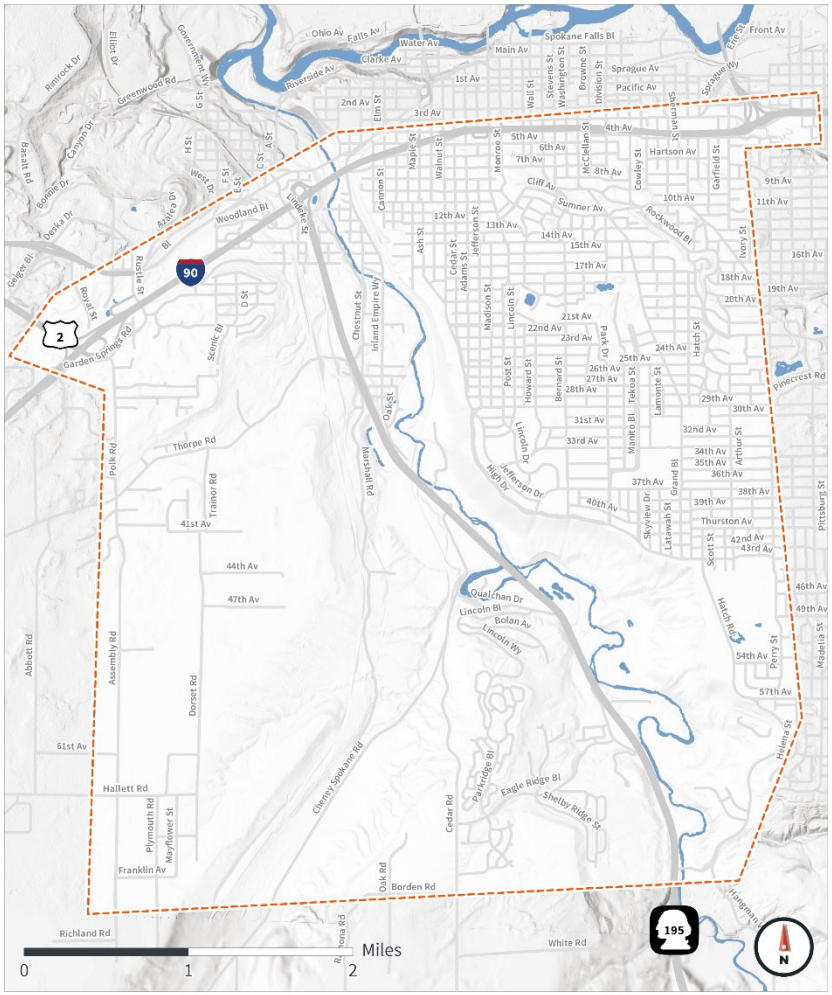

# US 195/I-90 Transportation Study

Community Meeting
February 10, 2020

# Agenda


- Welcome!
- Brief Presentation About the Study (6:15-6:30)
- Open House (6:30-8:00)
  - About the Project
  - Proposed Project Goals
  - Corridor Challenges
    - Auto/Freight
    - Biking/Walking
    - Transit
  - Modal Accommodations
  - Comments

