

MEMORANDUM

Date:	June 24, 2025	TG:	1.25117.00
To:	Inga Note – City of Spokane Greg Figg – WSDOT		
From:	Mike Swenson, PE, PTOE & Kassi Leingang, PE – Transpo Group		
cc:	Jay Bonnett – J.R. Bonnett Engineering, PLLC		
Subject:	Eagle Ridge Bluff – Preliminary Traffic Impact Analysis Scoping		

This memorandum summarizes key traffic characteristics related to the proposed Eagle Ridge Bluff residential development located south of the S Meadow Lane Road and W Eagle Ridge Blvd intersection in Spokane, Washington. The purpose for providing this information is to confirm the scope of the required traffic impact analysis as well as identification of key assumptions for City of Spokane consideration and feedback. The project description, project's estimated trip generation and trip distribution, preliminary study intersections, along with additional traffic analysis assumptions are summarized in the sections below.

Project Description

The proposed project is located southwest of S Inland Empire Way (US 195) and south of S Meadow Lane Road in Spokane, Washington. The project is proposed to construct approximately 374 single family homes and 132 multi-family apartment units on a currently vacant lot. The 132 apartment units are anticipated to be constructed in 22 apartment buildings with 6 units in each building.

Access to the site will be provided via at least two access points providing connection to the internal roadways on site. The two primary off-site roadway connections include Meadow Lane Road at the northeastern corner of the site and Moran View Street at the southwestern corner of the site. A preliminary site plan is included in Attachment A. Future connections are provided to the south and west to connect with future development in the area. Note that access may change based on City comment during the review process, however, it would not change the scope of the off-site study area intersections.

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). 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. Table 1 summarizes the weekday vehicle trips generated by the proposed project; including forecasts for the daily, AM and PM peak hours. The detailed trip generation calculations are included in Attachment B.

Table 1. Estimated Weekday Project Trip Generation

Land Use ¹	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached Housing (LU 210)	374 du	3,396	62	185	247	216	127	343
Multifamily (Mid-Rise) (LU 221)	132 du	922	15	49	64	49	28	77
Total New Trips		4,318	77	234	311	265	155	420

1. Trip regression equations from ITE Trip Generation Manual, 11th Edition (2021) based on the flowchart as defined in ITE *Trip Generation Handbook*, 3rd Edition (2017).

As shown in the table, the project is estimated to generate 4,318 new weekday daily trips with 311 trips occurring during the weekday AM peak hour and 420 trips occurring during the weekday PM peak hour.

Trip Distribution

Trip distribution patterns for the project were estimated based on existing travel patterns in the vicinity for a similar existing residential developments as well as previous traffic studies conducted in the vicinity.¹ The proposed project trip distribution is shown in Attachment C.

Planned Improvements

Based on a review of the City of Spokane's *2025-2030 Citywide Capital Improvement Program*, Spokane County's *2025-2030 Six-Year Transportation Improvement Program*, WSDOT's *2025-2030 Six-Year Transportation Improvement Program*, and consistency with previous traffic studies in the area, the following planned improvements have been assumed in the analysis:

- **Grove Road Reconstruction** – This project is planned to reconstruct Grove Road to a 3-lane roadway from W Thorpe Road to I-90 EB ramp. This project is fully funded by Spokane County and will be completed by 2029.
- **Thorpe Road Reconstruction** – Thorpe Road is planned to be reconstructed to an urban section between W Westbow Road and the east Spokane City Limits. Improvements are planned for 2030 and partially funded by the County.
- **Grove Road/Thorpe Road Intersection** – Intersection improvements are planned for the S Grove Road/W Thorpe Road intersection converting the intersection into a single lane roundabout with north and south legs having 3 approach legs. This project is anticipated to be completed by 2026 and is partially funded by the County.
- **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 Attachment E 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. Given the assumed inclusion of pipeline development projects, this planned improvement project was included in the future (2030) without-project conditions.

¹ The June 2025 counts collected to support the distribution patterns are included in Attachment D.

Traffic Volumes Methodology

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 (see Attachment D). Future (2030) without-project traffic volumes will be comprised of background traffic growth, and traffic generated from planned “pipeline” developments in the vicinity of the proposed project site. An annual growth rate of 1.0 percent will be applied to the existing traffic counts, consistent with recently 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 site will be included in the future (2030) analysis. The projects include:

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

Additionally, a background shift will be 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.

Study Area

Based on the future project trip distribution as shown in Attachment B, the following intersections are proposed to be studied during the weekday AM and PM peak hours. Note study intersection locations are included in Attachment C.

1. US 195/North J-Turn
2. US 195/W Thorpe Road
3. US 195 Northbound Ramp/Cheney Spokane Road
4. US 195/E Meadowlane Road (*see additional notes below*)
5. US 195/S Hatch Road

Note that under future conditions with the installation of the Meadow Lane Road/US 195 Intersection planned improvement, the study intersection at Meadow Lane Road/US 195 would be expanded to include the following locations:

- US 195/Eagle Bluff Blvd
- US 195/Meadow Lane Rd

- US 195/J-Turn
- Eagle Bluff Blvd/Meadow Lane Rd

These locations with the planned improvement are illustrated in Attachment E.

In addition to the off-site study intersections identified above, the site access intersections for the project would also be evaluated. Also, as identified by WSDOT for previous traffic analysis in the vicinity, it is anticipated that the volumes at the northbound US 195 to eastbound I-90 on-ramp would be evaluated with and without the project.

Additional Items

In addition to the traffic analysis of the study area intersections noted above, the TIA will address the following transportation related items based on City/WSDOT requirements as well as comments received by the team during the June 17, 2025 community meeting.

- Project phasing/mitigation
- Construction traffic and local impacts (operations and roadway conditions)
- Transit availability and long term plans
- US 195 safety impacts due to increased traffic

We trust this memorandum provides sufficient information for the City and WSDOT to confirm the scope of the traffic impact analysis for the proposed development. Please let us know if there are any questions or comments.

