

Yakima River RV Park

Prepared for:
Teaway Ridge, LLC
Cle Elum, WA

February, 2017

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TRAFFIC IMPACT ANALYSIS

CU -15 - 00002
Yakima River Campground

Kittitas County, WA

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This report has been prepared by the undersigned professional engineer whose seal and signature appears hereon.



Ann L. Winkler, P.E.

Table of Contents

Executive Summary	1
General Project Description	2
Existing Conditions	3
Existing Roadways	3
SR 970	3
SR 10	3
Site Access	3
Project Study Area Intersections and Traffic Control	4
Project Study Zoning and Land Use	4
Crash Summary	4
Pedestrian, Bicycle, and Public Transit Characteristics	5
Traffic Counts	5
Ambient Growth Rate	7
Trip Generation	7
Trip Distribution	8
Level of Service Analysis	9
Turn Lane Analyses	10
Right Turn Lane Analysis	10
Left Turn Lane Analysis	11
Impact Conclusions and Recommendations	12

List of Tables

Table 1 - Crash Summary at Study Area Intersections	4
Table 2 - Raw and Seasonally Adjusted PM Peak Hour Traffic Counts	5
Table 3 - Raw and Weekday Adjustment Factors	6
Table 4 - 2015 Seasonally Adjusted Friday PM and Saturday AM Traffic Volumes	6
Table 5 - Trip Generation Characteristics for Yakima River RV Park	8
Table 6 - Existing Level of Service Summary	9
Table 7 - Future Level of Service Summary Including Yakima River RV Park	10
Table 8 - Right Turn Analysis Friday P.M. Peak Hour Traffic Volumes	10
Table 9 - Left Turn Analysis Friday P.M. Peak Hour Traffic Volumes and Percent	12

List of Figures

Figure 1 - Vicinity Map

Figure 2 - Site Plan

Figure 3 - 2015 Adjusted Traffic Volumes

Figure 4 - Estimated 2017 Peak Hour Traffic Volumes

Figure 5 - Distribution Map

Figure 6 - Site Generated Peak Hour Traffic Volumes

Figure 7 - Future Traffic Volumes with Yakima River RV Park (CU-15-00002)

Technical Appendix

Report Figures

Traffic Counts

WSDOT Information

Intersection Levels of Service

Existing

Future with Yakima River RV Park (CU-15-00002)

Traffic Impact Analysis
Yakima River RV Park
CU-15-00002
Kittitas County, WA

I. Executive Summary

This executive summary includes the basic information which is presented in more detail in the body of this report. This information is broken out by topic or commonly asked question.

Describe the project and where it is located.

Yakima River RV Park (CU-15-00002) is located approximately 3 miles southeast of Cle Elum along the northern shore of the Yakima River generally southeast of the SR 970 / SR 10 intersection in Kittitas County. It is located on parcel numbers 19-16-04020-0002 (85.98 acres) and 19-16-04050-0401 (0.60 acres). The RV park will have 172 RV spaces, 18 cabins, and amenities including an office / caretakers resident, activity center with dining hall and a rest room / shower facility.

What intersections are included in this study?

Two intersections are included in this study, SR 970 / SR 10 and SR 10 / Site Entrance.

Summarize how much traffic is generated by the project.

Yakima River RV Park (CU-15-00002) is projected to generate 59 trips in the Saturday a.m. peak hour, and 84 trips in the Friday p.m. peak hour. During an average weekday, it is projected to generate 51 trips in the p.m. peak hour.

How well is the surrounding transportation system working now and in the future without traffic from Yakima River RV Park (CU-15-00002)?

Both intersections in the study area meet agency requirements for level of service under existing traffic volumes and function at LOS B/C, within acceptable levels.

Does Yakima River RV Park (CU-15-00002) have any impacts on the intersections in the study area?

No. The levels of service at the intersections in the study area are not affected by the additional traffic generated by the project, and remain at acceptable levels. The need for left turning and right turning treatments were also analyzed and found to be unnecessary.

What mitigation measures are recommended?

No off-site mitigation measures are necessary and therefore no recommendations for off-site mitigation are made. However, Kittitas County regulations require a second access point for developments larger than 30 single family dwelling units. Depending on criterial and factors outside the scope of this analysis, a second access point may become necessary. If so, that should be come necessary with the development of the 112th RV or camp site, when the traffic exceeds that of 30 single family dwelling units.

II. General Project Description

Yakima River RV Park (CU-15-00002) consists of redeveloping a smaller RV park. The surrounding area is shown on Figure 1, the vicinity map. The site already has a Conditional Use (CU) permit on it which allows for a smaller RV park than presently being proposed.

Yakima River RV Park (CU-15-00002) is located on the northern shore of the Yakima River, southeast of the SR 970 / SR 10 intersection as shown on Figure 2. The site access point is located approximately 700' south of the intersection on SR 10.

To develop the site as shown, a new conditional use permit will be required, which will allow this seasonal use to replace the previous one. The permit allows the park to be in use March through October each year, and occupants are limited to a two-week visit.

The RV park will include back-in RV spaces, pull-through RV spaces, and tent sites. Fifty RV spaces currently exist and are a mix of back-in and pull-through spaces. These spaces have water and electricity services. The additional proposed spaces, 53 for RVs and 69 tent sites will not have services extended to them. The site presently has 8 cabins on it and foundations in place for 10 more. All 18 of these cabins are also included in this development, and are expected to generate traffic similarly to the RV and tent sites.

The site will have amenities which take advantage of the existing structures on the site. These include an office / caretaker residence (the only year-round occupant of the site) an

activity center which includes a dining hall, a community rest room with showers, and an RV dump tank.

Access to the site is limited to SR 10 and an active railroad line must be crossed to get between the site and SR 10. Train traffic is low on this line.

III. Existing Conditions

The existing transportation system in the study area is summarized in this portion of the report. This includes information about each of the streets at the intersections to be analyzed, characteristics of the study area intersection, a crash summary and other miscellaneous items.

Existing Roadways

The predominant traffic pattern in this area is east-west as various ridges of the Cascade Mountains exist both to the north and to the south. I-90 is located on the south side of the Yakima River, across from the project site. It provides a high speed link between Seattle, Cle Elum, Ellensburg, and points east.

SR 970 is a two-lane, two-way, east/west principle arterial and state highway stretching from Cle Elum to the intersection with US Hwy 97, well east of the site. It has a posted speed limit of 55 mph west of the intersection with SR 10, while east of the intersection it is posted at 60 mph. At the intersection with SR 10, there is a dedicated eastbound right turn pocket. Between its connection with I-90 and the intersection with SR 10, a railroad line parallels SR 970 on the south.

