Traffic Impact Analysis

EAGLE BLUFF

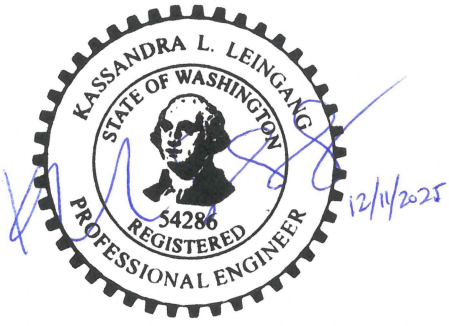
Prepared for:
Harley C. Douglass, Inc.

December 2025

Prepared by:

transpogroup
WHAT TRANSPORTATION CAN BE.

12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com



1.25117.00

Table of Contents

Introduction **1**
Project Description 1
Study Scope 1

Existing and Future Without-Project Conditions **4**
Roadway Network 4
Non-Motorized Facilities 6
Transit Service 6
Traffic Volumes 6
Traffic Operations 10
Traffic Safety 12

Project Impacts **13**
Trip Generation 13
Trip Distribution & Assignment 13
Traffic Operations Impact 16

Mitigation **19**
Transportation Improvements 19
Transportation Impact Fee 19

Summary of Findings **20**

Appendix

Appendix A: Traffic Counts
Appendix B: LOS Definitions
Appendix C: LOS Worksheets
Appendix D: Trip Generation Calculations
Appendix E: Pipeline Projects Map

Figures

Figure 1. Site Vicinity and Study Intersections 2
Figure 2. Preliminary Site Plan 3
Figure 3. Planned Improvement: Meadow Lane Road/US 195 Intersection 5
Figure 4. Existing Weekday Peak Hour Traffic Volumes 7
Figure 5. Future (2030) Without-Project Weekday Peak Hour Traffic Volumes 9
Figure 6. Project Trip Distribution and Assignment 14
Figure 7. Future (2030) With-Project Weekday Peak Hour Traffic Volumes 15
Figure 8. Future Without and With-Project (2030) WSDOT I-90 Interchange Volumes 16

Tables

Table 1. Existing Conditions Summary 4
Table 2. Existing and Future (2030) Without-Project AM and PM Peak Hour LOS Summary 11
Table 3. Five-Year Collision Summary (2020-2024) at the Study Intersections 12
Table 4. Estimated Weekday Vehicle Trip Generation 13
Table 5. Future Without-Project and With-Project Peak Hour LOS Summary 17
Table 6. Estimated Transportation Impact Fee 19

Introduction

This traffic impact analysis (TIA) identifies potential transportation-related impacts associated with the construction of the proposed residential development located southwest of US 195 and south of S Meadow Lane Road in Spokane, Washington. As necessary, mitigation measures are identified that would reduce or offset significant transportation related impacts that the project may have on the surrounding transportation system.

Project Description

The proposed project is located south of the intersection of Meadowlane Road and W Eagle Ridge Boulevard and west of US 195 in the City of Spokane as shown in Figure 1. The project is proposed to construct up to 332 single family homes and 128 multi-family apartment units on a currently vacant lot.[1]

Access to the site will be provided via two access points connecting to the internal roadways on site. The access points include (1) 61st Avenue located at the northeastern corner of the site, connecting to Meadowlane Road and (2) 73rd Avenue located at the southwestern corner of the site Moran View Street at the southwestern corner of the site connecting to Moran View Street. Additional stub connections are being provided to the west and south to allow for connectivity in the vicinity as development occurs in the future. A preliminary site plan is included in Figure 2. The project is expected to be constructed and occupied by 2030.

Study Scope

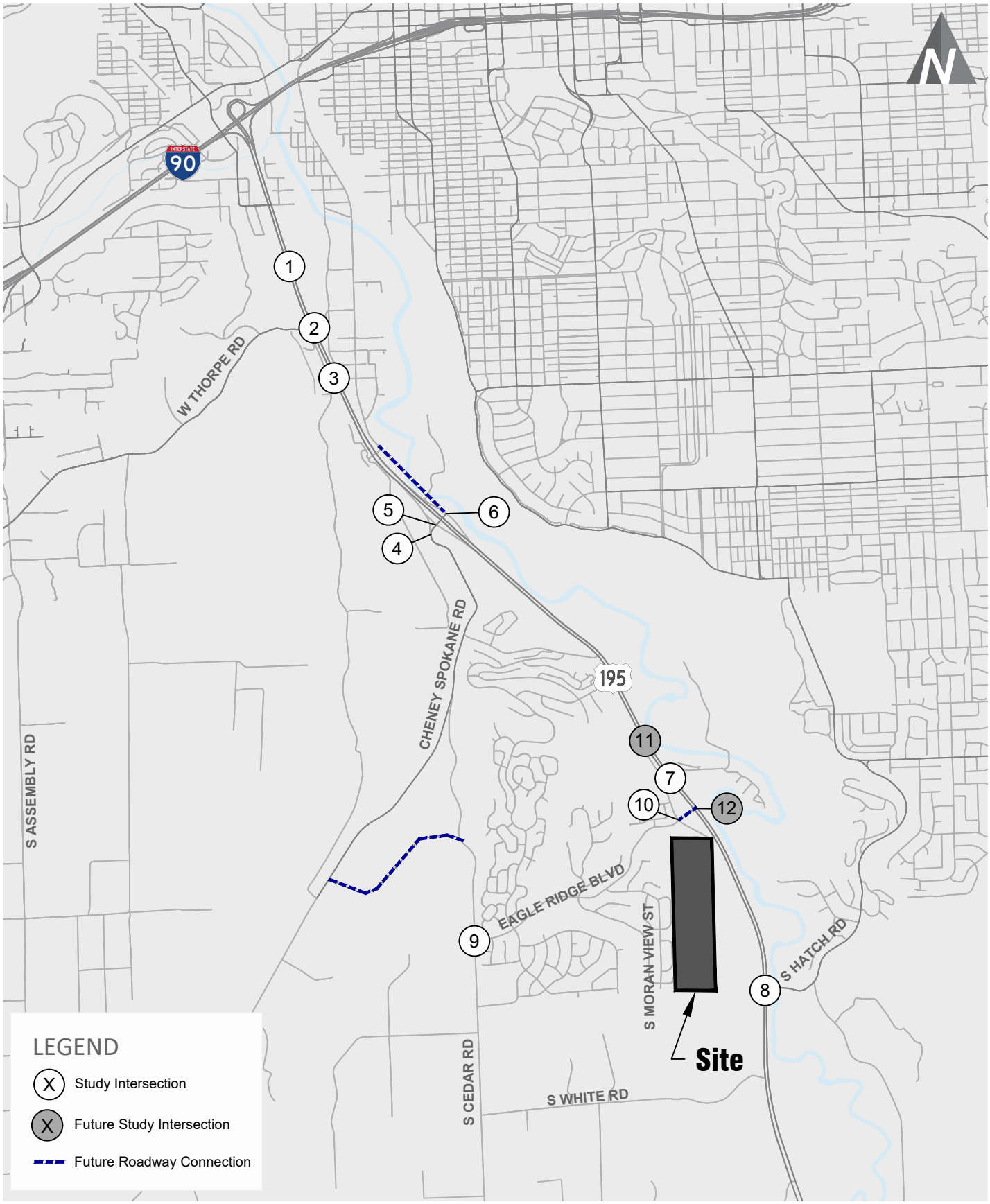
As coordinated with the City of Spokane and the Washington State Department of Transportation (WSDOT); and in consideration of the anticipated trip distribution patterns for project generated traffic, the following intersections were selected for analysis during the weekday AM and PM peak hours and are illustrated in Figure 1.

1. US 195/North J-turn
2. US 195/W Thorpe Road
3. US 195/South J-turn
4. US 195/Cheney Spokane SB Ramp West
5. US 195/Cheney Spokane SB Ramp
6. US 195/Cheney Spokane NB Ramp
7. US 195/E Meadowlane Road
8. US 195/S Hatch Road
9. S Cedar Rd/ W Eagle Ridge Blvd
10. S Meadowlane Rd/W Eagle Ridge Blvd

In addition to the study area intersections identified above, future intersections created with the planned Meadow Lane Road/US 195 improvements as discussed below were included in the analysis under future conditions. Additionally, as directed by WSDOT, the volumes of the US 195/I-90 eastbound (EB) interchange were evaluated.

The analysis included a review of existing conditions within the study area, including the roadway network, non-motorized facilities, transit service, existing and future without-project peak hour traffic volumes, traffic operations, and traffic safety. Future (2030) with-project conditions were evaluated by adding site-generated traffic, to future without-project volumes. Future without and with-project conditions were compared to identify the relative impacts the proposed project has on the surrounding transportation system.

[1] Note that the analysis assumes the project constructs up to 332 single family homes and 128 multi-family apartment units; however, as illustrated in the site plan (see Figure 2), the current development assumes 1 fewer single family home. The higher unit assumption was made for purposes of conducting a conservative operational analysis.

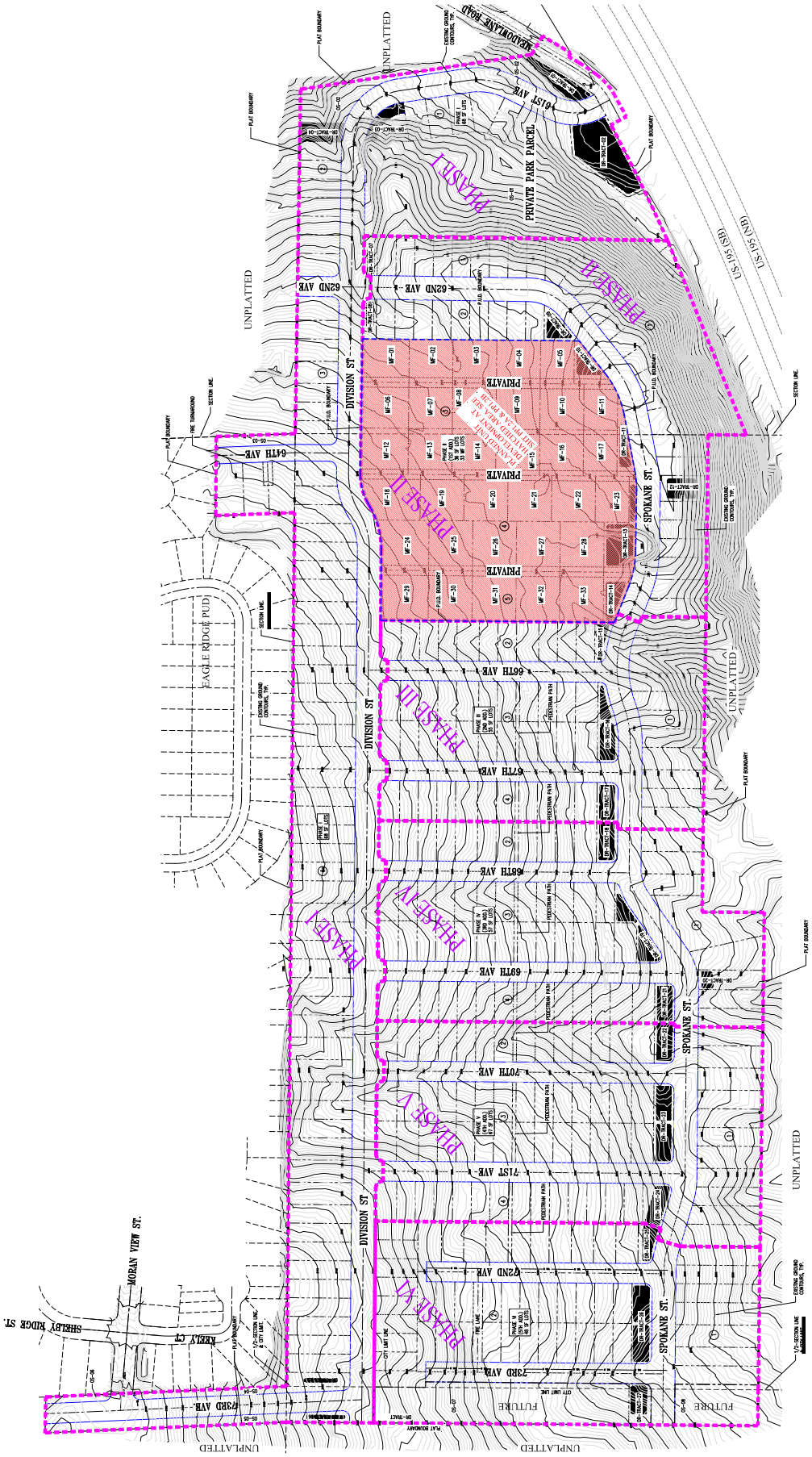


Site Vicinity and Study Intersections

Eagle Bluff

FIGURE
1

transpogroup



Preliminary Site Plan

Eagle Bluff

FIGURE
2

transpogroup

Existing and Future Without-Project Conditions

This section describes both existing and future (2030) without-project conditions within the identified study area. Characteristics are provided for the roadway network, non-motorized facilities, transit service, traffic volumes, traffic operations, and traffic safety.

Roadway Network

The following sections describe the existing roadway network within the vicinity of the proposed project and anticipated changes resulting from planned improvements.

Existing

The primary roadways within the study area and their characteristics near study intersections are described in Table 1.

Table 1. Existing Conditions Summary

Roadway	Street Classification	Speed Limit (mph)	No. of Lanes	Non-Motorized Facilities
US 195 (S Inland Empire Way)	Urban Other Freeways/Expressways	55	4/5	None
W Thorpe Road	Urban Minor Arterial	20-35[1]	2	Sidewalks[2]
Cheney Spokane Road	Urban Minor Arterial	35	4/5	Sidewalks
S Meadowlane Road	Urban Major Collector	25-30	2	None
S Hatch Road	Urban Minor Arterial	35	2	None
W Eagle Ridge Boulevard	Urban Major Collector	30	2	Intermittent Sidewalks[3]
S Cedar Road	Urban Major Collector	35	2	Intermittent Sidewalks[4]

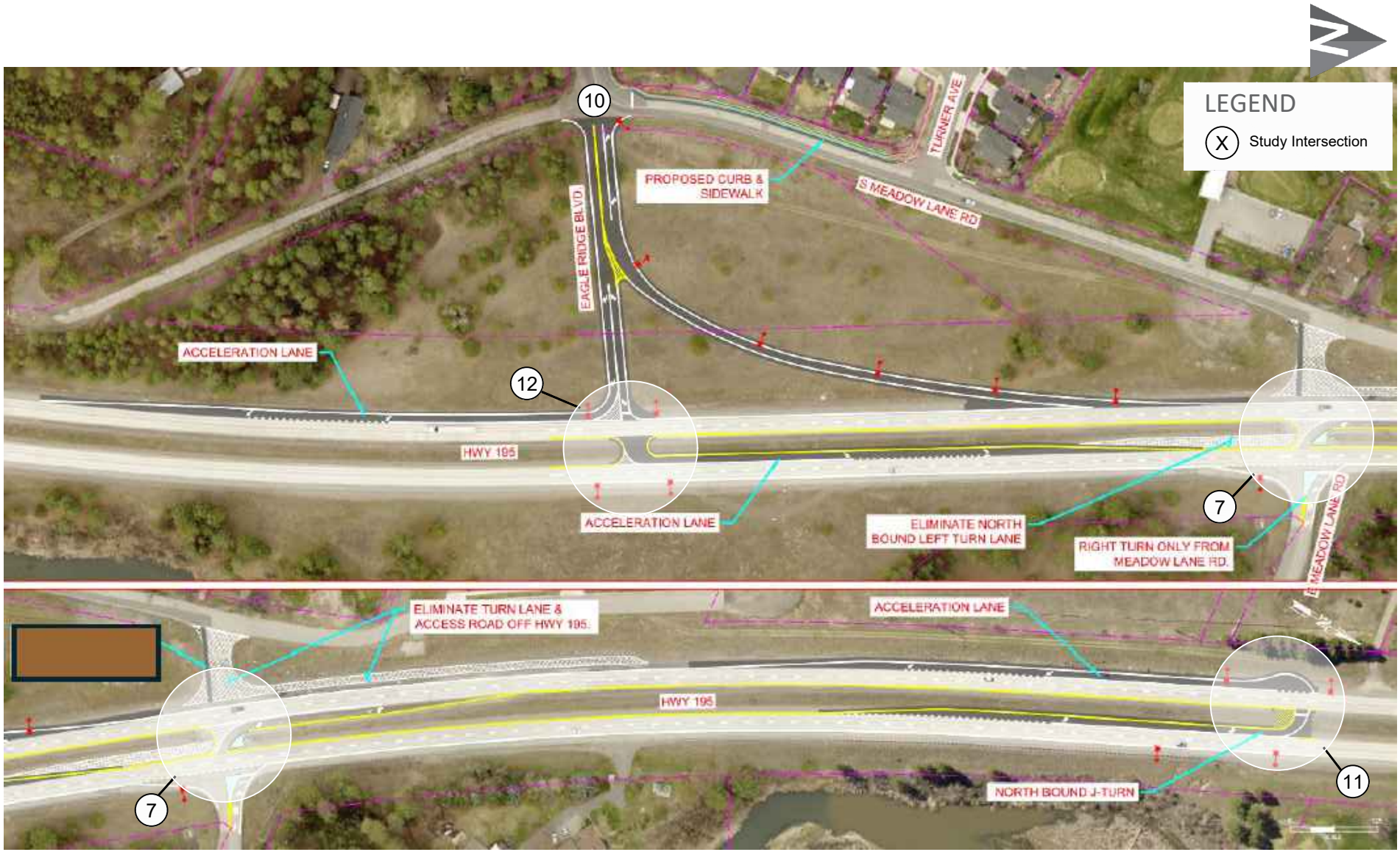
City of Spokane, 2025
1. Posted speed limit 20 mph between W Westwood Lane and US 195 and 30 mph east of US 195.
2. Provided on north side between S Grove Road and S Abbott Road
3. Sidewalks provided on the south side of the roadway west of S Parkridge Blvd.
4. Sidewalks provided on the west side of the roadway approximately from approximately 300 feet south of W Eagle Ridge Blvd to approximately 300 feet north of W Eagle Ridge Blvd.

Planned Improvements

The planned improvements included in the analysis are based on a review of local plans as well as based on review of planned development projects (pipeline projects) and improvements conditioned for those developments.[2] The local plans reviewed include the City of Spokane's *2025-2030 Citywide Capital Improvement Program,* Spokane County's *2025-2030 Six-Year Transportation Improvement Program, and WSDOT's 2025-2030 Six-Year Transportation Improvement Program.* The following planned improvements have been identified and are assumed in the analysis:

- **Meadow Lane Road/US 195 Intersection** – Intersection improvements are planned for anticipated traffic growth and congestion mitigation. Eagle Ridge Boulevard will be extended between S Meadow Lane Road and US 195, closing the existing access to US 195. A J-turn will be constructed north of S Meadowlane Road as left turns are restricted at the new intersection. See Figure 3 for the planned improvement.
- **South Inland Empire Way Extension –** S Inland Empire way will be extended to the south to be connected to the US 195/Cheney-Spokane Road ramps. This will divert downtown trips from taking US 195.

[2] As the vehicle trips associated with the pipeline developments are accounted for in the analysis, the corresponding conditioned planned improvement projects are similarly included.



Planned Improvement: Meadow Lane Road/US 195 Intersection

Eagle Bluff

FIGURE
3

transpogroup

- **Hatch Road/US 195 Intersection** – Intersection improvements are planned for anticipated traffic growth and congestion mitigation. Westbound left-turns from Hatch Road will be restricted and rerouted to use the new J-turn constructed as part of the Meadow Lane Road/US 195 intersection improvements.
- **S Cedar Road to Cheney Spokane Road Arterial Connection** – A new East-West arterial road connection will be constructed providing connection between S Cedar Road and Cheney Spokane Road.
- **Thorpe Roundabout –** A roundabout is planned to be constructed along Thorpe Road west of the existing tunnels. The roundabout will permit westbound flow of traffic as well as full access for emergency vehicles but will restrict eastbound flow of vehicles through the roundabout.

Non-Motorized Facilities

The primary non-motorized facility in the study area is the Fish Lake Trail. This is a shared use path that extends from West Spokane to Queen Lucas Lake and is planned to connect the Centennial Trail to Fish Lake Regional Park in the future. The trail is located west of the site along the west side of Cheney Spokane Road; however, the nearest trailhead is located approximately 7 miles southwest of the project site at the intersection of Cheney Spokane Road/S Scribner Road due to limited connectivity in the vicinity.

Additionally, Table 1 above shows sidewalks are provided intermittently along W Thorpe Road, Cheney Spokane Road, W Eagle Ridge Boulevard and S Cedar Road. There are no marked crossings at the study intersections or bike lanes provided in the study area. However, the *US 195/I-90 Transportation Study* (December 2021) identifies "*[t]here are a several shared use facilities (roads where a bike route is designated but there are no bike lanes or areas specifically designated for bikes) within the study area including: Thorpe Road, W Westwood Lane, S Lindeke Street, Inland Empire Way north of W 23rd Avenue, Cheney-Spokane Road south of the Yokes Retail Center, Qualchan Drive, W Lincoln Boulevard, Eagle Ridge Boulevard, Hatch Road from US 195 to 57th Avenue.*"

Transit Service

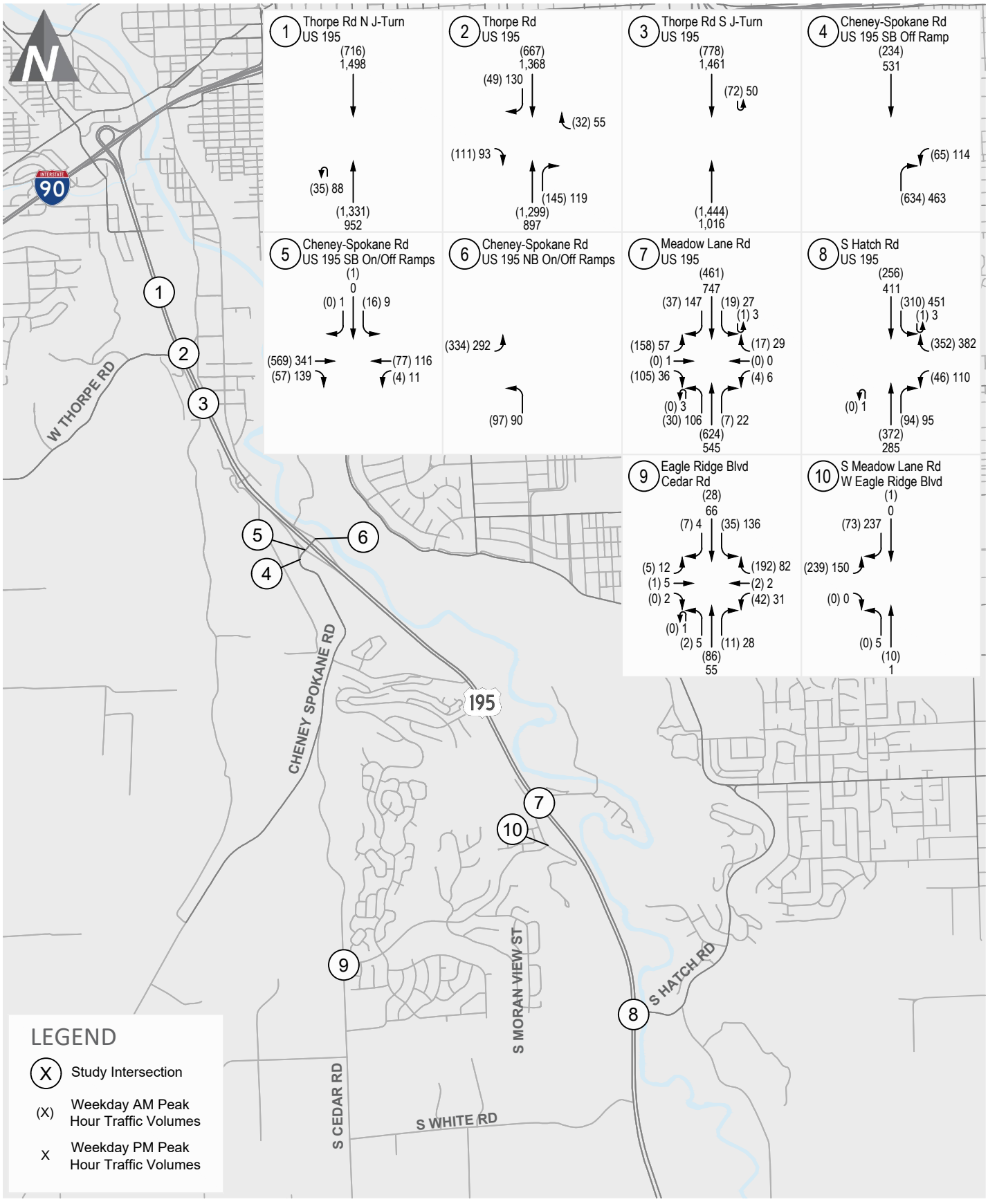
There is no transit service provided in the immediate vicinity of the project site. Transit service within the greater study area is provided by Spokane Transit. The nearest stop to the project site is located approximately 2.7 miles east of the site at the intersection of S Perry Street/E 57th Avenue and is served by Route 144. Route 144 provides service between Morgan Prairie and Downtown Spokane on weekdays between approximately 5:40 AM and 5:50 PM with approximately 15-minute headways during peak hours. No pedestrian facilities along walking routes are provided to transit stops in the area.

Traffic Volumes

The following section summarizes the existing and future (2030) without-project traffic volume forecasts for the study intersections.

Existing

Existing weekday AM (7-9 a.m.) and PM peak period (4-6 p.m.) traffic volumes were collected at the study area intersections in June 2025. The existing weekday AM and PM peak hour traffic volumes are shown on Figure 4. Detailed traffic counts are provided in Appendix A.



Existing Weekday Peak Hour Traffic Volumes

Eagle Bluff

FIGURE
4

transpogroup

Future (2030) Without-Project

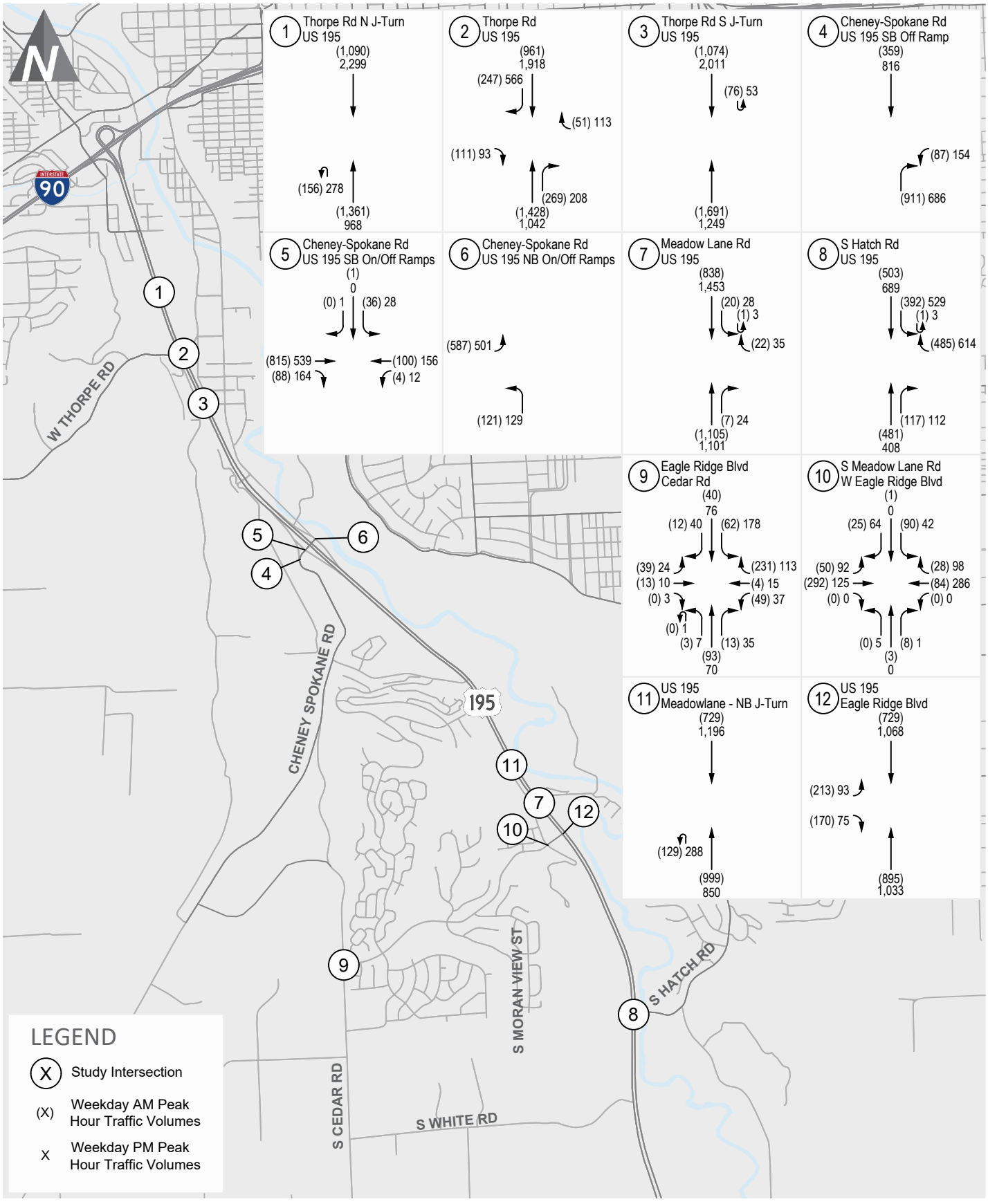
Future (2030) without-project traffic volumes are illustrated in Figure 5. These volumes are comprised of background traffic growth, and traffic generated from the planned "pipeline" developments. An annual growth rate of 1.0 percent was applied consistent with previously approved projects in the vicinity of the project site. In addition to the annual growth rate, traffic from approved, but not yet occupied development projects in the vicinity of the project were identified by City/WSDOT staff and included in the future (2030) without project analysis. The projects include (see map of locations in Appendix E):

1. Wheatland Estates – 167 single-family residential lots
2. Marshall Creek Estates – 425 single-family residential lots
3. Qualchan View Estates – 160 single-family residential lots
4. Abbott Grove Industrial Park – 2,365,961 square foot industrial park
5. Tangle Ridge Estates – 9 single-family residential lots still to be constructed as of June 2025
6. Latah Glen Residential Community – 157 space manufactured home development
7. The Greens at Meadowlane – 36 single-family residential lots
8. The Greens at Meadowlane 2 – 25 single-family residential lots
9. Aspen Park – 296 single-family residential lots and 160 multifamily apartments
10. Crystal Ridge – 56 single-family residential lots
11. Needham Hill Addition – 306 single-family residential units
12. Canyon Bluffs – 64 single-family residential units and 432 multifamily residential units
13. The Summit – 99 single-family residential lots
14. Parthenon Pointe Apartments – three story apartments with up to 96 units or continuing care retirement with 150 units.
15. Prose Spokane - 348 multifamily residential units with 504 parking stalls
16. Victory Heights – 1,003 lot residential development with 220 townhomes and 783 single-family homes

As identified above, a number of these projects are conditioned to construct roadway improvements prior to the development being constructed. As the pipeline trips associated with the developments are accounted for in the analysis, the corresponding conditioned planned improvement projects are similarly included. A number of background traffic shifts are assumed as a result of the planned improvement projects. These background shifts included the following:

- Inland Empire - a background shift was assumed for the addition of the Inland Empire extension as this connection is a condition of the pipeline developments whose trips are assumed in the analysis. The analysis assumed that up to 40 percent of trips utilizing the Cheney Spokane northbound US 195 on-ramp to I-90 eastbound would shift to use the new connection. This percentage was identified consistent with previously approved projects in the vicinity of the project site.
- Meadowlane – The intersection was modified to utilize the proposed new configuration. See Figure 3 for the planned configuration.
- Thorpe Roundabout – Restriction and re-routing of eastbound flow of traffic east of the planned roundabout located west of the tunnels along Thorpe Road.
- Hatch Road – The westbound left-turn movements at the intersection were eliminated and shifted to assume these use the westbound right turn movement and new Meadowlane J-turn located north of the Hatch Road intersection.
- S Cedar Rd to Cheney Spokane Rd Arterial Connection – With the new alignment, a minor[3] adjustment in travel patterns in the vicinity was assumed for those traveling to/from the west.

[3] This was assumed to be a 3 percent shift of those previously traveling eastbound left at US 195 as coordinated with City staff.



Future (2030) Without-Project Weekday Peak Hour Traffic Volumes

FIGURE 5

Eagle Bluff

transpogroup

Traffic Operations

The following section summarizes the existing and future (2030) without-project traffic operations for the study intersections.

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At two-way stop-controlled (TWSC) intersections, delay is reported for the worst movement. Traffic operations and average vehicle delay can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix B contains a detailed explanation of LOS criteria and definitions.

The City of Spokane and WSDOT (for US 195) have adopted a LOS E standard as the minimum allowable operations for unsignalized intersections within the study area.