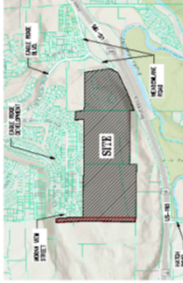
Attachment A: Preliminary Site Plan

AFFECTED PARCELS	DATE	BY	DESCRIPTION
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000
24000.0000	24000.0000	24000.0000	24000.0000

PRELIMINARY PLAT
FOR
EAGLE BLUFF P.U.D.
PORTIONS OF SECTIONS 5, 7 & 8, TOWNSHIP 24 NORTH, RANGE 43 EAST, W.M.,
SPOKANE COUNTY, WASHINGTON

PROJECT INFORMATION
 NAME OF PROJECT: EAGLE BLUFF P.U.D.
 DATE OF PRELIMINARY PLAT: 12/15/2011
 PREPARED BY: J.R. BONNETT ENGINEERING
 CHECKED BY: J.R. BONNETT
 APPROVED BY: J.R. BONNETT
 PROJECT NO.: 24-004-12
 SHEET NO.: PP0.0

PROJECT CONTACTS
 J.R. BONNETT ENGINEERING
 1000 N. 10TH AVE.
 SPOKANE, WA 99207
 (509) 325-1234
 FAX: (509) 325-1235

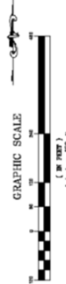
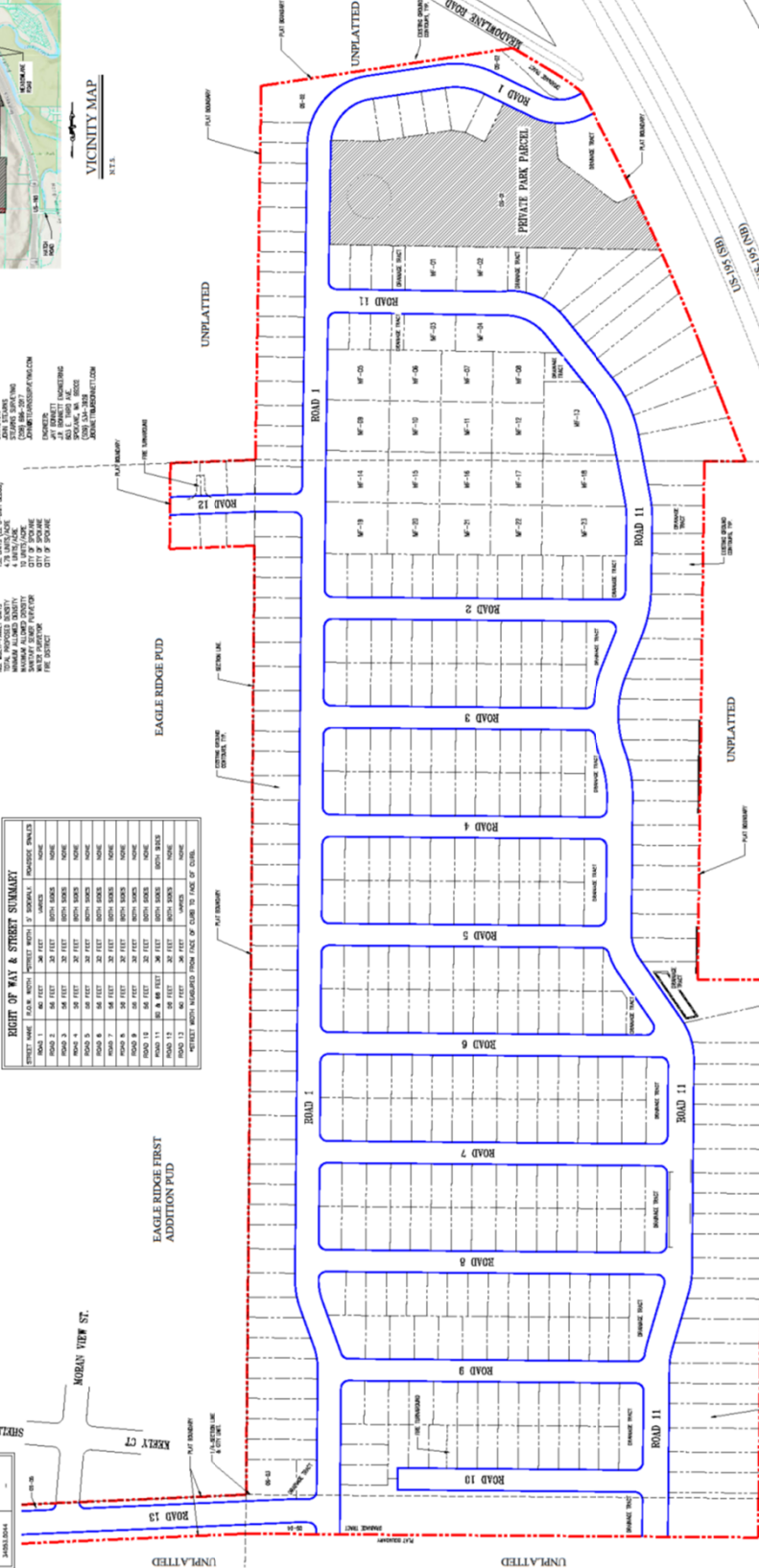


STREET NAME	W.D. & N.W. CORNERS	PERMIT NO.	DATE	APPROVED
ROAD 1	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 2	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 3	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 4	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 5	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 6	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 7	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 8	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 9	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 10	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 11	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 12	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT
ROAD 13	100' 11" 11"	24-004-12	12/15/2011	J.R. BONNETT

SHADY RIDGE ST.
 KEY KEY CT
 MORGAN VIEW ST.

EAGLE RIDGE FIRST ADDITION PUD

EAGLE RIDGE PUD



PRELIMINARY REVIEW SET - 4/03/25
 NOT FOR CONSTRUCTION



J.R. BONNETT ENGINEERING
 CIVIL AND STRUCTURAL CONSULTING AND DESIGN
 1000 N. 10TH AVE.
 SPOKANE, WA 99207
 (509) 325-1234 / FAX (509) 325-1235

SPOKANE, WA

EAGLE BLUFF P.U.D.