SR 10 is a two-lane, two-way, north/south principle arterial and state highway. It has a posted speed limit of 55 mph and connects Cle Elum and the Teanaway area, including Yakima River RV Park (CU-15-00002), to Ellensburg. It tees into SR 970 from the south. The railroad line which paralleled SR 970 west of SR 10 curves at this location and parallels SR 10 into Ellensburg including along the site frontage.

Site Access is an unpaved private access road which tees into SR 10 by crossing a railroad track. West of the track is another tee, with the site to the left (south) and a few residences to the right (north). It does not have a speed limit on it, but is governed by County regulations.

Project Study Area Intersections and Traffic Control

The scope of the traffic impact analysis was determined to be a Friday p.m. peak hour analysis, and Saturday a.m. peak hour analysis at two intersections, SR 970 / SR 10, and SR 10 / Site Access, both unsignalized intersections. The site access is required to yield the right-of-way to SR 10 traffic, while SR 10 is required to yield the right-of-way to SR 970.

Project Study Zoning and Land Use

The existing zoning of the site is predominately Forest and Range (82.68 acres) with a minor amount of Rural-5 (\approx 3.9 acres). A Conditional Use Permit is presently attached to the site and allowed a smaller RV park to operate on it.

The new Conditional Use Permit proposed as a part of developing this site will allow the site to be used as described in this document. The underlying zoning will remain in place.

Crash Summary

Crash summaries are available from the Washington State Department of Transportation (WSDOT) and were made available for the years 2013 - 2015. Generally, accidents are documented by type of occurrence, such as property damage only (PDO) or injury (INJ). There were no crashes at the intersections in the study area which resulted in fatalities during the study period.

Crashes are measured based on frequency of crashes per million entering vehicles (MEV). This measurement takes into account both the average daily traffic entering the intersection and the annual frequency of crashes. It is generally accepted that a safety problem exists if the crash rate is more than 1.0 crashes per MEV. Table 1 summarizes the numbers and types of crashes along with the crash rate at the study area intersections.

Table 1 - Crash Summary at Study Area Intersections

Accident Statistics							
Intersection	2013		2014		2015		Per MEV
	PDO	INJ	PDO	INJ	PDO	INJ	
SR 970 / SR 10	0	0	2	0	1	0	0.33
SR 00) / Site Access	0	0	0	0	0	0	0.00

The intersections in the study area have crash rates below 1.0 indicating that these are random occurrences and there are no safety issues.

Pedestrian, Bicycle, and Public Transit Characteristics

Due to the rural nature of the study area, there are no specific pedestrian or bicycle facilities on the surrounding public roads.

School bus service is available for students within this school district, but no other bus service is available. Within Ellensburg, a bus route is in operation and serves traffic in both directions along its route. In both Ellensburg and Cle Elum, a shuttle service is available to take people to the Sea-Tac airport. There are also car pooling opportunities for commuters traveling into the Puget Sound area on weekdays.

Traffic Counts

The traffic counts used for this analysis were collected using tube counters placed by WSDOT personnel in November 2015. These counts are included in the technical appendix. One counter was placed on SR 10 south of SR 970 and the other was placed on SR 970 east of SR 10. The tubes collected both number of vehicles and their classifications. This information was gathered between Monday afternoon and Friday morning and broken into hourly segments.

Due to the need to finalize this report during the winter, these counts had both seasonal and day-of-week adjustments made to them. As is typical of daily traffic volumes, the afternoon volumes were higher than the morning volumes. The peak volumes occurred either between 3 p.m. and 4 p.m. or between 4 p.m. and 5 p.m. Traffic volumes after 5 p.m. were noticeably lower. These volumes were used to estimate the volumes during Friday p.m. peak hour and Saturday a.m. peak hour. The adjustments were made using the continuous counter on SR 970 east of SR 10 known by WSDOT as R057. The Seasonal Adjustment is 1.19 for November traffic volumes. The raw counts and seasonally adjusted counts, including counts by directions, are shown on Table 2.

Table 2 - Raw and Seasonally Adjusted PM Peak Hour Traffic Counts

Highway	Raw Count	Seasonally Adjusted
SR 970 (W/E)	339 (185 / 154)	403 (220 / 183)
SR 10 (S/N)	89 (54 / 35)	106 (64 / 42)

R057 collect average volumes during a variety of time frames. The volumes collected during an average weekday, Friday and Saturday are shown on Table 3 along with the resultant adjustment factors.

Table 3 - Raw and Weekday Adjustment Factors

Time Period	Daily Traffic Volume	Adjustment Factor
Weekday	3650	1.0
Friday	5937	1.6364
Saturday	5430	1.4877

Combining the adjustment factors on Tables 2 and 3, the average traffic volumes during the Friday p.m. peak hour and Saturday a.m. peak hour are displaced on Table 4.

Table 4 - 2015 Seasonally Adjusted Friday PM and Saturday AM Traffic Volumes

Highway	Friday	Saturday
SR 970 (W/E)	659 (360 / 299)	600 (327 / 273)
SR 10 (S/N)	174 (105 / 69)	158 (96 / 62)

These volumes are shown pictorially on Figure 3 in the technical appendix.

The WSDOT initially scoped this analysis to include train interference at the site entrance. However, after collecting data regarding the number of trains on this route that criteria was withdrawn.

The adjustments in the section were made in lieu of collecting field counts, given the lack of recreational traffic at this time of year. Field counts are likely to reveal different volumes, directional distributions or other factors. However, every effort has been made to ensure the volumes used in the report are as conservative as possible, so that the results will allow the appropriate mitigation to be attached to this land use action.

Based on the scoping discussion, if at some time in the future actual field counts were collected, the scope states that they be collected between 3 p.m. and 6 p.m. on Friday afternoon, and on Saturday morning between 7 a.m. and 11 a.m.

Ambient Growth Rate

The ambient growth rate used for this study is 2%, compounded per year per WSDOT requirements. Therefore, the 2015 volumes have already experienced a 4% increase in traffic. The turning movement counts anticipated for 2017 are shown on Figure 4. Note that these traffic volumes are estimates only.

Based on the known traffic characteristics, there is a measurable amount of eastbound right turning traffic on SR 970, since a right turn pocket is already in place for this movement. The lack of a westbound left turn pocket on SR 970 at SR 10 indicates this turning movement is small. The directional distribution of traffic approaching SR 970 on SR 10 is harder to estimate, but it is assumed that there are few reasons for this traffic to turn right (east) on SR 970, so most of it is assumed to turn left (west).

The RV park is expected to be complete within five years, so the growth rate for the future adds 10.4% to the 2017 traffic volumes.

No other sources of traffic are known in the surrounding area.