# Project Background




**Project Study Area**

# Project Background


Spokane Transit

Washington State Department of Transportation

SRTC
SPOKANE REGIONAL TRANSPORTATION COUNCIL

CITY OF SPOKANE

Spokane County
WASHINGTON

# Proposed Project Goals

US 195/I-90 STUDY

**1** **Improve existing and future safety conditions**

**2** **Maintain mobility for both local and regional trips including freight/goods movement**

**3** **Accommodate the transportation needs of planned development to ensure continue economic vitality**

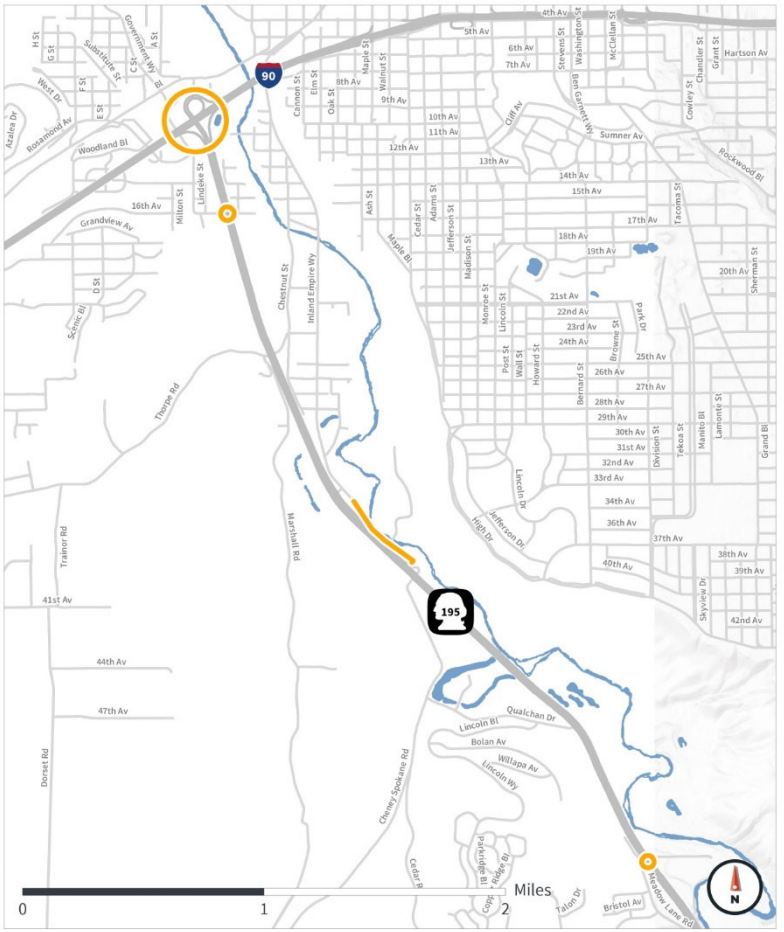
**4** **Increase modal options, such as walking, biking, and transit**

**5** **Are practical implementable and fundable in a reasonable timeline**

# What We've Heard...

US 195/I-90 STUDY

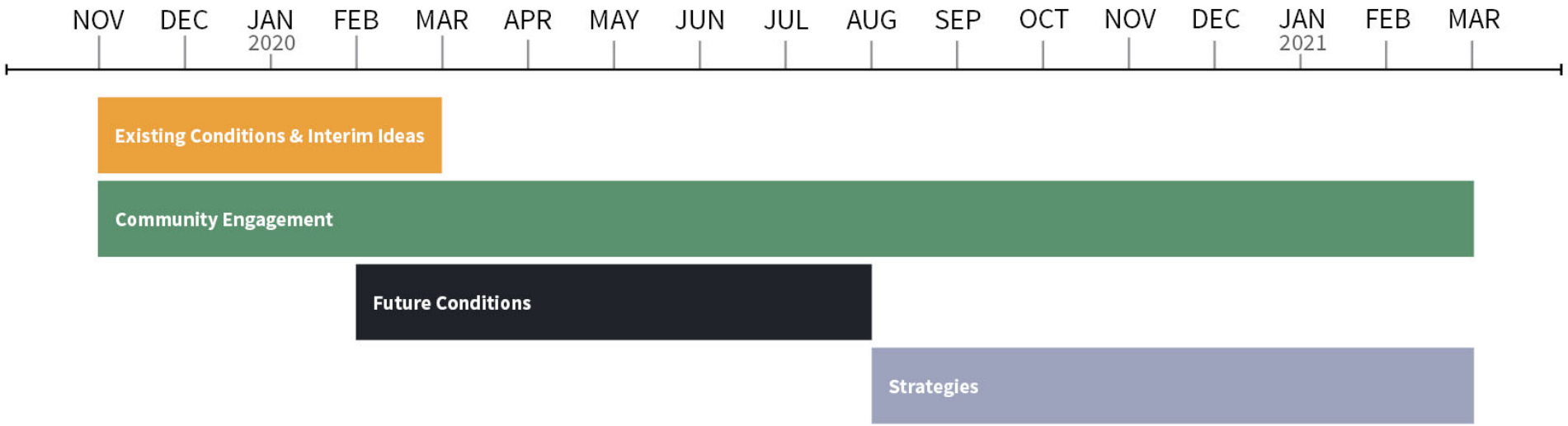
- Interim solutions are needed
- Development is continuing in the study area
- Growth in the West Plains is going to continue
- US 195 is a freight corridor
- More complete connections for all modes needed