Weekday AM and PM peak hour traffic operations for existing and future (2030) without-project conditions were evaluated based on the procedures identified in the *Highway Capacity Manual* (HCM 6th Edition) using *Synchro 12*. *Synchro 12* is a software program that uses *HCM* methodology to evaluate intersection LOS and average vehicle delay. Note that traffic modeling of the south Thorpe J-Turn and the Cheney Spokane Northbound Ramp intersections along US 195 assumed modifications to best align with field conditions as previously coordinated with WSDOT staff and was assumed consistent with previously approved projects in the vicinity of the project site.[4]

Analysis parameters such as lane channelization, signal timing, peak hour factors, and heavy vehicles were maintained for future (2030) without-project conditions from existing conditions with the exception of the planned improvements. The changes at the study intersections with the planned improvements that are assumed under future without-project conditions are described below. Note that a number of the planned improvements result in impacts to travel patterns (see traffic volumes discussion in the section above) but do not necessarily result in specific changes at a study intersection.

Meadowlane Road/US 195 Intersection – This project results in two new intersections and modification of two current intersections (see Figure 3 for the planned improvement including study intersections). The west leg of the existing intersection at US 195 will be closed; however, the east leg of the existing intersection will remain. The new interchange accommodates eastbound traffic via Eagle Ridge Boulevard which will be extended beyond S Meadowlane Road connecting to US 195. Westbound traffic is proposed to be accomdoated via a southbound off-ramp added to US 195 south of the existing Meadowlane intersection. The northbound US 195 traffic will be able to utilize this added ramp via the new northbound J-turn constructed north of S Meadowlane Road. Additionally, with the extension of Eagle Ridge Boulevard, the Eagle Ridge Boulevard/S Meadowlane Road intersection becomes a 4-legged intersection. The Eagle Ridge Boulevard/S Meadowlane Road intersection is assumed to be a two-way stop controlled intersection with the north/south approaches being stop controlled as identified through coordination with City staff.

The future configuration of the future Eagle Ridge Boulevard/US 195 intersection was coordinated with City and WSDOT staff and was assumed consistent with the methodology used for the Intersection Control Evaluation (ICE) conducted for the proposed intersection. This included evaluating (1) the stop controlled intersection of eastbound traffic conflicting with the southbound US-195 traffic using Synchro and (2) the merge condition of the eastbound left-turn movements with northbound US 195 traffic using HCS[5].

[4] Modeling in Synchro assumed consistent with approved *Revised Traffic Impact Analysis Victory Heights* (Transpo Group, December 2024). The modeling was coordinated with WSDOT.

[5] The Highway Capacity Software (HCS2025) program uses procedures identified in the Highway Capacity Manual (HCM) (7th Edition). The performance was evaluated based on a merge analysis.

Hatch Road/US 195 Intersection – The intersection was modified to restrict westbound left-turns.

Results for the existing and future without-project operations analyses are summarized in Table 2. Detailed LOS worksheets for each intersection analysis are included in Appendix C.

Table 2. Existing and Future (2030) Without-Project AM and PM Peak Hour LOS Summary

Intersection	Traffic Control[4]	Existing			2030 Without-Project		
		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM
AM Peak Hour							
1. US 195/North J-turn	TWSC	A	9.4	NB	B	13.1	NB
2. US 195/W Thorpe Rd	TWSC	C	16.6	WBR	C	19.2	WBR
3. US 195/South J-turn	TWSC	C	18.7	SB	D	25.1	SB
4. US 195 SB Ramp West/Cheney Spokane Rd	TWSC	B	10.3	WBL	B	11.7	WBL
5. US 195 SB Ramp/Cheney Spokane Rd	TWSC	C	15.0	SB	C	22.3	SB
6. US 195 NB Ramp/Cheney Spokane Rd	TWSC	D	26.4	NB	A	8.9	EB
7. US 195/S Meadowlane Rd	TWSC	**F**	**80.0**	**EB**	B	13.8	WBR
8. US 195/S Hatch Road	TWSC	**F**	**90.4**	**WBL**	D	34.3	WBR
9. S Cedar Rd/W Eagle Ridge Blvd	TWSC	B	11.6	EB	B	14.2	EB
10. S Meadow Lane Rd/W Eagle Ridge Blvd	TWSC	A	0	NB	C	15.8	SB
11. US 195/North J-Turn (north of Meadow Lane Rd)	- / TWSC	-	-	-	B	10.2	NB
12. US 195/Eagle Ridge Blvd	- / TWSC	-	-	-	C	24.4	EBL
	- / Merge[5]	-	-	-	B	10.9	EBL
PM Peak Hour							
1. US 195/North J-turn	TWSC	C	15.9	NB	**F**	**>180**	NB
2. US 195/W Thorpe Rd	TWSC	C	17.6	EBR	D	28.3	EBR
3. US 195/South J-turn	TWSC	B	11.8	SB	B	13.9	SB
4. US 195 SB Ramp West/Cheney Spokane Rd	TWSC	B	14.7	WBL	D	26.4	WBL
5. US 195 SB Ramp/Cheney Spokane Rd	TWSC	B	12.6	SB	C	17.1	SB
6. US 195 NB Ramp/Cheney Spokane Rd	TWSC	D	29.6	NB	A	8.8	EB
7. US 195/S Meadowlane Rd	TWSC	**F**	**87.9**	**EB**	B	13.6	WBR
8. US 195/S Hatch Road	TWSC	**F**	**>180**	**WBL**	D	32.1	WBR
9. S Cedar Rd/W Eagle Ridge Blvd	TWSC	B	13.0	EB	C	16.8	EB
10. S Meadow Lane Rd/W Eagle Ridge Blvd	TWSC	A	0	NB	C	15.1	NB
11. US 195/North J-Turn (north of Meadow Lane Rd)	- / TWSC	-	-	-	C	19.5	NB
12. US 195/Eagle Ridge Blvd	- / TWSC	-	-	-	C	23.2	EBL
	- / Merge[5]	-	-	-	B	11.2	EBL

Note: TWSC = two-way stop controlled. Existing/Future traffic control. **Bold** text indicates intersection operates below standard.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 7th Edition)
2. Average delay per vehicle in seconds.
3. Worst Movement (WM) shown for two-way stop-controlled intersections. EB = eastbound approach, WB = westbound approach, NB = northbound approach, SB = southbound approach, EBR = eastbound right-turn movement, WBR = westbound right-turn movement, SBL = southbound left-turn movement, WBL = westbound left-turn movement.
4. Existing Traffic Control / Future without-project traffic control as applicable.
5. The merge analysis was conducted using HCS2025.

As shown in Table 2, the study intersections meet the respective standards under the existing weekday AM and PM peak hour conditions with the exception of two locations during the AM and PM peak hours. These locations include the intersections of US 195/E Meadowlane Road and US 195/S Hatch Road. As discussed above, improvements are planned at both of these locations and included in all future (2030) analyses.

Under the future (2030) without-project conditions, the study intersections meet the respective standards with the exception of the North J-turn along US 195 north of W Thorpe Road during the PM peak hour which is anticipated to operate at LOS F. The 95th percentile queue forecast under future (2030) without-project conditions during the PM peak hour for the northbound J-turn movement is forecast to be approximately 17 vehicles or 430 feet with a storage length of 350 feet. 95the percentile queues are forecast to exceed the northbound left-turn lane storage by 2030 impacting the US-195 mobility.

These future PM peak hour operations of North J-turn along US 195 north of W Thorpe Road have previously been identified in analyses conducted in the vicinity. Discussions with WSDOT have indicated future monitoring of the intersection to validate the forecast operations with the potential of a future closure of the location as needed.

Traffic Safety

This section summarizes the five-year crash summary at the study intersections. The five most recent years of collision records (January 1, 2020 to December 31, 2024) provided by the Washington State Department of Transportation (WSDOT) were reviewed within the study area to identify any existing traffic safety issues at the study intersections. A summary of the total and average annual number of reported collisions at the study intersections are provided in Table 3.

Table 3. Five-Year Collision Summary (2020-2024) at the Study Intersections

Location	Number of Collisions					Total	Annual Average	Collisions per MEV[1]
	2020	2021	2022	2023	2024			
1. US 195/North J-turn	0	1	1	0	0	2	0.40	0.04
2. US 195/W Thorpe Rd	2	2	0	2	3	9	1.80	0.19
3. US 195/South J-turn	1	1	2	0	1	5	1.00	0.11
4. US 195 SB Ramp West/Cheney Spokane Rd	0	0	0	0	0	0	0.00	0.00
5. US 195 SB Ramp/Cheney Spokane Rd	0	1	0	0	1	2	0.40	0.18
6. US 195 NB Ramp/Cheney Spokane Rd	0	1	0	1	0	2	0.40	0.29
7. US 195/S Meadowlane Rd	2	4	2	3	12	23	4.60	0.73
8. US 195/S Hatch Road	3	5	0	10	3	21	4.20	0.66
9. S Cedar Rd/W Eagle Ridge Blvd	0	0	0	0	0	0	0.00	0.00
10. S Meadow Lane Rd/W Eagle Ridge Blvd	0	0	0	0	0	0	0.00	0.00

Source: WSDOT 2025

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

1. MEV = Million entering vehicles.

As shown in Table 3, the US 195/S Meadow Lane Road and US 195/S Hatch Road intersections experienced the most collisions over the last five-year review period with approximately 5 and 4 collisions per year, respectively. The most common collision type at both intersections were angle and rear end collisions resulting in primarily property damage only. Improvements are planned in the near future at both intersections, such that safety conditions should improve as left-turn movements are being restricted at both locations. No collisions involving pedestrians or bicyclists, nor collisions resulting in fatality occurred within the study area over the last five-year review period.

The collisions per million entering vehicles (MEV) represents the number of collisions per one million entering vehicles at each intersection. The US 195/S Meadow Lane Road intersection had the highest rate of approximately 0.73 collisions per MEV. Intersections with a rate greater than 1.0 collision per MEV are typically considered for further investigation to determine whether adverse conditions exist. As shown in Table 3, no study intersections experienced a rate of collisions per MEV greater than 1.0.

Project Impacts

The following sections summarize the proposed project's impacts on the surrounding street system. First, traffic volumes generated by the proposed project are estimated and then distributed and assigned to adjacent roadways within the study area. Next, project trips are added to future without-project traffic volumes and the potential impact to traffic operations are identified.

Trip Generation

Trip generation for the proposed project was calculated based on trip regression equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021).[6] ITEs Single Family Detached Housing (LU #210) and Multifamily Housing (Low-Rise) (LU #220) land uses were assumed for the proposed project based on the anticipated residential uses. As noted above, the proposed project would construct up to 332 single family homes and 128 multi-family apartment units. Table 4 summarizes the resulting weekday daily, AM and PM peak hour vehicle trip generation for the proposed uses. Detailed trip generation calculations are provided in Appendix D.

Table 4. Estimated Weekday Vehicle Trip Generation

			AM Peak-Hour Trips			PM Peak-Hour Trips		
Land Use[1]	**Size**	**Daily Trips**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Single Family Detached Housing (LU 210)	332 du	3,044	56	166	222	194	114	308
Multifamily (Low-Rise) (LU 220)	128 du	896	15	48	63	48	28	76
Total New Trips	**460 du**	***3,940***	***71***	***214***	***285***	***242***	***142***	***384***

Note: du = dwelling units
1. ITE *Trip Generation Manual*, 11th Edition (2021).

As shown in Table 4, the proposed development is estimated to generate 3,940 new weekday daily trips with 285 trips occurring during the weekday AM peak hour and 384 trips occurring during the weekday PM peak hour.

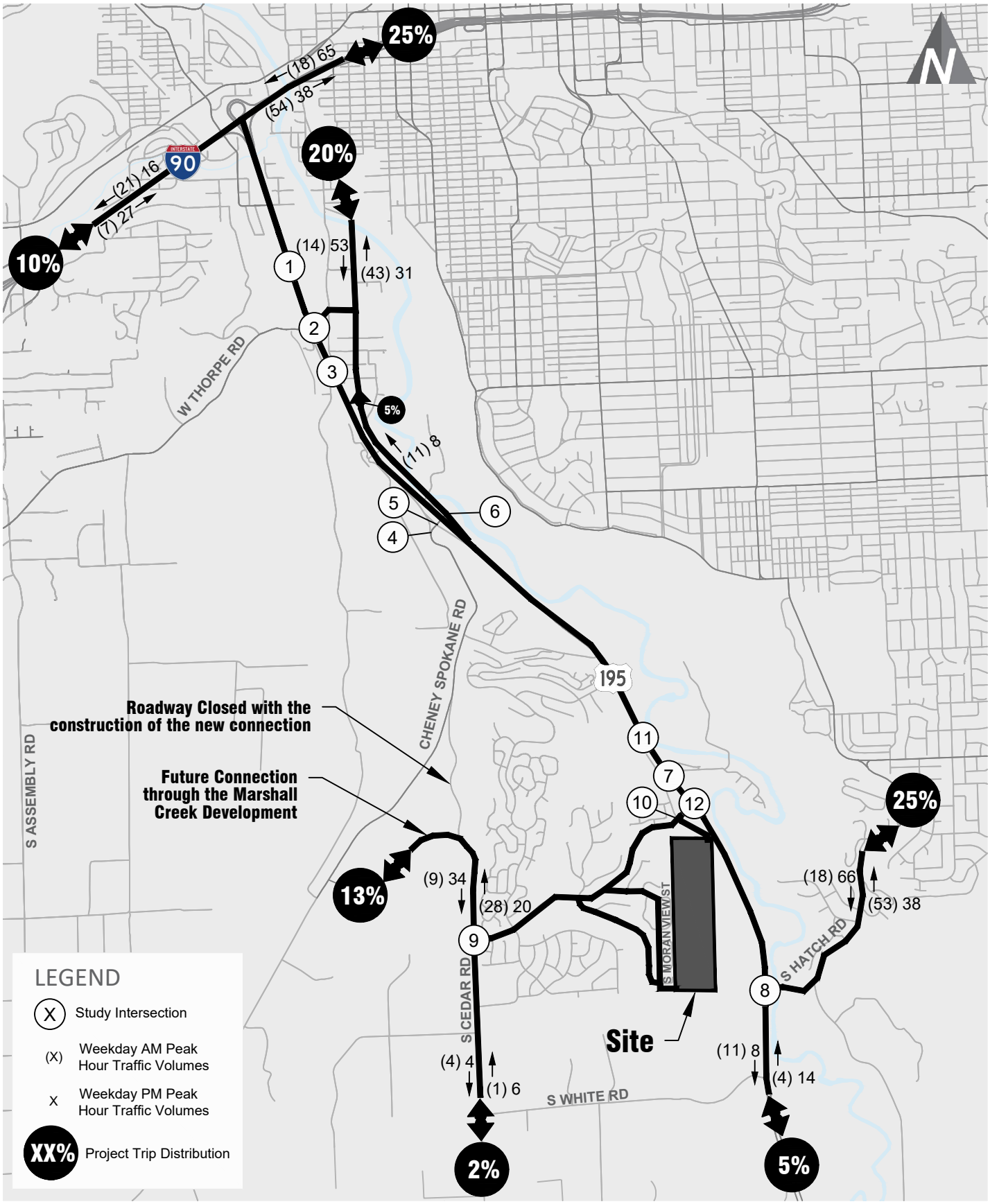
Trip Distribution & Assignment

Trip distribution patterns for the project were estimated based on existing travel patterns in the vicinity for a similar existing residential development[7] as well as previous traffic studies conducted in the vicinity and coordinated with City staff. The resulting peak hour project trip distribution is illustrated in Figure 6. The project trips shown in Table 4 were distributed and assigned to the surrounding roadways based on the project trip distribution patterns identified and are shown in Figure 6. The localized assignment on the site assumed the utilization of both the northern and southern site accesses. Based on the overall distribution patterns and site layout, approximately 95 percent were assumed to use the northern access with only 5 percent anticipated to use the southern access.

The project traffic was added to future (2030) without-project weekday peak hour traffic volumes to form the basis of the with-project analysis. The resulting future (2030) with-project weekday AM and PM peak hour traffic volumes are shown on Figure 7.

[6] The current edition at time of scoping with WSDOT and the City of Spokane staff.

[7] The June 2025 counts collected to support the distribution patterns are included in Appendix A.

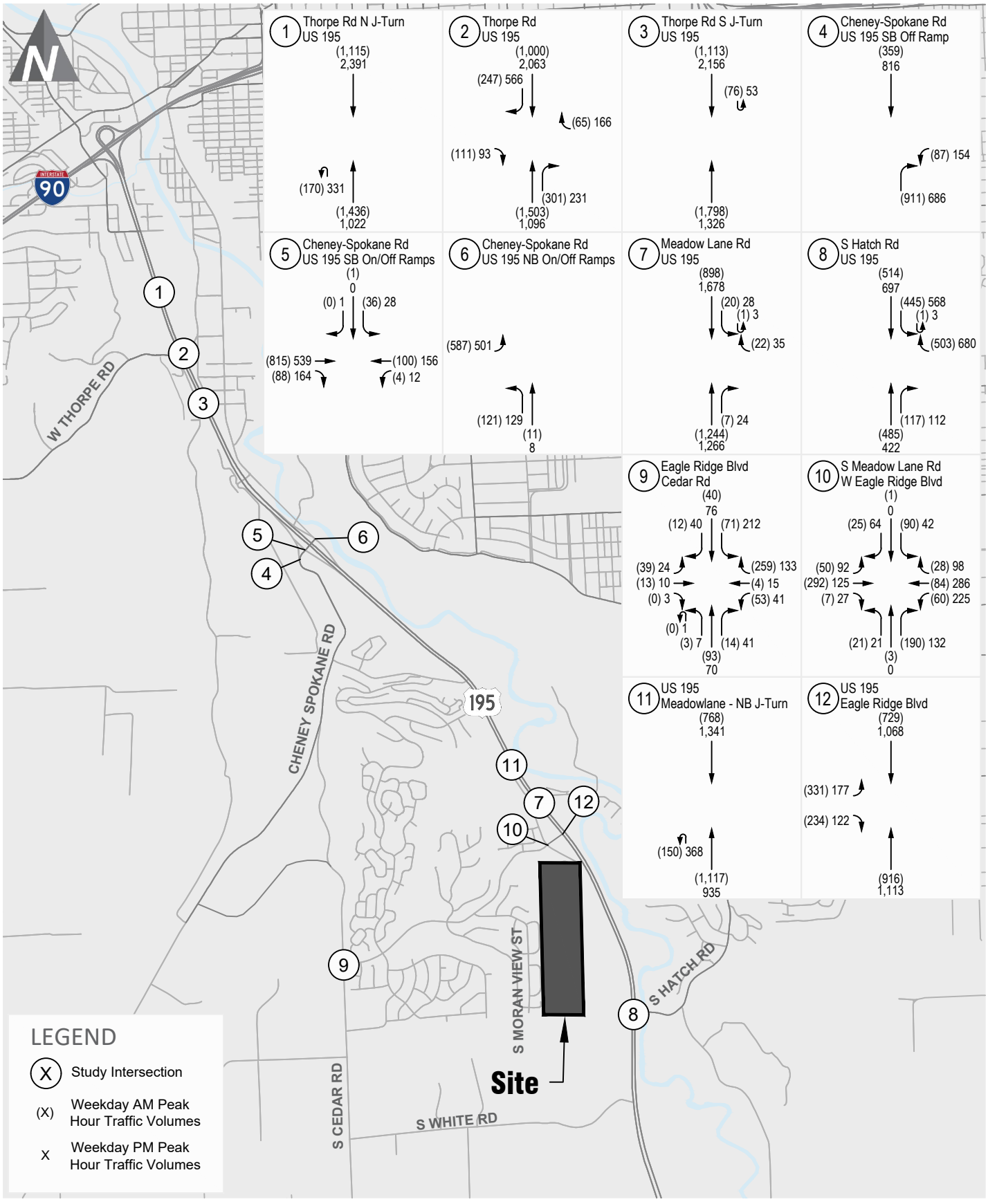


Project Trip Distribution and Assignment

Eagle Bluff

FIGURE
6

transpogroup



Future (2030) With-Project Weekday Peak Hour Traffic Volumes

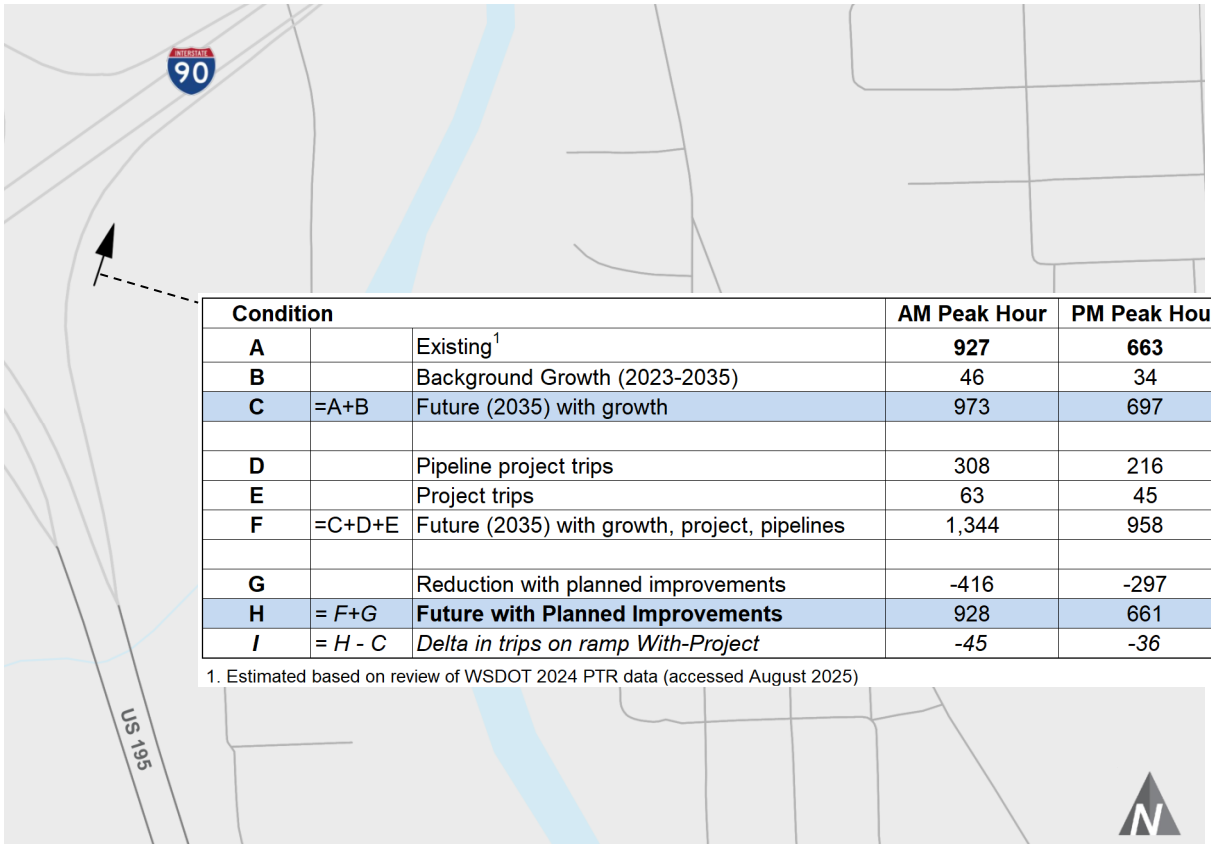
Eagle Bluff

FIGURE 7

transpogroup

In addition to the with-project traffic volumes at the study intersections, traffic volumes were also forecast at the US 195 to I-90 eastbound ramp. Existing traffic volumes for the US 195 to I-90 interchange analysis were estimated based on review of WSDOT 2024 Permanent Traffic Recorder (PTR) data (accessed August 2025).

The future (2030) without-project ramp volumes were forecast consistent with the methodology described above for the study intersections which included applying an annual growth rate of 1.0 percent to existing volumes, adding traffic generated from the pipeline developments, and the adjustments associated with the planned improvements. Figure 8 shows the I-90 eastbound on-ramp from US 195 during both the weekday AM and PM peak hours under existing and future (2030) conditions.



Condition			AM Peak Hour	PM Peak Hour
A		Existing[1]	**927**	**663**
B		Background Growth (2023-2035)	46	34
C	=A+B	Future (2035) with growth	973	697
D		Pipeline project trips	308	216
E		Project trips	63	45
F	=C+D+E	Future (2035) with growth, project, pipelines	1,344	958
G		Reduction with planned improvements	-416	-297
H	*= F+G*	**Future with Planned Improvements**	928	661
I	*= H - C*	*Delta in trips on ramp With-Project*	*-45*	*-36*

1. Estimated based on review of WSDOT 2024 PTR data (accessed August 2025)

Figure 8. Future Without and With-Project (2030) WSDOT I-90 Interchange Volumes

As shown in the figure, the project is not forecast to result in a net increase in trips on the on-ramp with the project as compared to existing traffic volumes. Improvements to be constructed in the area are anticipated to shift existing traffic from the on-ramp.

Traffic Operations Impact

A future (2030) with-project level of service analysis was conducted for the weekday peak hours at the off-site study intersections to analyze traffic impacts of the proposed project. The same methodologies were applied as described for existing and future without-project conditions. A comparison of future (2030) without-project and with-project weekday peak hour traffic operations is summarized in Table 5. Detailed LOS worksheets are provided in Appendix C.

Table 5. Future Without-Project and With-Project Peak Hour LOS Summary

Intersection	Traffic Control	2030 Without-Project[4]			2030 With-Project[4]		
		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM
AM Peak Hour							
1. US 195/North J-turn	TWSC	B	13.1	NB	B	13.7	NB
2. US 195/W Thorpe Rd	TWSC	C	19.2	WBR	C	21.4	WBR
3. US 195/South J-turn	TWSC	D	25.1	SB	D	28.9	SB
4. US 195 SB Ramp West/Cheney Spokane Rd	TWSC	B	11.7	WBL	B	11.7	WBL
5. US 195 SB Ramp/Cheney Spokane Rd	TWSC	C	22.3	SB	C	22.3	SB
6. US 195 NB Ramp/Cheney Spokane Rd	TWSC	A	8.9	EB	A	8.9	EB
7. US 195/S Meadowlane Rd	TWSC	B	13.8	WBR	B	14.9	WBR
8. US 195/S Hatch Road	TWSC	D	34.3	WBR	E	38.9	WBR
9. S Cedar Rd/W Eagle Ridge Blvd	TWSC	B	14.2	EB	C	15.1	EB
10. S Meadow Lane Rd/W Eagle Ridge Blvd	TWSC	C	15.8	SB	D	33.2	SB
11. US 195/North J-Turn (north of Meadow Lane Rd)	TWSC	B	10.2	NB	B	10.6	NB
12. US 195/Eagle Ridge Blvd	- / TWSC	C	24.4	EBL	E	49.0	EBL
	- / Merge[5]	B	10.9	EBL	B	12.1	EBL
PM Peak Hour							
1. US 195/North J-turn	TWSC	**F**	**>180**	NB	**F**	**>180**	**NB**
2. US 195/W Thorpe Rd	TWSC	D	28.3	EBR	D	33.0	EBR
3. US 195/South J-turn	TWSC	B	13.9	SB	B	14.7	SB
4. US 195 SB Ramp West/Cheney Spokane Rd	TWSC	D	26.4	WBL	D	26.4	WBL
5. US 195 SB Ramp/Cheney Spokane Rd	TWSC	C	17.1	SB	C	17.1	SB
6. US 195 NB Ramp/Cheney Spokane Rd	TWSC	A	8.8	EB	A	8.8	EB
7. US 195/S Meadowlane Rd	TWSC	B	13.6	WBR	B	14.9	WBR
8. US 195/S Hatch Road	TWSC	D	32.1	WBR	E	48.6	WBR
9. S Cedar Rd/W Eagle Ridge Blvd	TWSC	C	16.8	EB	C	19.2	EB
10. S Meadow Lane Rd/W Eagle Ridge Blvd	TWSC	C	15.1	NB	E	35.1	SB
11. US 195/North J-Turn (north of Meadow Lane Rd)	TWSC	C	19.5	NB	E	37.3	NB
12. US 195/Eagle Ridge Blvd	TWSC	C	23.2	EBL	E	35.7	EBL
	Merge[5]	B	11.2	EBL	B	12.5	EBL

Note: TWSC = two-way stop controlled. Existing/Future traffic control. **Bold** text indicates intersection operates below standard.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 7th Edition)
2. Average delay per vehicle in seconds.
3. Worst Movement (WM) shown for two-way stop-controlled intersections. EB = eastbound approach, WB = westbound approach, NB = northbound approach, SB = southbound approach, EBR = eastbound right-turn movement, WBR = westbound right-turn movement, SBL = southbound left-turn movement, WBL = westbound left-turn movement.
4. The future operations assume the Inland Empire Way northbound only connection has been built.
5. Merge analysis was completed using HCS2025.

As shown in Table 5, the study intersections are forecast to operate at the respective LOS standards during the AM and PM peak hours with the exception of the US 195/North J-turn intersection during the PM peak hour which is discussed below.

US 195/North J-turn – This northbound J-turn movement is forecast to operate at LOS B during the AM peak hour during both the without and with-project conditions. During the PM peak hour, the northbound J-turn movement is forecast to operate at LOS F under both future (2030) without and with project conditions. The 95th percentile queues are also forecast to exceed the available storage during the PM peak hour both under future without-project and with-project conditions. As discussed above, queues extending from the turn lane into the mainline of US 195 under the without and with-project conditions will impact the US-195 mobility.

Discussions with WSDOT have indicated future monitoring of the intersection should occur to validate the forecast weekday PM peak hour operations in the future of excessive delays for

vehicles resulting in queues extending beyond the available storage. If monitoring shows queues extending beyond the storage, it is anticipated that either the storage would need to be extended to accommodate queues so the northbound mainline US 195 traffic is not impacted, or the North J-turn would need to be closed.

Mitigation

This section summarizes recommended mitigation measures at the study intersections and reviews the required Transportation Impact Fees.

Transportation Improvements

As shown above, with the addition of the project, the study intersections are forecast to operate at the respective LOS standards during the AM and PM peak hours with the exception of the **US 195/North J-turn intersection located north of Thorpe Road** during the PM peak hour. This condition is forecast with or without the traffic associated with the proposed project. The northbound J-turn movement of the intersection is forecast to operate at LOS F under both future (2030) without and with project conditions during the PM peak hour. Additionally, the 95th percentile queues of the northbound J-turn movement of the intersection are also forecast to exceed the available storage during the PM peak hour both under future without-project and with-project conditions.

Discussions with WSDOT have indicated future monitoring of the intersection should occur to validate the forecast weekday PM peak hour operations in the future of excessive delays for vehicles resulting in queues extending beyond the available storage. If monitoring shows queues extending beyond the storage, it is anticipated that either the storage would need to be extended to accommodate queues so the northbound mainline US 195 traffic is not impacted, or the North J-turn would need to be closed. Due to the limited alternative road connections in the vicinity, the validation of the poor operations is recommended to be able to provide the J-turn as long as operationally feasible. This condition is forecast with or without the traffic associated with the proposed project.

Transportation Impact Fee

The project's transportation impact fees were estimated per the City of Spokane's *Transportation Impact Fee Schedule* effective January 1, 2025 for the Latah District. These fees are paid to mitigate for the project's traffic impact in the vicinity. As identified and evaluated in the analysis above, the project proposes to construct up to 332 single family homes and 128 multi-family apartment units; however, as illustrated in the site plan (see Figure 2), the current development assumes 1 fewer single family home. The higher unit assumption was made for purposes of conducting a conservative operational analysis.

For purposes of the TIF estimate, the current proposal of 331 single family homes and 128 multi-family was assumed. Per the current fee schedule, the estimated fee for the project is $3,029,171.52 (see details in Table 6). The final fee will be calculated by City of Spokane at time of permit issuance.

Table 6. Estimated Transportation Impact Fee

Land Use	Size	Fee per unit[1]	Estimated Transportation Impact Fee
Single-Family Detached Housing (LU 210)	331 du	$7,564.48	$2,503,842.88
Multifamily (Low Rise) Housing (LU 220)	128 du	$4,104.13	$525,328.64
Total	**459 du**	**-**	**$3,029,171.52**

Note: du = dwelling units
1. City of Spokane's *Transportation Impact Fee Schedule* effective January 1, 2025 for the Latah District.

Note that any financial contribution or construction of off-site planned improvement projects identified by the City of Spokane would receive a TIF credit.

Summary of Findings

This TIA summarizes the transportation impacts associated with the construction of the Eagle Bluff residential development located in the city of Spokane, Washington. A summary of findings is provided below.

Project Description – The project is proposed to construct up to 332 single family homes and 128 multi-family apartment units on a currently vacant lot. Access to the site will be provided via two access points providing connection to the internal roadways on site. These include (1) 61st Avenue located at the northeastern corner of the site, connecting to Meadowlane Road and (2) 73rd Avenue located at the southwestern corner of the site Moran View Street at the southwestern corner of the site connecting to Moran View Street. Additional stub connections are being provided to the west and south to allow for connectivity in the vicinity as development occurs in the future.

Trip Generation – The proposed development is estimated to generate 3,940 new weekday daily trips with 285 trips occurring during the weekday AM peak hour and 384 trips occurring during the weekday PM peak hour.