IV. Trip Generation

The trip generation characteristics of the RV park are expected to be represented by the characteristics found in the Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition* for Campground / RV Park, Land Use Category 416. The data for this land use category is very limited, and does not include average daily traffic volumes, Friday p.m. peak hour or Saturday a.m. peak hour traffic volumes. Therefore some assumptions had to be made to estimate the traffic volumes during these time periods.

Given that the differences in daily traffic volumes in this area is continuously documented using R057, and the area already has significant recreational characteristics, the Friday and Saturday volumes for the RV park are assumed to increase the amounts documented previously in this report and summarized on Table 3. Using these adjustments, the trip making characteristics for the site are summarized on Table 5.

Table 5 - Trip Generation Characteristics for Yakima River RV Park

OCS	Saturday A.M. Peak Hour			Friday P.M. Peak Hour		
	Vol @ 0.31 Trips per OCS	Directional Distribution		Vol @ 0.44 Trips per OCS	Directional Distribution	
		36% In	64% Out		65% In	35% Out
189	59	21	38	84	55	29

OCS - occupied camp sites

Weekday a.m. peak hour rate = 0.21 trips per ocs

Weekday p.m. peak hour rate = 0.27 trips per ocs

While there are locations where the occupied campsites would reasonably be expected to be less than full occupancy, this location is expected to reach full capacity on a regular basis due to its proximity both to I-90 and the greater Seattle area.

County regulations require a second access for developments with more than 30 single family residences. Therefore a supplemental trip generation analysis was conducted to address this situation.

A typical single family residence generates 1 trip during the weekday p.m. peak hour. During an average weekday, this RV park site is anticipated to generate (189*0.27) or 51 p.m. peak hour trips. Therefore this site will generate traffic approximately similarly to 51 single family residences. Note that this is a seasonal use and therefore, during some portions of the year, traffic volumes will be much reduced.

Kittitas County requires a second access for developments which generate more traffic than 30 single family dwelling units. This level is reached with the development of 111 RV / camp sites (111*0.27 = 29.97 trips).

V. Trip Distribution

The trip distribution characteristics of traffic entering this site is expected to be substantially different than that exiting the site.

Most of the entering traffic (80%) is expected to use I-90 to the Cle Elum exits and approach the site from the northwest. Half of the remaining traffic (10%) is expected to approach the site on SR970 from the northeast, and other half of the remaining traffic (10%) is expected to us SR 10 from the south.

Traffic exiting the site is expected to be a mix of traffic headed to hiking / hunting or other recreational opportunities, or into Cle Elum or Ellensburg for incidental purchases. Therefore the traffic is expected to be distributed 35% northwest towards Cle Elum, 30% northeast on SR 970 and 30% south on SR 10.

The overall distribution is shown pictorially on Figure 5 and the anticipated traffic volumes generated by the site are shown on Figure 6. The total traffic volumes anticipated at completion of Yakima River RV Park (CU-15-00002) is shown on Figure 7, and was arrived at by adding the volumes on Figure 6 to the volumes on Figure 4. Note that the volumes on Figure 4 are subject to the ambient increase in traffic for the surrounding area, and are 10.4% higher by 2022, the latest date anticipated for completion of this project.

VI. Level of Service Analysis

Intersection levels of service are expressed by using letter designations from A to F, whereby LOS A represents the best operating conditions and LOS F the worst (saturated flow or over-capacity) conditions. The levels are designed to determine how well an intersection is functioning with respect to variables such as traffic flow and delay. The level of service analysis was conducted according to the procedures outlined in the Transportation Research Board’s *Highway Capacity Manual, 6th Edition* as implemented in the Highway Capacity Software version 7.1. The WSDOT requires the intersections in the study area to function at LOS C or better.

Level of service (LOS) analyses were conducted at the study area intersections for existing conditions using the traffic volumes shown on Figure 4, and for the future year conditions including the additional traffic from Yakima River RV Park (CU-15-00002) using the traffic volumes shown on Figure 7.

A summary of the LOS analysis results for the intersection under these conditions is shown on the following series of tables.

Table 6 - Existing Level of Service Summary

INTERSECTION	SATURDAY A.M.		FRIDAY P.M.	
	DELAY	LOS	DELAY	LOS
SR 970 / SR 10	14.5 seconds	B	15.7 seconds	C

The existing intersection meets WSDOT standards using the existing traffic volumes.

Table 7 - Future Level of Service Summary Including Yakima River RV Park

INTERSECTION	SATURDAY A.M.		FRIDAY P.M.	
	DELAY	LOS	DELAY	LOS
SR 970 / SR 10	16.2 seconds	C	18.2 seconds	C
SR 10 / Site Access	9.7 seconds	A	9.9 seconds	A

The intersections meet WSDOT standards using the future traffic volumes, including the traffic volumes generated by the Yakima River RV park.

VII. Turn Lane Analyses

Right Turn Lane Analysis

The two intersections in this study are both under the WSDOT jurisdiction. The criteria for establishing the need for right turning treatment on WSDOT facilities is outlined in the WSDOT Design Manual, Section 1310 using Exhibit 1310-11 Right-Turn Lane Guidelines. A copy of this exhibit is included in the technical appendix.

There are two locations where a right turn lane could be required; Northbound SR 10 at SR 970, and Southbound SR 10 at the site entrance. Eastbound SR 970 already has a right turn pocket. Using the traffic volumes shown on Figures 4 and 7, Table 8 displays the traffic volumes which can be applied to Exhibit 1310-11 to determine the need for right turning treatment. For this analysis, the Friday peak hour volumes were used, since they exceed the Saturday morning volumes in all scenarios analyzed.

Table 8 - Right Turn Analysis Friday P.M. Peak Hour Traffic Volumes

Location	Peak Hour Approach Volume	Peak Hour Right-Turn Volume
Northbound SR 10 at SR 970 (Existing)	71	7
Northbound SR 10 at SR 970 (Future)	106	21
Southbound SR 10 at Site Entrance	170	50

Each of these three scenarios result in the need for a right turn radius only.

Left Turn Lane Analysis

As stated previously, the two intersections in this study are both under the WSDOT jurisdiction. The criteria for establishing the need for left turning treatment on WSDOT facilities is outlined in the Design Manual, Section 1310, as follows.

“At unsignalized intersections, use the following as a guide to determine whether or not to provide one-way left-turn lanes:

- *A traffic analysis indicates congestion reduction with a left-turn lane. On two-lane highways, use Exhibit 1310-7a, based on total traffic volume (DHV) for both directions and percent left-turn traffic, to determine whether further investigation is needed.*
- *A study indicates crash reduction with a left-turn lane.*
- *Restrictive geometrics require left-turning vehicles to slow greatly below the speed of the through traffic.*
- *There is less than decision sight distance for traffic approaching a vehicle stopped at the intersection to make a left turn.*

A traffic analysis based on the Highway Capacity Manual (HCM) may also be used to determine whether left-turn lanes are needed to maintain the desired level of service.”