# Where We Are

## The Process

US 195/I-90 STUDY



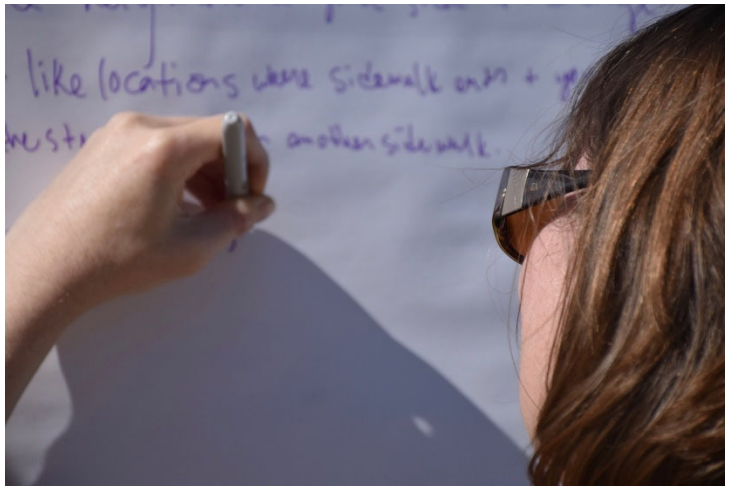
# Orientation for Tonight

We want your input!

US 195/I-90 STUDY

## Stations:

- About the Project
- Proposed Project Goals
- Corridor Challenges
  - Auto/Freight
  - Biking/Walking
  - Transit
- Corridor Accommodations
- Comments




# How to Stay Involved

We want your input!


- Visit us online!
  - us195transportationstudy.com
- Current opportunities for input:
  - Project Goals Survey
  - Pin-Map
- Stay tuned for future updates!

# Appendix G: Volume Adjustment Summary

# Memorandum

Date: September 22, 2020

To: Ryan Stewart, Spokane Regional Transportation Council

From: Kara Hall & Chris Breiland – Fehr & Peers

**Subject: US 195/I-90 Transportation Existing Traffic Volume Data**

*SE19-0695*

## Introduction

This memorandum has been prepared to address WSDOT's comments on how volume data collected for US 195/I-90 transportation study will be adjusted to account for seasonality factors and differences observed by WSDOT as part of this study.

The issues raised by WSDOT during the Study Advisory Team Meeting on August 11, 2020 include:

- The volume being used to analyze operations on I-90 during the AM and PM peak hour is substantially lower than volume measured by WSDOT's Permanent Traffic Recorders (PTR).
- The volume currently being analyzed results in operations on I-90 that do not reflect current conditions.

Through additional reviews of PTR data and discussions with SRTC and WSDOT staff, we are proposing a different adjustment factor for traffic data collected on I-90 and US 195 than was used for the preliminary analysis presented at the Study Advisory Team meeting. This memorandum documents the data comparison that was completed, how this approach differs from the methodology approved by the Study Advisory Team, the process used to develop the adjustment factor, and the volume data that will be used as the baseline conditions for I-90 and US 195.

## Traffic Volume Comparison

Data collection for this study included video-counts on I-90 over a 24-hour period on Tuesday, February 11th, 2020 collected from the Grove Road interchange. These counts were used to

develop mainline volume for I-90 during the AM and PM peak hour between the Grove Road interchange and US 2 interchange. Using data collected at the US 2 interchange during the same time period, volume balancing was then used to calculate the volume on I-90 between the US 2 interchange and US 195 interchange.