Traffic Operations –

- Under existing conditions, the study intersections meet the respective standards during the weekday AM and PM peak hour conditions with the exception of two locations: US 195/E Meadowlane Road and US 195/S Hatch Road. Planned improvements are planned at both of these locations and included in all future (2030) analyses.
- Under the future (2030) without-project conditions, the study intersections meet the respective standards with the exception of the North J-turn along US 195 north of W Thorpe Road during the PM peak hour which is anticipated to operate at LOS F. The 95th percentile queue forecast under future (2030) without-project conditions during the PM peak hour for the northbound J-turn movement is forecast to be approximately 17 vehicles or 430 feet. The available storage for this movement is 350 feet, such that the 95th percentile queue exceeds the available storage. These future PM peak hour operations of North J-turn along US 195 north of W Thorpe Road have previously been identified in analyses conducted in the vicinity.
- With the development of the project, the study intersections are forecast to continue to operate at the respective LOS standards during the AM and PM peak hours with the exception of the US 195/North J-turn intersection located north of Thorpe Road during the PM peak hour, consistent with the without-project conditions. Additionally, the 95th percentile queues are also forecast to exceed the available storage during the PM peak hour both under future without-project and with-project conditions.

Mitigation – Proposed mitigation for the project includes payment of TIF fees to contribute to regional transportation improvements. Additionally, as the US 195/North J-turn intersection located north of Thorpe Road is forecast to operate below standard during the PM peak hour under both future without-project and with-project conditions, WSDOT has indicated monitoring is recommended to validate the forecast operations. If monitoring shows queues extending beyond the storage, it is anticipated that either the storage would need to be extended to accommodate queues so the northbound mainline US 195 traffic is not impacted, or the North J-turn north of Thorpe Road would need to be closed.

Appendix A: Traffic Counts

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd N J-Turn
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

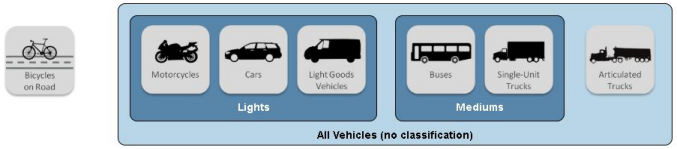
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Northbound	U-Turn	0	6	0	0	10	1	0	8	0	0	14	1	0	7	0	0	9	1	0	3	0	0	6	0	0	13	1	0	11	0	0	8	0	0	8	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	238	6	0	247	7	0	269	5	0	318	12	0	354	5	0	348	7	0	276	11	0	300	8	0	252	8	0	220	9	0	200	10	0	205	6
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	244	6	0	257	8	0	277	5	0	332	13	0	361	5	0	357	8	0	279	11	0	306	8	0	265	9	0	231	9	0	208	10	0	213	6
	Pct HV		2%			3%			2%			4%			1%			2%			4%			3%			3%			4%			5%			3%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	97	23	0	103	12	0	128	17	0	171	21	0	144	23	0	162	17	0	163	15	0	162	15	0	170	19	0	185	14	0	153	10	0	158	7
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	97	23	0	103	12	0	128	17	0	171	21	0	144	23	0	162	17	0	163	15	0	162	15	0	170	19	0	185	14	0	153	10	0	158	7
	Pct HV		19%			10%			12%			11%			14%			9%			8%			8%			10%			7%			6%			4%	
Total Class Volume		0	341	29	0	360	20	0	405	22	0	503	34	0	505	28	0	519	25	0	442	26	0	468	23	0	435	28	0	416	23	0	361	20	0	371	13
Total Interval Volume			370			380			427			537			533			544			468			491			463			439			381			384	
Intersection Pct HV			8%			5%			5%			6%			5%			5%			6%			5%			6%			5%			5%			3%	

Pedestrian Volumes

APPROACH	Movement	15 Minute Period Beginning @ 6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	1,714	6.1%
6:45 AM	1,877	5.5%
7:00 AM	2,041	5.3%
7:15 AM	**2,082**	**5.4%**
7:30 AM	2,036	5.0%
7:45 AM	1,966	5.2%
8:00 AM	1,861	5.4%
8:15 AM	1,774	5.3%
8:30 AM	1,667	5.0%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Thorpe Rd N J-Turn & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

AM PEAK HOURS

APPROACH	MOVEMENT	7:15 AM BK	7:15 AM PC	7:15 AM HV	7:30 AM BK	7:30 AM PC	7:30 AM HV	7:45 AM BK	7:45 AM PC	7:45 AM HV	8:00 AM BK	8:00 AM PC	8:00 AM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Northbound	U-Turn	0	14	1	0	7	0	0	9	1	0	3	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	318	12	0	354	5	0	348	7	0	276	11
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	332	13	0	361	5	0	357	8	0	279	11
	Pct HV		4%			1%			2%			4%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	171	21	0	144	23	0	162	17	0	163	15
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	171	21	0	144	23	0	162	17	0	163	15
	Pct HV		11%			14%			9%			8%	
Total Class Volume		0	503	34	0	505	28	0	519	25	0	442	26
Total Interval Volume			537			533			544			468	
Intersection Pct Trucks			6%			5%			5%			6%	

Approach

Receiving

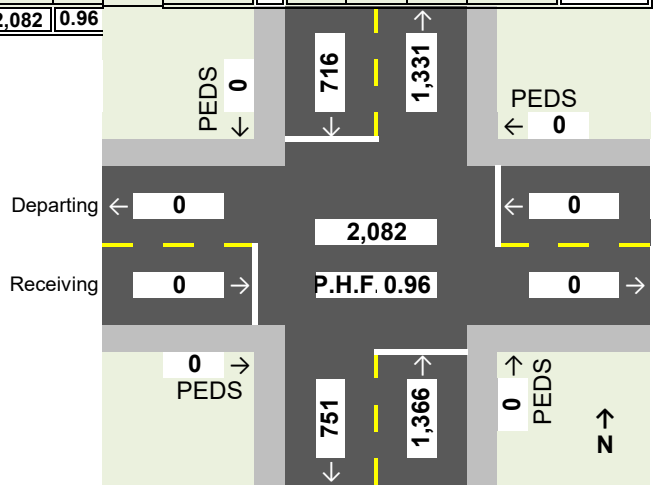
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			
EBL	0	0			
EBT	0	0			
EBR	0	0			
Total	0	0			
WBU	0	0			
WBL	0	0			
WBT	0	0			
WBR	0	0			
Total	0	0			
NBU	2	35		6%	2.56%
NBL	0	0			0.00%
NBT	35	1331		3%	97.44%
NBR	0	0			0.00%
Total	37	1366	0.93	3%	100.00%
SBU	0	0			0.00%
SBL	0	0			0.00%
SBT	76	716		11%	100.00%
SBR	0	0			0.00%
Total	76	716	0.93	11%	100.00%
Total	**113**	**2,082**	**0.96**		

Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0			Eastbound
NBL	0			
WBT	0			
SBR	0			
Total	0			
WBU	0			Westbound
SBL	0			
EBT	0			
NBR	0			
Total	0			
NBU	35	6%	4.66%	Northbound
WBL	0		0.00%	
SBT	716	11%	95.34%	
EBR	0		0.00%	
Total	751	10%	100.00%	
SBU	0		0.00%	Southbound
EBL	0		0.00%	
NBT	1331	3%	100.00%	
WBR	0		0.00%	
Total	1331	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:00	7:15	7:30	7:45	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd N J-Turn
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Northbound	U-Turn	0	21	0	0	13	0	0	17	0	0	28	0	0	18	0	0	23	0	0	19	0	0	18	0	0	11	0	0	13	0	0	10	0	0	11	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	220	13	0	219	13	0	211	10	0	226	10	0	219	7	0	244	5	0	235	6	0	216	7	0	207	6	0	199	7	0	173	4	0	188	3
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	241	13	0	232	13	0	228	10	0	254	10	0	237	7	0	267	5	0	254	6	0	234	7	0	218	6	0	212	7	0	183	4	0	199	3
	Pct HV		5%			5%			4%			4%			3%			2%			2%			3%			3%			3%			2%			1%	
Southbound	U-Turn	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	338	3	0	358	1	0	318	1	0	382	8	0	378	6	0	369	5	0	345	5	0	360	1	0	340	4	0	284	2	0	247	1	0	187	2
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	339	3	0	358	1	0	319	1	0	382	8	0	378	6	0	369	5	0	345	5	0	360	1	0	340	4	0	284	2	0	247	1	0	187	2
	Pct HV		1%			0%			0%			2%			2%			1%			1%			0%			1%			1%			0%			1%	
Total Class Volume		0	580	16	0	590	14	0	547	11	0	636	18	0	615	13	0	636	10	0	599	11	0	594	8	0	558	10	0	496	9	0	430	5	0	386	5
Total Interval Volume			596			604			558			654			628			646			610			602			568			505			435			391	
Intersection Pct HV			3%			2%			2%			3%			2%			2%			2%			1%			2%			2%			1%			1%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	2,412	2.4%
3:45 PM	2,444	2.3%
4:00 PM	2,486	2.1%
4:15 PM	**2,538**	**2.0%**
4:30 PM	2,486	1.7%
4:45 PM	2,426	1.6%
5:00 PM	2,285	1.7%
5:15 PM	2,110	1.5%
5:30 PM	1,899	1.5%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Thorpe Rd N J-Turn & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV	4:45 PM BK	4:45 PM PC	4:45 PM HV	5:00 PM BK	5:00 PM PC	5:00 PM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Northbound	U-Turn	0	28	0	0	18	0	0	23	0	0	19	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	226	10	0	219	7	0	244	5	0	235	6
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	254	10	0	237	7	0	267	5	0	254	6
	Pct HV		4%			3%			2%			2%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	382	8	0	378	6	0	369	5	0	345	5
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	382	8	0	378	6	0	369	5	0	345	5
	Pct HV		2%			2%			1%			1%	
Total Class Volume		0	636	18	0	615	13	0	636	10	0	599	11
Total Interval Volume			654			628			646			610	
Intersection Pct Trucks			3%			2%			2%			2%	

Approach

Receiving

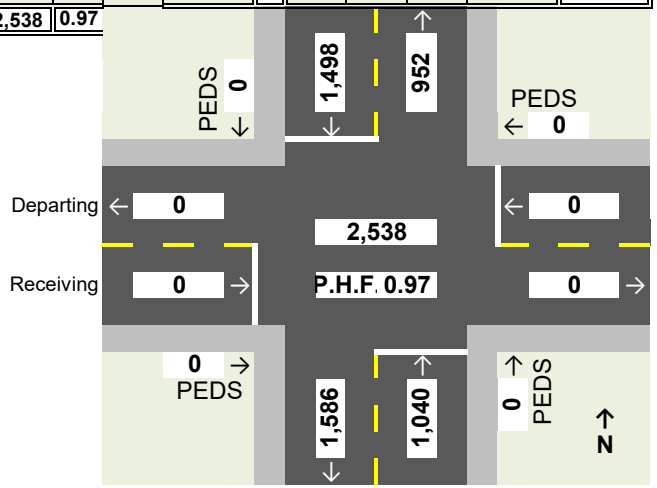
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			
EBL	0	0			
EBT	0	0			
EBR	0	0			
Total	0	0			
WBU	0	0			
WBL	0	0			
WBT	0	0			
WBR	0	0			
Total	0	0			
NBU	0	88		0%	8.46%
NBL	0	0			0.00%
NBT	28	952		3%	91.54%
NBR	0	0			0.00%
Total	28	1040	0.96	3%	100.00%
SBU	0	0			0.00%
SBL	0	0			0.00%
SBT	24	1498		2%	100.00%
SBR	0	0			0.00%
Total	24	1498	0.96	2%	100.00%
Total	**52**	**2,538**	**0.97**		

Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0			Eastbound
NBL	0			
WBT	0			
SBR	0			
Total	0			
WBU	0			Westbound
SBL	0			
EBT	0			
NBR	0			
Total	0			
NBU	88	0%	8.46%	Northbound
WBL	0		0.00%	
SBT	1498	2%	94.45%	
EBR	0		0.00%	
Total	1586	2%	100.00%	
SBU	0		0.00%	Southbound
EBL	0		0.00%	
NBT	952	3%	100.00%	
WBR	0		0.00%	
Total	952	3%	100.00%	

Pedestrian Volumes APPROACH	MOVEMENT	4:15	4:30	4:45	5:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Traffic Counts & Surveys Inc.



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

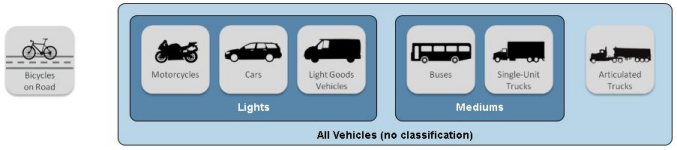
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	19	2	0	22	0	0	20	0	0	27	2	0	25	2	0	39	2	0	13	1	0	24	1	0	29	0	0	24	2	0	17	0	0	15	1
	App. Total	0	19	2	0	22	0	0	20	0	0	27	2	0	25	2	0	39	2	0	13	1	0	24	1	0	29	0	0	24	2	0	17	0	0	15	1
	Pct HV	10%			0%			0%			7%			7%			5%			7%			4%			0%			8%			0%			6%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	9	0	0	11	1	0	7	0	0	7	2	0	4	0	0	10	1	0	6	2	0	5	0	0	6	1	0	3	0	0	10	0	0	6	1
	App. Total	0	9	0	0	11	1	0	7	0	0	7	2	0	4	0	0	10	1	0	6	2	0	5	0	0	6	1	0	3	0	0	10	0	0	6	1
	Pct HV	0%			8%			0%			22%			0%			9%			25%			0%			14%			0%			0%			14%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	229	6	0	236	6	0	262	5	0	311	10	0	350	5	0	338	6	0	270	9	0	295	8	0	246	7	0	217	9	0	190	10	0	199	5
	Right	0	15	0	0	21	0	0	18	0	0	27	1	0	44	1	0	49	1	0	22	0	0	25	0	0	23	0	0	26	0	0	21	2	0	27	0
	App. Total	0	244	6	0	257	6	0	280	5	0	338	11	0	394	6	0	387	7	0	292	9	0	320	8	0	269	7	0	243	9	0	211	12	0	226	5
	Pct HV	2%			2%			2%			3%			2%			2%			3%			2%			3%			4%			5%			2%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	92	23	0	95	12	0	117	15	0	157	20	0	132	21	0	149	16	0	157	15	0	148	14	0	151	18	0	166	14	0	139	10	0	145	7
	Right	0	5	0	0	8	0	0	11	2	0	14	1	0	12	2	0	13	1	0	6	0	0	14	1	0	19	1	0	19	0	0	14	0	0	13	0
	App. Total	0	97	23	0	103	12	0	128	17	0	171	21	0	144	23	0	162	17	0	163	15	0	162	15	0	170	19	0	185	14	0	153	10	0	158	7
	Pct HV	19%			10%			12%			11%			14%			9%			8%			8%			10%			7%			6%			4%		
Total Class Volume		0	369	31	0	393	19	0	435	22	0	543	36	0	567	31	0	598	27	0	474	27	0	511	24	0	474	27	0	455	25	0	391	22	0	405	14
Total Interval Volume		400			412			457			579			598			625			501			535			501			480			413			419		
Intersection Pct HV		8%			5%			5%			6%			5%			4%			5%			4%			5%			5%			5%			3%		

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	1	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	1	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	1	0	0	0	0	0	0
Total		0	0	1	0	0	2	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	1,848	5.8%
6:45 AM	2,046	5.3%
7:00 AM	2,259	5.1%
7:15 AM	**2,303**	**5.3%**
7:30 AM	2,259	4.8%
7:45 AM	2,162	4.9%
8:00 AM	2,017	5.1%
8:15 AM	1,929	5.1%
8:30 AM	1,813	4.9%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Thorpe Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

AM PEAK HOURS

APPROACH	MOVEMENT	7:15 AM BK	7:15 AM PC	7:15 AM HV	7:30 AM BK	7:30 AM PC	7:30 AM HV	7:45 AM BK	7:45 AM PC	7:45 AM HV	8:00 AM BK	8:00 AM PC	8:00 AM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	27	2	0	25	2	0	39	2	0	13	1
	App. Total	0	27	2	0	25	2	0	39	2	0	13	1
	Pct HV		7%			7%			5%			7%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	7	2	0	4	0	0	10	1	0	6	2
	App. Total	0	7	2	0	4	0	0	10	1	0	6	2
	Pct HV		22%			0%			9%			25%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	311	10	0	350	5	0	338	6	0	270	9
	Right	0	27	1	0	44	1	0	49	1	0	22	0
	App. Total	0	338	11	0	394	6	0	387	7	0	292	9
	Pct HV		3%			2%			2%			3%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	157	20	0	132	21	0	149	16	0	157	15
	Right	0	14	1	0	12	2	0	13	1	0	6	0
	App. Total	0	171	21	0	144	23	0	162	17	0	163	15
	Pct HV		11%			14%			9%			8%	
Total Class Volume		0	543	36	0	567	31	0	598	27	0	474	27
Total Interval Volume			579			598			625			501	
Intersection Pct Trucks			6%			5%			4%			5%	

Approach

Receiving

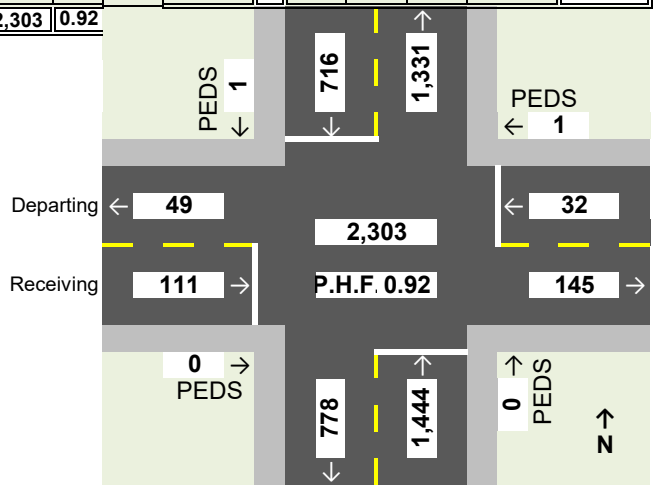
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	0			0.00%
EBT	0	0			0.00%
EBR	7	111		6%	100.00%
Total	7	111	0.68	6%	100.00%
WBU	0	0			0.00%
WBL	0	0			0.00%
WBT	0	0			0.00%
WBR	5	32		16%	100.00%
Total	5	32	0.73	16%	100.00%
NBU	0	0			0.00%
NBL	0	0			0.00%
NBT	30	1299		2%	89.96%
NBR	3	145		2%	10.04%
Total	33	1444	0.90	2%	100.00%
SBU	0	0			0.00%
SBL	0	0			0.00%
SBT	72	667		11%	93.16%
SBR	4	49		8%	6.84%
Total	76	716	0.93	11%	100.00%
Total	**121**	**2,303**	**0.92**		

Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	0		0.00%	
WBT	0		0.00%	
SBR	49	8%	100.00%	
Total	49	8%	100.00%	
WBU	0		0.00%	Westbound
SBL	0		0.00%	
EBT	0		0.00%	
NBR	145	2%	100.00%	
Total	145	2%	100.00%	
NBU	0		0.00%	Northbound
WBL	0		0.00%	
SBT	667	11%	85.73%	
EBR	111	6%	14.27%	
Total	778	10%	100.00%	
SBU	0		0.00%	Southbound
EBL	0		0.00%	
NBT	1299	2%	97.60%	
WBR	32	16%	2.40%	
Total	1331	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	1	0	1
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	1	0	1
	Total	0	0	2	0	



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Thorpe Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

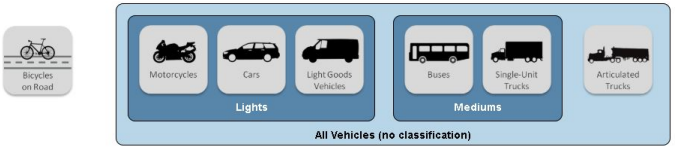
APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	31	0	0	20	2	0	14	2	0	22	1	0	25	1	0	19	0	0	24	1	0	21	0	0	21	0	0	10	0	0	18	0	0	21	0
	App. Total	0	31	0	0	20	2	0	14	2	0	22	1	0	25	1	0	19	0	0	24	1	0	21	0	0	21	0	0	10	0	0	18	0	0	21	0
	Pct HV	0%			9%			13%			4%			4%			0%			4%			0%			0%			0%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	13	2	0	10	1	0	16	1	0	19	0	0	12	0	0	10	0	0	14	0	0	5	0	0	9	0	0	6	0	0	7	0	0	6	0
	App. Total	0	13	2	0	10	1	0	16	1	0	19	0	0	12	0	0	10	0	0	14	0	0	5	0	0	9	0	0	6	0	0	7	0	0	6	0
	Pct HV	13%			9%			6%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	207	11	0	209	12	0	195	9	0	207	10	0	207	7	0	234	5	0	221	6	0	211	7	0	198	6	0	193	7	0	166	4	0	182	3
	Right	0	24	1	0	20	1	0	25	1	0	29	1	0	38	1	0	23	0	0	27	0	0	49	1	0	31	1	0	22	0	0	10	0	0	10	0
	App. Total	0	231	12	0	229	13	0	220	10	0	236	11	0	245	8	0	257	5	0	248	6	0	260	8	0	229	7	0	215	7	0	176	4	0	192	3
	Pct HV	5%			5%			4%			4%			3%			2%			2%			3%			3%			3%			2%			2%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	312	3	0	330	0	0	289	0	0	352	8	0	352	6	0	336	5	0	305	4	0	330	1	0	304	3	0	262	2	0	221	1	0	159	2
	Right	0	26	0	0	28	1	0	29	1	0	30	0	0	26	0	0	33	0	0	40	1	0	30	0	0	36	1	0	22	0	0	26	0	0	28	0
	App. Total	0	338	3	0	358	1	0	318	1	0	382	8	0	378	6	0	369	5	0	345	5	0	360	1	0	340	4	0	284	2	0	247	1	0	187	2
	Pct HV	1%			0%			0%			2%			2%			1%			1%			0%			1%			1%			0%			1%		
Total Class Volume		0	613	17	0	617	17	0	568	14	0	659	20	0	660	15	0	655	10	0	631	12	0	646	9	0	599	11	0	515	9	0	448	5	0	406	5
Total Interval Volume		630			634			582			679			675			665			643			655			610			524			453			411		
Intersection Pct HV		3%			3%			2%			3%			2%			2%			2%			1%			2%			2%			1%			1%		

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	1	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	1	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	2	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
3:30 PM	2,525	2.7%
3:45 PM	2,570	2.6%
4:00 PM	2,601	2.3%
4:15 PM	**2,662**	**2.1%**
4:30 PM	2,638	1.7%
4:45 PM	2,573	1.6%
5:00 PM	2,432	1.7%
5:15 PM	2,242	1.5%
5:30 PM	1,998	1.5%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Thorpe Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

PM PEAK HOURS

APPROACH	MOVEMENT	4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV	4:45 PM BK	4:45 PM PC	4:45 PM HV	5:00 PM BK	5:00 PM PC	5:00 PM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	22	1	0	25	1	0	19	0	0	24	1
	App. Total	0	22	1	0	25	1	0	19	0	0	24	1
	Pct HV		4%			4%			0%			4%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	19	0	0	12	0	0	10	0	0	14	0
	App. Total	0	19	0	0	12	0	0	10	0	0	14	0
	Pct HV		0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	207	10	0	207	7	0	234	5	0	221	6
	Right	0	29	1	0	38	1	0	23	0	0	27	0
	App. Total	0	236	11	0	245	8	0	257	5	0	248	6
	Pct HV		4%			3%			2%			2%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	352	8	0	352	6	0	336	5	0	305	4
	Right	0	30	0	0	26	0	0	33	0	0	40	1
	App. Total	0	382	8	0	378	6	0	369	5	0	345	5
	Pct HV		2%			2%			1%			1%	
Total Class Volume		0	659	20	0	660	15	0	655	10	0	631	12
Total Interval Volume			679			675			665			643	
Intersection Pct Trucks			3%			2%			2%			2%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	0			0.00%
EBT	0	0			0.00%
EBR	3	93		3%	100.00%
Total	3	93	0.89	3%	100.00%
WBU	0	0			0.00%
WBL	0	0			0.00%
WBT	0	0			0.00%
WBR	0	55		0%	100.00%
Total	0	55	0.72	0%	100.00%
NBU	0	0			0.00%
NBL	0	0			0.00%
NBT	28	897		3%	88.29%
NBR	2	119		2%	11.71%
Total	30	1016	0.97	3%	100.00%
SBU	0	0			0.00%
SBL	0	0			0.00%
SBT	23	1368		2%	91.32%
SBR	1	130		1%	8.68%
Total	24	1498	0.96	2%	100.00%
Total	**57**	**2,662**	**0.98**		

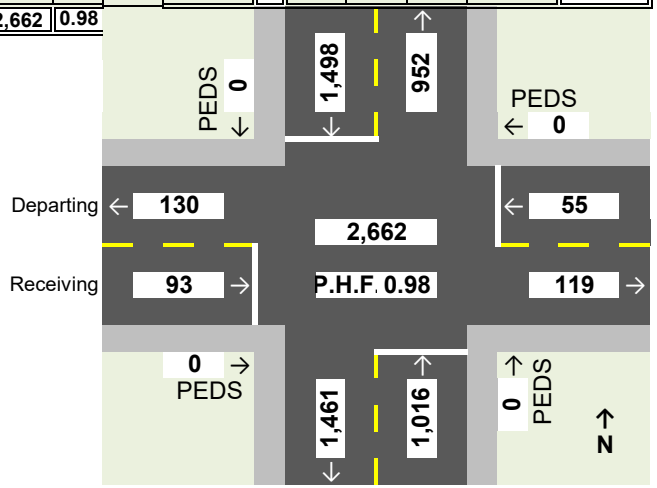
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	0		0.00%	
WBT	0		0.00%	
SBR	130	1%	100.00%	
Total	130	1%	100.00%	
WBU	0		0.00%	Westbound
SBL	0		0.00%	
EBT	0		0.00%	
NBR	119	2%	100.00%	
Total	119	2%	100.00%	
NBU	0		0.00%	Northbound
WBL	0		0.00%	
SBT	1368	2%	93.63%	
EBR	93	3%	6.37%	
Total	1461	2%	100.00%	
SBU	0		0.00%	Southbound
EBL	0		0.00%	
NBT	897	3%	94.22%	
WBR	55	0%	5.78%	
Total	952	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	4:15	4:30	4:45	5:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Traffic Counts & Surveys Inc.



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd S J-Turn
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

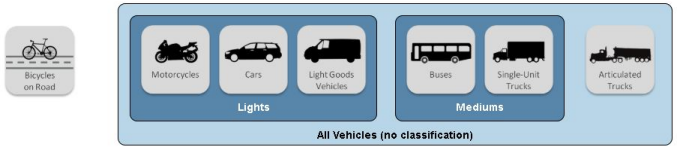
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	244	6	0	257	6	0	280	5	0	338	11	0	394	6	0	387	7	0	292	9	0	320	8	0	269	7	0	243	9	0	211	12	0	226	5
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	244	6	0	257	6	0	280	5	0	338	11	0	394	6	0	387	7	0	292	9	0	320	8	0	269	7	0	243	9	0	211	12	0	226	5
	Pct HV		2%			2%			2%			3%			2%			2%			3%			2%			3%			4%			5%			2%	
Southbound	U-Turn	0	22	0	0	26	0	0	20	1	0	25	0	0	20	0	0	14	0	0	13	0	0	9	0	0	16	0	0	8	0	0	13	0	0	8	0
	Left	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
	Through	0	111	25	0	117	12	0	137	15	0	184	22	0	157	23	0	188	18	0	170	16	0	172	15	0	180	18	0	190	16	0	156	10	0	160	8
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	133	26	0	143	13	0	157	16	0	209	22	0	177	23	0	202	18	0	183	16	0	181	16	0	196	18	0	198	17	0	169	10	0	168	8
	Pct HV		16%			8%			9%			10%			12%			8%			8%			8%			8%			8%			6%			5%	
Total Class Volume		0	377	32	0	400	19	0	437	21	0	547	33	0	571	29	0	589	25	0	475	25	0	501	24	0	465	25	0	441	26	0	380	22	0	394	13
Total Interval Volume			409			419			458			580			600			614			500			525			490			467			402			407	
Intersection Pct HV			8%			5%			5%			6%			5%			4%			5%			5%			5%			6%			5%			3%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	1,866	5.6%
6:45 AM	2,057	5.0%
7:00 AM	2,252	4.8%
7:15 AM	**2,294**	**4.9%**
7:30 AM	2,239	4.6%
7:45 AM	2,129	4.7%
8:00 AM	1,982	5.0%
8:15 AM	1,884	5.1%
8:30 AM	1,766	4.9%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Thorpe Rd S J-Turn & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 7:15 AM BK	7:15 AM PC	7:15 AM HV	7:30 AM BK	7:30 AM PC	7:30 AM HV	7:45 AM BK	7:45 AM PC	7:45 AM HV	8:00 AM BK	8:00 AM PC	8:00 AM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	338	11	0	394	6	0	387	7	0	292	9
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	338	11	0	394	6	0	387	7	0	292	9
	Pct HV		3%			2%			2%			3%	
Southbound	U-Turn	0	25	0	0	20	0	0	14	0	0	13	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	184	22	0	157	23	0	188	18	0	170	16
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	209	22	0	177	23	0	202	18	0	183	16
	Pct HV		10%			12%			8%			8%	
Total Class Volume		0	547	33	0	571	29	0	589	25	0	475	25
Total Interval Volume			580			600			614			500	
Intersection Pct Trucks			6%			5%			4%			5%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			
EBL	0	0			
EBT	0	0			
EBR	0	0			
Total	0	0			
WBU	0	0			
WBL	0	0			
WBT	0	0			
WBR	0	0			
Total	0	0			
NBU	0	0			0.00%
NBL	0	0			0.00%
NBT	33	1444		2%	100.00%
NBR	0	0			0.00%
Total	33	1444	0.90	2%	100.00%
SBU	0	72		0%	8.47%
SBL	0	0			0.00%
SBT	79	778		10%	91.53%
SBR	0	0			0.00%
Total	79	850	0.92	9%	100.00%
Total	**112**	**2,294**	**0.93**		

Departing

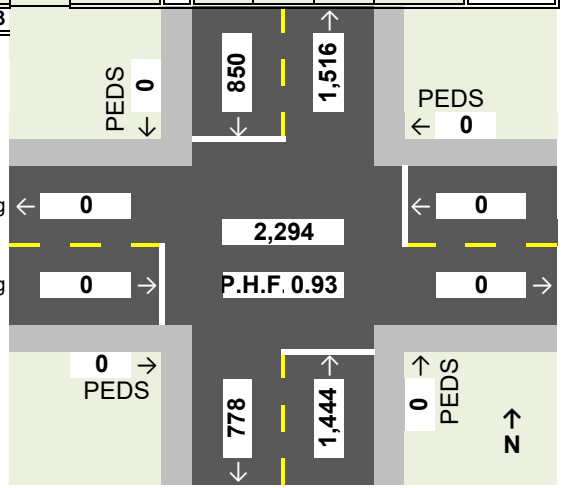
Mvmt	Total	Percentage of: HV	Percentage of: Approach
EBU	0		
NBL	0		
WBT	0		
SBR	0		
Total	0		
WBU	0		
SBL	0		
EBT	0		
NBR	0		
Total	0		
NBU	0		0.00%
WBL	0		0.00%
SBT	778	10%	100.00%
EBR	0		0.00%
Total	778	10%	100.00%
SBU	72	0%	4.75%
EBL	0		0.00%
NBT	1444	2%	95.25%
WBR	0		0.00%
Total	1516	2%	100.00%

App.: Eastbound, Westbound, Northbound, Southbound

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd S J-Turn
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	231	12	0	229	13	0	220	10	0	236	11	0	245	8	0	257	5	0	248	6	0	260	8	0	229	7	0	215	7	0	176	4	0	192	3
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	231	12	0	229	13	0	220	10	0	236	11	0	245	8	0	257	5	0	248	6	0	260	8	0	229	7	0	215	7	0	176	4	0	192	3
	Pct HV		5%			5%			4%			4%			3%			2%			2%			3%			3%			3%			2%			2%	
Southbound	U-Turn	0	20	1	0	17	0	0	19	0	0	16	0	0	10	0	0	11	0	0	13	0	0	12	0	0	9	0	0	15	0	0	14	0	0	10	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	343	3	0	350	2	0	303	2	0	374	9	0	377	7	0	355	5	0	329	5	0	351	1	0	325	3	0	272	2	0	239	1	0	180	2
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	363	4	0	367	2	0	322	2	0	390	9	0	387	7	0	366	5	0	342	5	0	363	1	0	334	3	0	287	2	0	253	1	0	190	2
	Pct HV		1%			1%			1%			2%			2%			1%			1%			0%			1%			1%			0%			1%	
Total Class Volume		0	594	16	0	596	15	0	542	12	0	626	20	0	632	15	0	623	10	0	590	11	0	623	9	0	563	10	0	502	9	0	429	5	0	382	5
Total Interval Volume			610			611			554			646			647			633			601			632			573			511			434			387	
Intersection Pct HV			3%			2%			2%			3%			2%			2%			2%			1%			2%			2%			1%			1%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	2,421	2.6%
3:45 PM	2,458	2.5%
4:00 PM	2,480	2.3%
4:15 PM	**2,527**	**2.2%**
4:30 PM	2,513	1.8%
4:45 PM	2,439	1.6%
5:00 PM	2,317	1.7%
5:15 PM	2,150	1.5%
5:30 PM	1,905	1.5%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Thorpe Rd S J-Turn & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