The information in this report demonstrate the intersections in the study do not meet any of these criteria, with the possible exception of the first bullet point which will be addressed here using Exhibit 1310-7a “Left-Turn Lane Guidelines: Two-Lane, Unsignalized.” A copy of this exhibit is included in the technical appendix.

There are two locations where a left turn lane could be required; Westbound SR 970 at SR 10, and Northbound SR 10 at the site entrance. Northbound SR 10 already fails to meet the need for right turning treatment, and as a tee intersection this left turn analysis is unnecessary.

Using the traffic volumes shown on Figures 4 and 7, Table 9 displays the traffic volumes which can be applied to Exhibit 7a to determine the need for left turning treatment. For this analysis, the Friday peak hour volumes were used, since they exceed the Saturday morning volumes in all scenarios analyzed.

Table 9 - Left Turn Analysis Friday P.M. Peak Hour Traffic Volumes and Percent

Location	Peak Hour Volumes (both directions)	Peak Hour Left-Turn Volume and Percent
Westbound SR 970 at SR 10 (Existing)	654	5 (0.7%)
Westbound SR 970 at SR 10(Future)	728	12 (1.6%)
Northbound SR 10 at Site Entrance	199	5 (4.0%)

These traffic volumes, when applied to Exhibit 7a, also demonstrate that left turning treatment is unnecessary.

VIII. Impact Conclusions and Recommendations

The intersections in the study area meet Kittitas County and WSDOT standards. Therefore, no off-site mitigation is necessary.

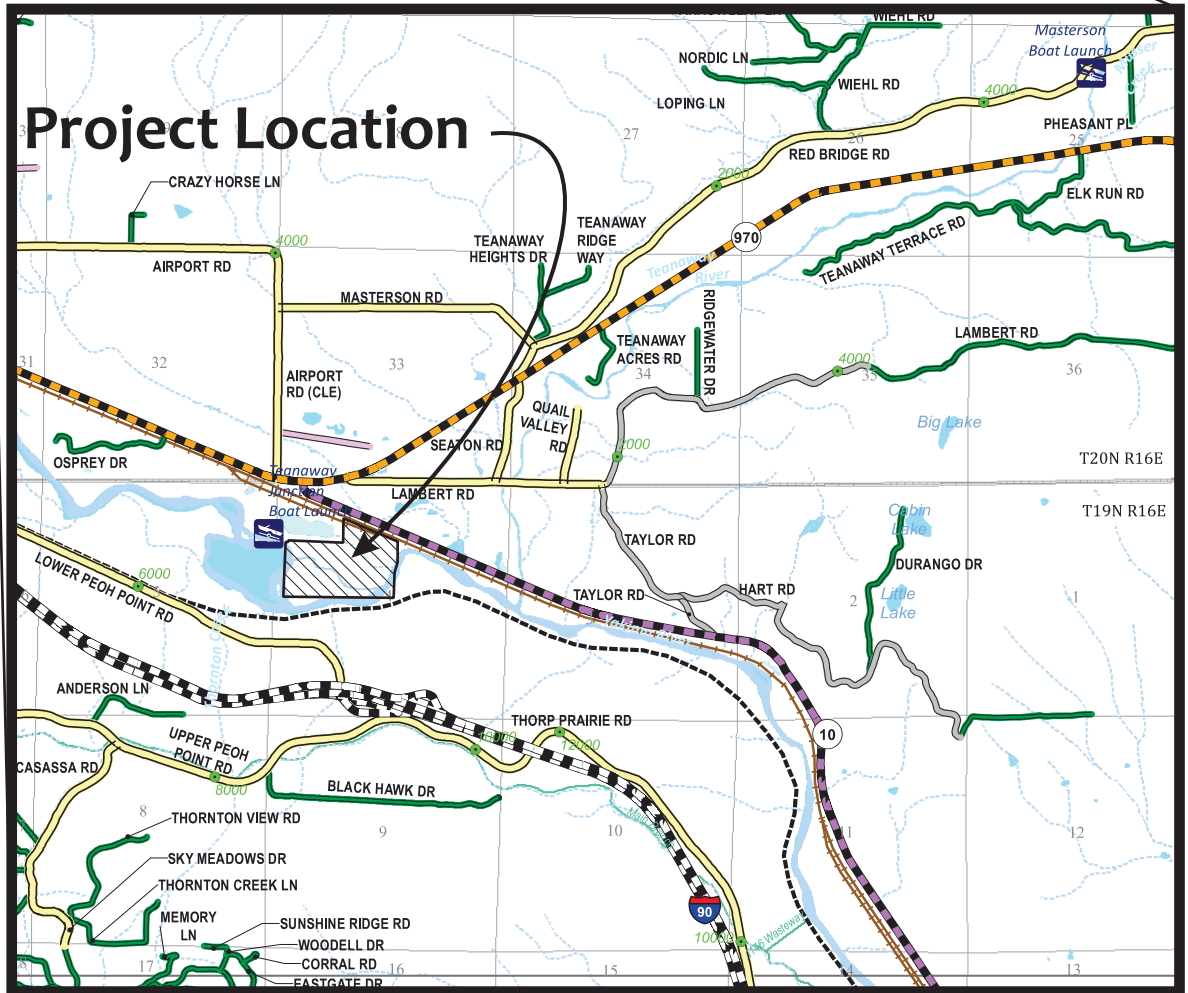
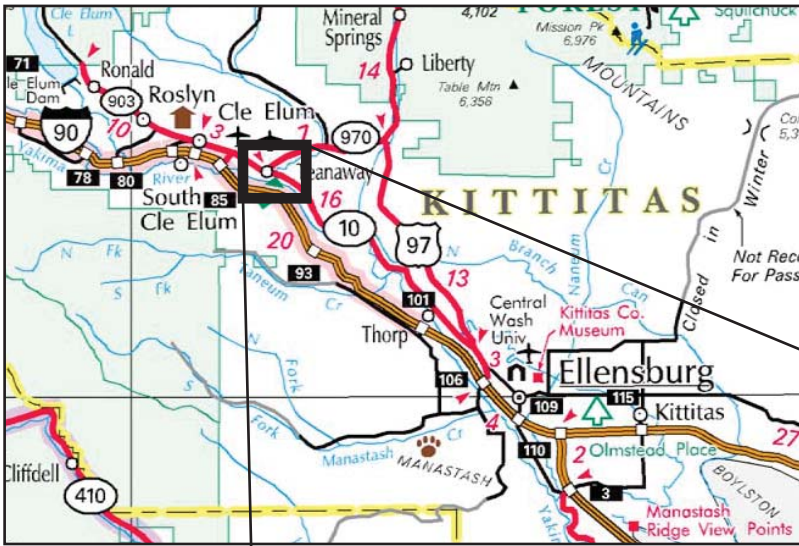
The turn lane analyses demonstrate that the existing geometric configurations can adequately accommodate the additional traffic generated by the project.