## PTR Data Comparison

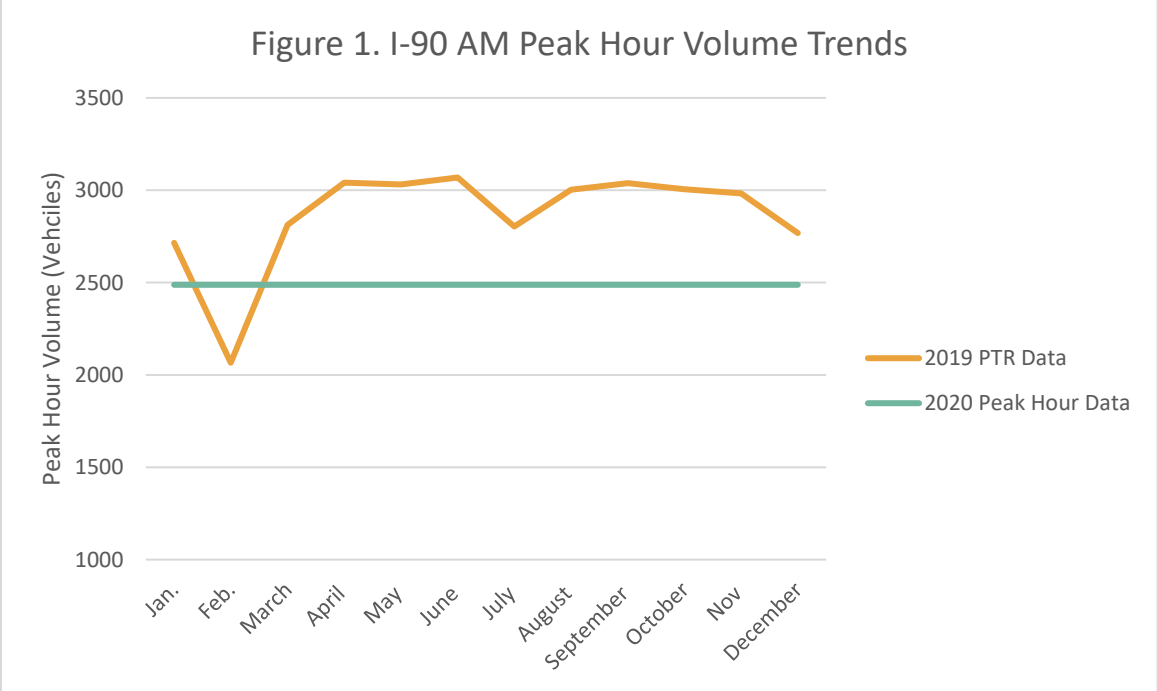
As part of the initial volume processing, data collected in the field was compared to PTR data provided by WSDOT. Because all traffic volume data, including data on US 195 and on other study facilities, was collected on a Tuesday in February, the WSDOT PTR data from early February 2019 was used in this comparison, which is presented in **Table 1**. Note that PTR data reflect average weekday (Tuesday-Thursday) conditions over the entire month.

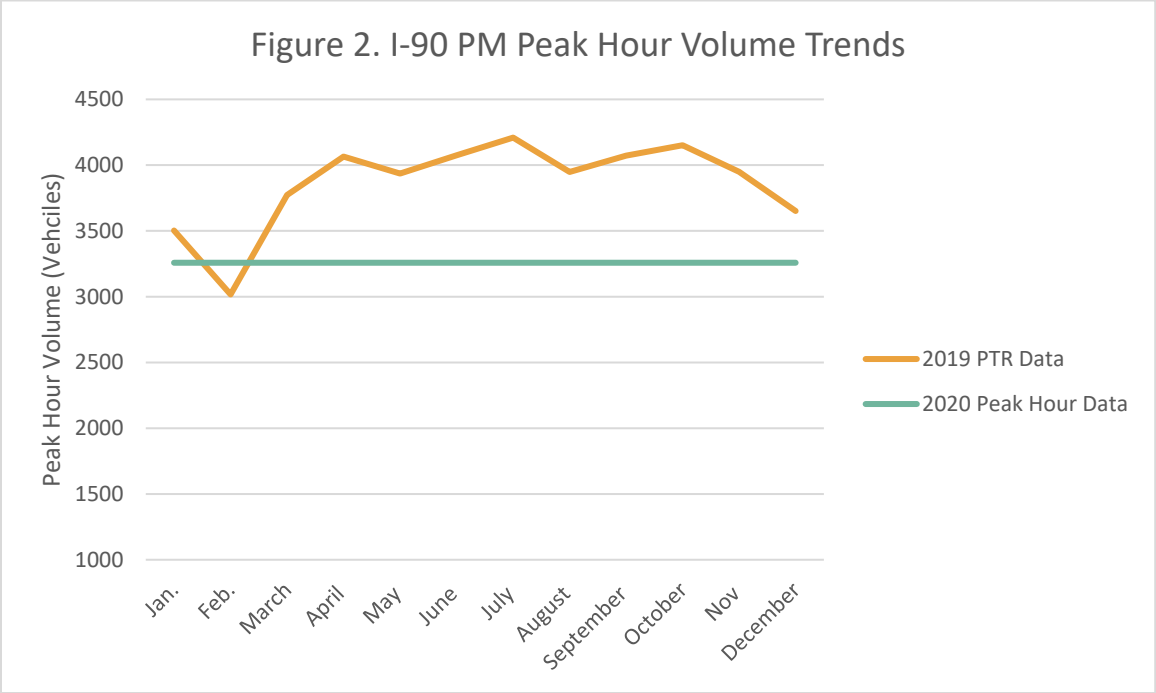
**Table 1. AM and PM Peak Hour PTR Data Comparison**

| Segment | PTR Data (2019) | | Field Data (2020) | |
|---|---|---|---|---|
| | AM | PM | AM | PM |
| I-90 Eastbound Mainline w. of US 195 Diverge | 2,066 | 3,017 | 2,488 | 3,258 |

As shown in the table, data collected in the field was found to be higher on the I-90 mainline in the eastbound direction during both the AM and PM peak hour, accounting for growth that occurred between 2019 and 2020.