PM PEAK HOURS

APPROACH	MOVEMENT	4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV	4:45 PM BK	4:45 PM PC	4:45 PM HV	5:00 PM BK	5:00 PM PC	5:00 PM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	236	11	0	245	8	0	257	5	0	248	6
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	236	11	0	245	8	0	257	5	0	248	6
	Pct HV		4%			3%			2%			2%	
Southbound	U-Turn	0	16	0	0	10	0	0	11	0	0	13	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	374	9	0	377	7	0	355	5	0	329	5
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	390	9	0	387	7	0	366	5	0	342	5
	Pct HV		2%			2%			1%			1%	
Total Class Volume		0	626	20	0	632	15	0	623	10	0	590	11
Total Interval Volume			646			647			633			601	
Intersection Pct Trucks			3%			2%			2%			2%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			
EBL	0	0			
EBT	0	0			
EBR	0	0			
Total	0	0			
WBU	0	0			
WBL	0	0			
WBT	0	0			
WBR	0	0			
Total	0	0			
NBU	0	0			0.00%
NBL	0	0			0.00%
NBT	30	1016		3%	100.00%
NBR	0	0			0.00%
Total	30	1016	0.97	3%	100.00%
SBU	0	50		0%	3.31%
SBL	0	0			0.00%
SBT	26	1461		2%	96.69%
SBR	0	0			0.00%
Total	26	1511	0.95	2%	100.00%
Total	**56**	**2,527**	**0.98**		

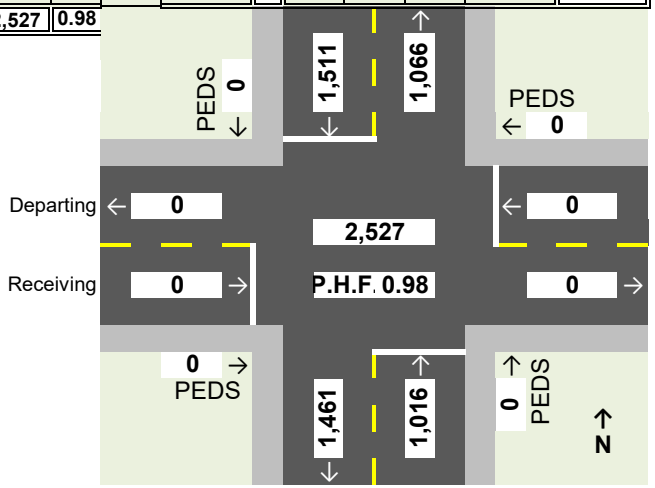
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0			Eastbound
NBL	0			
WBT	0			
SBR	0			
Total	0			
WBU	0			Westbound
SBL	0			
EBT	0			
NBR	0			
Total	0			
NBU	0		0.00%	Northbound
WBL	0		0.00%	
SBT	1461	2%	100.00%	
EBR	0		0.00%	
Total	1461	2%	100.00%	
SBU	50	0%	4.69%	Southbound
EBL	0		0.00%	
NBT	1016	3%	95.31%	
WBR	0		0.00%	
Total	1066	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	4:15	4:30	4:45	5:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Cheney-Spokane Road
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 SB Off ramp
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	13	1	0	12	0	0	25	0	0	16	0	0	18	0	0	13	0	0	18	0	0	18	0	0	22	0	0	17	0	0	16	0	0	19	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	13	1	0	12	0	0	25	0	0	16	0	0	18	0	0	13	0	0	18	0	0	18	0	0	22	0	0	17	0	0	16	0	0	19	0
	Pct HV		7%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	100	1	0	106	1	0	123	1	0	156	5	0	180	1	0	158	2	0	130	2	0	120	3	0	101	4	0	111	2	0	101	4	0	100	3
	App. Total	0	100	1	0	106	1	0	123	1	0	156	5	0	180	1	0	158	2	0	130	2	0	120	3	0	101	4	0	111	2	0	101	4	0	100	3
	Pct HV		1%			1%			1%			3%			1%			1%			2%			2%			4%			2%			4%			3%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	17	2	0	31	4	0	49	4	0	58	3	0	46	1	0	63	7	0	52	4	0	56	3	0	55	4	0	58	5	0	61	0	0	53	3
	App. Total	0	17	2	0	31	4	0	49	4	0	58	3	0	46	1	0	63	7	0	52	4	0	56	3	0	55	4	0	58	5	0	61	0	0	53	3
	Pct HV		11%			11%			8%			5%			2%			10%			7%			5%			7%			8%			0%			5%	
Total Class Volume		0	130	4	0	149	5	0	197	5	0	230	8	0	244	2	0	234	9	0	200	6	0	194	6	0	178	8	0	186	7	0	178	4	0	172	6
Total Interval Volume			134			154			202			238			246			243			206			200			186			193			182			178	
Intersection Pct HV			3%			3%			2%			3%			1%			4%			3%			3%			4%			4%			2%			3%	

Pedestrian Volumes

APPROACH	Movement	15 Minute Period Beginning @ 6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
6:30 AM	728	1.1%
6:45 AM	840	1.0%
7:00 AM	929	1.0%
7:15 AM	**933**	**1.1%**
7:30 AM	895	0.9%
7:45 AM	835	1.3%
8:00 AM	785	1.4%
8:15 AM	761	1.7%
8:30 AM	739	1.8%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Cheney-Spokane Road & US 195 SB Off ramp
JOB NO. 25-104
DATE OF COUNT: 6/4/2025

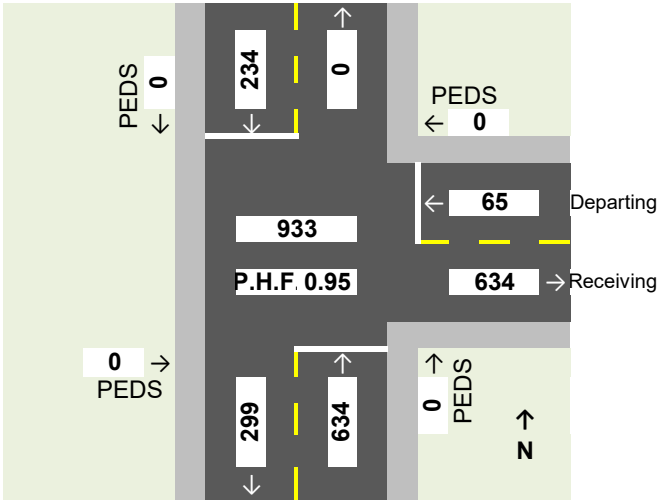
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 7:15 AM BK	PC	HV	7:30 AM BK	PC	HV	7:45 AM BK	PC	HV	8:00 AM BK	PC	HV	Approach Departing Mvmt	TOTAL HV	Veh	PHF	Percentage of: HV	Approach	Receiving Mvmt	Total	Percentage of: HV	Approach	App.
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	WBU	0	0			0.00%	WBU	0		0.00%	Westbound
	Left	0	16	0	0	18	0	0	13	0	0	18	0	WBL	0	65		0%	100.00%	SBL	0		0.00%	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	WBR	0	0			0.00%	NBR	634	2%	100.00%	
	App. Total	0	16	0	0	18	0	0	13	0	0	18	0	Total	0	65	0.90	0%	100.00%	Total	634		100.00%	
	Pct HV	0%			0%			0%			0%													
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	NBU	0	0			0.00%	NBU	0		0.00%	Northbound
	Through	0	0	0	0	0	0	0	0	0	0	0	0	NBT	0	0			0.00%	SBT	234	6%	78.26%	
	Right	0	156	5	0	180	1	0	158	2	0	130	2	NBR	10	634		2%	100.00%	WBL	65	0%	21.74%	
	App. Total	0	156	5	0	180	1	0	158	2	0	130	2	Total	10	634	0.88	2%	100.00%	Total	299	5%	100.00%	
	Pct HV	3%			1%			1%			2%													
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0			0.00%	SBU	0			Southbound
	Left	0	0	0	0	0	0	0	0	0	0	0	0	SBL	0	0			0.00%	WBR	0			
	Through	0	58	3	0	46	1	0	63	7	0	52	4	SBT	15	234		6%	100.00%	NBT	0			
	App. Total	0	58	3	0	46	1	0	63	7	0	52	4	Total	15	234	0.84	6%	100.00%	Total	0			
	Pct HV	5%			2%			10%			7%			**Total**	**25**	**933**	**0.95**							
Total Class Volume		0	230	8	0	244	2	0	234	9	0	200	6											
Total Interval Volume		238			246			243			206			**933**										
Intersection Pct Trucks		3%			1%			4%			3%			**3%**										

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	**0**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	0	0	0	0	**0**
Southbound	Crosswalk	0	0	0	0	**0**
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Cheney-Spokane Road
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 SB Off ramp
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	18	0	0	27	1	0	27	1	0	26	0	0	32	0	0	32	0	0	16	1	0	21	0	0	26	0	0	19	0	0	14	0	0	15	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	18	0	0	27	1	0	27	1	0	26	0	0	32	0	0	32	0	0	16	1	0	21	0	0	26	0	0	19	0	0	14	0	0	15	0
	Pct HV		0%			4%			4%			0%			0%			0%			6%			0%			0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	106	0	0	112	2	0	104	2	0	112	3	0	128	0	0	127	4	0	111	1	0	111	1	0	115	2	0	102	0	0	67	0	0	72	0
	App. Total	0	106	0	0	112	2	0	104	2	0	112	3	0	128	0	0	127	4	0	111	1	0	111	1	0	115	2	0	102	0	0	67	0	0	72	0
	Pct HV		0%			2%			2%			3%			0%			3%			1%			1%			2%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	133	1	0	135	1	0	111	1	0	149	1	0	131	2	0	110	1	0	120	1	0	121	0	0	107	0	0	93	0	0	72	0	0	65	0
	App. Total	0	133	1	0	135	1	0	111	1	0	149	1	0	131	2	0	110	1	0	120	1	0	121	0	0	107	0	0	93	0	0	72	0	0	65	0
	Pct HV		1%			1%			1%			1%			2%			1%			1%			0%			0%			0%			0%			0%	
Total Class Volume		0	257	1	0	274	4	0	242	4	0	287	4	0	291	2	0	269	5	0	247	3	0	253	1	0	248	2	0	214	0	0	153	0	0	152	0
Total Interval Volume			258			278			246			291			293			274			250			254			250			214			153			152	
Intersection Pct HV			0%			1%			2%			1%			1%			2%			1%			0%			1%			0%			0%			0%	

Pedestrian Volumes

APPROACH	Movement	15 Minute Period Beginning @ 3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	1,073	1.2%
3:45 PM	**1,108**	**1.3%**
4:00 PM	1,104	1.4%
4:15 PM	1,108	1.3%
4:30 PM	1,071	1.0%
4:45 PM	1,028	1.1%
5:00 PM	968	0.6%
5:15 PM	871	0.3%
5:30 PM	769	0.3%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Cheney-Spokane Road & US 195 SB Off ramp
JOB NO. 25-104
DATE OF COUNT: 6/4/2025

Counter Analyst
Miovision BNG

PM PEAK HOURS

APPROACH	MOVEMENT	3:45 PM BK	3:45 PM PC	3:45 PM HV	4:00 PM BK	4:00 PM PC	4:00 PM HV	4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	27	1	0	27	1	0	26	0	0	32	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	27	1	0	27	1	0	26	0	0	32	0
	Pct HV		4%			4%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	112	2	0	104	2	0	112	3	0	128	0
	App. Total	0	112	2	0	104	2	0	112	3	0	128	0
	Pct HV		2%			2%			3%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	135	1	0	111	1	0	149	1	0	131	2
	App. Total	0	135	1	0	111	1	0	149	1	0	131	2
	Pct HV		1%			1%			1%			2%	
Total Class Volume		0	274	4	0	242	4	0	287	4	0	291	2
Total Interval Volume			278			246			291			293	
Intersection Pct Trucks			1%			2%			1%			1%	

Approach

Departing

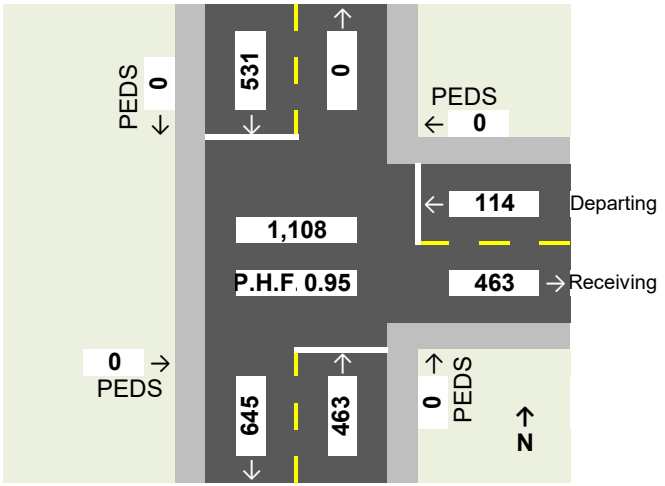
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
WBU	0	0			0.00%
WBL	2	114		2%	100.00%
WBR	0	0			0.00%
Total	2	114	0.89	2%	100.00%
NBU	0	0			0.00%
NBT	0	0			0.00%
NBR	7	463		2%	100.00%
Total	7	463	0.90	2%	100.00%
SBU	0	0			0.00%
SBL	0	0			0.00%
SBT	5	531		1%	100.00%
Total	5	531	0.89	1%	100.00%
Total	**14**	**1,108**	**0.95**		

Receiving

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
WBU	0		0.00%	Westbound
SBL	0		0.00%	
NBR	463	2%	100.00%	
Total	463	2%	100.00%	
NBU	0		0.00%	Northbound
SBT	531	1%	82.33%	
WBL	114	2%	17.67%	
Total	645	1%	100.00%	
SBU	0			Southbound
WBR	0			
NBT	0			
Total	0			

Pedestrian Volumes		3:45	4:00	4:15	4:30	Confli. Ped TOTAL
APPROACH	MOVEMENT					
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Cheney-Spokane
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 SB On/Off Ramps
Counter: Miovision — Analyst: BNG — AM PEAK HOURS

Traffic Counts & Surveys Inc.

15 Minute Period Beginning @

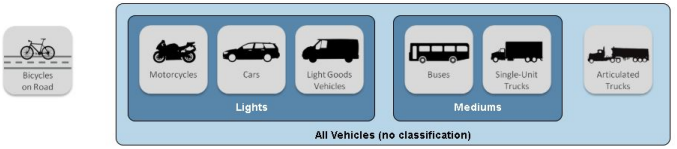
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	92	1	0	100	0	0	113	1	0	146	4	0	166	0	0	138	1	0	117	2	0	109	1	0	89	4	0	99	2	0	89	1	0	90	2
	Right	0	8	0	0	6	1	0	10	0	0	10	1	0	14	1	0	20	1	0	13	0	0	11	2	0	12	0	0	12	0	0	12	3	0	10	1
	App. Total	0	100	1	0	106	1	0	123	1	0	156	5	0	180	1	0	158	2	0	130	2	0	120	3	0	101	4	0	111	2	0	101	4	0	100	3
	Pct HV		1%			1%			1%			3%			1%			1%			2%			2%			4%			2%			4%			3%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
	Through	0	13	1	0	11	0	0	29	0	0	17	0	0	18	0	0	13	0	0	18	0	0	18	0	0	24	0	0	17	0	0	16	0	0	19	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	14	1	0	12	0	0	30	1	0	18	0	0	19	0	0	13	0	0	18	0	0	18	0	0	25	0	0	18	0	0	16	0	0	19	0
	Pct HV		7%			0%			3%			0%			0%			0%			0%			0%			0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	4	1	0	2	0	0	3	0	0	1	1	0	4	0	0	7	0	0	4	0	0	1	0	0	2	0	0	0	0	0	0	1	0	3	0
	Through	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	4	1	0	2	0	0	3	0	0	2	1	0	4	0	0	7	0	0	4	0	0	1	0	0	2	0	0	0	0	0	0	1	0	3	0
	Pct HV		20%			0%			0%			33%			0%			0%			0%			0%			0%						100%			0%	
Total Class Volume		0	118	3	0	120	1	0	156	2	0	176	6	0	203	1	0	178	2	0	152	2	0	139	3	0	128	4	0	129	2	0	117	5	0	122	3
Total Interval Volume			121			121			158			182			204			180			154			142			132			131			122			125	
Intersection Pct HV			2%			1%			1%			3%			0%			1%			1%			2%			3%			2%			4%			2%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	582	2.1%
6:45 AM	665	1.5%
7:00 AM	**724**	**1.5%**
7:15 AM	720	1.5%
7:30 AM	680	1.2%
7:45 AM	608	1.8%
8:00 AM	559	2.0%
8:15 AM	527	2.7%
8:30 AM	510	2.7%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Cheney-Spokane & US 195 SB On/Off Ramps
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

AM PEAK HOURS

APPROACH	MOVEMENT	7:00 AM			7:15 AM			7:30 AM			7:45 AM		
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	113	1	0	146	4	0	166	0	0	138	1
	Right	0	10	0	0	10	1	0	14	1	0	20	1
	App. Total	0	123	1	0	156	5	0	180	1	0	158	2
	Pct HV		1%			3%			1%			1%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	1	0	1	0	0	1	0	0	0	0
	Through	0	29	0	0	17	0	0	18	0	0	13	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	30	1	0	18	0	0	19	0	0	13	0
	Pct HV		3%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	3	0	0	1	1	0	4	0	0	7	0
	Through	0	0	0	0	1	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	3	0	0	2	1	0	4	0	0	7	0
	Pct HV		0%			33%			0%			0%	
Total Class Volume		0	156	2	0	176	6	0	203	1	0	178	2
Total Interval Volume			158			182			204			180	
Intersection Pct Trucks			1%			3%			0%			1%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	0			0.00%
EBT	6	569		1%	90.89%
EBR	3	57		5%	9.11%
Total	9	626	0.86	1%	100.00%
WBU	0	0			0.00%
WBL	1	4		25%	4.94%
WBT	0	77		0%	95.06%
WBR	0	0			0.00%
Total	1	81	0.65	1%	100.00%
NBU	0	0			
NBL	0	0			
NBT	0	0			
NBR	0	0			
Total	0	0			
SBU	0	0			0.00%
SBL	1	16		6%	94.12%
SBT	0	1		0%	5.88%
SBR	0	0			0.00%
Total	1	17	0.61	6%	100.00%
Total	**11**	**724**	**0.89**		

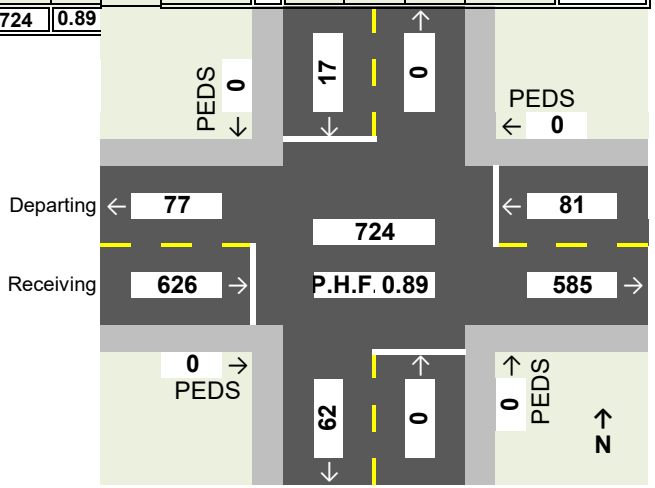
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	0		0.00%	
WBT	77	0%	100.00%	
SBR	0		0.00%	
Total	77	0%	100.00%	
WBU	0		0.00%	Westbound
SBL	16	6%	2.74%	
EBT	569	1%	97.26%	
NBR	0		0.00%	
Total	585	1%	100.00%	
NBU	0		0.00%	Northbound
WBL	4	25%	6.45%	
SBT	1	0%	1.61%	
EBR	57	5%	91.94%	
Total	62	6%	100.00%	
SBU	0			Southbound
EBL	0			
NBT	0			
WBR	0			
Total	0			

Pedestrian Volumes

APPROACH	MOVEMENT	7:00	7:15	7:30	7:45	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Traffic Counts & Surveys Inc.



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Cheney-Spokane
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 SB On/Off Ramps
Counter: Miovision — Analyst: BNG — PM PEAK HOURS — 15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	72	0	0	78	1	0	70	1	0	82	3	0	93	0	0	89	3	0	76	1	0	84	1	0	85	2	0	78	0	0	46	0	0	55	0
	Right	0	34	0	0	34	1	0	34	1	0	30	0	0	35	0	0	38	1	0	35	0	0	27	0	0	30	0	0	24	0	0	21	0	0	17	0
	App. Total	0	106	0	0	112	2	0	104	2	0	112	3	0	128	0	0	127	4	0	111	1	0	111	1	0	115	2	0	102	0	0	67	0	0	72	0
	Pct HV		0%			2%			2%			3%			0%			3%			1%			1%			2%			0%			0%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	2	1	0	3	1	0	1	1	0	3	0	0	2	0	0	4	0	0	3	0	0	4	0	0	3	0	0	3	0	0	1	0	0	1	0
	Through	0	18	0	0	27	0	0	27	0	0	27	0	0	30	0	0	32	0	0	16	1	0	20	0	0	29	0	0	19	0	0	16	0	0	17	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	20	1	0	30	1	0	28	1	0	30	0	0	32	0	0	36	0	0	19	1	0	24	0	0	32	0	0	22	0	0	17	0	0	18	0
	Pct HV		5%			3%			3%			0%			0%			0%			5%			0%			0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	4	1	0	1	1	0	2	2	0	1	0	0	2	1	0	1	0	0	5	0	0	2	0	0	5	0	0	1	0	0	4	0	0	1	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	4	1	0	1	1	0	2	2	0	1	0	0	3	1	0	1	0	0	5	0	0	2	0	0	5	0	0	1	0	0	4	0	0	1	0
	Pct HV		20%			50%			50%			0%			25%			0%			0%			0%			0%			0%			0%			0%	
Total Class Volume		0	130	2	0	143	4	0	134	5	0	143	3	0	163	1	0	164	4	0	135	2	0	137	1	0	152	2	0	125	0	0	88	0	0	91	0
Total Interval Volume			132			147			139			146			164			168			137			138			154			125			88			91	
Intersection Pct HV			2%			3%			4%			2%			1%			2%			1%			1%			1%			0%			0%			0%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	1	1	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	1	1	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	564	2.5%
3:45 PM	596	2.2%
4:00 PM	**617**	**2.1%**
4:15 PM	615	1.6%
4:30 PM	607	1.3%
4:45 PM	597	1.5%
5:00 PM	554	0.9%
5:15 PM	505	0.6%
5:30 PM	458	0.4%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Cheney-Spokane & US 195 SB On/Off Ramps
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 4:00 PM BK	PC	HV	4:15 PM BK	PC	HV	4:30 PM BK	PC	HV	4:45 PM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	70	1	0	82	3	0	93	0	0	89	3
	Right	0	34	1	0	30	0	0	35	0	0	38	1
	App. Total	0	104	2	0	112	3	0	128	0	0	127	4
	Pct HV		2%			3%			0%			3%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	1	0	3	0	0	2	0	0	4	0
	Through	0	27	0	0	27	0	0	30	0	0	32	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	28	1	0	30	0	0	32	0	0	36	0
	Pct HV		3%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	2	2	0	1	0	0	2	1	0	1	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	1	0	0	0	0
	App. Total	0	2	2	0	1	0	0	3	1	0	1	0
	Pct HV		50%			0%			25%			0%	
Total Class Volume		0	134	5	0	143	3	0	163	1	0	164	4
Total Interval Volume			139			146			164			168	
Intersection Pct Trucks			4%			2%			1%			2%	

Approach — Receiving

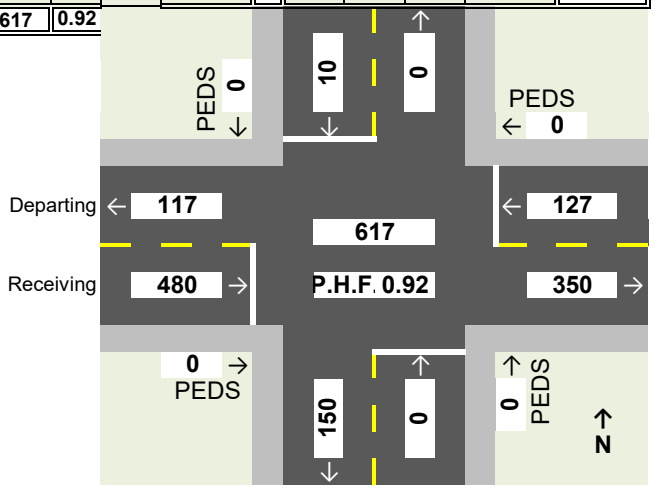
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	0			0.00%
EBT	7	341		2%	71.04%
EBR	2	139		1%	28.96%
Total	9	480	0.92	2%	100.00%
WBU	0	0			0.00%
WBL	1	11		9%	8.66%
WBT	0	116		0%	91.34%
WBR	0	0			0.00%
Total	1	127	0.88	1%	100.00%
NBU	0	0			
NBL	0	0			
NBT	0	0			
NBR	0	0			
Total	0	0			
SBU	0	0			0.00%
SBL	3	9		33%	90.00%
SBT	0	0			0.00%
SBR	0	1		0%	10.00%
Total	3	10	0.63	30%	100.00%
Total	**13**	**617**	**0.92**		

Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	0		0.00%	
WBT	116	0%	99.15%	
SBR	1	0%	0.85%	
Total	117	0%	100.00%	
WBU	0		0.00%	Westbound
SBL	9	33%	2.57%	
EBT	341	2%	97.43%	
NBR	0		0.00%	
Total	350	3%	100.00%	
NBU	0		0.00%	Northbound
WBL	11	9%	7.33%	
SBT	0		0.00%	
EBR	139	1%	92.67%	
Total	150	2%	100.00%	
SBU	0			Southbound
EBL	0			
NBT	0			
WBR	0			
Total	0			

Pedestrian Volumes APPROACH	MOVEMENT	4:00	4:15	4:30	4:45	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Cheney-Spokane Road
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 NB ON/Off Ramps

Counter: Miovision
Analyst: BNG

AM PEAK HOURS
15 Minute Period Beginning @

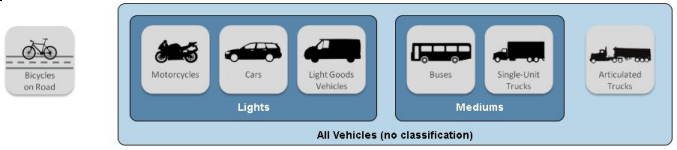
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	97	3	0	92	3	0	81	2	0	88	2	0	75	3	0	89	3	0	73	1	0	66	3	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	97	3	0	92	3	0	81	2	0	88	2	0	75	3	0	89	3	0	73	1	0	66	3	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV		3%			3%			2%			2%			4%			3%			1%			4%													
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	25	0	0	16	0	0	14	0	0	19	0	0	16	0	0	34	0	0	28	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	25	0	0	16	0	0	14	0	0	19	0	0	16	0	0	34	0	0	28	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV		0%			0%			0%			0%			0%			0%			0%			5%													
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Total Class Volume		0	122	3	0	108	3	0	95	2	0	107	2	0	91	3	0	123	3	0	101	1	0	86	4	0	0	0	0	0	0	0	0	0	0	0	0
Total Interval Volume		125			111			97			109			94			126			102			90			0			0			0			0		
Intersection Pct HV		2%			3%			2%			2%			3%			2%			1%			4%													

Pedestrian Volumes

APPROACH	Movement	15 Minute Period Beginning @ 6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	1	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	1	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	442	2.3%
6:45 AM	411	2.4%
7:00 AM	426	2.3%
7:15 AM	**431**	**2.1%**
7:30 AM	412	2.7%
7:45 AM	318	2.5%
8:00 AM	192	2.6%
8:15 AM	90	4.4%
8:30 AM	0	

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Cheney-Spokane Road & US 195 NB ON/Off Ramps
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 7:15 AM BK	PC	HV	7:30 AM BK	PC	HV	7:45 AM BK	PC	HV	8:00 AM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	88	2	0	75	3	0	89	3	0	73	1
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	88	2	0	75	3	0	89	3	0	73	1
	Pct HV		2%			4%			3%			1%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	19	0	0	16	0	0	34	0	0	28	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	19	0	0	16	0	0	34	0	0	28	0
	Pct HV		0%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Total Class Volume		0	107	2	0	91	3	0	123	3	0	101	1
Total Interval Volume			109			94			126			102	
Intersection Pct Trucks			2%			3%			2%			1%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	9	334		3%	100.00%
EBR	0	0			0.00%
Total	9	334	0.91	3%	100.00%
NBU	0	0			0.00%
NBL	0	97		0%	100.00%
NBT	0	0			0.00%
Total	0	97	0.71	0%	100.00%
SBU	0	0			
SBT	0	0			
SBR	0	0			
Total	0	0			
Total	**9**	**431**	**0.86**		
431					
2%					

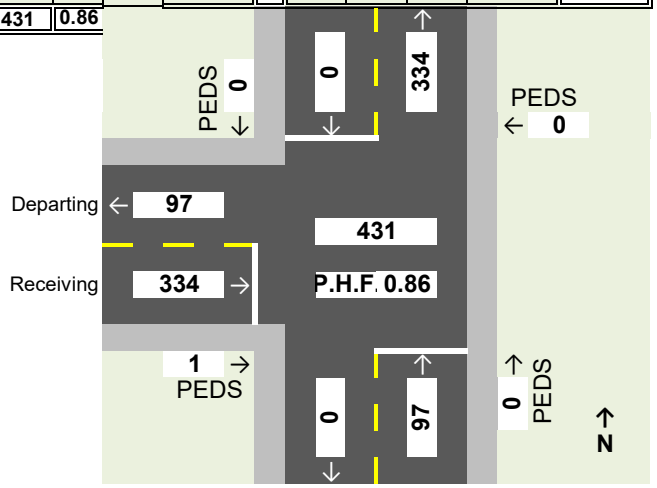
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0	0%	0.00%	Eastbound
NBL	97	0%	100.00%	
SBR	0	0%	0.00%	
Total	97	0%	100.00%	
NBU	0	0%		Northbound
EBR	0	0%		
SBT	0	0%		
Total	0			
SBU	0	0%	0.00%	Southbound
NBT	0	0%	0.00%	
EBL	334	900%	100.00%	
Total	334	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	1	0	0	0	**1**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	0	0	0	0	**0**
Southbound	Crosswalk	0	0	0	0	**0**
	Total	1	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

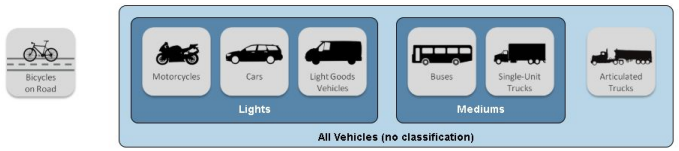
PROJECT: Transpo 195 Corridor — Cheney-Spokane Road
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195 NB ON/Off Ramps
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	94	3	0	82	0	0	56	0	0	57	0	0	53	0	0	50	1	0	47	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	94	3	0	82	0	0	56	0	0	57	0	0	53	0	0	50	1	0	48	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV		3%			0%			0%			0%			0%			2%			0%			0%													
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	34	0	0	22	0	0	17	0	0	17	0	0	22	0	0	22	1	0	14	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	34	0	0	22	0	0	17	0	0	17	0	0	24	0	0	25	2	0	14	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV		0%			0%			0%			0%			0%			7%			0%			0%													
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV																																				
Total Class Volume		0	128	3	0	104	0	0	73	0	0	74	0	0	77	0	0	75	3	0	62	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Interval Volume			131			104			73			74			77			78			62			48			0			0			0			0	
Intersection Pct HV			2%			0%			0%			0%			0%			4%			0%			0%													

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	2	0	2	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	1	0	0	0	0	0	0	0	0	0	0	0
Total		3	0	2	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification
Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
3:30 AM	**382**	**0.8%**
3:45 AM	328	0.0%
4:00 AM	302	1.0%
4:15 AM	291	1.0%
4:30 AM	265	1.1%
4:45 AM	188	1.6%
5:00 AM	110	0.0%
5:15 AM	48	0.0%
5:30 AM	0	

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Cheney-Spokane Road & US 195 NB ON/Off Ramps
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 3:30 PM BK	PC	HV	3:45 PM BK	PC	HV	4:00 PM BK	PC	HV	4:15 PM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	94	3	0	82	0	0	56	0	0	57	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	94	3	0	82	0	0	56	0	0	57	0
	Pct HV		3%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	34	0	0	22	0	0	17	0	0	17	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	34	0	0	22	0	0	17	0	0	17	0
	Pct HV		0%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	0	0	0	0	0	0	0	0
	Pct HV												
Total Class Volume		0	128	3	0	104	0	0	73	0	0	74	0
Total Interval Volume			131			104			73			74	
Intersection Pct Trucks			2%			0%			0%			0%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	3	292		1%	100.00%
EBR	0	0			0.00%
Total	3	292	0.75	1%	100.00%
NBU	0	0			0.00%
NBL	0	90		0%	100.00%
NBT	0	0			0.00%
Total	0	90	0.66	0%	100.00%
SBU	0	0			
SBT	0	0			
SBR	0	0			
Total	0	0			
Total	**3**	**382**	**0.73**		