The level of service analyses at the study area demonstrate the intersections meet WSDOT criteria. There would need to be significant increases in the traffic volumes for the intersections to fall below acceptable standards, and it is highly unlikely actual field counts would be that high.

As a separate criteria apart from this report, Kittitas County requires a second access point for a development with more than 30 single family dwelling units. The equivalent to that amount is reached at 111 camp sites, and a second access point could be required at that time.

TECHNICAL APPENDIX

TRAFFIC FIGURES



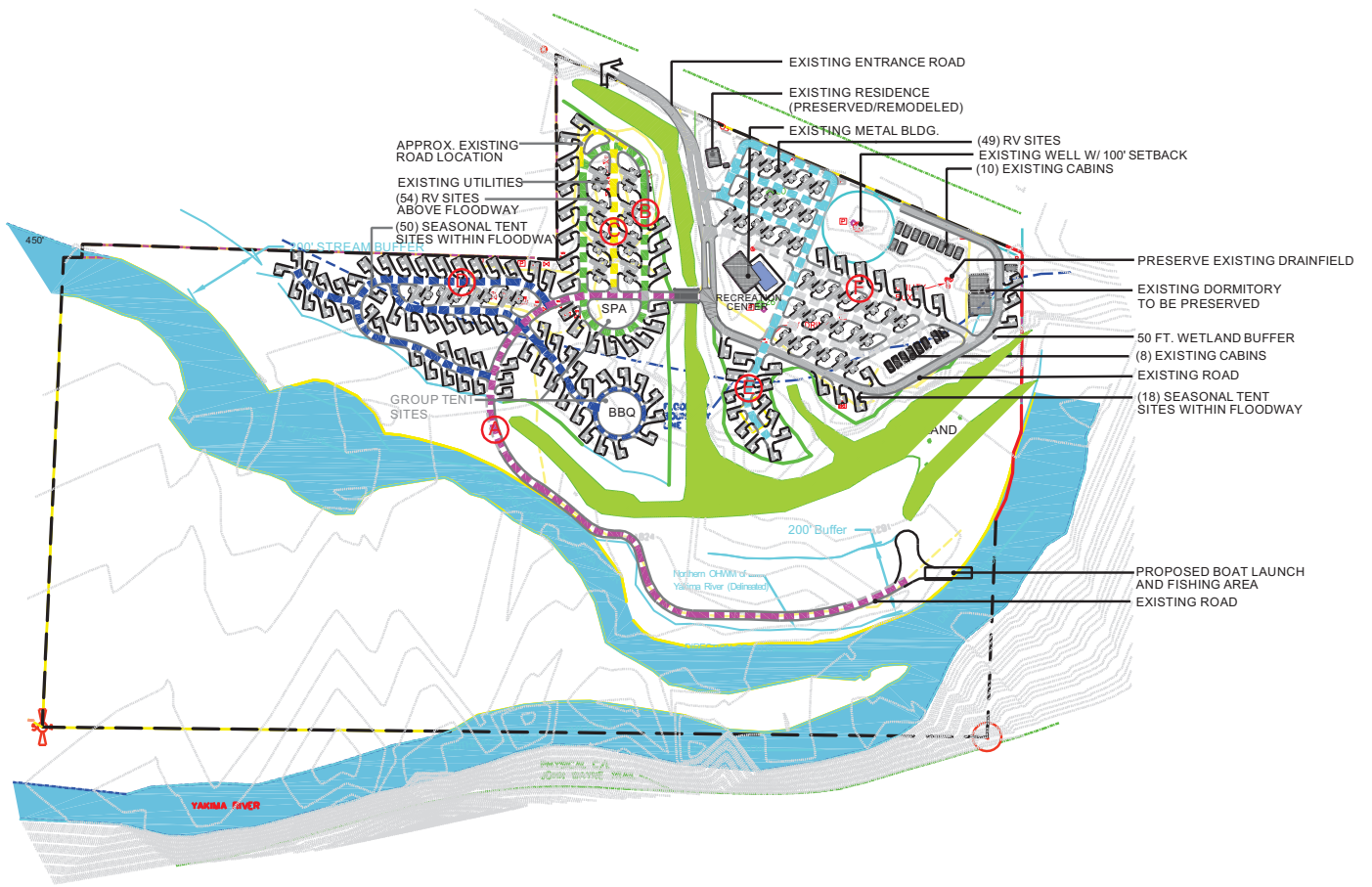
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**CU-15-0002
 Yakima River Campground**

Traffic Impact Analysis

Figure 1
 Vicinity Map



Graphic Provided by Terra Design



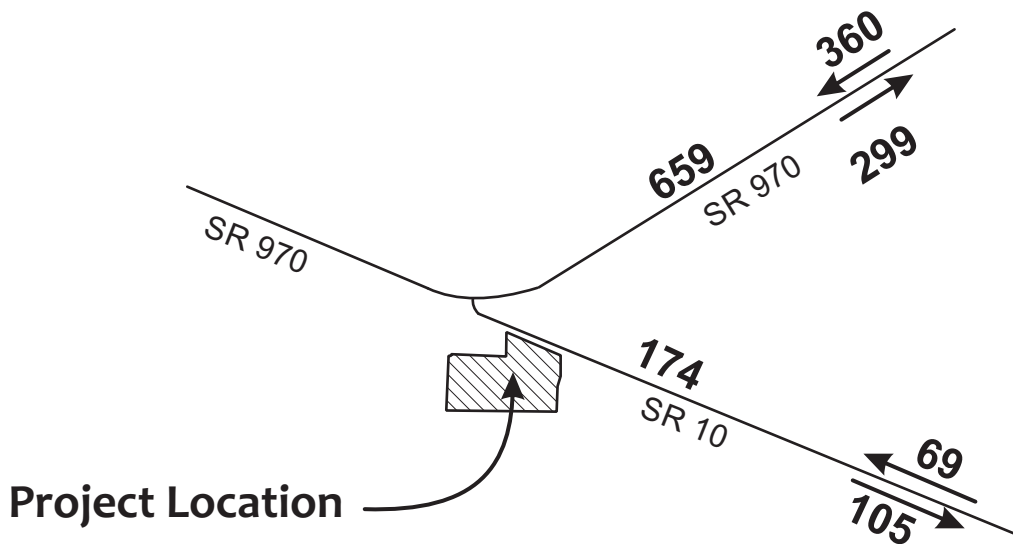
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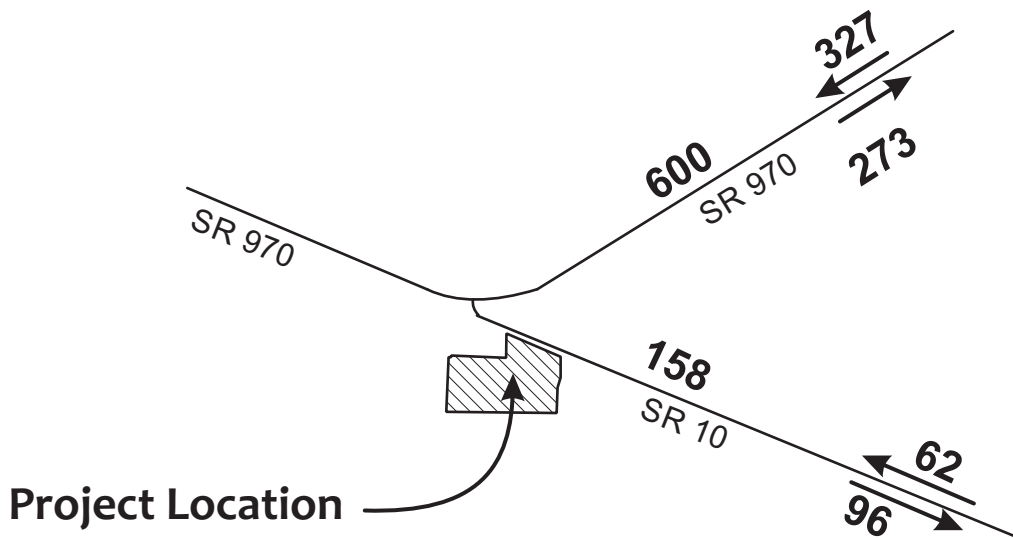
Traffic Impact Analysis