**PRELIMINARY PLAT
COVER SHEET**

REV	DATE	BY	DESCRIPTION

Attachment B: Detailed Trip Generation

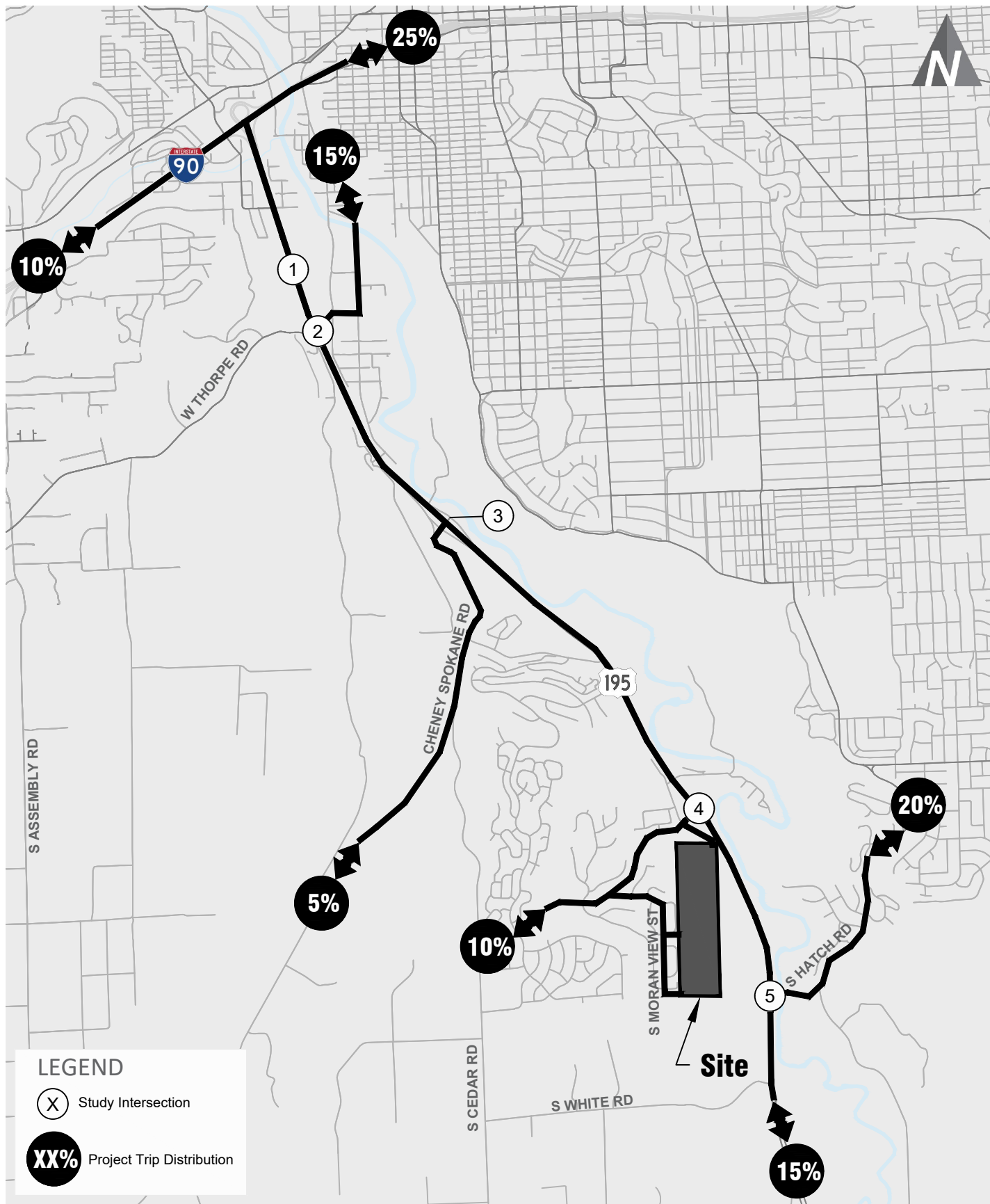
Eagle Bluff

<u>Proposed Use</u>										
								Primary Trips		
Land Use	Setting	Size	Units	Model	Equation	Rate	Inbound %	Inbound	Outbound	Total
Single Family Detached Housing (LU 210)		374 du								
Daily	General Urban/Suburban			Equation (log)	$\text{Ln}(\text{T}) = 0.92 \text{ Ln}(\text{X}) + 2.68$	-	50%	1,698	1,698	3,396
AM Peak Hour	General Urban/Suburban			Equation (log)	$\text{Ln}(\text{T}) = 0.91 \text{ Ln}(\text{X}) + 0.12$	-	25%	62	185	247
PM Peak Hour	General Urban/Suburban			Equation (log)	$\text{Ln}(\text{T}) = 0.94 \text{ Ln}(\text{X}) + 0.27$	-	63%	216	127	343
Multifamily (Low-Rise) (LU 220)		132 du								
Daily	General Urban/Suburban			Equation (lin)	$\text{T} = 6.41(\text{X}) + 75.31$	-	50%	461	461	922
AM Peak Hour	General Urban/Suburban			Equation (lin)	$\text{T} = 0.31(\text{X}) + 22.85$	-	24%	15	49	64
PM Peak Hour	General Urban/Suburban			Equation (lin)	$\text{T} = 0.43(\text{X}) + 20.55$	-	63%	49	28	77
<u>Subtotal</u>										
Daily								2,159	2,159	4,318
AM Peak Hour								77	234	311
PM Peak Hour								265	155	420

Notes:

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

Attachment C: Project Trip Distribution



Project Trip Distribution

Eagles Bluff

ATTACHMENT

transpogroup 

C

Attachment D: Traffic Volumes

INTERSECTION

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

AM PEAK HOURS

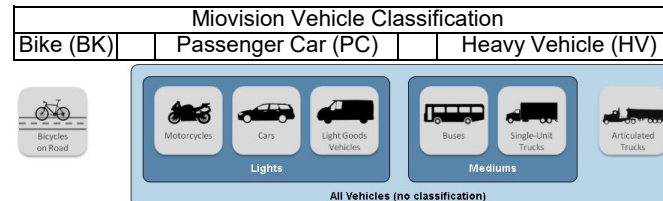
15 Minute Period Beginning @



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			
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			
	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	1	0	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	1	0	0	0	0	0		
	Left	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	2	0	0	0	0	1	0	0	2	0	0	4	0	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		
	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