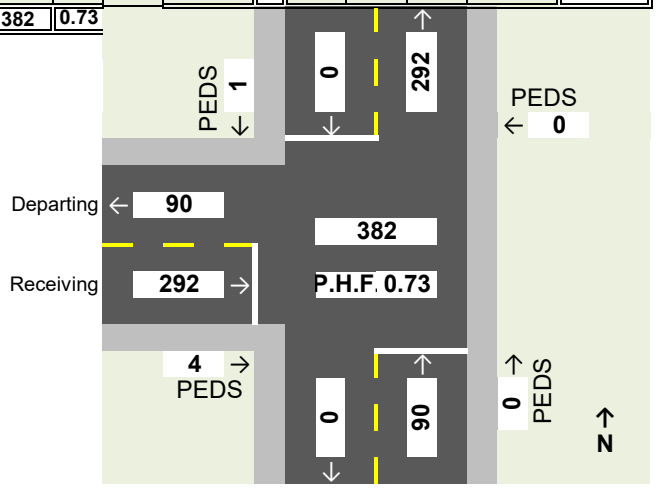
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0	0%	0.00%	Eastbound
NBL	90	0%	100.00%	
SBR	0	0%	0.00%	
Total	90	0%	100.00%	
NBU	0	0%		Northbound
EBR	0	0%		
SBT	0	0%		
Total	0			
SBU	0	0%	0.00%	Southbound
NBT	0	0%	0.00%	
EBL	292	300%	100.00%	
Total	292	1%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	3:30	3:45	4:00	4:15	Confli. Ped TOTAL
Eastbound	Crosswalk	2	0	2	0	**4**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	0	0	0	0	**0**
Southbound	Crosswalk	1	0	0	0	**1**
	Total	3	0	2	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Meadowlane Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

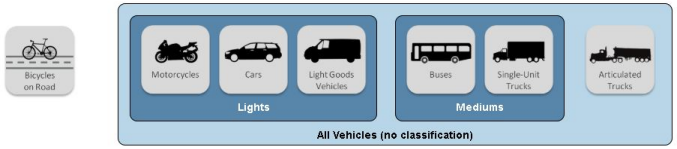
APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	30	0	0	34	0	0	27	1	0	34	1	0	48	0	0	52	0	0	23	0	0	27	1	0	39	1	0	27	0	0	15	0	0	12	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	Right	0	6	0	0	13	1	0	9	1	0	18	0	0	19	1	0	30	0	0	35	2	0	32	1	0	17	1	0	26	0	0	16	0	0	7	0
	App. Total	0	36	0	0	47	1	0	36	2	0	52	1	0	67	1	0	82	0	0	58	2	0	59	2	0	56	2	0	53	0	0	31	0	0	20	0
	Pct HV	0%			2%			5%			2%			1%			0%			3%			3%			3%			0%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	Left	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	1	0	1	0	0	2	0	0	0	0	0	1	0	0	2	0	0	4	0
	Through	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	2	0	0	4	0	0	3	0	0	4	0	0	5	0	0	4	0	0	3	1	0	2	0	0	4	0	0	5	0	0	4	0	0	3	0
	App. Total	0	2	0	0	5	0	0	5	0	0	4	0	0	7	0	0	4	1	0	4	1	0	4	0	0	4	0	0	6	0	0	7	0	0	7	0
	Pct HV	0%			0%			0%			0%			0%			20%			20%			0%			0%			0%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
	Left	0	2	0	0	4	0	0	5	0	0	8	0	0	7	0	0	5	1	0	9	0	0	14	1	0	19	0	0	16	0	0	12	0	0	12	0
	Through	0	128	2	0	122	5	0	126	6	0	147	7	0	173	3	0	151	7	0	127	9	0	131	6	0	140	5	0	112	3	0	142	6	0	125	5
	Right	0	1	0	0	2	0	0	2	0	0	1	0	0	3	0	0	1	0	0	2	0	0	1	0	0	3	0	0	3	0	0	1	0	0	3	0
	App. Total	0	131	2	0	128	5	0	133	6	0	156	7	0	183	3	0	157	8	0	138	9	0	146	7	0	163	6	0	131	3	0	156	6	0	140	5
	Pct HV	2%			4%			4%			4%			2%			5%			6%			5%			4%			2%			4%			3%		
Southbound	U-Turn	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0
	Left	0	1	0	0	3	0	0	5	0	0	3	1	0	5	0	0	2	1	0	7	0	0	3	0	0	9	0	0	7	0	0	5	0	0	6	0
	Through	0	67	8	0	97	13	0	81	5	0	120	16	0	87	14	0	109	10	0	95	10	0	113	12	0	84	13	0	100	10	0	72	15	0	77	12
	Right	0	1	1	0	8	2	0	5	1	0	7	1	0	9	0	0	13	0	0	6	1	0	15	1	0	4	0	0	11	0	0	12	0	0	9	1
	App. Total	0	69	9	0	108	15	0	92	6	0	131	18	0	101	14	0	124	11	0	108	11	0	131	13	0	98	13	0	119	10	0	90	15	0	92	13
	Pct HV	12%			12%			6%			12%			12%			8%			9%			9%			12%			8%			14%			12%		
Total Class Volume		0	238	11	0	288	21	0	266	14	0	343	26	0	358	18	0	367	20	0	308	23	0	340	22	0	321	21	0	309	13	0	284	21	0	259	18
Total Interval Volume		249			309			280			369			376			387			331			362			342			322			305			277		
Intersection Pct HV		4%			7%			5%			7%			5%			5%			7%			6%			6%			4%			7%			6%		

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	3
Southbound	Crosswalk	0	0	1	1	0	0	0	0	0	0	0	0
Total		0	0	1	1	0	0	0	0	0	0	0	3

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	1,207	6.0%
6:45 AM	1,334	5.9%
7:00 AM	1,412	5.5%
7:15 AM	**1,463**	**5.9%**
7:30 AM	1,456	5.7%
7:45 AM	1,422	6.0%
8:00 AM	1,357	5.8%
8:15 AM	1,331	5.8%
8:30 AM	1,246	5.9%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Meadowlane Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025
Counter Analyst
Miovision BNG

AM PEAK HOURS

APPROACH	MOVEMENT	7:15 AM BK	7:15 AM PC	7:15 AM HV	7:30 AM BK	7:30 AM PC	7:30 AM HV	7:45 AM BK	7:45 AM PC	7:45 AM HV	8:00 AM BK	8:00 AM PC	8:00 AM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	34	1	0	48	0	0	52	0	0	23	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	18	0	0	19	1	0	30	0	0	35	2
	App. Total	0	52	1	0	67	1	0	82	0	0	58	2
	Pct HV		2%			1%			0%			3%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	2	0	0	0	1	0	1	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	4	0	0	5	0	0	4	0	0	3	1
	App. Total	0	4	0	0	7	0	0	4	1	0	4	1
	Pct HV		0%			0%			20%			20%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	8	0	0	7	0	0	5	1	0	9	0
	Through	0	147	7	0	173	3	0	151	7	0	127	9
	Right	0	1	0	0	3	0	0	1	0	0	2	0
	App. Total	0	156	7	0	183	3	0	157	8	0	138	9
	Pct HV		4%			2%			5%			6%	
Southbound	U-Turn	0	1	0	0	0	0	0	0	0	0	0	0
	Left	0	3	1	0	5	0	0	2	1	0	7	0
	Through	0	120	16	0	87	14	0	109	10	0	95	10
	Right	0	7	1	0	9	0	0	13	0	0	6	1
	App. Total	0	131	18	0	101	14	0	124	11	0	108	11
	Pct HV		12%			12%			8%			9%	
Total Class Volume		0	343	26	0	358	18	0	367	20	0	308	23
Total Interval Volume			369			376			387			331	
Intersection Pct Trucks			7%			5%			5%			7%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	1	158		1%	60.08%
EBT	0	0			0.00%
EBR	3	105		3%	39.92%
Total	4	263	0.80	2%	100.00%
WBU	0	0			0.00%
WBL	1	4		25%	19.05%
WBT	0	0			0.00%
WBR	1	17		6%	80.95%
Total	2	21	0.75	10%	100.00%
NBU	0	0			0.00%
NBL	1	30		3%	4.54%
NBT	26	624		4%	94.40%
NBR	0	7		0%	1.06%
Total	27	661	0.89	4%	100.00%
SBU	0	1		0%	0.19%
SBL	2	19		11%	3.67%
SBT	50	461		11%	89.00%
SBR	2	37		5%	7.14%
Total	54	518	0.87	10%	100.00%
Total	**87**	**1,463**	**0.95**		

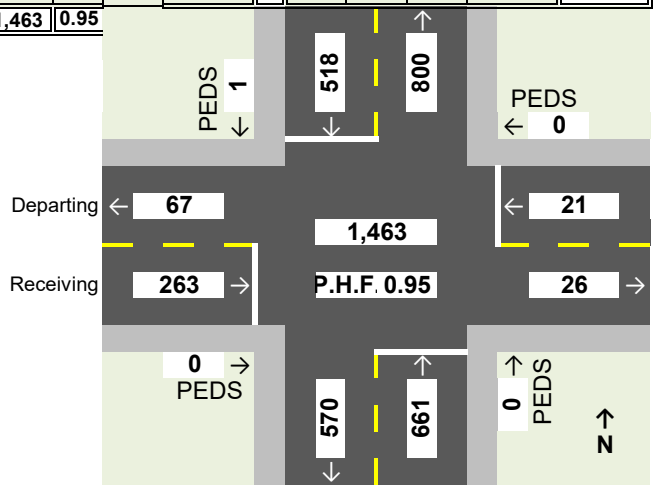
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	30	3%	44.78%	
WBT	0		0.00%	
SBR	37	5%	55.22%	
Total	67	4%	100.00%	
WBU	0		0.00%	Westbound
SBL	19	11%	73.08%	
EBT	0		0.00%	
NBR	7	0%	26.92%	
Total	26	8%	100.00%	
NBU	0		0.00%	Northbound
WBL	4	25%	0.70%	
SBT	461	11%	80.88%	
EBR	105	3%	18.42%	
Total	570	9%	100.00%	
SBU	1	0%	0.13%	Southbound
EBL	158	1%	19.75%	
NBT	624	4%	78.00%	
WBR	17	6%	2.13%	
Total	800	4%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	1	0	0	0	1
	Total	1	0	0	0	

Traffic Counts & Surveys Inc.



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Meadowlane Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/4/2025 — US 195
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	15	1	0	15	0	0	14	0	0	11	1	0	16	0	0	14	1	0	19	1	0	18	1	0	18	0	0	13	0	0	14	1	0	24	0
	Through	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	3	0	0	1	0	0	1	0	0	0	0	0	1	0
	Right	0	22	0	0	11	0	0	9	0	0	10	0	0	6	0	0	12	0	0	18	0	0	26	0	0	26	0	0	16	0	0	15	0	0	14	0
	App. Total	0	38	1	0	26	0	0	23	0	0	21	1	0	23	0	0	26	1	0	39	2	0	47	1	0	45	0	0	30	0	0	29	1	0	39	0
	Pct HV	3%			0%			0%			5%			0%			4%			5%			2%			0%			0%			3%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	5	0	0	0	0	0	0	0	0	4	0	0	2	0	0	3	0	0	0	0	0	1	0	0	3	0	0	1	0	0	5	0	0	2	0
	Through	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0
	Right	0	5	0	0	6	0	0	3	0	0	11	0	0	8	1	0	11	0	0	8	0	0	3	0	0	4	0	0	1	1	0	14	0	0	3	0
	App. Total	0	11	0	0	6	0	0	3	0	0	15	0	0	10	1	0	14	0	0	8	0	0	5	0	0	8	0	0	4	1	0	19	0	0	5	0
	Pct HV	0%			0%			0%			0%			9%			0%			0%			0%			0%			20%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	Left	0	22	1	0	34	0	0	26	0	0	22	0	0	24	0	0	19	0	0	29	0	0	18	0	0	28	0	0	26	0	0	25	0	0	28	0
	Through	0	115	7	0	132	13	0	131	12	0	117	9	0	126	5	0	116	2	0	102	10	0	106	5	0	128	5	0	103	2	0	79	2	0	86	3
	Right	0	3	0	0	6	0	0	4	0	0	4	1	0	7	0	0	5	0	0	2	0	0	3	0	0	4	0	0	2	0	0	3	0	0	4	0
	App. Total	0	140	8	0	172	13	0	161	12	0	146	10	0	157	5	0	140	2	0	133	10	0	128	5	0	161	5	0	131	2	0	107	2	0	118	3
	Pct HV	5%			7%			7%			6%			3%			1%			7%			4%			3%			2%			2%			2%		
Southbound	U-Turn	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	6	0	0	5	0	0	7	0	0	9	0	0	6	0	0	7	0	0	6	0	0	4	0	0	4	0	0	3	0	0	1	0	0	6	0
	Through	0	160	5	0	165	9	0	173	5	0	190	2	0	198	5	0	178	3	0	181	2	0	172	1	0	162	5	0	150	1	0	110	1	0	118	2
	Right	0	35	1	0	28	0	0	37	0	0	42	0	0	39	1	0	38	0	0	42	2	0	35	0	0	24	0	0	39	0	0	38	0	0	14	0
	App. Total	0	202	6	0	199	9	0	217	5	0	242	2	0	244	6	0	225	3	0	230	4	0	211	1	0	190	5	0	192	1	0	149	1	0	138	2
	Pct HV	3%			4%			2%			1%			2%			1%			2%			0%			3%			1%			1%			1%		
Total Class Volume		0	391	15	0	403	22	0	404	17	0	424	13	0	434	12	0	405	6	0	410	16	0	391	7	0	404	10	0	357	4	0	304	4	0	300	5
Total Interval Volume		406			425			421			437			446			411			426			398			414			361			308			305		
Intersection Pct HV		4%			5%			4%			3%			3%			1%			4%			2%			2%			1%			1%			2%		

Pedestrian Volumes

APPROACH	Movement	15 Minute Period Beginning @ 3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	1,689	4.0%
3:45 PM	**1,729**	**3.7%**
4:00 PM	1,715	2.8%
4:15 PM	1,720	2.7%
4:30 PM	1,681	2.4%
4:45 PM	1,649	2.4%
5:00 PM	1,599	2.3%
5:15 PM	1,481	1.7%
5:30 PM	1,388	1.7%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Meadowlane Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/4/2025

Counter Analyst
Miovision BNG

PM PEAK HOURS

APPROACH	MOVEMENT	3:45 PM BK	3:45 PM PC	3:45 PM HV	4:00 PM BK	4:00 PM PC	4:00 PM HV	4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	15	0	0	14	0	0	11	1	0	16	0
	Through	0	0	0	0	0	0	0	0	0	0	1	0
	Right	0	11	0	0	9	0	0	10	0	0	6	0
	App. Total	0	26	0	0	23	0	0	21	1	0	23	0
	Pct HV		0%			0%			5%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	4	0	0	2	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	6	0	0	3	0	0	11	0	0	8	1
	App. Total	0	6	0	0	3	0	0	15	0	0	10	1
	Pct HV		0%			0%			0%			9%	
Northbound	U-Turn	0	0	0	0	0	0	0	3	0	0	0	0
	Left	0	34	0	0	26	0	0	22	0	0	24	0
	Through	0	132	13	0	131	12	0	117	9	0	126	5
	Right	0	6	0	0	4	0	0	4	1	0	7	0
	App. Total	0	172	13	0	161	12	0	146	10	0	157	5
	Pct HV		7%			7%			6%			3%	
Southbound	U-Turn	0	1	0	0	0	0	0	1	0	0	1	0
	Left	0	5	0	0	7	0	0	9	0	0	6	0
	Through	0	165	9	0	173	5	0	190	2	0	198	5
	Right	0	28	0	0	37	0	0	42	0	0	39	1
	App. Total	0	199	9	0	217	5	0	242	2	0	244	6
	Pct HV		4%			2%			1%			2%	
Total Class Volume		0	403	22	0	404	17	0	424	13	0	434	12
Total Interval Volume			425			421			437			446	
Intersection Pct Trucks			5%			4%			3%			3%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	1	57		2%	60.64%
EBT	0	1		0%	1.06%
EBR	0	36		0%	38.30%
Total	1	94	0.90	1%	100.00%
WBU	0	0			0.00%
WBL	0	6		0%	17.14%
WBT	0	0			0.00%
WBR	1	29		3%	82.86%
Total	1	35	0.58	3%	100.00%
NBU	0	3		0%	0.44%
NBL	0	106		0%	15.68%
NBT	39	545		7%	80.62%
NBR	1	22		5%	3.25%
Total	40	676	0.91	6%	100.00%
SBU	0	3		0%	0.32%
SBL	0	27		0%	2.92%
SBT	21	747		3%	80.84%
SBR	1	147		1%	15.91%
Total	22	924	0.92	2%	100.00%
Total	**64**	**1,729**	**0.97**		

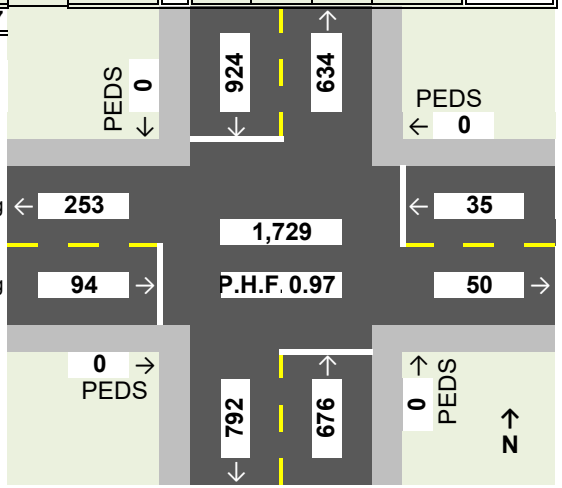
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	106	0%	41.90%	
WBT	0		0.00%	
SBR	147	1%	58.10%	
Total	253	0%	100.00%	
WBU	0		0.00%	Westbound
SBL	27	0%	54.00%	
EBT	1	0%	2.00%	
NBR	22	5%	44.00%	
Total	50	2%	100.00%	
NBU	3	0%	0.38%	Northbound
WBL	6	0%	0.76%	
SBT	747	3%	94.32%	
EBR	36	0%	4.55%	
Total	792	3%	100.00%	
SBU	3	0%	0.47%	Southbound
EBL	57	2%	8.99%	
NBT	545	7%	85.96%	
WBR	29	3%	4.57%	
Total	634	6%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	3:45	4:00	4:15	4:30	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Hatch Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — US 195
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	12	0	0	9	0	0	11	1	0	13	0	0	14	0	0	16	0	0	20	0	0	18	1	0	18	3	0	16	0	0	14	0	0	15	1
	Right	0	118	1	0	88	2	0	71	2	0	70	0	0	87	1	0	76	0	0	80	2	0	67	1	0	60	1	0	61	3	0	70	2	0	57	0
	App. Total	0	130	1	0	97	2	0	82	3	0	83	0	0	101	1	0	92	0	0	100	2	0	85	2	0	78	4	0	77	3	0	84	2	0	72	1
	Pct HV		1%			2%			4%			0%			1%			0%			2%			2%			5%			4%			2%			1%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	Through	0	96	5	0	83	4	0	73	6	0	101	4	0	89	1	0	71	1	0	61	5	0	61	0	0	68	7	0	75	4	0	70	11	0	62	8
	Right	0	26	0	0	24	1	0	23	0	0	20	0	0	24	0	0	22	0	0	18	0	0	16	0	0	17	1	0	19	0	0	22	0	0	21	0
	App. Total	0	122	5	0	107	5	0	96	6	0	121	4	0	113	1	0	93	1	0	79	5	0	77	0	0	85	8	0	94	4	0	92	11	0	84	8
	Pct HV		4%			4%			6%			3%			1%			1%			6%			0%			9%			4%			11%			9%	
Southbound	U-Turn	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
	Left	0	73	3	0	70	4	0	74	3	0	82	1	0	73	6	0	64	3	0	51	0	0	58	1	0	59	0	0	53	1	0	49	0	0	44	0
	Through	0	62	14	0	52	4	0	49	9	0	48	18	0	45	10	0	51	7	0	40	11	0	51	9	0	58	6	0	67	8	0	50	7	0	55	4
	App. Total	0	135	17	0	122	8	0	124	12	0	130	19	0	119	16	0	115	10	0	91	11	0	109	10	0	117	6	0	121	9	0	100	7	0	99	4
	Pct HV		11%			6%			9%			13%			12%			8%			11%			8%			5%			7%			7%			4%	
Total Class Volume		0	387	23	0	326	15	0	302	21	0	334	23	0	333	18	0	300	11	0	270	18	0	271	12	0	280	18	0	292	16	0	276	20	0	255	13
Total Interval Volume			410			341			323			357			351			311			288			283			298			308			296			268	
Intersection Pct HV			6%			4%			7%			6%			5%			4%			6%			4%			6%			5%			7%			5%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
6:30 AM	**1,431**	**0.1%**
6:45 AM	1,372	0.1%
7:00 AM	1,342	0.0%
7:15 AM	1,307	0.0%
7:30 AM	1,233	0.0%
7:45 AM	1,180	0.1%
8:00 AM	1,177	0.1%
8:15 AM	1,185	0.1%
8:30 AM	1,170	0.1%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Hatch Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/3/2025

Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 6:30 AM BK	PC	HV	6:45 AM BK	PC	HV	7:00 AM BK	PC	HV	7:15 AM BK	PC	HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	12	0	0	9	0	0	11	1	0	13	0
	Right	0	118	1	0	88	2	0	71	2	0	70	0
	App. Total	0	130	1	0	97	2	0	82	3	0	83	0
	Pct HV		1%			2%			4%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	96	5	0	83	4	0	73	6	0	101	4
	Right	0	26	0	0	24	1	0	23	0	0	20	0
	App. Total	0	122	5	0	107	5	0	96	6	0	121	4
	Pct HV		4%			4%			6%			3%	
Southbound	U-Turn	0	0	0	0	0	0	0	1	0	0	0	0
	Left	0	73	3	0	70	4	0	74	3	0	82	1
	Through	0	62	14	0	52	4	0	49	9	0	48	18
	App. Total	0	135	17	0	122	8	0	124	12	0	130	19
	Pct HV		11%			6%			9%			13%	
Total Class Volume		0	387	23	0	326	15	0	302	21	0	334	23
Total Interval Volume			410			341			323			357	
Intersection Pct Trucks			6%			4%			7%			6%	

Approach

Departing

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
WBU	0	0			0.00%
WBL	1	46		2%	11.56%
WBR	5	352		1%	88.44%
Total	6	398	0.76	2%	100.00%
NBU	0	0			0.00%
NBT	19	372		5%	79.83%
NBR	1	94		1%	20.17%
Total	20	466	0.92	4%	100.00%
SBU	0	1		0%	0.18%
SBL	11	310		4%	54.67%
SBT	45	256		18%	45.15%
Total	56	567	0.93	10%	100.00%
Total	**82**	**1,431**	**0.87**		

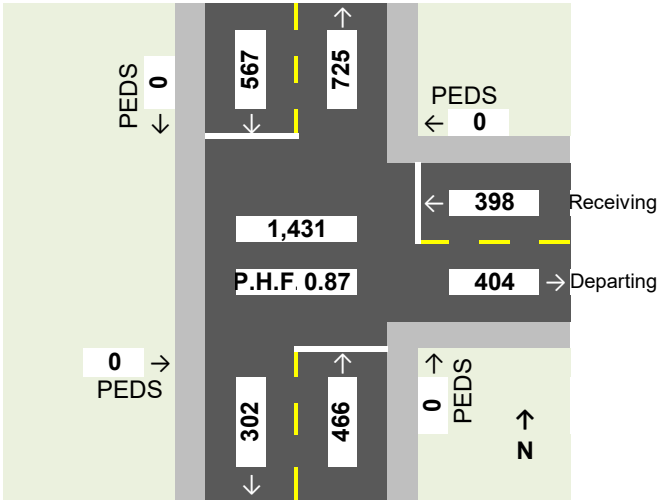
Receiving

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
WBU	0		0.00%	Westbound
SBL	310	4%	76.73%	
NBR	94	1%	23.27%	
Total	404		100.00%	
NBU	0		0.00%	Northbound
SBT	256	18%	84.77%	
WBL	46	2%	15.23%	
Total	302	15%	100.00%	
SBU	1	0%	0.14%	Southbound
WBR	352	1%	48.55%	
NBT	372	5%	51.31%	
Total	725	3%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	6:30	6:45	7:00	7:15	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	**0**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	0	0	0	0	**0**
Southbound	Crosswalk	0	0	0	0	**0**
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Hatch Rd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — US 195
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

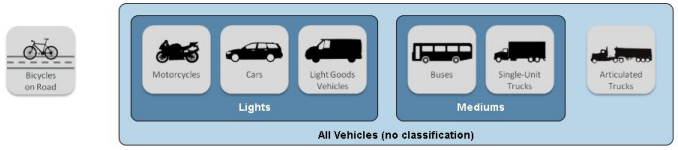
APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	24	0	0	32	0	0	29	0	0	19	0	0	30	0	0	20	1	0	23	0	0	11	0	0	17	0	0	17	0	0	9	0	0	9	0
	Right	0	80	1	0	107	0	0	94	0	0	75	0	0	106	0	0	71	1	0	78	0	0	84	0	0	51	1	0	44	1	0	45	0	0	27	0
	App. Total	0	104	1	0	139	0	0	123	0	0	94	0	0	136	0	0	91	2	0	101	0	0	95	0	0	68	1	0	61	1	0	54	0	0	36	0
	Pct HV		1%			0%			0%			0%			0%			2%			0%			0%			1%			2%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
	Through	0	70	10	0	66	6	0	66	8	0	74	7	0	48	10	0	74	5	0	53	4	0	60	4	0	53	3	0	30	4	0	34	1	0	12	0
	Right	0	25	1	0	19	0	0	24	0	0	22	0	0	29	1	0	18	1	0	15	0	0	11	0	0	21	0	0	19	0	0	3	0	0	2	0
	App. Total	0	95	11	0	85	6	0	90	8	0	96	7	0	78	11	0	93	6	0	68	4	0	72	4	0	74	3	0	49	4	0	38	1	0	14	0
	Pct HV		10%			7%			8%			7%			12%			6%			6%			5%			4%			8%			3%			0%	
Southbound	U-Turn	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	110	0	0	110	0	0	105	0	0	126	3	0	106	1	0	103	0	0	83	0	0	62	0	0	55	0	0	59	1	0	48	0	0	22	0
	Through	0	81	1	0	104	2	0	94	0	0	108	3	0	98	2	0	84	2	0	61	2	0	57	1	0	62	1	0	39	2	0	41	2	0	18	1
	App. Total	0	192	1	0	214	2	0	199	0	0	236	6	0	205	3	0	188	2	0	144	2	0	120	1	0	117	1	0	98	3	0	89	2	0	40	1
	Pct HV		1%			1%			0%			2%			1%			1%			1%			1%			1%			3%			2%			2%	
Total Class Volume		0	391	13	0	438	8	0	412	8	0	426	13	0	419	14	0	372	10	0	313	6	0	287	5	0	259	5	0	208	8	0	181	3	0	90	1
Total Interval Volume			404			446			420			439			433			382			319			292			264			216			184			91	
Intersection Pct HV			3%			2%			2%			3%			3%			3%			2%			2%			2%			4%			2%			1%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
3:30 PM	1,709	2.5%
3:45 PM	**1,738**	**2.5%**
4:00 PM	1,674	2.7%
4:15 PM	1,573	2.7%
4:30 PM	1,426	2.5%
4:45 PM	1,257	2.1%
5:00 PM	1,091	2.2%
5:15 PM	956	2.2%
5:30 PM	755	2.3%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Hatch Rd & US 195
JOB NO. 25-104
DATE OF COUNT: 6/3/2025

Counter Analyst
Miovision BNG

PM PEAK HOURS

APPROACH	MOVEMENT	3:45 PM BK	3:45 PM PC	3:45 PM HV	4:00 PM BK	4:00 PM PC	4:00 PM HV	4:15 PM BK	4:15 PM PC	4:15 PM HV	4:30 PM BK	4:30 PM PC	4:30 PM HV
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	32	0	0	29	0	0	19	0	0	30	0
	Right	0	107	0	0	94	0	0	75	0	0	106	0
	App. Total	0	139	0	0	123	0	0	94	0	0	136	0
	Pct HV		0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	1	0
	Through	0	66	6	0	66	8	0	74	7	0	48	10
	Right	0	19	0	0	24	0	0	22	0	0	29	1
	App. Total	0	85	6	0	90	8	0	96	7	0	78	11
	Pct HV		7%			8%			7%			12%	
Southbound	U-Turn	0	0	0	0	0	0	0	2	0	0	1	0
	Left	0	110	0	0	105	0	0	126	3	0	106	1
	Through	0	104	2	0	94	0	0	108	3	0	98	2
	App. Total	0	214	2	0	199	0	0	236	6	0	205	3
	Pct HV		1%			0%			2%			1%	
Total Class Volume		0	438	8	0	412	8	0	426	13	0	419	14
Total Interval Volume			446			420			439			433	
Intersection Pct Trucks			2%			2%			3%			3%	

Approach

Departing

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
WBU	0	0			0.00%
WBL	0	110		0%	22.36%
WBR	0	382		0%	77.64%
Total	0	492	0.88	0%	100.00%
NBU	0	1		0%	0.26%
NBT	31	285		11%	74.80%
NBR	1	95		1%	24.93%
Total	32	381	0.92	8%	100.00%
SBU	0	3		0%	0.35%
SBL	4	451		1%	52.14%
SBT	7	411		2%	47.51%
Total	11	865	0.89	1%	100.00%
Total	**43**	**1,738**	**0.97**		

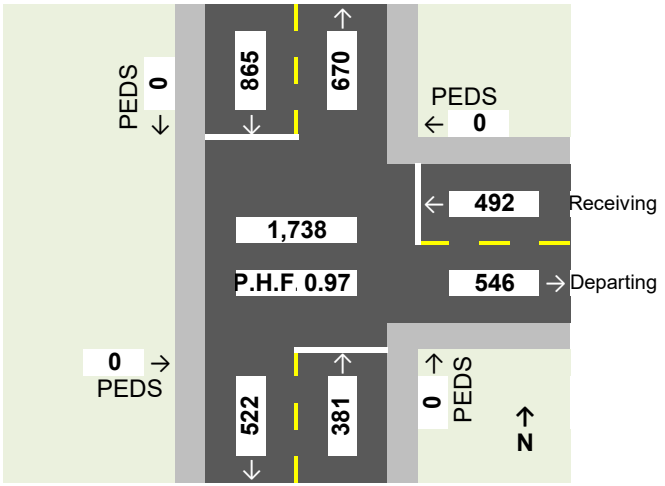
Receiving

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
WBU	0		0.00%	Westbound
SBL	451	1%	82.60%	
NBR	95	1%	17.40%	
Total	546	1%	100.00%	
NBU	1	0%	0.19%	Northbound
SBT	411	2%	78.74%	
WBL	110	0%	21.07%	
Total	522	1%	100.00%	
SBU	3	0%	0.45%	Southbound
WBR	382	0%	57.01%	
NBT	285	11%	42.54%	
Total	670	5%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	3:45	4:00	4:15	4:30	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

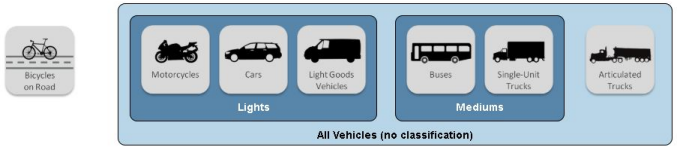
PROJECT: Transpo 195 Corridor — Eagle Ridge Blvd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Cedar Road
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	1	0	0	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	1	0	5	0	0	0	0
	Through	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	Right	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	App. Total	0	2	1	0	1	0	0	1	0	0	1	0	0	2	0	0	3	0	0	0	0	0	1	0	0	1	0	0	3	1	0	6	0	0	1	0
	Pct HV	33%			0%			0%			0%			0%			0%						0%			0%			25%			0%			0%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0
	Left	0	4	0	0	3	0	0	11	2	0	15	0	0	9	0	0	6	0	0	9	3	0	9	1	0	11	0	0	5	0	0	3	0	0	6	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
	Right	0	23	0	0	25	0	0	42	0	0	40	0	0	68	0	0	35	1	0	47	1	0	29	0	0	25	0	0	25	0	0	13	0	0	15	0
	App. Total	0	27	0	0	28	0	0	53	2	0	55	0	0	79	0	0	41	1	0	56	4	0	40	1	0	36	0	0	32	0	0	17	0	0	21	0
	Pct HV	0%			0%			4%			0%			0%			2%			7%			2%			0%			0%			0%			0%		
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	16	0	0	14	0	0	14	1	0	21	0	0	16	0	0	26	0	0	22	1	0	13	0	0	7	0	0	14	1	0	9	1	0	10	0
	Right	0	1	1	0	2	1	0	0	1	0	0	0	0	1	0	0	1	2	0	7	0	0	3	0	0	3	0	0	3	0	0	2	0	0	2	0
	App. Total	0	17	1	0	16	1	0	14	2	0	21	0	0	18	0	0	27	2	0	30	1	0	16	0	0	10	0	0	17	1	0	11	1	0	12	0
	Pct HV	6%			6%			13%			0%			0%			7%			3%			0%			0%			6%			8%			0%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	2	0	0	3	0	0	6	1	0	3	0	0	10	1	0	11	0	0	10	0	0	9	0	0	9	0	0	9	0	0	7	0	0	3	0
	Through	0	2	0	0	4	0	0	4	0	0	7	0	0	7	0	0	7	0	0	7	0	0	4	0	0	1	1	0	5	0	0	5	0	0	13	0
	Right	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	1	0
	App. Total	0	5	0	0	8	0	0	11	1	0	10	0	0	20	1	0	20	1	0	18	0	0	13	0	0	11	1	0	14	0	0	14	0	0	17	0
	Pct HV	0%			0%			8%			0%			5%			5%			0%			0%			8%			0%			0%			0%		
Total Class Volume		0	51	2	0	53	1	0	79	5	0	87	0	0	119	1	0	91	4	0	104	5	0	70	1	0	58	1	0	66	2	0	48	1	0	51	0
Total Interval Volume		53			54			84			87			120			95			109			71			59			68			49			51		
Intersection Pct HV		4%			2%			6%			0%			1%			4%			5%			1%			2%			3%			2%			0%		