Figure 2
 Site Plan



Friday

Saturday



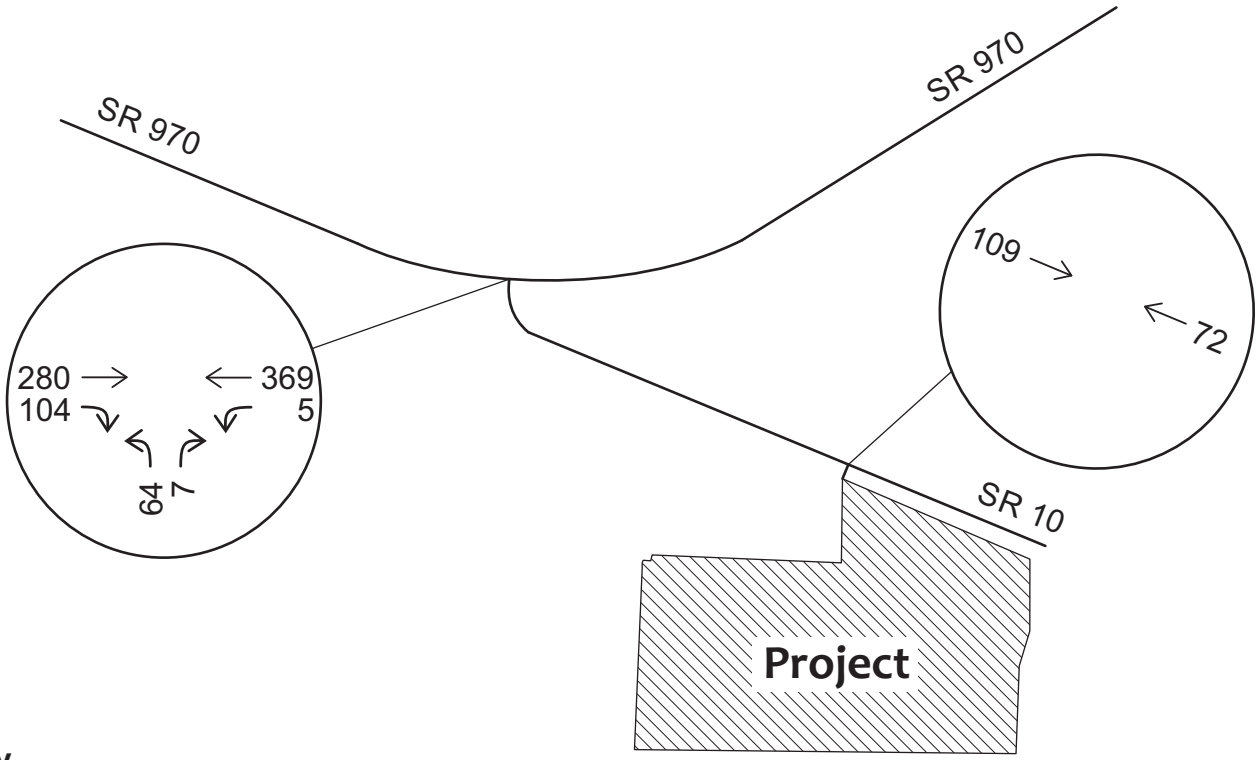
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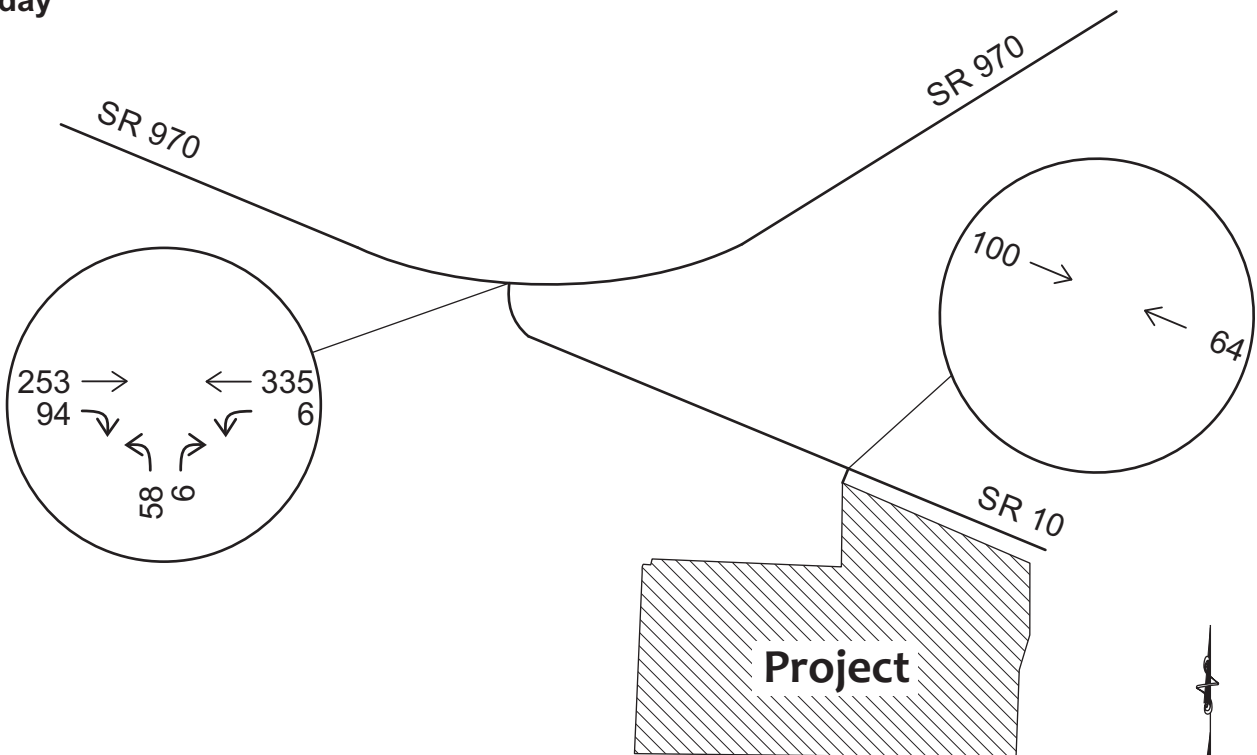
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Traffic Impact Analysis