Intersection Total	Pct
One Hour Volumes	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

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

Meadowlane Rd

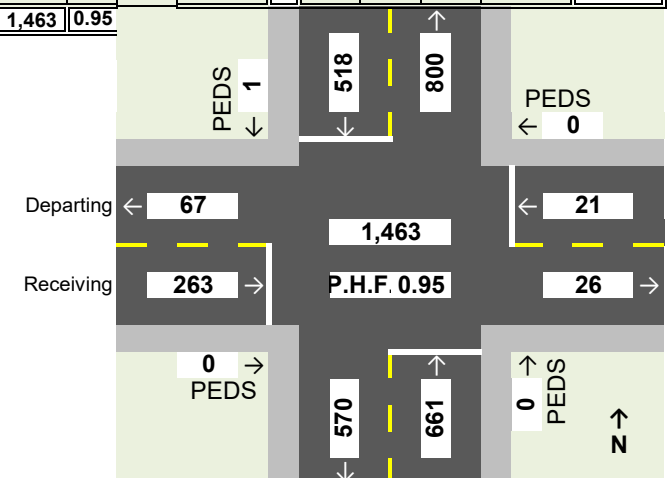
&

US 195

Counter Analyst
Miovision BNG

Counter	Analyst													Approach											
Miovision	BNG	AM PEAK HOURS												Receiving						Departing					
APPROACH	MOVEMENT	7:15 AM			7:30 AM			7:45 AM			8:00 AM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:		App.	
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV		HV	Veh		HV	Approach			HV	Approach		
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0		0.00%	EBU	0		0.00%	Eastbound		
	Left	0	34	1	0	48	0	0	52	0	0	23	0	EBL	1	158	1%	60.08%	NBL	30	3%	44.78%			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	EBT	0	0		0.00%	WBT	0		0.00%			
	Right	0	18	0	0	19	1	0	30	0	0	35	2	EBR	3	105	3%	39.92%	SBR	37	5%	55.22%			
	App. Total	0	52	1	0	67	1	0	82	0	0	58	2	Total	4	263	0.80	2%	100.00%	Total	67	4%		100.00%	
	Pct HV	2%			1%			0%			3%														
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	0	0	0	2	0	0	0	1	0	1	0	WBL	1	4	25%	19.05%	SBL	19	11%	73.08%			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	WBT	0	0		0.00%	EBT	0		0.00%			
	Right	0	4	0	0	5	0	0	4	0	0	3	1	WBR	1	17	6%	80.95%	NBR	7	0%	26.92%			
	App. Total	0	4	0	0	7	0	0	4	1	0	4	1	Total	2	21	0.75	10%	100.00%	Total	26	8%		100.00%	
	Pct HV	0%			0%			20%			20%														
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		
	Left	0	8	0	0	7	0	0	5	1	0	9	0	NBL	1	30	3%	4.54%	WBL	4	25%	0.70%			
	Through	0	147	7	0	173	3	0	151	7	0	127	9	NBT	26	624	4%	94.40%	SBT	461	11%	80.88%			
	Right	0	1	0	0	3	0	0	1	0	0	2	0	NBR	0	7	0%	1.06%	EBR	105	3%	18.42%			
	App. Total	0	156	7	0	183	3	0	157	8	0	138	9	Total	27	661	0.89	4%	100.00%	Total	570	9%		100.00%	
	Pct HV	4%			2%			5%			6%														
Southbound	U-Turn	0	1	0	0	0	0	0	0	0	0	0	0	SBU	0	1	0%	0.19%	SBU	1	0%	0.13%	Southbound		
	Left	0	3	1	0	5	0	0	2	1	0	7	0	SBL	2	19	11%	3.67%	EBL	158	1%	19.75%			
	Through	0	120	16	0	87	14	0	109	10	0	95	10	SBT	50	461	11%	89.00%	NBT	624	4%	78.00%			
	Right	0	7	1	0	9	0	0	13	0	0	6	1	SBR	2	37	5%	7.14%	WBR	17	6%	2.13%			
	App. Total	0	131	18	0	101	14	0	124	11	0	108	11	Total	54	518	0.87	10%	100.00%	Total	800	4%		100.00%	
	Pct HV	12%			12%			8%			9%														
Total Class Volume		0	343	26	0	358	18	0	367	20	0	308	23	Total	87	1,463	0.95	EDS 1		518		800		PEDS	
Total Interval Volume		369			376			387			331			1,463											
Intersection Pct Trucks		7%			5%			5%			7%			6%											

Pedestrian Volumes		7:15	7:30	7:45	8:00	Confl.
APPROACH	MOVEMENT					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	

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

INTERSECTION

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

Counter Analyst

Miovision BNG

PM PEAK HOURS

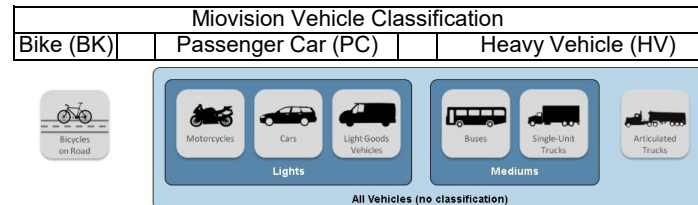
15 Minute Period Beginning @



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					
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					
	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	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				
	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	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%			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	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			
	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

		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



Intersection Total		Pct
One Hour Volumes		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%