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	1	0	1	0	1	1	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	1	0	1	0	1	1	0	0	0

Miovision Vehicle Classification
Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
6:30 AM	278	2.9%
6:45 AM	345	2.0%
7:00 AM	386	2.6%
7:15 AM	**411**	**2.4%**
7:30 AM	395	2.8%
7:45 AM	334	3.3%
8:00 AM	307	2.9%
8:15 AM	247	2.0%
8:30 AM	227	1.8%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Eagle Ridge Blvd & Cedar Road
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

AM PEAK HOURS

APPROACH	MOVEMENT	7:15 AM			7:30 AM			7:45 AM			8:00 AM		
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	2	0	0	2	0	0	0	0
	Through	0	0	0	0	0	0	0	1	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	1	0	0	2	0	0	3	0	0	0	0
	Pct HV		0%			0%			0%				
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	15	0	0	9	0	0	6	0	0	9	3
	Through	0	0	0	0	2	0	0	0	0	0	0	0
	Right	0	40	0	0	68	0	0	35	1	0	47	1
	App. Total	0	55	0	0	79	0	0	41	1	0	56	4
	Pct HV		0%			0%			2%			7%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	1	0	0	0	0	0	1	0
	Through	0	21	0	0	16	0	0	26	0	0	22	1
	Right	0	0	0	0	1	0	0	1	2	0	7	0
	App. Total	0	21	0	0	18	0	0	27	2	0	30	1
	Pct HV		0%			0%			7%			3%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	3	0	0	10	1	0	11	0	0	10	0
	Through	0	7	0	0	7	0	0	7	0	0	7	0
	Right	0	0	0	0	3	0	0	2	1	0	1	0
	App. Total	0	10	0	0	20	1	0	20	1	0	18	0
	Pct HV		0%			5%			5%			0%	
Total Class Volume		0	87	0	0	119	1	0	91	4	0	104	5
Total Interval Volume			87			120			95			109	
Intersection Pct Trucks			0%			1%			4%			5%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	5		0%	83.33%
EBT	0	1		0%	16.67%
EBR	0	0			0.00%
Total	0	6	0.50	0%	100.00%
WBU	0	0			0.00%
WBL	3	42		7%	17.80%
WBT	0	2		0%	0.85%
WBR	2	192		1%	81.36%
Total	5	236	0.75	2%	100.00%
NBU	0	0			0.00%
NBL	0	2		0%	2.02%
NBT	1	86		1%	86.87%
NBR	2	11		18%	11.11%
Total	3	99	0.80	3%	100.00%
SBU	0	0			0.00%
SBL	1	35		3%	50.00%
SBT	0	28		0%	40.00%
SBR	1	7		14%	10.00%
Total	2	70	0.83	3%	100.00%
Total	**10**	**411**	**0.86**		

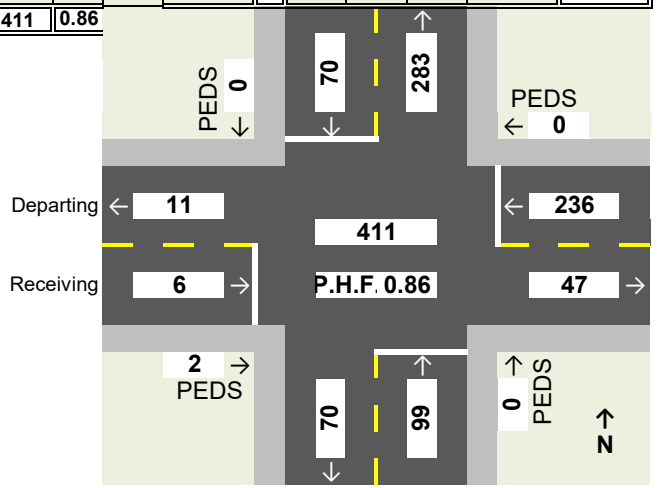
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
NBL	2	0%	18.18%	
WBT	2	0%	18.18%	
SBR	7	14%	63.64%	
Total	11	9%	100.00%	
WBU	0		0.00%	Westbound
SBL	35	3%	74.47%	
EBT	1	0%	2.13%	
NBR	11	18%	23.40%	
Total	47	6%	100.00%	
NBU	0		0.00%	Northbound
WBL	42	7%	60.00%	
SBT	28	0%	40.00%	
EBR	0		0.00%	
Total	70	4%	100.00%	
SBU	0		0.00%	Southbound
EBL	5	0%	1.77%	
NBT	86	1%	30.39%	
WBR	192	1%	67.84%	
Total	283	1%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:15	7:30	7:45	8:00	Confli. Ped TOTAL
Eastbound	Crosswalk	1	0	1	0	2
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	1	0	1	0	

Traffic Counts & Surveys Inc.



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor — Eagle Ridge Blvd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Cedar Road
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

Traffic Counts & Surveys Inc.

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	1	0	0	4	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	1
	Through	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	Right	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
	App. Total	0	2	0	0	1	0	0	5	0	0	6	0	0	6	0	0	2	0	0	2	0	0	1	0	0	4	0	0	1	0	0	1	0	0	5	1
	Pct HV	0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			17%		
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	7	0	0	3	0	0	8	0	0	3	1	0	9	0	0	10	0	0	8	0	0	12	0	0	4	0	0	1	1	0	3	0	0	5	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	3	0	0	1	0	0	1	1
	Right	0	25	0	0	11	1	0	23	1	0	14	0	0	21	0	0	22	1	0	13	0	0	22	0	0	14	0	0	18	0	0	9	0	0	11	0
	App. Total	0	32	0	0	14	1	0	31	1	0	17	1	0	30	0	0	34	1	0	21	0	0	36	0	0	19	0	0	22	1	0	13	0	0	17	1
	Pct HV	0%			7%			3%			6%			0%			3%			0%			0%			0%			4%			0%			6%		
Northbound	U-Turn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	12	0	0	11	0	0	18	0	0	12	0	0	10	0	0	15	0	0	12	0	0	14	0	0	13	0	0	10	0	0	10	0	0	13	0
	Right	0	16	0	0	9	1	0	4	1	0	6	0	0	9	0	0	8	0	0	6	0	0	11	0	0	5	1	0	6	0	0	12	1	0	9	0
	App. Total	0	28	0	0	20	1	0	25	1	0	19	0	0	19	0	0	24	1	0	18	0	0	25	0	0	18	1	0	16	0	0	22	1	0	22	0
	Pct HV	0%			5%			4%			0%			0%			4%			0%			0%			5%			0%			4%			0%		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	42	0	0	30	0	0	36	0	0	31	0	0	33	0	0	36	0	0	21	0	0	33	0	0	29	0	0	19	0	0	32	0	0	25	0
	Through	0	15	0	0	20	0	0	14	0	0	19	0	0	18	0	0	15	0	0	21	0	0	19	0	0	18	0	0	13	0	0	16	0	0	11	0
	Right	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	3	0	0	1	0	0	1	0	0	4	0	0	1	0	0	1	0
	App. Total	0	57	0	0	50	0	0	50	0	0	51	0	0	53	0	0	52	0	0	45	0	0	53	0	0	48	0	0	36	0	0	49	0	0	37	0
	Pct HV	0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%		
Total Class Volume		0	119	0	0	85	2	0	111	2	0	93	1	0	108	0	0	112	2	0	86	0	0	115	0	0	89	1	0	75	1	0	85	1	0	81	2
Total Interval Volume		119			87			113			94			108			114			86			115			90			76			86			83		
Intersection Pct HV		0%			2%			2%			1%			0%			2%			0%			0%			1%			1%			1%			2%		

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	2	0	0	0	0	1
Westbound	Crosswalk	0	1	0	0	0	0	1	2	0	1	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	2	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	1	0	0	0	0	3	4	0	1	0	1

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
3:30 PM	413	1.2%
3:45 PM	402	1.2%
4:00 PM	**429**	**1.2%**
4:15 PM	402	0.7%
4:30 PM	423	0.5%
4:45 PM	405	0.7%
5:00 PM	367	0.5%
5:15 PM	367	0.8%
5:30 PM	335	1.5%

App.= Approach
Pct= Percent

Phone: (509) 951-1851
email: beng@trfcnts.com

INTERSECTION

PROJECT: Transpo 195 Corridor Eagle Ridge Blvd & Cedar Road
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 4:00 PM BK	PC	HV	4:15 PM BK	PC	HV	4:30 PM BK	PC	HV	4:45 PM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	4	0	0	4	0	0	4	0	0	0	0
	Through	0	0	0	0	2	0	0	1	0	0	2	0
	Right	0	1	0	0	0	0	0	1	0	0	0	0
	App. Total	0	5	0	0	6	0	0	6	0	0	2	0
	Pct HV		0%			0%			0%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	8	0	0	3	1	0	9	0	0	10	0
	Through	0	0	0	0	0	0	0	0	0	0	2	0
	Right	0	23	1	0	14	0	0	21	0	0	22	1
	App. Total	0	31	1	0	17	1	0	30	0	0	34	1
	Pct HV		3%			6%			0%			3%	
Northbound	U-Turn	0	1	0	0	0	0	0	0	0	0	0	0
	Left	0	2	0	0	1	0	0	0	0	0	1	1
	Through	0	18	0	0	12	0	0	10	0	0	15	0
	Right	0	4	1	0	6	0	0	9	0	0	8	0
	App. Total	0	25	1	0	19	0	0	19	0	0	24	1
	Pct HV		4%			0%			0%			4%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	36	0	0	31	0	0	33	0	0	36	0
	Through	0	14	0	0	19	0	0	18	0	0	15	0
	Right	0	0	0	0	1	0	0	2	0	0	1	0
	App. Total	0	50	0	0	51	0	0	53	0	0	52	0
	Pct HV		0%			0%			0%			0%	
Total Class Volume		0	111	2	0	93	1	0	108	0	0	112	2
Total Interval Volume			113			94			108			114	
Intersection Pct Trucks			2%			1%			0%			2%	

Approach

Receiving

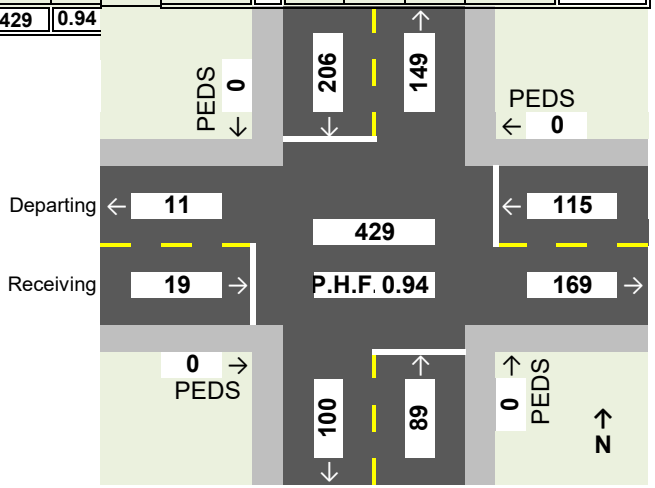
Mvmt	TOTAL HV	Veh	PHF	Percentage of: HV	Approach
EBU	0	0			0.00%
EBL	0	12		0%	63.16%
EBT	0	5		0%	26.32%
EBR	0	2		0%	10.53%
Total	0	19	0.79	0%	100.00%
WBU	0	0			0.00%
WBL	1	31		3%	26.96%
WBT	0	2		0%	1.74%
WBR	2	82		2%	71.30%
Total	3	115	0.82	3%	100.00%
NBU	0	1		0%	1.12%
NBL	1	5		20%	5.62%
NBT	0	55		0%	61.80%
NBR	1	28		4%	31.46%
Total	2	89	0.86	2%	100.00%
SBU	0	0			0.00%
SBL	0	136		0%	66.02%
SBT	0	66		0%	32.04%
SBR	0	4		0%	1.94%
Total	0	206	0.97	0%	100.00%
Total	**5**	**429**	**0.94**		

Departing

Mvmt	Total	Percentage of: HV	Approach	App.
EBU	0		0.00%	Eastbound
NBL	5	20%	45.45%	
WBT	2	0%	18.18%	
SBR	4	0%	36.36%	
Total	11	9%	100.00%	
WBU	0		0.00%	Westbound
SBL	136	0%	80.47%	
EBT	5	0%	2.96%	
NBR	28	4%	16.57%	
Total	169	1%	100.00%	
NBU	1	0%	1.00%	Northbound
WBL	31	3%	31.00%	
SBT	66	0%	66.00%	
EBR	2	0%	2.00%	
Total	100	1%	100.00%	
SBU	0		0.00%	Southbound
EBL	12	0%	8.05%	
NBT	55	0%	36.91%	
WBR	82	2%	55.03%	
Total	149	1%	100.00%	
Total	**429**			
Pct Trucks	**1%**			

Pedestrian Volumes

APPROACH	MOVEMENT	4:00	4:15	4:30	4:45	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Eagle Ridge Blvd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Browne St
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Through	0	39	0	0	33	1	0	42	1	0	41	1	0	72	0	0	50	1	0	57	1	0	54	0	0	48	1	0	37	1	0	29	0	0	32	0
	App. Total	0	40	0	0	34	1	0	42	1	0	42	1	0	72	0	0	50	2	0	57	1	0	54	0	0	48	2	0	37	1	0	29	0	0	32	0
	Pct HV		0%			3%			2%			2%			0%			4%			2%			0%			4%			3%			0%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	8	0	0	5	0	0	18	1	0	16	3	0	14	0	0	15	1	0	24	1	0	17	0	0	26	0	0	27	2	0	24	0	0	22	1
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	8	0	0	5	0	0	18	1	0	16	3	0	14	0	0	16	1	0	24	1	0	17	0	0	26	0	0	27	2	0	24	0	0	22	1
	Pct HV		0%			0%			5%			16%			0%			6%			4%			0%			0%			7%			0%			4%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	App. Total	0	1	0	0	0	0	0	1	0	0	1	0	0	5	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	Pct HV		0%						0%			0%			0%			0%			0%						0%									0%	
Total Class Volume		0	49	0	0	39	1	0	61	2	0	59	4	0	91	0	0	67	3	0	82	2	0	71	0	0	75	2	0	64	3	0	53	0	0	55	1
Total Interval Volume			49			40			63			63			91			70			84			71			77			67			53			56	
Intersection Pct HV			0%			3%			3%			6%			0%			4%			2%			0%			3%			4%			0%			2%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	1	0	0	0	0	0	0	0	1	0	0	0
Northbound	Crosswalk	0	1	0	0	1	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	1	0	0	1	0	0	0	1	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes		Pct HV
6:30 AM	215	3.3%
6:45 AM	257	2.7%
7:00 AM	287	3.1%
7:15 AM	308	2.9%
7:30 AM	**316**	**1.6%**
7:45 AM	302	2.3%
8:00 AM	299	2.3%
8:15 AM	268	1.9%
8:30 AM	253	2.4%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Eagle Ridge Blvd & Browne St
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 7:30 AM BK	PC	HV	7:45 AM BK	PC	HV	8:00 AM BK	PC	HV	8:15 AM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	1	0	0	0	0	0	0
	Through	0	72	0	0	50	1	0	57	1	0	54	0
	App. Total	0	72	0	0	50	2	0	57	1	0	54	0
	Pct HV		0%			4%			2%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	14	0	0	15	1	0	24	1	0	17	0
	Right	0	0	0	0	1	0	0	0	0	0	0	0
	App. Total	0	14	0	0	16	1	0	24	1	0	17	0
	Pct HV		0%			6%			4%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	3	0	0	0	0	0	1	0	0	0	0
	Right	0	2	0	0	1	0	0	0	0	0	0	0
	App. Total	0	5	0	0	1	0	0	1	0	0	0	0
	Pct HV		0%			0%			0%				
Total Class Volume		0	91	0	0	67	3	0	82	2	0	71	0
Total Interval Volume			91			70			84			71	
Intersection Pct Trucks			0%			4%			2%			0%	

Approach

Receiving

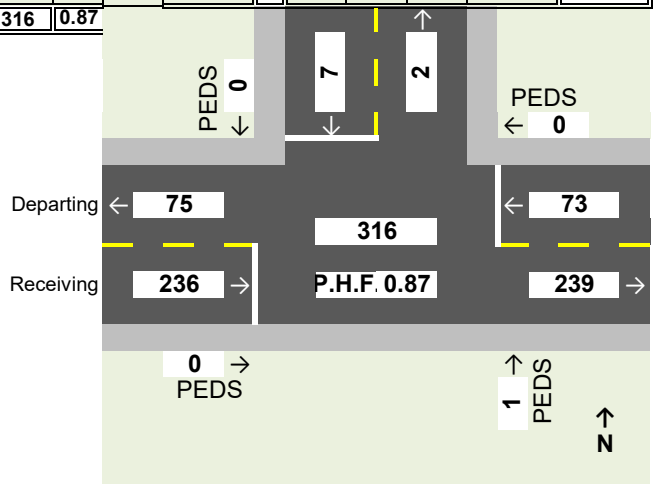
Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	1	1		100%	0.42%
EBT	2	235		1%	99.58%
Total	3	236	0.82	1%	100.00%
WBU	0	0			0.00%
WBT	2	72		3%	98.63%
WBR	0	1		0%	1.37%
Total	2	73	0.73	3%	100.00%
SBU	0	0			0.00%
SBL	0	4		0%	57.14%
SBR	0	3		0%	42.86%
Total	0	7	0.35	0%	100.00%
Total	**5**	**316**	**0.87**		

Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
SBR	3	0%	4.00%	
WBT	72	3%	96.00%	
Total	75	3%	100.00%	
WBU	0		0.00%	Westbound
EBT	235	1%	98.33%	
SBL	4	0%	1.67%	
Total	239	1%	100.00%	
SBU	0		0.00%	Southbound
EBL	1	100%	50.00%	
WBR	1	0%	50.00%	
Total	2	50%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	7:30	7:45	8:00	8:15	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	**0**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	1	0	0	0	**1**
Southbound	Crosswalk	0	0	0	0	**0**
	Total	0	1	0	0	



Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

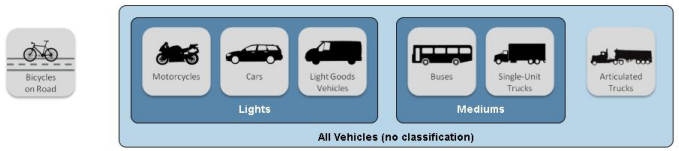
PROJECT: Transpo 195 Corridor — Eagle Ridge Blvd
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Browne St
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	0
	Through	0	30	1	0	30	0	0	29	0	0	32	0	0	31	0	0	28	0	0	41	0	0	41	0	0	38	0	0	28	0	0	27	0	0	34	0
	App. Total	0	31	1	0	31	0	0	29	0	0	32	1	0	32	0	0	28	0	0	41	0	0	42	0	0	39	0	0	29	0	0	27	0	0	36	0
	Pct HV		3%			0%			0%			3%			0%			0%			0%			0%			0%			0%			0%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	51	0	0	65	2	0	59	2	0	54	0	0	42	1	0	72	0	0	50	0	0	59	0	0	61	0	0	42	0	0	39	0	0	44	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	51	0	0	65	2	0	59	2	0	54	0	0	43	1	0	72	0	0	50	0	0	59	0	0	61	0	0	42	0	0	39	0	0	44	0
	Pct HV		0%			3%			3%			0%			2%			0%			0%			0%			0%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
	Right	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	App. Total	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0
	Pct HV					0%			0%			0%			0%			0%						0%			0%									0%	
Total Class Volume		0	82	1	0	97	2	0	89	2	0	87	1	0	77	1	0	101	0	0	91	0	0	103	0	0	101	0	0	71	0	0	66	0	0	81	0
Total Interval Volume			83			99			91			88			78			101			91			103			101			71			66			81	
Intersection Pct HV			1%			2%			2%			1%			1%			0%			0%			0%			0%			0%			0%			0%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	1	0	0	0	0	0	0	0	1	2
Northbound	Crosswalk	0	0	0	0	0	0	0	2	0	0	0	4
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	1	0	0	0	0	2	0	0	1	6

Miovision Vehicle Classification
Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
3:30 PM	361	1.7%
3:45 PM	356	1.7%
4:00 PM	358	1.1%
4:15 PM	358	0.6%
4:30 PM	373	0.3%
4:45 PM	**396**	**0.0%**
5:00 PM	366	0.0%
5:15 PM	341	0.0%
5:30 PM	319	0.0%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Eagle Ridge Blvd & Browne St
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 4:45 PM BK	PC	HV	5:00 PM BK	PC	HV	5:15 PM BK	PC	HV	5:30 PM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	1	0	0	1	0
	Through	0	28	0	0	41	0	0	41	0	0	38	0
	App. Total	0	28	0	0	41	0	0	42	0	0	39	0
	Pct HV		0%			0%			0%			0%	
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	72	0	0	50	0	0	59	0	0	61	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	72	0	0	50	0	0	59	0	0	61	0
	Pct HV		0%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	1	0	0	0	0	0	1	0	0	0	0
	Right	0	0	0	0	0	0	0	1	0	0	1	0
	App. Total	0	1	0	0	0	0	0	2	0	0	1	0
	Pct HV		0%						0%			0%	
Total Class Volume		0	101	0	0	91	0	0	103	0	0	101	0
Total Interval Volume			101			91			103			101	
Intersection Pct Trucks			0%			0%			0%			0%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	2		0%	1.33%
EBT	0	148		0%	98.67%
Total	0	150	0.89	0%	100.00%
WBU	0	0			0.00%
WBT	0	242		0%	100.00%
WBR	0	0			0.00%
Total	0	242	0.84	0%	100.00%
SBU	0	0			0.00%
SBL	0	2		0%	50.00%
SBR	0	2		0%	50.00%
Total	0	4	0.50	0%	100.00%
Total	**0**	**396**	**0.96**		

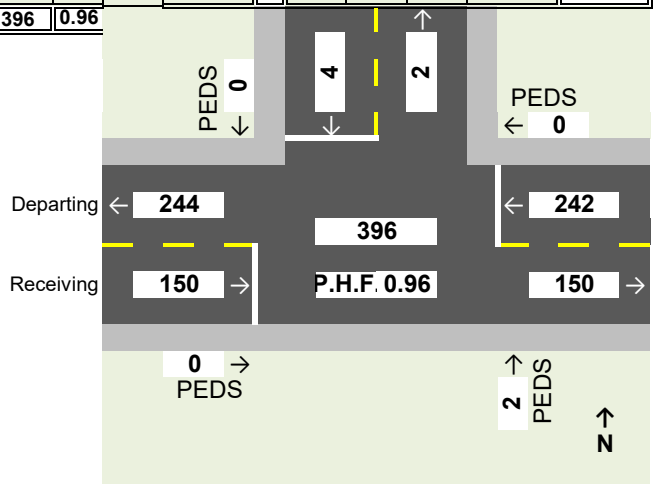
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0		0.00%	Eastbound
SBR	2	0%	0.82%	
WBT	242	0%	99.18%	
Total	244	0%	100.00%	
WBU	0		0.00%	Westbound
EBT	148	0%	98.67%	
SBL	2	0%	1.33%	
Total	150	0%	100.00%	
SBU	0		0.00%	Southbound
EBL	2	0%	100.00%	
WBR	0		0.00%	
Total	2	0%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	4:45	5:00	5:15	5:30	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	**0**
Westbound	Crosswalk	0	0	0	0	**0**
Northbound	Crosswalk	0	0	2	0	**2**
Southbound	Crosswalk	0	0	0	0	**0**
	Total	1	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor — Turner Ave
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Meadowlane Road
Counter: Miovision — Analyst: BNG
AM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	6:30 AM			6:45 AM			7:00 AM			7:15 AM			7:30 AM			7:45 AM			8:00 AM			8:15 AM			8:30 AM			8:45 AM			9:00 AM			9:15 AM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	13	0	0	6	0	0	5	1	0	6	0	0	3	1	0	4	0	0	3	0	0	1	0	0	4	0	0	2	0	0	0	0	0	4	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	13	0	0	6	0	0	5	1	0	6	0	0	3	1	0	4	0	0	3	0	0	1	0	0	4	0	0	2	0	0	0	0	0	4	0
	Pct HV		0%			0%			17%			0%			25%			0%			0%			0%			0%			0%						0%	
Northbound	U-Turn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	75	0	0	53	1	0	53	1	0	65	0	0	43	1	0	45	0	0	31	0	0	27	1	0	36	1	0	41	1	0	29	0	0	31	0
	App. Total	0	75	0	0	53	1	0	54	1	0	65	0	0	43	1	0	45	0	0	31	0	0	27	1	0	36	1	0	41	1	0	29	0	0	31	0
	Pct HV		0%			2%			2%			0%			2%			0%			0%			4%			3%			2%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	17	0	0	12	1	0	24	1	0	18	0	0	25	0	0	27	1	0	25	0	0	25	0	0	24	1	0	18	0	0	25	0	0	15	0
	Right	0	1	0	0	1	0	0	2	0	0	2	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1
	App. Total	0	18	0	0	13	1	0	26	1	0	20	0	0	26	0	0	27	1	0	27	0	0	25	0	0	24	1	0	21	0	0	25	0	0	17	1
	Pct HV		0%			7%			4%			0%			0%			4%			0%			0%			4%			0%			0%			6%	
Total Class Volume		0	106	0	0	72	2	0	85	3	0	91	0	0	72	2	0	76	1	0	61	0	0	53	1	0	64	2	0	64	1	0	54	0	0	52	1
Total Interval Volume			106			74			88			91			74			77			61			54			66			65			54			53	
Intersection Pct HV			0%			3%			3%			0%			3%			1%			0%			2%			3%			2%			0%			2%	

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification

Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)

Intersection Total One Hour Volumes	Pct HV
6:30 AM	**359**	**1.4%**
6:45 AM	327	2.1%
7:00 AM	330	1.8%
7:15 AM	303	1.0%
7:30 AM	266	1.5%
7:45 AM	258	1.6%
8:00 AM	246	1.6%
8:15 AM	239	1.7%
8:30 AM	238	1.7%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Turner Ave & Meadowlane Road
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	AM PEAK HOURS 6:30 AM BK	PC	HV	6:45 AM BK	PC	HV	7:00 AM BK	PC	HV	7:15 AM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	13	0	0	6	0	0	5	1	0	6	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0
	App. Total	0	13	0	0	6	0	0	5	1	0	6	0
	Pct HV		0%			0%			17%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	1	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	75	0	0	53	1	0	53	1	0	65	0
	App. Total	0	75	0	0	53	1	0	54	1	0	65	0
	Pct HV		0%			2%			2%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	17	0	0	12	1	0	24	1	0	18	0
	Right	0	1	0	0	1	0	0	2	0	0	2	0
	App. Total	0	18	0	0	13	1	0	26	1	0	20	0
	Pct HV		0%			7%			4%			0%	
Total Class Volume		0	106	0	0	72	2	0	85	3	0	91	0
Total Interval Volume			106			74			88			91	
Intersection Pct Trucks			0%			3%			3%			0%	

Approach

Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	1	31		3%	100.00%
EBR	0	0			0.00%
Total	1	31	0.60	3%	100.00%
NBU	0	1		0%	0.40%
NBL	0	0			0.00%
NBT	2	248		1%	99.60%
Total	2	249	0.83	1%	100.00%
SBU	0	0			0.00%
SBT	2	73		3%	92.41%
SBR	0	6		0%	7.59%
Total	2	79	0.73	3%	100.00%
Total	**5**	**359**	**0.85**		

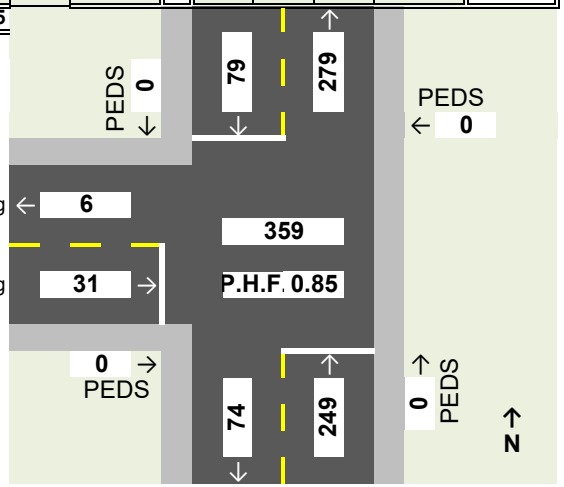
Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0	0%	0.00%	Eastbound
NBL	0	0%	0.00%	
SBR	6	0%	100.00%	
Total	6	0%	100.00%	
NBU	1	0%	1.35%	Northbound
EBR	0	0%	0.00%	
SBT	73	200%	98.65%	
Total	74	3%	100.00%	
SBU	0	0%	0.00%	Southbound
NBT	248	200%	88.89%	
EBL	31	100%	11.11%	
Total	279	1%	100.00%	
Total	**359**	**1%**		

Pedestrian Volumes

APPROACH	MOVEMENT	6:30	6:45	7:00	7:15	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

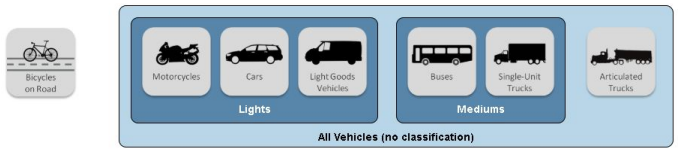
PROJECT: Transpo 195 Corridor — Turner Ave
JOB NO. 25-104 — &
DATE OF COUNT: 6/3/2025 — Meadowlane Road
Counter: Miovision — Analyst: BNG
PM PEAK HOURS
15 Minute Period Beginning @

APPROACH	Movement	3:30 PM			3:45 PM			4:00 PM			4:15 PM			4:30 PM			4:45 PM			5:00 PM			5:15 PM			5:30 PM			5:45 PM			6:00 PM			6:15 PM		
Type		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	2	0	0	3	0	0	1	0	0	3	0	0	4	0	0	6	0	0	2	0	0	6	0	0	2	0	0	1	0	0	2	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	App. Total	0	2	0	0	3	0	0	1	0	0	4	0	0	4	0	0	6	0	0	2	0	0	7	0	0	3	0	0	1	0	0	2	0	0	0	0
	Pct HV		0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%				
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	Through	0	30	0	0	29	0	0	36	0	0	45	0	0	41	0	0	31	0	0	25	0	0	35	0	0	23	0	0	22	0	0	5	0	0	0	0
	App. Total	0	30	0	0	29	0	0	36	0	0	45	0	0	41	0	0	31	0	0	25	0	0	35	0	0	23	0	0	22	0	0	6	0	0	0	0
	Pct HV		0%			0%			0%			0%			0%			0%			0%			0%			0%			0%			0%				
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	38	0	0	67	1	0	50	1	0	59	0	0	57	1	0	44	0	0	37	0	0	43	0	0	35	0	0	38	0	0	18	0	0	0	0
	Right	0	4	0	0	11	0	0	2	0	0	9	0	0	7	0	0	7	0	0	10	0	0	5	0	0	4	0	0	5	0	0	0	0	0	0	0
	App. Total	0	42	0	0	78	1	0	52	1	0	68	0	0	64	1	0	51	0	0	47	0	0	48	0	0	39	0	0	43	0	0	18	0	0	0	0
	Pct HV		0%			1%			2%			0%			2%			0%			0%			0%			0%			0%			0%				
Total Class Volume		0	74	0	0	110	1	0	89	1	0	117	0	0	109	1	0	88	0	0	74	0	0	90	0	0	65	0	0	66	0	0	26	0	0	0	0
Total Interval Volume			74			111			90			117			110			88			74			90			65			66			26			0	
Intersection Pct HV			0%			1%			1%			0%			1%			0%			0%			0%			0%			0%			0%				

Pedestrian Volumes — 15 Minute Period Beginning @

APPROACH	Movement	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15
Eastbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0

Miovision Vehicle Classification
Bike (BK) | Passenger Car (PC) | Heavy Vehicle (HV)



Intersection Total One Hour Volumes		Pct HV
3:30 AM	392	0.5%
3:45 AM	**428**	**0.7%**
4:00 AM	405	0.5%
4:15 AM	389	0.3%
4:30 AM	362	0.3%
4:45 AM	317	0.0%
5:00 AM	295	0.0%
5:15 AM	247	0.0%
5:30 AM	157	0.0%