Figure 3
 2015 Adjusted
 Traffic Volumes



Friday



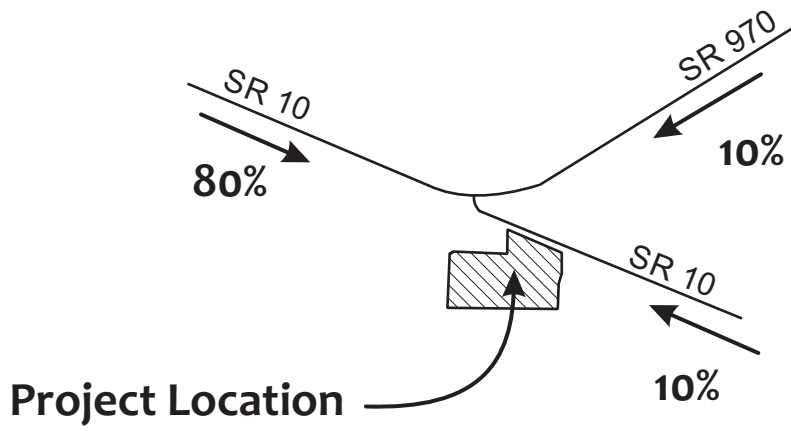
Saturday



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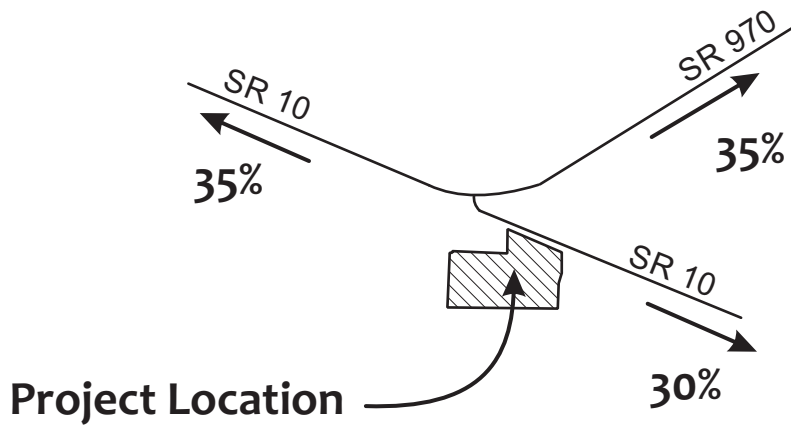
CU-15-00002
Yakima River Campground
 Traffic Impact Analysis