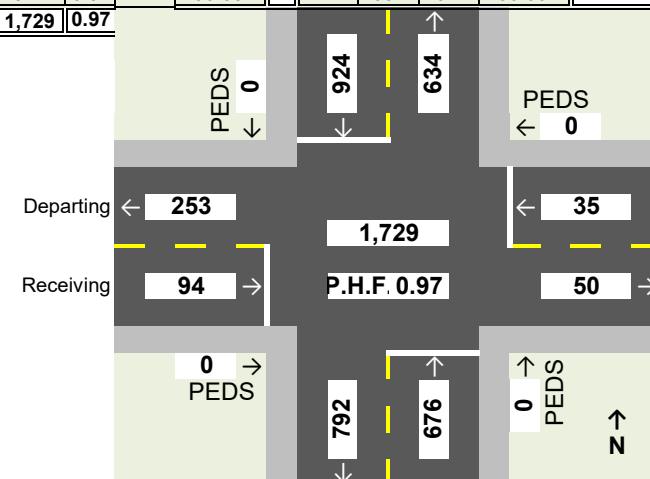
App.= Approach
Pct= Percent

US 195

Miovision BNG

Pedestrian Volumes		3:45	4:00	4:15	4:30	Confl.
APPROACH	MOVEMENT					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	

P.H.F.= Peak Hour Factor
App.= Approach
Pct= Percent



INTERSECTION

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

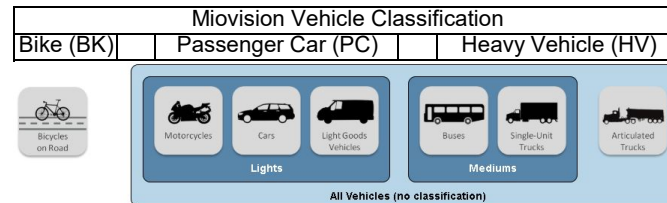
AM PEAK HOURS

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			
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			
	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			
	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		
	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		
	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		
	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		
	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	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	1	0		
	Pct HV	0%			0%			0%			0%			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



Intersection Total	Pct
One Hour Volumes	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

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

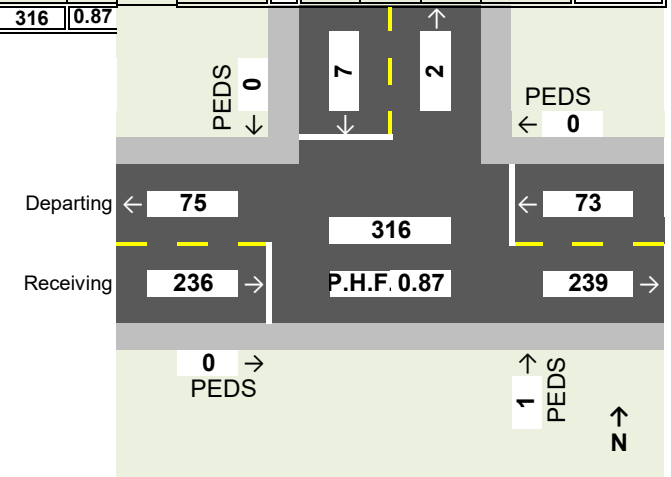
Counter Analyst
 Miovision BNG

Counter	Analyst	AM PEAK HOURS												Approach										
Miovision	BNG													Receiving					Departing					App.
APPROACH	MOVEMENT	7:30 AM			7:45 AM			8:00 AM			8:15 AM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:		
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV		HV	Veh		HV	Approach			HV	Approach	
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0		0.00%	EBU	0		0.00%	Eastbound	
	Left	0	0	0	0	0	1	0	0	0	0	0	0	EBL	1	1	100%	0.42%	SBR	3	0%	4.00%		
	Through	0	72	0	0	50	1	0	57	1	0	54	0	EBT	2	235	1%	99.58%	WBT	72	3%	96.00%		
	App. Total	0	72	0	0	50	2	0	57	1	0	54	0	Total	3	236	0.82	1%	100.00%	Total	75	3%		100.00%
	Pct HV	0%			4%			2%			0%													
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	
	Through	0	14	0	0	15	1	0	24	1	0	17	0	WBT	2	72	3%	98.63%	EBT	235	1%	98.33%		
	Right	0	0	0	0	1	0	0	0	0	0	0	0	WBR	0	1	0%	1.37%	SBL	4	0%	1.67%		
	App. Total	0	14	0	0	16	1	0	24	1	0	17	0	Total	2	73	0.73	3%	100.00%	Total	239	1%		100.00%
	Pct HV	0%			6%			4%			0%													
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0		0.00%	SBU	0		0.00%	Southbound	
	Left	0	3	0	0	0	0	0	1	0	0	0	0	SBL	0	4	0%	57.14%	EBL	1	100%	50.00%		
	Right	0	2	0	0	1	0	0	0	0	0	0	0	SBR	0	3	0%	42.86%	WBR	1	0%	50.00%		
	App. Total	0	5	0	0	1	0	0	1	0	0	0	0	Total	0	7	0.35	0%	100.00%	Total	2	50%		100.00%
	Pct HV	0%			0%			0%			0%													
Total Class Volume		0	91	0	0	67	3	0	82	2	0	71	0	Total	5	316	0.87	SEDS 0	7	2	PEDS			
Total Interval Volume		91			70			84			71			316										
Intersection Pct Trucks		0%			4%			2%			0%			2%										

Pedestrian Volumes		7:30	7:45	8:00	8:15	Confl. Ped TOTAL
APPROACH	MOVEMENT					
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

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

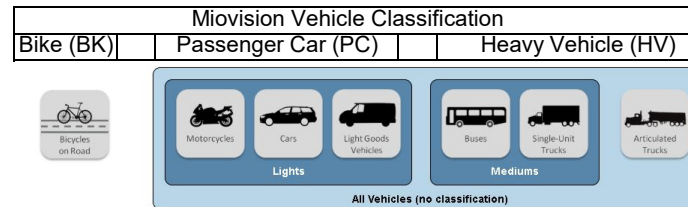
PM PEAK HOURS

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			
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			
	Left	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	1	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		
	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		
	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		
	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	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		
	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	1	0		
	Pct HV				0%			0%			0%			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



Intersection Total		Pct
One Hour Volumes		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