App.= Approach
Pct= Percent

INTERSECTION

Phone: (509) 951-1851
email: beng@trfcnts.com

PROJECT: Transpo 195 Corridor Turner Ave & Meadowlane Road
JOB NO. 25-104
DATE OF COUNT: 6/3/2025
Counter Analyst
Miovision BNG

APPROACH	MOVEMENT	PM PEAK HOURS 3:45 PM BK	PC	HV	4:00 PM BK	PC	HV	4:15 PM BK	PC	HV	4:30 PM BK	PC	HV
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	3	0	0	1	0	0	3	0	0	4	0
	Right	0	0	0	0	0	0	0	1	0	0	0	0
	App. Total	0	3	0	0	1	0	0	4	0	0	4	0
	Pct HV		0%			0%			0%			0%	
Northbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	29	0	0	36	0	0	45	0	0	41	0
	App. Total	0	29	0	0	36	0	0	45	0	0	41	0
	Pct HV		0%			0%			0%			0%	
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	67	1	0	50	1	0	59	0	0	57	1
	Right	0	11	0	0	2	0	0	9	0	0	7	0
	App. Total	0	78	1	0	52	1	0	68	0	0	64	1
	Pct HV		1%			2%			0%			2%	
Total Class Volume		0	110	1	0	89	1	0	117	0	0	109	1
Total Interval Volume			111			90			117			110	
Intersection Pct Trucks			1%			1%			0%			1%	

Approach — Receiving

Mvmt	TOTAL HV	TOTAL Veh	PHF	Percentage of: HV	Percentage of: Approach
EBU	0	0			0.00%
EBL	0	11		0%	91.67%
EBR	0	1		0%	8.33%
Total	0	12	0.75	0%	100.00%
NBU	0	0			0.00%
NBL	0	0			0.00%
NBT	0	151		0%	100.00%
Total	0	151	0.84	0%	100.00%
SBU	0	0			0.00%
SBT	3	236		1%	89.06%
SBR	0	29		0%	10.94%
Total	3	265	0.84	1%	100.00%
Total	**3**	**428**	**0.91**		

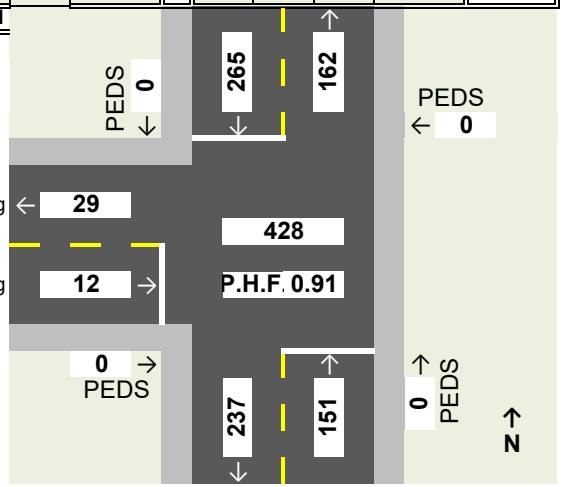
Approach — Departing

Mvmt	Total	Percentage of: HV	Percentage of: Approach	App.
EBU	0	0%	0.00%	Eastbound
NBL	0	0%	0.00%	
SBR	29	0%	100.00%	
Total	29	0%	100.00%	
NBU	0	0%	0.00%	Northbound
EBR	1	0%	0.42%	
SBT	236	300%	99.58%	
Total	237	1%	100.00%	
SBU	0	0%	0.00%	Southbound
NBT	151	0%	93.21%	
EBL	11	0%	6.79%	
Total	162	0%	100.00%	

Pedestrian Volumes

APPROACH	MOVEMENT	3:45	4:00	4:15	4:30	Confli. Ped TOTAL
Eastbound	Crosswalk	0	0	0	0	0
Westbound	Crosswalk	0	0	0	0	0
Northbound	Crosswalk	0	0	0	0	0
Southbound	Crosswalk	0	0	0	0	0
	Total	0	0	0	0	

Movement = Mvmt
Pedestrian = Ped
P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



Appendix B: LOS Definitions

Highway Capacity Manual 7th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* 7th Edition (Transportation Research Board, 2022).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop controlled. All-way stop controlled intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F[1]	>50

Source: *Highway Capacity Manual 7th Edition*, Transportation Research Board, 2022, respectively.
1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Appendix C: LOS Worksheets

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	35	1331	716	0
Future Vol, veh/h	0	35	35	1331	716	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	11	11
Mvmt Flow	0	36	36	1386	746	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	373	746	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	630	851	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	630	851	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.06	0.24	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	851	-	630	-
HCM Lane V/C Ratio	0.043	-	0.058	-
HCM Ctrl Dly (s/v)	9.4	-	11.1	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-

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	111	0	0	32	0	1299	145	0	667	49
Future Vol, veh/h	0	0	111	0	0	32	0	1299	145	0	667	49
Conflicting Peds, #/hr	1	0	0	1	0	2	0	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	16	16	16	2	2	2	11	11	11
Mvmt Flow	0	0	121	0	0	35	0	1412	158	0	725	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	363	-	-	709	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.46	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	623	0	0	346	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	623	-	-	345	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.16	16.59	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	623	345	-
HCM Lane V/C Ratio	-	-	0.194	0.101	-
HCM Ctrl Dly (s/v)	-	-	12.2	16.6	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	72	1444	0	72	778
Future Vol, veh/h	0	72	1444	0	72	778
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	9	9
Mvmt Flow	0	77	1553	0	77	837

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	776	0	-	1553	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	0	344	-	0	340	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	344	-	-	340	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.46	0	1.58
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	344	340	-
HCM Lane V/C Ratio	-	0.225	0.228	-
HCM Ctrl Dly (s/v)	-	18.5	18.7	-
HCM Lane LOS	-	C	C	-
HCM 95th %tile Q(veh)	-	0.8	0.9	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	0	0	634	0	234
Future Vol, veh/h	65	0	0	634	0	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	68	0	0	667	0	246

Major/Minor	Minor1			Major2	
Conflicting Flow All	246	-		-	-
Stage 1	0	-		-	-
Stage 2	246	-		-	-
Critical Hdwy	6.4	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.4	-		-	-
Follow-up Hdwy	3.5	-		-	-
Pot Cap-1 Maneuver	746	0		0	-
Stage 1	-	0		0	-
Stage 2	799	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	746	-		-	-
Mov Cap-2 Maneuver	746	-		-	-
Stage 1	-	-		-	-
Stage 2	799	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	10.31	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	746	-
HCM Lane V/C Ratio	0.092	-
HCM Ctrl Dly (s/v)	10.3	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	569	57	4	77	0	0	0	0	16	1	0
Future Vol, veh/h	0	569	57	4	77	0	0	0	0	16	1	0
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	6	6	6
Mvmt Flow	0	639	64	4	87	0	0	0	0	18	1	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	703	0	0	735	799	87
Stage 1	-	-	-	-	-	-	96	96	-
Stage 2	-	-	-	-	-	-	639	703	-
Critical Hdwy	-	-	-	4.11	-	-	6.46	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.56	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.554	4.054	3.354
Pot Cap-1 Maneuver	0	-	-	899	-	0	381	314	961
Stage 1	0	-	-	-	-	0	918	808	-
Stage 2	0	-	-	-	-	0	518	434	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	899	-	-	379	0	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	0	-
Stage 1	-	-	-	-	-	-	918	0	-
Stage 2	-	-	-	-	-	-	515	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.45	15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	89	-	379
HCM Lane V/C Ratio	-	-	0.005	-	0.05
HCM Ctrl Dly (s/v)	-	-	9	0	15
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	12.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰				
Traffic Vol, veh/h	334	0	0	0	0	0	97	0	0	0	0	0
Future Vol, veh/h	334	0	0	0	0	0	97	0	0	0	0	0
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	0	0	0	0	0
Mvmt Flow	388	0	0	0	0	0	113	0	0	0	0	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	1	0	-	778	778	-
Stage 1	-	-	-	777	777	-
Stage 2	-	-	-	1	1	-
Critical Hdwy	4.13	-	-	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.5	4	-
Pot Cap-1 Maneuver	1615	-	0	368	330	0
Stage 1	-	-	0	457	410	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	1615	-	-	279	0	-
Mov Cap-2 Maneuver	-	-	-	279	0	-
Stage 1	-	-	-	347	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Ctrl Dly, s/v	7.93	26.38
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT
Capacity (veh/h)	279	1615	-
HCM Lane V/C Ratio	0.404	0.24	-
HCM Ctrl Dly (s/v)	26.4	7.9	0
HCM Lane LOS	D	A	A
HCM 95th %tile Q(veh)	1.9	0.9	-

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	158	0	105	4	0	17	30	624	7	1	19	461	37
Future Vol, veh/h	158	0	105	4	0	17	30	624	7	1	19	461	37
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	425	-	-	-	300	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	10	10	10	4	4	4	10	10	10	10
Mvmt Flow	166	0	111	4	0	18	32	657	7	1	20	485	39

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	921	1257	244	1009	1292	334	525	0	0	664	665	0	0
Stage 1	528	528	-	725	725	-	-	-	-	-	-	-	-
Stage 2	393	728	-	285	567	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.7	6.7	7.1	4.18	-	-	6.6	4.3	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.7	5.7	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.7	5.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.6	4.1	3.4	2.24	-	-	2.6	2.3	-	-
Pot Cap-1 Maneuver	225	170	757	183	151	639	1024	-	-	516	868	-	-
Stage 1	501	526	-	365	409	-	-	-	-	-	-	-	-
Stage 2	604	427	-	676	485	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	207	160	756	148	143	638	1023	-	-	837	837	-	-
Mov Cap-2 Maneuver	207	160	-	148	143	-	-	-	-	-	-	-	-
Stage 1	488	512	-	353	396	-	-	-	-	-	-	-	-
Stage 2	568	413	-	563	473	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	79.96	14.76	0.39	0.36
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1023	-	-	291	391	837	-	-
HCM Lane V/C Ratio	0.031	-	-	0.951	0.057	0.025	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	80	14.8	9.4	-	-
HCM Lane LOS	A	-	-	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	9.3	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	9.2

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	46	352	372	94	1	310	256
Future Vol, veh/h	46	352	372	94	1	310	256
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	0	-	-	-	375	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	4	4	10	10	10
Mvmt Flow	53	405	428	108	1	356	294

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1344	268	0	0	536	536	0
Stage 1	482	-	-	-	-	-	-
Stage 2	862	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	6.6	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.6	2.3	-
Pot Cap-1 Maneuver	143	730	-	-	625	975	-
Stage 1	587	-	-	-	-	-	-
Stage 2	374	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	90	730	-	-	967	967	-
Mov Cap-2 Maneuver	90	-	-	-	-	-	-
Stage 1	587	-	-	-	-	-	-
Stage 2	236	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	24.49	0	5.97
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	90	730	967	-
HCM Lane V/C Ratio	-	-	0.586	0.554	0.37	-
HCM Ctrl Dly (s/v)	-	-	90.4	15.9	10.9	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	2.7	3.4	1.7	-

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	5	1	0	42	2	192	2	86	11	35	28	7
Future Vol, veh/h	5	1	0	42	2	192	2	86	11	35	28	7
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	3	3	3	3	3	3
Mvmt Flow	6	1	0	49	2	223	2	100	13	41	33	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	228	237	41	228	235	108	43	0	0	113	0	0
Stage 1	120	120	-	111	111	-	-	-	-	-	-	-
Stage 2	108	117	-	117	124	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	732	667	1036	728	665	945	1560	-	-	1470	-	-
Stage 1	889	800	-	894	803	-	-	-	-	-	-	-
Stage 2	903	802	-	888	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	538	646	1032	704	645	944	1557	-	-	1470	-	-
Mov Cap-2 Maneuver	538	646	-	704	645	-	-	-	-	-	-	-
Stage 1	863	777	-	893	802	-	-	-	-	-	-	-
Stage 2	685	801	-	861	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.58	10.87	0.15	3.76
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1557	-	-	554	886	1470	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.31	0.028	-	-
HCM Ctrl Dly (s/v)	7.3	-	-	11.6	10.9	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	239	0	0	10	1	73
Future Vol, veh/h	239	0	0	10	1	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	2	2	3	3
Mvmt Flow	278	0	0	12	1	85

Major/Minor	Minor2		Major2	
Conflicting Flow All	44	44	-	0
Stage 1	44	44	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	967	848	-	-
Stage 1	979	859	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	967	0	-	-
Mov Cap-2 Maneuver	967	0	-	-
Stage 1	979	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Ctrl Dly, s/v		0
HCM LOS	-	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	88	88	952	1498	0
Future Vol, veh/h	0	88	88	952	1498	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	91	91	981	1544	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	772	1544	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	347	421	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	347	421	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.03	1.34	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	421	-	347	-
HCM Lane V/C Ratio	0.215	-	0.262	-
HCM Ctrl Dly (s/v)	15.9	-	19	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.8	-	1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	93	0	0	55	0	897	119	0	1368	130
Future Vol, veh/h	0	0	93	0	0	55	0	897	119	0	1368	130
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	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	0	0	95	0	0	56	0	915	121	0	1396	133

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	698	-	-	458	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	381	0	0	556	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	381	-	-	556	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.57	12.21	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	381	556	-
HCM Lane V/C Ratio	-	-	0.249	0.101	-
HCM Ctrl Dly (s/v)	-	-	17.6	12.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	50	1016	0	50	1461
Future Vol, veh/h	0	50	1016	0	50	1461
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	51	1037	0	51	1491

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	518	0	-	1037	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	0	507	-	0	584	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	507	-	-	584	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.89	0	0.39
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	507	584	-
HCM Lane V/C Ratio	-	0.101	0.087	-
HCM Ctrl Dly (s/v)	-	12.9	11.8	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0.3	0.3	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	0	0	463	0	531
Future Vol, veh/h	114	0	0	463	0	531
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	120	0	0	487	0	559

Major/Minor	Minor1			Major2	
Conflicting Flow All	559	-		-	-
Stage 1	0	-		-	-
Stage 2	559	-		-	-
Critical Hdwy	6.42	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		-	-
Pot Cap-1 Maneuver	490	0		0	-
Stage 1	-	0		0	-
Stage 2	572	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	490	-		-	-
Mov Cap-2 Maneuver	490	-		-	-
Stage 1	-	-		-	-
Stage 2	572	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	14.71	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	490	-
HCM Lane V/C Ratio	0.245	-
HCM Ctrl Dly (s/v)	14.7	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	341	139	11	116	0	0	0	0	9	0	1
Future Vol, veh/h	0	341	139	11	116	0	0	0	0	9	0	1
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	30	30	30
Mvmt Flow	0	371	151	12	126	0	0	0	0	10	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	522	0	0	521	672	126
Stage 1	-	-	-	-	-	-	150	150	-
Stage 2	-	-	-	-	-	-	371	522	-
Critical Hdwy	-	-	-	4.11	-	-	6.7	6.8	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.8	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.77	4.27	3.57
Pot Cap-1 Maneuver	0	-	-	1050	-	0	470	344	854
Stage 1	0	-	-	-	-	0	814	723	-
Stage 2	0	-	-	-	-	0	641	488	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1050	-	-	464	0	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	0	-
Stage 1	-	-	-	-	-	-	814	0	-
Stage 2	-	-	-	-	-	-	633	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.73	12.57
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	156	-	487
HCM Lane V/C Ratio	-	-	0.011	-	0.022
HCM Ctrl Dly (s/v)	-	-	8.5	0	12.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↰				
Traffic Vol, veh/h	292	0	0	0	0	0	90	0	0	0	0	0
Future Vol, veh/h	292	0	0	0	0	0	90	0	0	0	0	0
Conflicting Peds, #/hr	5	0	4	0	0	1	4	0	0	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	400	0	0	0	0	0	123	0	0	0	0	0

Major/Minor	Major1			Minor1		
Conflicting Flow All	5	0	-	804	805	-
Stage 1	-	-	-	800	800	-
Stage 2	-	-	-	4	5	-
Critical Hdwy	4.11	-	-	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	3.5	4	-
Pot Cap-1 Maneuver	1623	-	0	355	318	0
Stage 1	-	-	0	446	400	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	1623	-	-	266	0	-
Mov Cap-2 Maneuver	-	-	-	266	0	-
Stage 1	-	-	-	336	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	NB
HCM Ctrl Dly, s/v	7.94	29.63
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT
Capacity (veh/h)	266	1623	-
HCM Lane V/C Ratio	0.463	0.246	-
HCM Ctrl Dly (s/v)	29.6	7.9	0
HCM Lane LOS	D	A	A
HCM 95th %tile Q(veh)	2.3	1	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	57	1	36	6	0	29	3	106	545	22	3	27	747	147
Future Vol, veh/h	57	1	36	6	0	29	3	106	545	22	3	27	747	147
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	425	-	-	-	300	-	550
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	3	3	3	6	6	6	6	2	2	2	2
Mvmt Flow	59	1	37	6	0	30	3	109	562	23	3	28	770	152

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1338	1641	385	1245	1781	292	770	922	0	0	585	585	0	0
Stage 1	832	832	-	798	798	-	-	-	-	-	-	-	-	-
Stage 2	506	809	-	447	984	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.56	6.56	6.96	6.52	4.22	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.56	5.56	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.53	4.03	3.33	2.56	2.26	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	112	100	616	129	80	701	453	712	-	-	612	986	-	-
Stage 1	332	385	-	344	394	-	-	-	-	-	-	-	-	-
Stage 2	520	394	-	557	323	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	87	81	616	97	65	701	699	699	-	-	923	923	-	-
Mov Cap-2 Maneuver	87	81	-	97	65	-	-	-	-	-	-	-	-	-
Stage 1	321	372	-	288	331	-	-	-	-	-	-	-	-	-
Stage 2	418	331	-	505	312	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	87.88	16.84	1.79	0.29
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	699	-	-	130	340	923	-	-
HCM Lane V/C Ratio	0.161	-	-	0.747	0.106	0.034	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	87.9	16.8	9	-	-
HCM Lane LOS	B	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	4.3	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	33.8

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	110	382	1	285	95	3	451	411
Future Vol, veh/h	110	382	1	285	95	3	451	411
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	0	-	-	-	-	375	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	8	8	8	1	1	1
Mvmt Flow	113	394	1	294	98	3	465	424

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1493	196	424	0	0	392	392	0
Stage 1	345	-	-	-	-	-	-	-
Stage 2	1148	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.56	-	-	6.42	4.12	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.58	-	-	2.51	2.21	-
Pot Cap-1 Maneuver	116	819	748	-	-	815	1171	-
Stage 1	695	-	-	-	-	-	-	-
Stage 2	269	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	~ 69	819	748	-	-	1157	1157	-
Mov Cap-2 Maneuver	~ 69	-	-	-	-	-	-	-
Stage 1	693	-	-	-	-	-	-	-
Stage 2	160	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	109.85	0.04	5.36
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	69	819	1157	-
HCM Lane V/C Ratio	-	-	1.641	0.481	0.405	-
HCM Ctrl Dly (s/v)	0	-	$ 444.8	13.4	10.2	-
HCM Lane LOS	A	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	9.9	2.6	2	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	12	5	2	31	2	82	1	5	55	28	136	66	4
Future Vol, veh/h	12	5	2	31	2	82	1	5	55	28	136	66	4
Conflicting Peds, #/hr	0	0	2	2	0	0	0	2	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	0	0	0
Mvmt Flow	13	5	2	33	2	87	1	5	59	30	145	70	4

Major/Minor	Minor2			Minor1				Major1			Major2		
Conflicting Flow All	434	467	76	450	454	75	-	76	0	0	90	0	0
Stage 1	364	364	-	86	88	-	-	-	-	-	-	-	-
Stage 2	70	103	-	364	366	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	536	497	990	517	500	983	-	1522	-	-	1518	-	-
Stage 1	659	628	-	919	820	-	-	-	-	-	-	-	-
Stage 2	945	814	-	653	621	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	439	447	987	460	451	981	~ -6	~ -6	-	-	1515	-	-
Mov Cap-2 Maneuver	439	447	-	460	451	-	-	-	-	-	-	-	-
Stage 1	595	567	-	918	818	-	-	-	-	-	-	-	-
Stage 2	859	812	-	582	561	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.03	10.82		5.04
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	469	740	1515	-	-
HCM Lane V/C Ratio	-	-	-	0.043	0.165	0.096	-	-
HCM Ctrl Dly (s/v)	-	-	-	13	10.8	7.6	-	-
HCM Lane LOS	-	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.6	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	150	0	5	1	0	237
Future Vol, veh/h	150	0	5	1	0	237
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	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, %	0	0	2	2	1	1
Mvmt Flow	160	0	5	1	0	252

Major/Minor	Minor2		Major2	
Conflicting Flow All	126	126	-	0
Stage 1	126	126	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	869	764	-	-
Stage 1	900	792	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	869	0	-	-
Mov Cap-2 Maneuver	869	0	-	-
Stage 1	900	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Ctrl Dly, s/v	9.18	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	869	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Ctrl Dly (s/v)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	156	156	1361	1090	0
Future Vol, veh/h	0	156	156	1361	1090	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	11	11
Mvmt Flow	0	163	163	1418	1135	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	568	1135	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	471	605	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	471	605	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.6	1.35	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	605	-	471	-
HCM Lane V/C Ratio	0.268	-	0.345	-
HCM Ctrl Dly (s/v)	13.1	-	16.6	-
HCM Lane LOS	B	-	C	-
HCM 95th %tile Q(veh)	1.1	-	1.5	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑	↱		↑↑	↱
Traffic Vol, veh/h	0	0	111	0	0	51	0	1428	269	0	961	247
Future Vol, veh/h	0	0	111	0	0	51	0	1428	269	0	961	247
Conflicting Peds, #/hr	1	0	0	1	0	2	0	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	16	16	16	2	2	2	11	11	11
Mvmt Flow	0	0	121	0	0	55	0	1552	292	0	1045	268

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	522	-	-	779	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.46	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	489	0	0	310	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	489	-	-	309	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.76	19.18	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	489	309	-
HCM Lane V/C Ratio	-	-	0.247	0.179	-
HCM Ctrl Dly (s/v)	-	-	14.8	19.2	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	1	0.6	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	76	1691	0	76	1074
Future Vol, veh/h	0	76	1691	0	76	1074
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	9	9
Mvmt Flow	0	82	1818	0	82	1155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	909	0	-	1818	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	0	282	-	0	260	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	282	-	-	260	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.94	0	1.66
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	282	260	-
HCM Lane V/C Ratio	-	0.29	0.315	-
HCM Ctrl Dly (s/v)	-	22.9	25.1	-
HCM Lane LOS	-	C	D	-
HCM 95th %tile Q(veh)	-	1.2	1.3	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	0	0	911	0	359
Future Vol, veh/h	87	0	0	911	0	359
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	92	0	0	959	0	378

Major/Minor	Minor1			Major2	
Conflicting Flow All	378	-		-	-
Stage 1	0	-		-	-
Stage 2	378	-		-	-
Critical Hdwy	6.4	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.4	-		-	-
Follow-up Hdwy	3.5	-		-	-
Pot Cap-1 Maneuver	628	0		0	-
Stage 1	-	0		0	-
Stage 2	697	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	628	-		-	-
Mov Cap-2 Maneuver	628	-		-	-
Stage 1	-	-		-	-
Stage 2	697	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	11.71	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	628	-
HCM Lane V/C Ratio	0.146	-
HCM Ctrl Dly (s/v)	11.7	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

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	815	88	4	100	0	0	0	0	36	1	0
Future Vol, veh/h	0	815	88	4	100	0	0	0	0	36	1	0
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	6	6	6
Mvmt Flow	0	916	99	4	112	0	0	0	0	40	1	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	1015	0	0	1037	1136	112
Stage 1	-	-	-	-	-	-	121	121	-
Stage 2	-	-	-	-	-	-	916	1015	-
Critical Hdwy	-	-	-	4.11	-	-	6.46	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.56	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.554	4.054	3.354
Pot Cap-1 Maneuver	0	-	-	687	-	0	252	199	930
Stage 1	0	-	-	-	-	0	894	788	-
Stage 2	0	-	-	-	-	0	384	311	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	687	-	-	250	0	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	0	-
Stage 1	-	-	-	-	-	-	894	0	-
Stage 2	-	-	-	-	-	-	381	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.4	22.25
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	69	-	250
HCM Lane V/C Ratio	-	-	0.007	-	0.166
HCM Ctrl Dly (s/v)	-	-	10.3	0	22.3
HCM Lane LOS	-	-	B	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	587	0	0	0	0	0	121	0	0	0	0	0
Future Vol, veh/h	587	0	0	0	0	0	121	0	0	0	0	0
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	0	0	0	0	0
Mvmt Flow	683	0	0	0	0	0	141	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	-	-	-	0	1367	1367	0
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	2	2	-
Critical Hdwy	4.13	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1614	-	0	0	-	-	164	148	-
Stage 1	-	-	0	0	-	-	240	217	-
Stage 2	-	-	0	0	-	-	1026	898	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1614	-	-	-	-	-	~ 94	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 94	0	-
Stage 1	-	-	-	-	-	-	~ 138	0	-
Stage 2	-	-	-	-	-	-	1025	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	8.86	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1614	-	-	-
HCM Lane V/C Ratio	-	0.423	-	-	-
HCM Ctrl Dly (s/v)	-	8.9	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	22	1105	7	1	20	838
Future Vol, veh/h	0	22	1105	7	1	20	838
Conflicting Peds, #/hr	0	1	0	0	0	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	4	4	10	10	10
Mvmt Flow	0	23	1163	7	1	21	882

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	587	0	0	1171	1172	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	6.6	4.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.4	-	-	2.6	2.3	-
Pot Cap-1 Maneuver	0	433	-	-	240	549	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	-	432	-	-	514	514	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	514	-
HCM Lane V/C Ratio	-	-	0.054	0.043	-
HCM Ctrl Dly (s/v)	-	-	13.8	12.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	11.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	485	481	117	1	392	503
Future Vol, veh/h	0	485	481	117	1	392	503
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	-	-	-	375	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	4	4	10	10	10
Mvmt Flow	0	557	553	134	1	451	578

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	344	0	0	687	687	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	6.6	4.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.6	2.3	-
Pot Cap-1 Maneuver	0	652	-	-	498	851	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	-	652	-	-	828	828	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	34.31	0	6.33
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	828	-
HCM Lane V/C Ratio	-	-	0.855	0.545	-
HCM Ctrl Dly (s/v)	-	-	34.3	14.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	9.7	3.4	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	13	0	49	4	231	3	93	13	62	40	12
Future Vol, veh/h	39	13	0	49	4	231	3	93	13	62	40	12
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	3	3	3	3	3	3
Mvmt Flow	45	15	0	57	5	269	3	108	15	72	47	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	319	330	57	323	329	118	62	0	0	123	0	0
Stage 1	200	200	-	123	123	-	-	-	-	-	-	-
Stage 2	119	130	-	200	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	638	593	1014	630	590	934	1534	-	-	1458	-	-
Stage 1	807	740	-	881	794	-	-	-	-	-	-	-
Stage 2	890	792	-	802	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	425	561	1010	581	558	932	1531	-	-	1458	-	-
Mov Cap-2 Maneuver	425	561	-	581	558	-	-	-	-	-	-	-
Stage 1	765	702	-	879	793	-	-	-	-	-	-	-
Stage 2	627	790	-	744	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.17	12.07	0.2	4.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	453	837	1458	-	-
HCM Lane V/C Ratio	0.002	-	-	0.134	0.394	0.049	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	14.2	12.1	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.9	0.2	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	50	292	0	0	84	28	0	3	8	90	1	25
Future Vol, veh/h	50	292	0	0	84	28	0	3	8	90	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	0	0	2	2	2	3	3	3
Mvmt Flow	58	340	0	0	98	33	0	3	9	105	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	340	0	0	554	586	340	555	553	98
Stage 1	-	-	-	-	-	-	456	456	-	98	98	-
Stage 2	-	-	-	-	-	-	98	130	-	458	456	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1461	-	-	1231	-	-	443	422	703	441	439	956
Stage 1	-	-	-	-	-	-	584	568	-	906	812	-
Stage 2	-	-	-	-	-	-	908	788	-	581	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1231	-	-	407	402	703	410	418	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	407	402	-	410	418	-
Stage 1	-	-	-	-	-	-	556	540	-	906	812	-
Stage 2	-	-	-	-	-	-	879	788	-	542	539	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.11	0	11.31	15.79
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	263	-	-	1231	-	-	468
HCM Lane V/C Ratio	0.022	0.04	-	-	-	-	-	0.288
HCM Ctrl Dly (s/v)	11.3	7.6	0	-	0	-	-	15.8
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	129	129	999	729	0
Future Vol, veh/h	0	129	129	999	729	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	4	10	10
Mvmt Flow	0	136	136	1052	767	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	384	767	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.24	-	-	-
Pot Cap-1 Maneuver	0	620	829	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	620	829	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.42	1.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	829	-	620	-
HCM Lane V/C Ratio	0.164	-	0.219	-
HCM Ctrl Dly (s/v)	10.2	-	12.4	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.6	-	0.8	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	213	170	0	0	729	0
Future Vol, veh/h	213	170	0	0	729	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	10	10
Mvmt Flow	224	179	0	0	767	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	767	-	-	0
Stage 1	767	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	338	0	-	0
Stage 1	419	0	-	0
Stage 2	-	0	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	338	-	-	-
Mov Cap-2 Maneuver	405	-	-	-
Stage 1	419	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	24.37	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	405	-	-
HCM Lane V/C Ratio	0.554	-	-
HCM Ctrl Dly (s/v)	24.4	0	-
HCM Lane LOS	C	A	-
HCM 95th %tile Q(veh)	3.3	-	-

HCS Freeway Merge Report

Project Information			
Analyst	Transpo Group	Date	9/11/2025
Agency		Analysis Year	2030 Without-Project
Jurisdiction		Time Analyzed	AM Peak Hour
Project Description	Eagle Bluff	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	49.9	35.0
Segment Length (L) / Acceleration Lane Length (LA), ft	20000	625
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	895	213
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.962	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	979 | 1208	229
Capacity (c_{md}), pc/h	4500	2000
Adjusted Capacity (c_{mda}), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.11

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	47.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	979	Outer Lanes Freeway Speed (S_O), mi/h	49.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1208	Ramp Junction Speed (S), mi/h	47.6
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	12.7
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	10.9

Intersection	
Int Delay, s/veh	42.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	278	278	968	2299	0
Future Vol, veh/h	0	278	278	968	2299	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	287	287	998	2370	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1185	2370	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	~ 185	~ 199	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	~ 185	~ 199	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 319.58	59.93	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	~ 199	-	185	-
HCM Lane V/C Ratio	1.44	-	1.553	-
HCM Ctrl Dly (s/v)	268.6	-	$ 319.6	-
HCM Lane LOS	F	-	F	-
HCM 95th %tile Q(veh)	17.2	-	18.6	-

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑	↱		↑↑	↱
Traffic Vol, veh/h	0	0	93	0	0	113	0	1042	208	0	1918	566
Future Vol, veh/h	0	0	93	0	0	113	0	1042	208	0	1918	566
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	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	0	0	95	0	0	115	0	1063	212	0	1957	578

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	979	-	-	532	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	248	0	0	497	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	248	-	-	497	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	28.27	14.41	0	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	248	497	-
HCM Lane V/C Ratio	-	-	0.383	0.232	-
HCM Ctrl Dly (s/v)	-	-	28.3	14.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.7	0.9	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	53	1249	0	53	2011
Future Vol, veh/h	0	53	1249	0	53	2011
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	54	1274	0	54	2052

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	637	0	-	1274	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	0	425	-	0	459	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	425	-	-	459	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.71	0	0.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	425	459	-
HCM Lane V/C Ratio	-	0.127	0.118	-
HCM Ctrl Dly (s/v)	-	14.7	13.9	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0.4	0.4	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	154	0	0	686	0	816
Future Vol, veh/h	154	0	0	686	0	816
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	162	0	0	722	0	859

Major/Minor	Minor1			Major2	
Conflicting Flow All	859	-		-	-
Stage 1	0	-		-	-
Stage 2	859	-		-	-
Critical Hdwy	6.42	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		-	-
Pot Cap-1 Maneuver	327	0		0	-
Stage 1	-	0		0	-
Stage 2	415	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	327	-		-	-
Mov Cap-2 Maneuver	327	-		-	-
Stage 1	-	-		-	-
Stage 2	415	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	26.38	0
HCM LOS	D	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	327	-
HCM Lane V/C Ratio	0.496	-
HCM Ctrl Dly (s/v)	26.4	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	2.6	-

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	539	164	12	156	0	0	0	0	28	0	1
Future Vol, veh/h	0	539	164	12	156	0	0	0	0	28	0	1
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	30	30	30
Mvmt Flow	0	586	178	13	170	0	0	0	0	30	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	764	0	0	782	960	170
Stage 1	-	-	-	-	-	-	196	196	-
Stage 2	-	-	-	-	-	-	586	764	-
Critical Hdwy	-	-	-	4.11	-	-	6.7	6.8	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.8	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.77	4.27	3.57
Pot Cap-1 Maneuver	0	-	-	853	-	0	327	230	807
Stage 1	0	-	-	-	-	0	775	689	-
Stage 2	0	-	-	-	-	0	505	374	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	853	-	-	321	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	0	-
Stage 1	-	-	-	-	-	-	775	0	-
Stage 2	-	-	-	-	-	-	497	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.66	17.15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	129	-	328
HCM Lane V/C Ratio	-	-	0.015	-	0.096
HCM Ctrl Dly (s/v)	-	-	9.3	0	17.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.3