Information recently shared by WSDOT revealed that snowfall during February 2019 was unusually high, resulting in a drop in traffic volume during that month. A monthly evaluation of average weekday traffic, shown in **Figure 1** and **Figure 2** confirms a substantial decrease in traffic volume during February 2019.




The volume data presented above is based on a 3-day average on volume on a Tuesday, Wednesday, and Thursday, a typical time period for the collection of traffic counts during 2019. The AM the peak hour was identified as 7:00-8:00 AM based on field data and PTR data, while the PM peak hour was identified as 4:00-5:00 PM.

## Seasonal Data

Another data source provided by WSDOT included the traffic impact analysis for the Wheatland Estates TIA. This TIA only included volume data for the I-90 mainline and ramps at the US 195 interchange and Maple Street diverge so these data points were not used in the I-90/US 195 Study; however, the data presented in this analysis confirms substantial seasonal variations in volume specifically on I-90. Volumes and LOS findings presented in the TIA were based on conditions in September of 2018. As shown in **Figure 1** and **Figure 2**, peak hour volume on I-90 is highest in late spring through early fall. **Figure 1** and **Figure 2** also depict how this variation compares to the peak hour data collected in February 2020.

## Proposed Adjustment Factor

Based on the PTR and TIA data, we agree with WSDOT that February count data could understate typical traffic volumes over the course of the year. Therefore, we propose using the PTR data from 2019 compared to the count data collected in 2020 to adjust the February 2020 counts. To avoid adjusting traffic volume to represent the "peak-of-the-peak" conditions, the adjustment factor was developed using the average volume from the months with third, fourth, and fifth highest volumes. For the AM peak hour, an average of volume during May, September, and October was used and resulted in an adjustment factor of 1.25 (i.e., February 2020 counts were multiplied by 1.25).

For the PM, April, June, and September were used and also resulted in an adjustment factor of 1.25.

**Table 2** presents the volume data that would be used to analyze roadway segments in the study area with a seasonal factor applied to data collected in the field for WSDOT facilities.

**Table 2. Traffic Volume with Seasonal Factor**

| Segment | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | NB/EB | SB/WB | NB/EB | SB/WB |
| US 195 south of Hatch Road | 582 | 348 | 389 | 591 |
| I-90 west of Grove Road interchange | 2,021 | 1,626 | 2,534 | 1,767 |
| US 2 west of I-90 | 1,386 | 1,736 | 2,332 | 1,806 |
| US 195 south of I-90 | 1,635 | 518 | 707 | 1,638 |
| I-90 east of Division Street Ramps | 5,504 | 5,734 | 6,166 | 5,972 |

## Approved Methodology

While our Methods & Assumptions memorandum is not specific on seasonality, February 11 was selected as a reasonable analysis day for which to collect counts, as it was a non-holiday that falls within the industry-standard spring/fall analysis period (when school is in session).

As documented in the Methods & Assumptions memorandum, 24-hour counts were collected on I-90, US 2, and US 195. These counts were then used with volume balancing to calculate the volume used in analysis for specific segments on I-90, including the US 195 diverge with eastbound I-90 and the US 195 merge with eastbound I-90.

The approved Methodology & Assumptions memorandum does not include adjustments to volume collected in the field. However, based on additional information shared by WSDOT, application of a seasonal factor is reasonable. This approach will allow for the adjustment of all data that contributes to the I-90 system (US 2 and US 195) and more closely align with the approved methodology than other approaches discussed.

Note that we do not propose adjusting counts on local streets away from the I-90 or US 195 corridor (e.g., traffic at the intersection of Cedar Road and Cheney-Spokane Road) since we do not have seasonal traffic data at these local street locations. Based on our experience in other locations, it is likely that local streets see less seasonal variation than major highways and unless there is a local data source, we feel that these counts meet an industry-standard approach for traffic analysis.