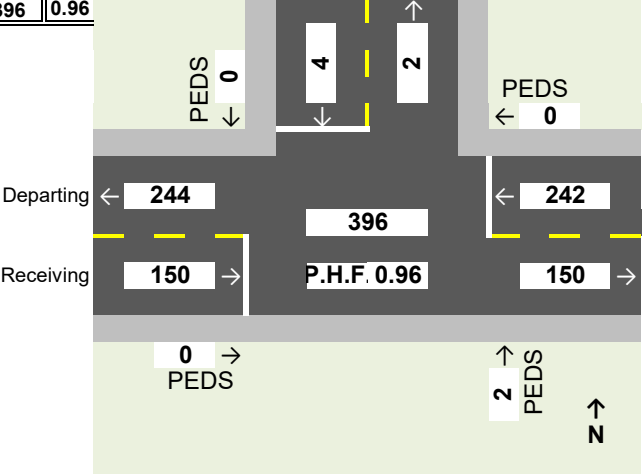
PROJECT: Transpo 195 Corridor Eagle Ridge Blvd & Browne St
JOB NO. 25-104
DATE OF COUNT: 6/3/2025

Counter Miovision
Analyst BNG

Counter	Analyst													Approach												
Miovision	BNG	PM PEAK HOURS												Receiving						Departing						
APPROACH	MOVEMENT	4:45 PM			5:00 PM			5:15 PM			5:30 PM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:		App.		
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV		HV	Veh		HV	Approach			HV	Approach			
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0			0.00%	Eastbound	EBU	0		0.00%		
	Left	0	0	0	0	0	0	0	1	0	0	1	0	EBL	0	2		0%	1.33%		SBR	2	0%	0.82%		
	Through	0	28	0	0	41	0	0	41	0	0	38	0	EBT	0	148		0%	98.67%		WBT	242	0%	99.18%		
	App. Total	0	28	0	0	41	0	0	42	0	0	39	0	Total	0	150	0.89	0%	100.00%		Total	244	0%	100.00%		
	Pct HV	0%			0%			0%			0%															
Westbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	WBU	0	0			0.00%	Westbound	WBU	0		0.00%		
	Through	0	72	0	0	50	0	0	59	0	0	61	0	WBT	0	242		0%	100.00%		EBT	148	0%	98.67%		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	WBR	0	0			0.00%		SBL	2	0%	1.33%		
	App. Total	0	72	0	0	50	0	0	59	0	0	61	0	Total	0	242	0.84	0%	100.00%		Total	150	0%	100.00%		
	Pct HV	0%			0%			0%			0%															
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0			0.00%	Southbound	SBU	0		0.00%		
	Left	0	1	0	0	0	0	0	1	0	0	0	0	SBL	0	2		0%	50.00%		EBL	2	0%	100.00%		
	Right	0	0	0	0	0	0	0	1	0	0	1	0	SBR	0	2		0%	50.00%		WBR	0		0.00%		
	App. Total	0	1	0	0	0	0	0	2	0	0	1	0	Total	0	4	0.50	0%	100.00%		Total	2	0%	100.00%		
	Pct HV	0%						0%			0%			Total	0	396	0.96									
Total Class Volume		0	101	0	0	91	0	0	103	0	0	101	0	Total						EDS	0	4	2	PEDS		
Total Interval Volume		101			91			103			101			396												
Intersection Pct Trucks		0%			0%			0%			0%			0%												

Pedestrian Volumes		4:45	5:00	5:15	5:30	Confl. Ped TOTAL
APPROACH	MOVEMENT					
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

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

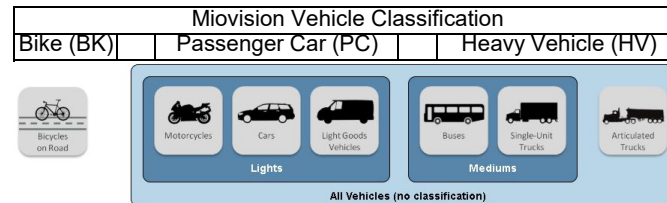
AM PEAK HOURS

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					
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					
	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	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				
	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	4	0			
	Pct HV	0%			0%			17%			0%			25%			0%			0%			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				
	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				
	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				
	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	0	3	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



Intersection Total		Pct
One Hour Volumes		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

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

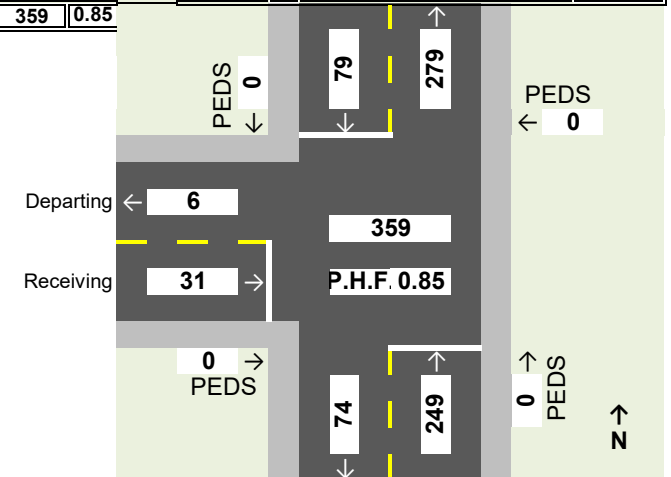
Turner Ave & Meadowlane Road

Counter Analyst
Miovision BNG

Counter	Analyst	Miovision	BNG	AM PEAK HOURS												Approach										App.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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				6:30 AM			6:45 AM			7:00 AM			7:15 AM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Pedestrian Volumes		6:30	6:45	7:00	7:15	Confl. 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	0

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



INTERSECTION

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

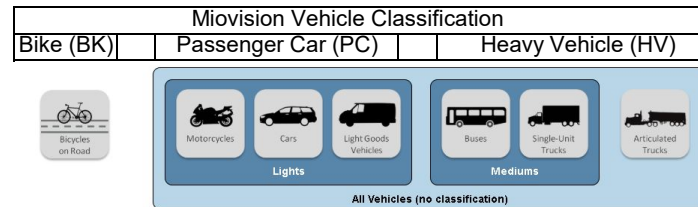
PM PEAK HOURS

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						
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						
	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	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%			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				
	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	1	0	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%			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				
	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%			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%			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