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	501	0	0	0	0	0	129	0	0	0	0	0
Future Vol, veh/h	501	0	0	0	0	0	129	0	0	0	0	0
Conflicting Peds, #/hr	5	0	4	0	0	1	4	0	0	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	686	0	0	0	0	0	177	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	6	0	-	-	-	0	1378	1379	0
Stage 1	-	-	-	-	-	-	1373	1373	-
Stage 2	-	-	-	-	-	-	5	6	-
Critical Hdwy	4.11	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1621	-	0	0	-	-	~ 161	146	-
Stage 1	-	-	0	0	-	-	238	215	-
Stage 2	-	-	0	0	-	-	1023	894	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1621	-	-	-	-	-	~ 93	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 93	0	-
Stage 1	-	-	-	-	-	-	~ 137	0	-
Stage 2	-	-	-	-	-	-	1019	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	8.84	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1621	-	-	-
HCM Lane V/C Ratio	-	0.423	-	-	-
HCM Ctrl Dly (s/v)	-	8.8	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	35	1101	24	3	28	1453
Future Vol, veh/h	1	35	1101	24	3	28	1453
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	-	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	6	6	2	2	2
Mvmt Flow	1	36	1135	25	3	29	1498

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	1960	580	0	0	1160	1160	0
Stage 1	1147	-	-	-	-	-	-
Stage 2	813	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	6.44	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.52	2.22	-
Pot Cap-1 Maneuver	55	455	-	-	262	598	-
Stage 1	262	-	-	-	-	-	-
Stage 2	394	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	51	455	-	-	523	523	-
Mov Cap-2 Maneuver	51	-	-	-	-	-	-
Stage 1	262	-	-	-	-	-	-
Stage 2	370	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.59	0	0.26
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	523	-
HCM Lane V/C Ratio	-	-	0.079	0.061	-
HCM Ctrl Dly (s/v)	-	-	13.6	12.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	11.4

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	614	1	408	112	3	529	689
Future Vol, veh/h	0	614	1	408	112	3	529	689
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	-	-	-	375	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	8	8	8	1	1	1
Mvmt Flow	0	633	1	421	115	3	545	710

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	268	710	0	0	536	536	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.56	-	-	6.42	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.58	-	-	2.51	2.21	-
Pot Cap-1 Maneuver	0	736	488	-	-	661	1035	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	736	488	-	-	979	979	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	32.09	0.05	5.78
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	979	-
HCM Lane V/C Ratio	-	-	0.86	0.56	-
HCM Ctrl Dly (s/v)	0	-	32.1	13.3	-
HCM Lane LOS	A	-	D	B	-
HCM 95th %tile Q(veh)	-	-	10.3	3.6	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↑		↰	↑	
Traffic Vol, veh/h	24	10	3	37	15	113	1	7	70	35	178	76	40
Future Vol, veh/h	24	10	3	37	15	113	1	7	70	35	178	76	40
Conflicting Peds, #/hr	0	0	2	2	0	0	0	2	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	0	0	0
Mvmt Flow	26	11	3	39	16	120	1	7	74	37	189	81	43

Major/Minor	Minor2			Minor1				Major1			Major2		
Conflicting Flow All	580	614	106	577	616	95	-	125	0	0	114	0	0
Stage 1	483	483	-	110	112	-	-	-	-	-	-	-	-
Stage 2	97	131	-	467	504	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	429	410	954	426	405	959	-	1461	-	-	1488	-	-
Stage 1	569	556	-	893	801	-	-	-	-	-	-	-	-
Stage 2	914	792	-	574	539	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	313	356	950	360	352	957	~ -8	~ -8	-	-	1485	-	-
Mov Cap-2 Maneuver	313	356	-	360	352	-	-	-	-	-	-	-	-
Stage 1	495	484	-	891	799	-	-	-	-	-	-	-	-
Stage 2	783	790	-	488	470	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.84	12.98		4.71
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	343	626	1485	-	-
HCM Lane V/C Ratio	-	-	-	0.115	0.28	0.127	-	-
HCM Ctrl Dly (s/v)	-	-	-	16.8	13	7.8	-	-
HCM Lane LOS	-	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.4	1.1	0.4	-	-

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Traffic Vol, veh/h	92	125	0	0	286	98	5	0	1	42	0	64
Future Vol, veh/h	92	125	0	0	286	98	5	0	1	42	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	98	133	0	0	304	104	5	0	1	45	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	133	0	0	633	737	133	633	633	304
Stage 1	-	-	-	-	-	-	329	329	-	304	304	-
Stage 2	-	-	-	-	-	-	304	409	-	329	329	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1161	-	-	1464	-	-	392	346	916	394	398	738
Stage 1	-	-	-	-	-	-	684	647	-	707	665	-
Stage 2	-	-	-	-	-	-	705	596	-	686	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1161	-	-	1464	-	-	324	314	916	358	362	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	314	-	358	362	-
Stage 1	-	-	-	-	-	-	622	588	-	707	665	-
Stage 2	-	-	-	-	-	-	640	596	-	623	589	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.56	0	15.1	13.85
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	363	763	-	-	1464	-	-	519
HCM Lane V/C Ratio	0.018	0.084	-	-	-	-	-	0.217
HCM Ctrl Dly (s/v)	15.1	8.4	0	-	0	-	-	13.8
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	288	288	850	1196	0
Future Vol, veh/h	0	288	288	850	1196	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	297	297	876	1233	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	616	1233	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.26	-	-	-
Pot Cap-1 Maneuver	0	438	539	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	438	539	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.82	4.95	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	539	-	438	-
HCM Lane V/C Ratio	0.551	-	0.678	-
HCM Ctrl Dly (s/v)	19.5	-	28.8	-
HCM Lane LOS	C	-	D	-
HCM 95th %tile Q(veh)	3.3	-	4.9	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	93	75	0	0	1068	0
Future Vol, veh/h	93	75	0	0	1068	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	96	77	0	0	1101	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	1101	-	-	0
Stage 1	1101	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	206	0	-	0
Stage 1	280	0	-	0
Stage 2	-	0	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	206	-	-	-
Mov Cap-2 Maneuver	293	-	-	-
Stage 1	280	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	23.17	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	293	-	-
HCM Lane V/C Ratio	0.328	-	-
HCM Ctrl Dly (s/v)	23.2	0	-
HCM Lane LOS	C	A	-
HCM 95th %tile Q(veh)	1.4	-	-

HCS Freeway Merge Report

Project Information			
Analyst	Transpo Group	Date	9/11/2025
Agency		Analysis Year	2030 Without-Project
Jurisdiction		Time Analyzed	PM Peak Hour
Project Description	Eagle Bluff	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	46.9	35.0
Segment Length (L) / Acceleration Lane Length (LA), ft	20000	625
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	1033	93
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.943	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	1129 | 1227	98
Capacity (c_{md}), pc/h	4500	2000
Adjusted Capacity (c_{mda}), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.05

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	45.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	1129	Outer Lanes Freeway Speed (S_O), mi/h	46.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1227	Ramp Junction Speed (S), mi/h	45.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	13.5
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	11.2

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	170	170	1436	1115	0
Future Vol, veh/h	0	170	170	1436	1115	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	11	11
Mvmt Flow	0	177	177	1496	1161	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	581	1161	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	462	592	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	462	592	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.54	1.45	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	592	-	462	-
HCM Lane V/C Ratio	0.299	-	0.383	-
HCM Ctrl Dly (s/v)	13.7	-	17.5	-
HCM Lane LOS	B	-	C	-
HCM 95th %tile Q(veh)	1.3	-	1.8	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	111	0	0	65	0	1503	301	0	1000	247
Future Vol, veh/h	0	0	111	0	0	65	0	1503	301	0	1000	247
Conflicting Peds, #/hr	1	0	0	1	0	2	0	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	16	16	16	2	2	2	11	11	11
Mvmt Flow	0	0	121	0	0	71	0	1634	327	0	1087	268

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	543	-	-	820	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.02	-	-	7.22	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.36	-	-	3.46	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	473	0	0	290	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	473	-	-	290	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.19	21.39	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	473	290	-
HCM Lane V/C Ratio	-	-	0.255	0.244	-
HCM Ctrl Dly (s/v)	-	-	15.2	21.4	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	1	0.9	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	76	1798	0	76	1113
Future Vol, veh/h	0	76	1798	0	76	1113
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	9	9
Mvmt Flow	0	82	1933	0	82	1197

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	967	0	-	1933	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	0	258	-	0	231	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	258	-	-	231	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.3	0	1.85
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	258	231	-
HCM Lane V/C Ratio	-	0.317	0.354	-
HCM Ctrl Dly (s/v)	-	25.3	28.9	-
HCM Lane LOS	-	D	D	-
HCM 95th %tile Q(veh)	-	1.3	1.5	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	0	0	911	0	359
Future Vol, veh/h	87	0	0	911	0	359
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	92	0	0	959	0	378

Major/Minor	Minor1			Major2	
Conflicting Flow All	378	-		-	-
Stage 1	0	-		-	-
Stage 2	378	-		-	-
Critical Hdwy	6.4	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.4	-		-	-
Follow-up Hdwy	3.5	-		-	-
Pot Cap-1 Maneuver	628	0		0	-
Stage 1	-	0		0	-
Stage 2	697	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	628	-		-	-
Mov Cap-2 Maneuver	628	-		-	-
Stage 1	-	-		-	-
Stage 2	697	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	11.71	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	628	-
HCM Lane V/C Ratio	0.146	-
HCM Ctrl Dly (s/v)	11.7	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

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	815	88	4	100	0	0	0	0	36	1	0
Future Vol, veh/h	0	815	88	4	100	0	0	0	0	36	1	0
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	6	6	6
Mvmt Flow	0	916	99	4	112	0	0	0	0	40	1	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	1015	0	0	1037	1136	112
Stage 1	-	-	-	-	-	-	121	121	-
Stage 2	-	-	-	-	-	-	916	1015	-
Critical Hdwy	-	-	-	4.11	-	-	6.46	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.46	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.46	5.56	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.554	4.054	3.354
Pot Cap-1 Maneuver	0	-	-	687	-	0	252	199	930
Stage 1	0	-	-	-	-	0	894	788	-
Stage 2	0	-	-	-	-	0	384	311	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	687	-	-	250	0	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	0	-
Stage 1	-	-	-	-	-	-	894	0	-
Stage 2	-	-	-	-	-	-	381	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.4	22.25
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	69	-	250
HCM Lane V/C Ratio	-	-	0.007	-	0.166
HCM Ctrl Dly (s/v)	-	-	10.3	0	22.3
HCM Lane LOS	-	-	B	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	587	0	0	0	0	0	121	11	0	0	0	0
Future Vol, veh/h	587	0	0	0	0	0	121	11	0	0	0	0
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	0	0	0	0	0
Mvmt Flow	683	0	0	0	0	0	141	13	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	-	-	-	0	1367	1367	0
Stage 1	-	-	-	-	-	-	1365	1365	-
Stage 2	-	-	-	-	-	-	2	2	-
Critical Hdwy	4.13	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1614	-	0	0	-	-	164	148	-
Stage 1	-	-	0	0	-	-	240	217	-
Stage 2	-	-	0	0	-	-	1026	898	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1614	-	-	-	-	-	~ 94	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 94	0	-
Stage 1	-	-	-	-	-	-	~ 138	0	-
Stage 2	-	-	-	-	-	-	1025	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	8.86	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1614	-	-	-
HCM Lane V/C Ratio	-	0.423	-	-	-
HCM Ctrl Dly (s/v)	-	8.9	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	22	1244	7	1	20	898
Future Vol, veh/h	0	22	1244	7	1	20	898
Conflicting Peds, #/hr	0	1	0	0	0	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	10	10	4	4	10	10	10
Mvmt Flow	0	23	1309	7	1	21	945

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	660	0	0	1317	1318	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	6.6	4.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.4	-	-	2.6	2.3	-
Pot Cap-1 Maneuver	0	387	-	-	192	480	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	-	386	-	-	444	444	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.92	0	0.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	444	-
HCM Lane V/C Ratio	-	-	0.06	0.05	-
HCM Ctrl Dly (s/v)	-	-	14.9	13.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	13

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	503	485	117	1	445	514
Future Vol, veh/h	0	503	485	117	1	445	514
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	-	-	-	375	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	4	4	10	10	10
Mvmt Flow	0	578	557	134	1	511	591

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	346	0	0	692	692	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	6.6	4.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.6	2.3	-
Pot Cap-1 Maneuver	0	650	-	-	495	847	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	-	650	-	-	821	821	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	38.91	0	7.62
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	821	-
HCM Lane V/C Ratio	-	-	0.889	0.625	-
HCM Ctrl Dly (s/v)	-	-	38.9	16.4	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	10.9	4.5	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	13	0	53	4	259	3	93	14	71	40	12
Future Vol, veh/h	39	13	0	53	4	259	3	93	14	71	40	12
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	2	3	3	3	3	3	3
Mvmt Flow	45	15	0	62	5	301	3	108	16	83	47	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	340	352	57	344	351	118	62	0	0	124	0	0
Stage 1	221	221	-	123	123	-	-	-	-	-	-	-
Stage 2	119	131	-	221	228	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	618	576	1014	610	574	934	1534	-	-	1456	-	-
Stage 1	786	724	-	881	794	-	-	-	-	-	-	-
Stage 2	890	791	-	781	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	541	1010	558	539	932	1531	-	-	1456	-	-
Mov Cap-2 Maneuver	389	541	-	558	539	-	-	-	-	-	-	-
Stage 1	740	682	-	879	792	-	-	-	-	-	-	-
Stage 2	596	790	-	719	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.06	12.73	0.2	4.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	418	831	1456	-	-
HCM Lane V/C Ratio	0.002	-	-	0.145	0.442	0.057	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	15.1	12.7	7.6	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.3	0.2	-	-

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Traffic Vol, veh/h	50	292	7	60	84	28	21	3	190	90	1	25
Future Vol, veh/h	50	292	7	60	84	28	21	3	190	90	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	0	0	2	2	2	3	3	3
Mvmt Flow	58	340	8	70	98	33	24	3	221	105	1	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	348	0	0	698	730	344	695	701	98
Stage 1	-	-	-	-	-	-	460	460	-	237	237	-
Stage 2	-	-	-	-	-	-	238	270	-	458	464	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1461	-	-	1222	-	-	355	349	699	355	362	956
Stage 1	-	-	-	-	-	-	581	566	-	764	707	-
Stage 2	-	-	-	-	-	-	765	686	-	581	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1222	-	-	306	312	699	215	323	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	312	-	215	323	-
Stage 1	-	-	-	-	-	-	553	538	-	717	663	-
Stage 2	-	-	-	-	-	-	695	644	-	375	534	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.08	2.83	14.87	33.15
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	611	257	-	-	750	-	-	259
HCM Lane V/C Ratio	0.407	0.04	-	-	0.057	-	-	0.522
HCM Ctrl Dly (s/v)	14.9	7.6	0	-	8.1	0	-	33.2
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2	0.1	-	-	0.2	-	-	2.8

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	150	150	1117	768	0
Future Vol, veh/h	0	150	150	1117	768	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	4	10	10
Mvmt Flow	0	158	158	1176	808	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	404	808	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.24	-	-	-
Pot Cap-1 Maneuver	0	602	800	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	602	800	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.1	1.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	800	-	602	-
HCM Lane V/C Ratio	0.197	-	0.262	-
HCM Ctrl Dly (s/v)	10.6	-	13.1	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.7	-	1	-

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	331	234	0	0	729	0
Future Vol, veh/h	331	234	0	0	729	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	4	10	10
Mvmt Flow	348	246	0	0	767	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	767	-	-	0
Stage 1	767	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	~ 338	0	-	0
Stage 1	419	0	-	0
Stage 2	-	0	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	~ 338	-	-	-
Mov Cap-2 Maneuver	405	-	-	-
Stage 1	419	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	49.02	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	405	-	-
HCM Lane V/C Ratio	0.86	-	-
HCM Ctrl Dly (s/v)	49	0	-
HCM Lane LOS	E	A	-
HCM 95th %tile Q(veh)	8.4	-	-

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

HCS Freeway Merge Report

Project Information			
Analyst	Transpo Group	Date	9/11/2025
Agency		Analysis Year	2030 With-Project
Jurisdiction		Time Analyzed	AM Peak Hour
Project Description	Eagle Bluff	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	46.9	35.0
Segment Length (L) / Acceleration Lane Length (LA), ft	20000	625
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	916	331
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.962	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	1002 | 1358	356
Capacity (c_{md}), pc/h	4500	2000
Adjusted Capacity (c_{mda}), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.18

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	45.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	1002	Outer Lanes Freeway Speed (S_O), mi/h	46.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1358	Ramp Junction Speed (S), mi/h	45.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	14.9
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	12.1

Intersection	
Int Delay, s/veh	78.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	331	331	1022	2391	0
Future Vol, veh/h	0	331	331	1022	2391	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	341	341	1054	2465	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1232	2465	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	~ 172	~ 182	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	~ 172	~ 182	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 510	111.31	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	~ 182	-	172	-
HCM Lane V/C Ratio	1.87	-	1.989	-
HCM Ctrl Dly (s/v)	$ 455	-	$ 510	-
HCM Lane LOS	F	-	F	-
HCM 95th %tile Q(veh)	25	-	26.1	-

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	93	0	0	166	0	1096	231	0	2063	566
Future Vol, veh/h	0	0	93	0	0	166	0	1096	231	0	2063	566
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	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	-	-	150	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	0	0	95	0	0	169	0	1118	236	0	2105	578

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1053	-	-	559	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	221	0	0	477	0	-	-	0	-	0
Stage 1	0	0	-	0	0	-	0	-	-	0	-	0
Stage 2	0	0	-	0	0	-	0	-	-	0	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	221	-	-	477	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	33	16.63	0	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT
Capacity (veh/h)	-	-	221	477	-
HCM Lane V/C Ratio	-	-	0.429	0.355	-
HCM Ctrl Dly (s/v)	-	-	33	16.6	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	2	1.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	53	1326	0	53	2156
Future Vol, veh/h	0	53	1326	0	53	2156
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	-	-	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	0	54	1353	0	54	2200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	677	0	-	1353	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	4.6	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	0	400	-	0	424	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	400	-	-	424	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.39	0	0.35
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	400	424	-
HCM Lane V/C Ratio	-	0.135	0.127	-
HCM Ctrl Dly (s/v)	-	15.4	14.7	-
HCM Lane LOS	-	C	B	-
HCM 95th %tile Q(veh)	-	0.5	0.4	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	154	0	0	686	0	816
Future Vol, veh/h	154	0	0	686	0	816
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	162	0	0	722	0	859

Major/Minor	Minor1			Major2	
Conflicting Flow All	859	-		-	-
Stage 1	0	-		-	-
Stage 2	859	-		-	-
Critical Hdwy	6.42	-		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	5.42	-		-	-
Follow-up Hdwy	3.518	-		-	-
Pot Cap-1 Maneuver	327	0		0	-
Stage 1	-	0		0	-
Stage 2	415	0		0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	327	-		-	-
Mov Cap-2 Maneuver	327	-		-	-
Stage 1	-	-		-	-
Stage 2	415	-		-	-

Approach	WB	SB
HCM Ctrl Dly, s/v	26.38	0
HCM LOS	D	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	327	-
HCM Lane V/C Ratio	0.496	-
HCM Ctrl Dly (s/v)	26.4	-
HCM Lane LOS	D	-
HCM 95th %tile Q(veh)	2.6	-

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	539	164	12	156	0	0	0	0	28	0	1
Future Vol, veh/h	0	539	164	12	156	0	0	0	0	28	0	1
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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	30	30	30
Mvmt Flow	0	586	178	13	170	0	0	0	0	30	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	764	0	0	782	960	170
Stage 1	-	-	-	-	-	-	196	196	-
Stage 2	-	-	-	-	-	-	586	764	-
Critical Hdwy	-	-	-	4.11	-	-	6.7	6.8	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.8	-
Follow-up Hdwy	-	-	-	2.209	-	-	3.77	4.27	3.57
Pot Cap-1 Maneuver	0	-	-	853	-	0	327	230	807
Stage 1	0	-	-	-	-	0	775	689	-
Stage 2	0	-	-	-	-	0	505	374	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	853	-	-	321	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	0	-
Stage 1	-	-	-	-	-	-	775	0	-
Stage 2	-	-	-	-	-	-	497	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0.66	17.15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	129	-	328
HCM Lane V/C Ratio	-	-	0.015	-	0.096
HCM Ctrl Dly (s/v)	-	-	9.3	0	17.1
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	501	0	0	0	0	0	129	8	0	0	0	0
Future Vol, veh/h	501	0	0	0	0	0	129	8	0	0	0	0
Conflicting Peds, #/hr	5	0	4	0	0	1	4	0	0	1	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	686	0	0	0	0	0	177	11	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	6	0	-	-	-	0	1378	1379	0
Stage 1	-	-	-	-	-	-	1373	1373	-
Stage 2	-	-	-	-	-	-	5	6	-
Critical Hdwy	4.11	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1621	-	0	0	-	-	~ 161	146	-
Stage 1	-	-	0	0	-	-	238	215	-
Stage 2	-	-	0	0	-	-	1023	894	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1621	-	-	-	-	-	~ 93	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 93	0	-
Stage 1	-	-	-	-	-	-	~ 137	0	-
Stage 2	-	-	-	-	-	-	1019	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	8.84	0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1621	-	-	-
HCM Lane V/C Ratio	-	0.423	-	-	-
HCM Ctrl Dly (s/v)	-	8.8	0	-	-
HCM Lane LOS	-	A	A	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	35	1266	24	3	28	1678
Future Vol, veh/h	1	35	1266	24	3	28	1678
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	-	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	6	6	2	2	2
Mvmt Flow	1	36	1305	25	3	29	1730

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2246	665	0	0	1330	1330	0
Stage 1	1318	-	-	-	-	-	-
Stage 2	929	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	6.44	4.14	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.52	2.22	-
Pot Cap-1 Maneuver	35	400	-	-	203	515	-
Stage 1	213	-	-	-	-	-	-
Stage 2	343	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	32	400	-	-	439	439	-
Mov Cap-2 Maneuver	32	-	-	-	-	-	-
Stage 1	213	-	-	-	-	-	-
Stage 2	318	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.88	0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	439	-
HCM Lane V/C Ratio	-	-	0.09	0.073	-
HCM Ctrl Dly (s/v)	-	-	14.9	13.8	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	17.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	0	680	1	422	112	3	568	697
Future Vol, veh/h	0	680	1	422	112	3	568	697
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	-	-	-	375	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	8	8	8	1	1	1
Mvmt Flow	0	701	1	435	115	3	586	719

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	-	275	719	0	0	551	551	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.56	-	-	6.42	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.58	-	-	2.51	2.21	-
Pot Cap-1 Maneuver	0	728	482	-	-	647	1022	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	-	728	482	-	-	840	840	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	48.55	0.05	8.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	728	840	-
HCM Lane V/C Ratio	-	-	0.963	0.7	-
HCM Ctrl Dly (s/v)	0	-	48.6	18.7	-
HCM Lane LOS	A	-	E	C	-
HCM 95th %tile Q(veh)	-	-	14.6	5.9	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	24	10	3	41	15	133	1	7	70	41	212	76	40
Future Vol, veh/h	24	10	3	41	15	133	1	7	70	41	212	76	40
Conflicting Peds, #/hr	0	0	2	2	0	0	0	2	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	0	0	0
Mvmt Flow	26	11	3	44	16	141	1	7	74	44	226	81	43

Major/Minor	Minor2			Minor1				Major1			Major2		
Conflicting Flow All	653	692	106	652	692	98	-	125	0	0	120	0	0
Stage 1	555	555	-	113	115	-	-	-	-	-	-	-	-
Stage 2	97	137	-	539	576	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	-	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	-	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	384	370	954	379	366	955	-	1461	-	-	1480	-	-
Stage 1	520	516	-	889	798	-	-	-	-	-	-	-	-
Stage 2	914	787	-	525	500	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	264	312	950	310	309	953	~ -8	~ -8	-	-	1477	-	-
Mov Cap-2 Maneuver	264	312	-	310	309	-	-	-	-	-	-	-	-
Stage 1	439	437	-	888	797	-	-	-	-	-	-	-	-
Stage 2	763	785	-	431	423	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.16	14.22		5.09
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	293	590	1477	-	-
HCM Lane V/C Ratio	-	-	-	0.134	0.341	0.153	-	-
HCM Ctrl Dly (s/v)	-	-	-	19.2	14.2	7.9	-	-
HCM Lane LOS	-	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.5	1.5	0.5	-	-

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

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	125	27	225	286	98	21	0	132	42	0	64
Future Vol, veh/h	92	125	27	225	286	98	21	0	132	42	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	98	133	29	239	304	104	22	0	140	45	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	162	0	0	1126	1230	147	1112	1140	304
Stage 1	-	-	-	-	-	-	343	343	-	783	783	-
Stage 2	-	-	-	-	-	-	783	887	-	329	357	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1161	-	-	1429	-	-	182	177	900	187	202	738
Stage 1	-	-	-	-	-	-	672	637	-	388	406	-
Stage 2	-	-	-	-	-	-	387	362	-	686	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1161	-	-	1429	-	-	117	126	900	112	143	738
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	126	-	112	143	-
Stage 1	-	-	-	-	-	-	610	578	-	303	317	-
Stage 2	-	-	-	-	-	-	274	283	-	525	571	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.16	2.96	16.71	35.07
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	655	-	-	793	-	-	229
HCM Lane V/C Ratio	0.347	0.084	-	-	0.167	-	-	0.492
HCM Ctrl Dly (s/v)	16.7	8.4	0	-	8	0	-	35.1
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.5	0.3	-	-	0.6	-	-	2.5

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	368	368	935	1341	0
Future Vol, veh/h	0	368	368	935	1341	0
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	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	6	6	2	2
Mvmt Flow	0	379	379	964	1382	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	691	1382	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.26	-	-	-
Pot Cap-1 Maneuver	0	392	471	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	392	471	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	70.92	10.52	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	471	-	392	-
HCM Lane V/C Ratio	0.805	-	0.969	-
HCM Ctrl Dly (s/v)	37.3	-	70.9	-
HCM Lane LOS	E	-	F	-
HCM 95th %tile Q(veh)	7.5	-	11.2	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	177	122	0	0	1068	0
Future Vol, veh/h	177	122	0	0	1068	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	200	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	182	126	0	0	1101	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	1101	-	-	0
Stage 1	1101	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.84	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	-	-	-
Pot Cap-1 Maneuver	206	0	-	0
Stage 1	280	0	-	0
Stage 2	-	0	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	206	-	-	-
Mov Cap-2 Maneuver	293	-	-	-
Stage 1	280	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Ctrl Dly, s/v	35.66	0
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	EBLn2	SBT
Capacity (veh/h)	293	-	-
HCM Lane V/C Ratio	0.623	-	-
HCM Ctrl Dly (s/v)	35.7	0	-
HCM Lane LOS	E	A	-
HCM 95th %tile Q(veh)	3.9	-	-

HCS Freeway Merge Report

Project Information			
Analyst	Transpo Group	Date	9/11/2025
Agency		Analysis Year	2030 With-Project
Jurisdiction		Time Analyzed	PM Peak Hour
Project Description	Eagle Bluff	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	46.9	35.0
Segment Length (L) / Acceleration Lane Length (LA), ft	20000	625
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	1113	177
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.943	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	1217 | 1403	186
Capacity (c_{md}), pc/h	4500	2000
Adjusted Capacity (c_{mda}), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.09

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Infl. Area Speed (S_R), mi/h	45.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	1217	Outer Lanes Freeway Speed (S_O), mi/h	46.9
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1403	Ramp Junction Speed (S), mi/h	45.5
Number of Outer Lanes on Freeway (N_O), ln	0	Average Density (D), pc/mi/ln	15.4
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	12.5

Appendix D: Trip Generation Calculations

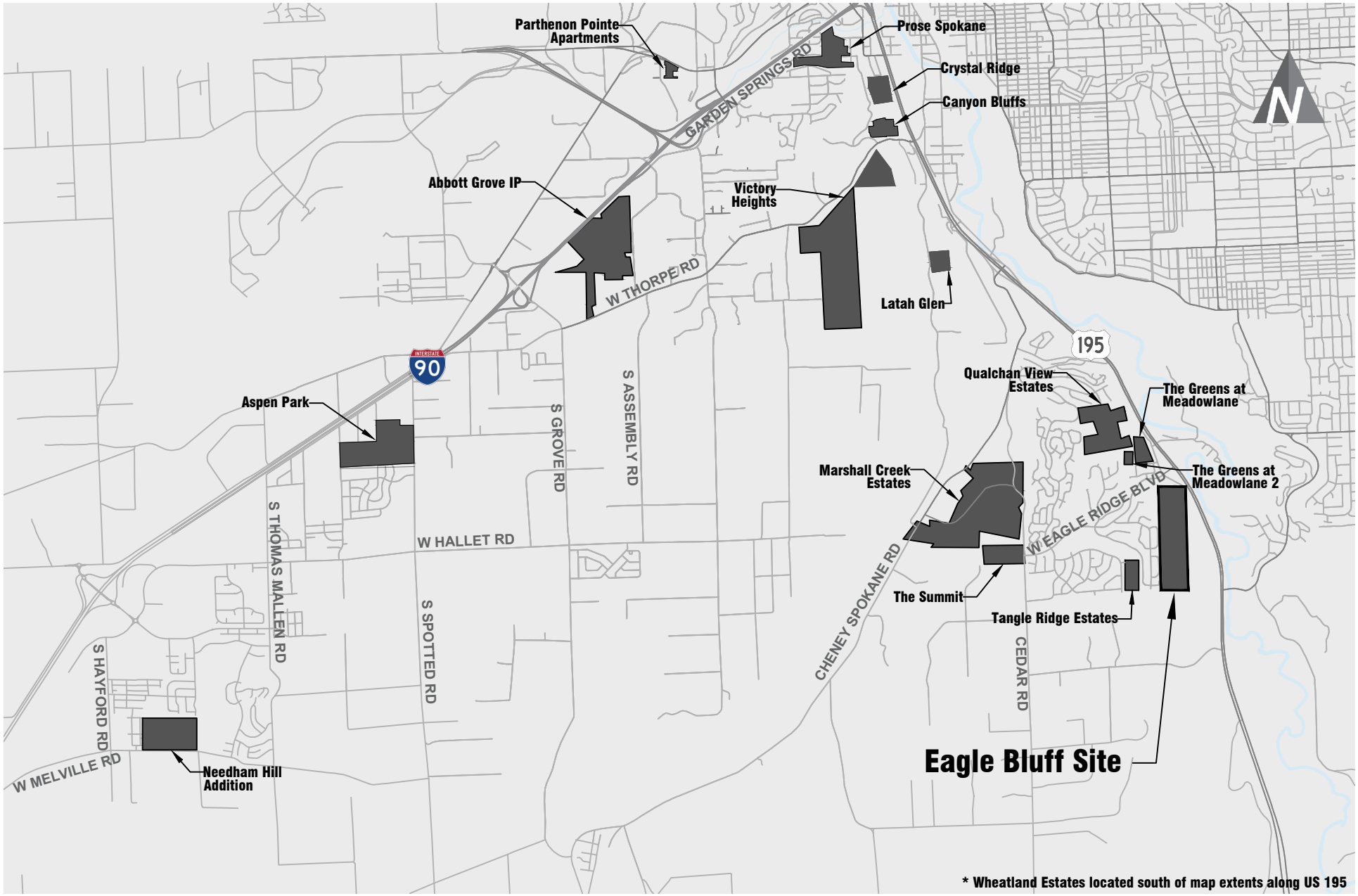
Eagle Bluff

Proposed Use										
								Primary Trips		
Land Use	**Setting**	**Size**	**Units**	**Model**	**Equation**	**Rate**	**Inbound %**	**Inbound**	**Outbound**	**Total**
Single Family Detached Housing (LU 210)		**332**	du							
Daily	General Urban/Suburban			Equation (log)	Ln(T) = 0.92 Ln(X) + 2.68	-	50%	1,522	1,522	3,044
AM Peak Hour	General Urban/Suburban			Equation (log)	Ln(T) = 0.91 Ln(X) + 0.12	-	25%	56	166	222
PM Peak Hour	General Urban/Suburban			Equation (log)	Ln(T) = 0.94 Ln(X) + 0.27	-	63%	194	114	308
Multifamily (Low-Rise) (LU 220)		**128**	du							
Daily	General Urban/Suburban			Equation (lin)	T = 6.41(X) + 75.31	-	50%	448	448	896
AM Peak Hour	General Urban/Suburban			Equation (lin)	T = 0.31(X) + 22.85	-	24%	15	48	63
PM Peak Hour	General Urban/Suburban			Equation (lin)	T = 0.43(X) + 20.55	-	63%	48	28	76
Subtotal										
Daily								1,970	1,970	3,940
AM Peak Hour								71	214	285
PM Peak Hour								242	142	384

Notes:

1. Trip rates based on Institute of Transportation Engineers' (ITE) *Trip Generation Manual (* 11th Edition) equation and average trip rates as shown above.

Appendix E: Pipeline Projects Map



Pipeline Projects Map

Eagle Bluff

APPENDIX

E

transpogroup