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

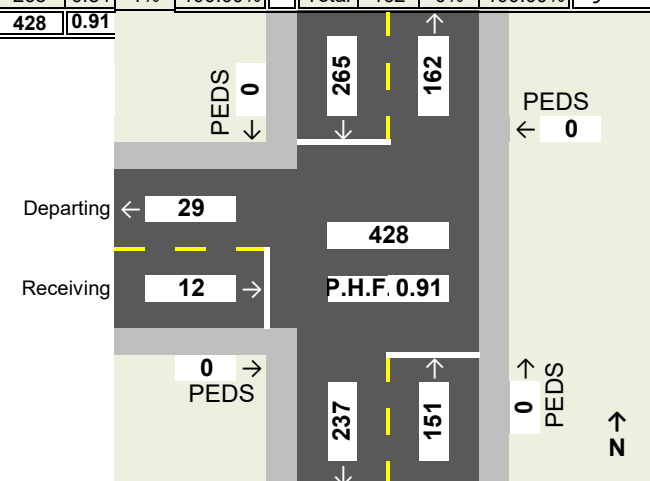
INTERSECTION

Counter	Analyst
Miovision	BNG

Pedestrian Volumes		3:45	4:00	4:15	4:30	Confl.
APPROACH	MOVEMENT					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.**



INTERSECTION

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

Counter Analyst

Miovision BNG

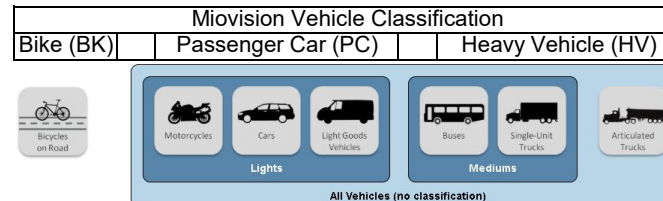
AM PEAK HOURS

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					
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					
	Left	0	1	1	0	0	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	3	1	0	5	0	0	0	0	0		
	Through	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	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	1	0	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	0	1	0	0	1	0	0	3	1	0	6	0	0	1	0	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	1	0	0	0	0	0	0	1	0	0	1	0	0	0	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	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	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	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	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	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	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	0	
	Right	0	1	1	0	2	1	0	0	0	1	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	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	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	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	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	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	2	0	0	1	0	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	0	
	Pct HV	0%			0%			8%			0%			5%			5%			0%			0%			8%			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



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

INTERSECTION

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

Eagle Ridge Blvd

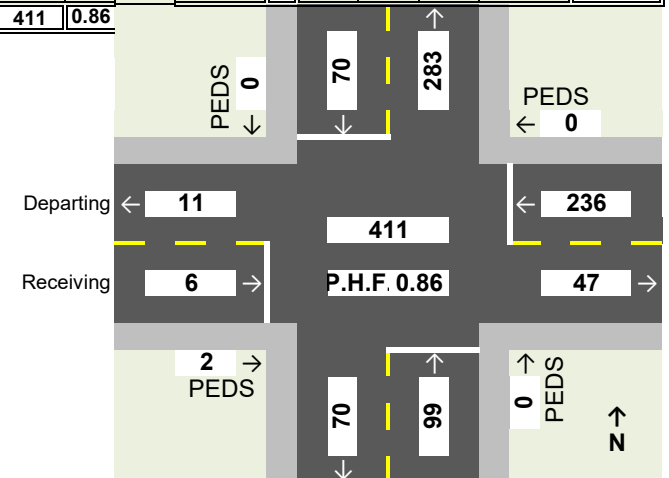
&

Cedar Road

Counter Analyst
Miovision BNG

Counter	Analyst													Approach															
Miovision	BNG	AM PEAK HOURS												Receiving						Departing									
APPROACH	MOVEMENT	7:15 AM			7:30 AM			7:45 AM			8:00 AM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:		App.					
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV		HV	Veh		HV	Approach			HV	Approach						
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0		0.00%	EBU	0		0.00%	Eastbound						
	Left	0	1	0	0	2	0	0	2	0	0	0	0	EBL	0	5		0%	83.33%	NBL	2	0%		18.18%					
	Through	0	0	0	0	0	0	0	1	0	0	0	0	EBT	0	1		0%	16.67%	WBT	2	0%		18.18%					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	EBR	0	0		0.00%	SBR	7	14%	63.64%							
	App. Total	0	1	0	0	2	0	0	3	0	0	0	0	Total	0	6	0.50	0%	100.00%	Total	11	9%		100.00%					
	Pct HV	0%			0%			0%																					
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	15	0	0	9	0	0	6	0	0	9	3	WBL	3	42		7%	17.80%	SBL	35	3%		74.47%					
	Through	0	0	0	0	2	0	0	0	0	0	0	0	WBT	0	2		0%	0.85%	EBT	1	0%		2.13%					
	Right	0	40	0	0	68	0	0	35	1	0	47	1	WBR	2	192		1%	81.36%	NBR	11	18%		23.40%					
	App. Total	0	55	0	0	79	0	0	41	1	0	56	4	Total	5	236	0.75	2%	100.00%	Total	47	6%		100.00%					
	Pct HV	0%			0%			2%			7%																		
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						
	Left	0	0	0	0	1	0	0	0	0	0	1	0	NBL	0	2		0%	2.02%	WBL	42	7%		60.00%					
	Through	0	21	0	0	16	0	0	26	0	0	22	1	NBT	1	86		1%	86.87%	SBT	28	0%		40.00%					
	Right	0	0	0	0	1	0	0	1	2	0	7	0	NBR	2	11		18%	11.11%	EBR	0			0.00%					
	App. Total	0	21	0	0	18	0	0	27	2	0	30	1	Total	3	99	0.80	3%	100.00%	Total	70	4%		100.00%					
	Pct HV	0%			0%			7%			3%																		
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0		0.00%	SBU	0		0.00%	Southbound						
	Left	0	3	0	0	10	1	0	11	0	0	10	0	SBL	1	35		3%	50.00%	EBL	5	0%		1.77%					
	Through	0	7	0	0	7	0	0	7	0	0	7	0	SBT	0	28		0%	40.00%	NBT	86	1%		30.39%					
	Right	0	0	0	0	3	0	0	2	1	0	1	0	SBR	1	7		14%	10.00%	WBR	192	1%		67.84%					
	App. Total	0	10	0	0	20	1	0	20	1	0	18	0	Total	2	70	0.83	3%	100.00%	Total	283	1%		100.00%					
	Pct HV	0%			5%			5%			0%			Total	10	411	0.86												
Total Class Volume		0	87	0	0	119	1	0	91	4	0	104	5																
Total Interval Volume		87			120			95			109			411															
Intersection Pct Trucks		0%			1%			4%			5%			2%															
														SEDS						0			70			283			PEDS

Pedestrian Volumes		7:15	7:30	7:45	8:00	Confl. Ped TOTAL
APPROACH	MOVEMENT					
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	0

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

INTERSECTION

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

Counter Analyst

Miovision 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			
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				
	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	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	1	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	0	1	0	0	0	0	1	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	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				
	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			
	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			
	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			
	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			
	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				
	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				
	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			
	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			
	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			
	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				
	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			
	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			
	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			
	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			
	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			
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



Intersection Total		Pct HV
One Hour Volumes		
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

INTERSECTION

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

Eagle Ridge Blvd

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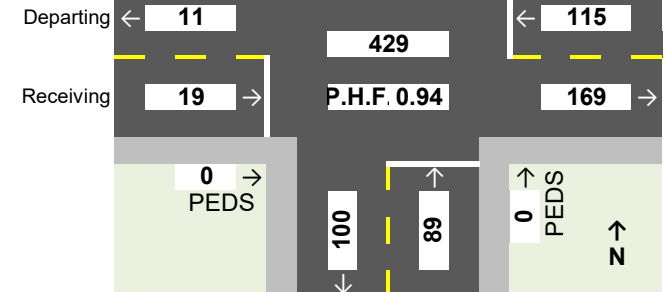
Cedar Road

Counter Analyst

Miovision BNG

Counter	Analyst	PM PEAK HOURS												Approach										App.	
Miovision	BNG													Receiving						Departing					
APPROACH	MOVEMENT	4:00 PM			4:15 PM			4:30 PM			4:45 PM			Mvmt	TOTAL		PHF	Percentage of:		Mvmt	Total	Percentage of:			
		BK	PC	HV	BK	PC	HV	BK	PC	HV	BK	PC	HV		HV	Veh		HV	Approach			HV	Approach		
Eastbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	EBU	0	0			0.00%	EBU	0		0.00%	Eastbound	
	Left	0	4	0	0	4	0	0	4	0	0	0	0	EBL	0	12		0%	63.16%	NBL	5	20%	45.45%		
	Through	0	0	0	0	2	0	0	1	0	0	2	0	EBT	0	5		0%	26.32%	WBL	2	0%	18.18%		
	Right	0	1	0	0	0	0	0	1	0	0	0	0	EBR	0	2		0%	10.53%	SBR	4	0%	36.36%		
	App. Total	0	5	0	0	6	0	0	6	0	0	2	0	Total	0	19	0.79	0%	100.00%	Total	11	9%	100.00%		
	Pct HV	0%			0%			0%			0%														
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	8	0	0	3	1	0	9	0	0	10	0	WBL	1	31		3%	26.96%	SBL	136	0%	80.47%		
	Through	0	0	0	0	0	0	0	0	0	0	2	0	WBT	0	2		0%	1.74%	EBT	5	0%	2.96%		
	Right	0	23	1	0	14	0	0	21	0	0	22	1	WBR	2	82		2%	71.30%	NBR	28	4%	16.57%		
	App. Total	0	31	1	0	17	1	0	30	0	0	34	1	Total	3	115	0.82	3%	100.00%	Total	169	1%	100.00%		
	Pct HV	3%			6%			0%			3%														
Northbound	U-Turn	0	1	0	0	0	0	0	0	0	0	0	0	NBU	0	1		0%	1.12%	NBU	1	0%	1.00%	Northbound	
	Left	0	2	0	0	1	0	0	0	0	0	1	1	NBL	1	5		20%	5.62%	WBL	31	3%	31.00%		
	Through	0	18	0	0	12	0	0	10	0	0	15	0	NBT	0	55		0%	61.80%	SBT	66	0%	66.00%		
	Right	0	4	1	0	6	0	0	9	0	0	8	0	NBR	1	28		4%	31.46%	EBR	2	0%	2.00%		
	App. Total	0	25	1	0	19	0	0	19	0	0	24	1	Total	2	89	0.86	2%	100.00%	Total	100	1%	100.00%		
	Pct HV	4%			0%			0%			4%														
Southbound	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	SBU	0	0			0.00%	SBU	0		0.00%	Southbound	
	Left	0	36	0	0	31	0	0	33	0	0	36	0	SBL	0	136		0%	66.02%	EBL	12	0%	8.05%		
	Through	0	14	0	0	19	0	0	18	0	0	15	0	SBT	0	66		0%	32.04%	NBT	55	0%	36.91%		
	Right	0	0	0	0	1	0	0	2	0	0	1	0	SBR	0	4		0%	1.94%	WBR	82	2%	55.03%		
	App. Total	0	50	0	0	51	0	0	53	0	0	52	0	Total	0	206	0.97	0%	100.00%	Total	149	1%	100.00%		
	Pct HV	0%			0%			0%			0%														
Total Class Volume		0	111	2	0	93	1	0	108	0	0	112	2	Total	5	429	0.94	PEDS		0	206	149	PEDS		
Total Interval Volume		113			94			108			114			429											
Intersection Pct Trucks		2%			1%			0%			2%			1%											

Pedestrian Volumes		4:00	4:15	4:30	4:45	Confl.
APPROACH	MOVEMENT					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	0

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

Attachment E: Meadow Lane Road/US 195 Intersection
Planned Improvement

Plotted On Mar 28, 2022 - 10220gers\ball\Documents\Working From Home\Hwy 195 & Meadow Lane\10 - Drawings\Auto CAD\Hwy195 & Meadow Lane.dwg



PUBLIC WORKS DIVISION
INTEGRATED CAPITAL MANAGEMENT

SHOWN DATA IS APPX. EXTRACTED FROM GIS DATA, NOT TO
BE USED FOR DESIGN OR CONSTRUCTION.

TRANSPORTATION IMPACT FEE

PROJECT # 2010872
HWY 195 & MEADOWLANE RD
OPTION 6