Figure 4
 Estimated
 2017 Peak Hour
 Traffic Volumes



Entering

Exiting



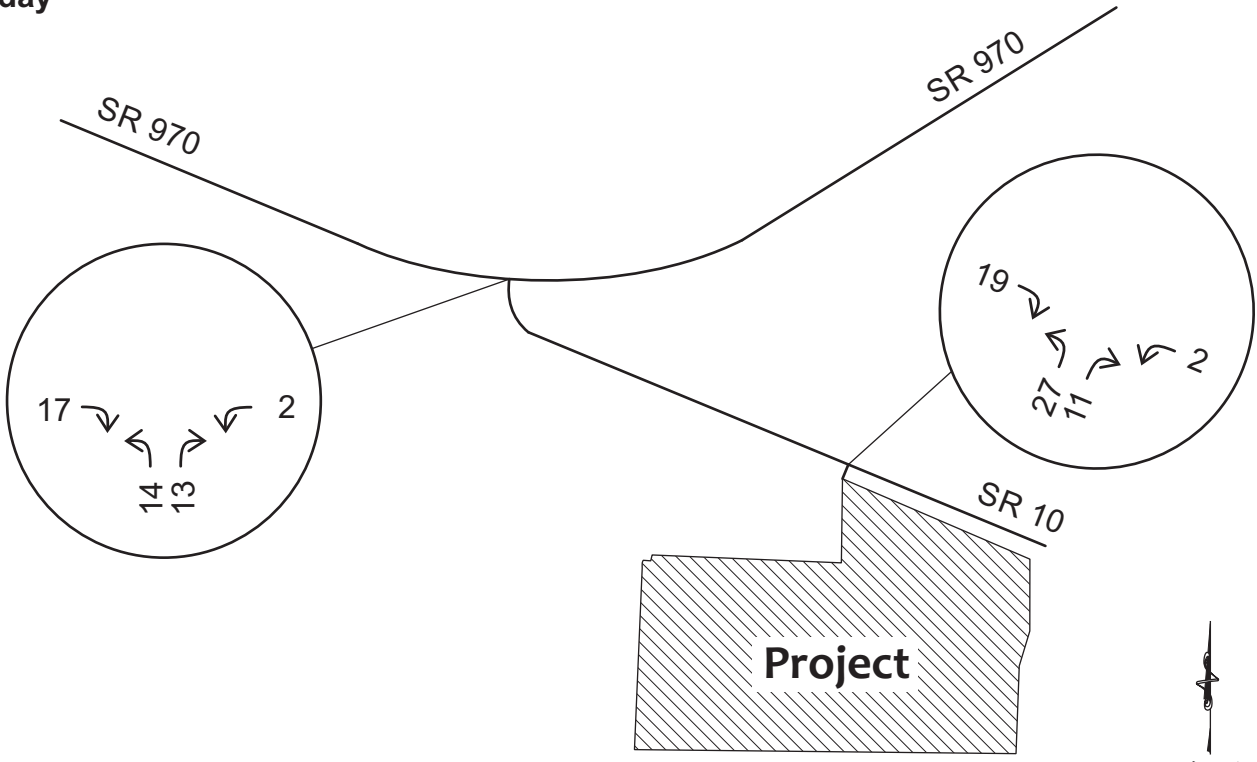
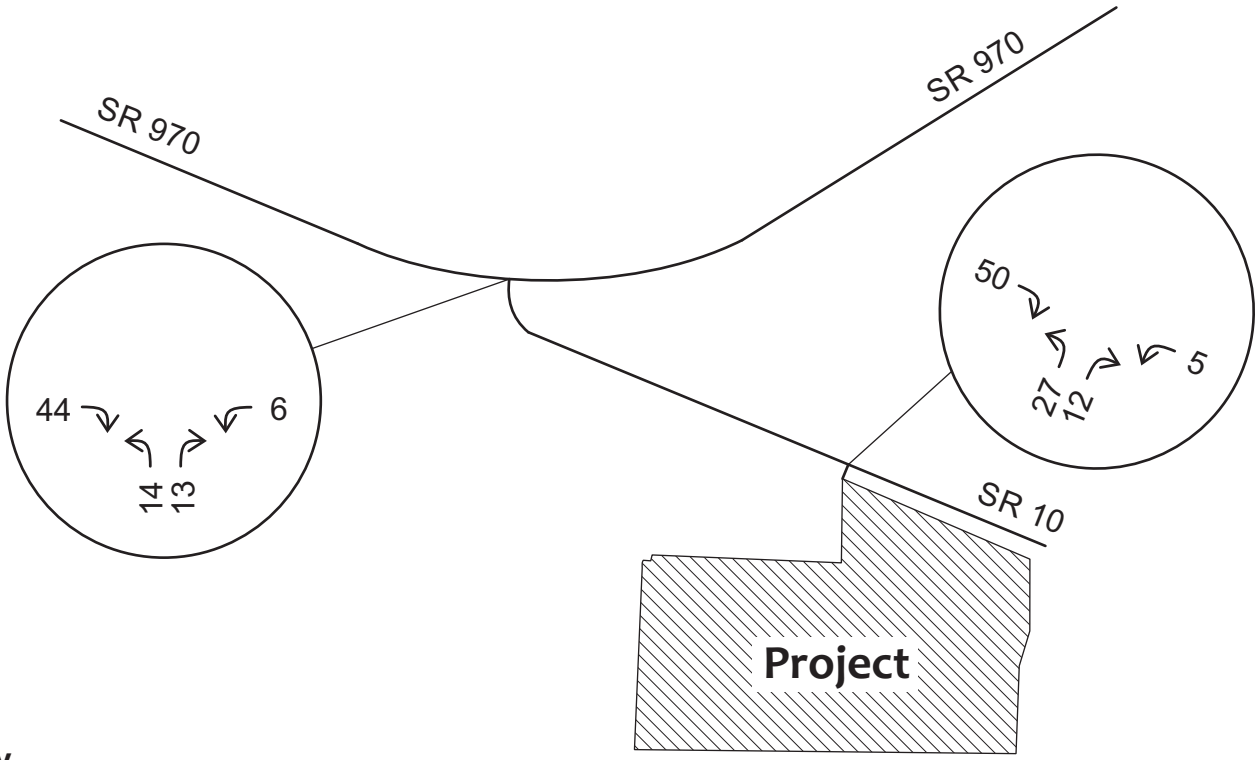
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Traffic Impact Analysis

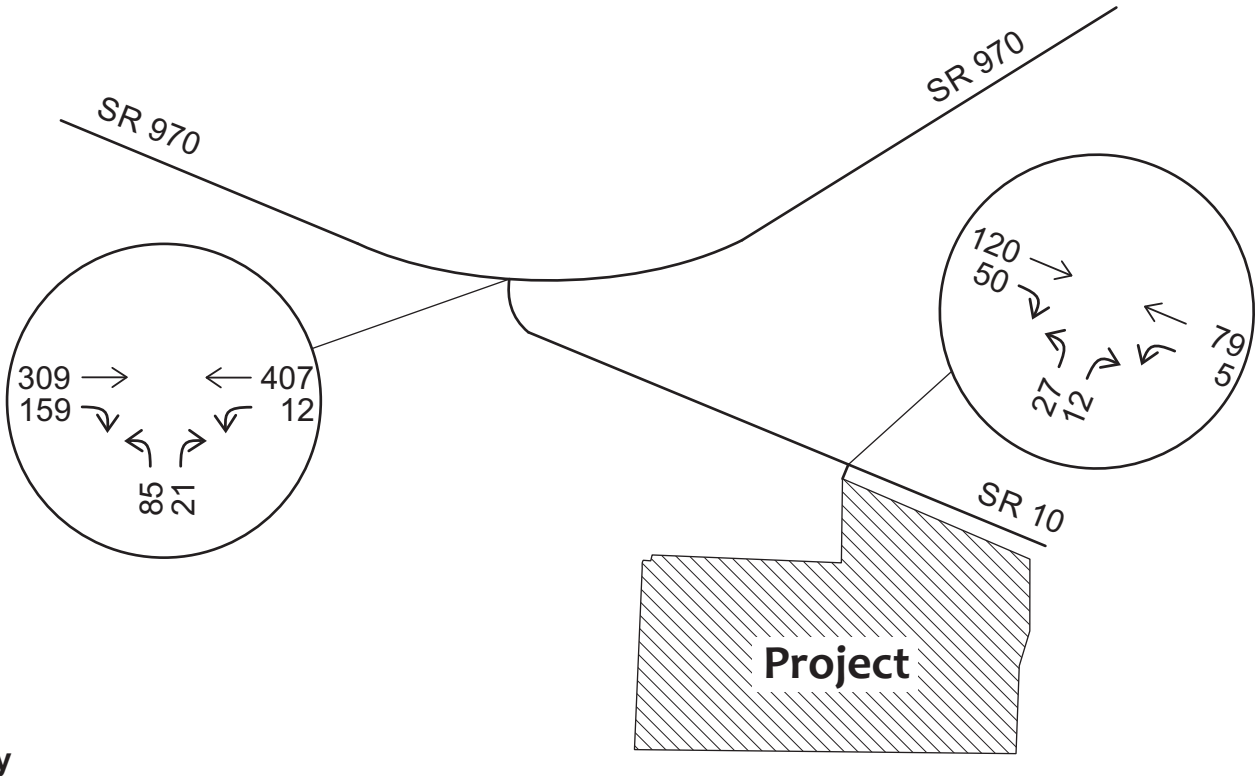
Figure 5
 Distribution Map



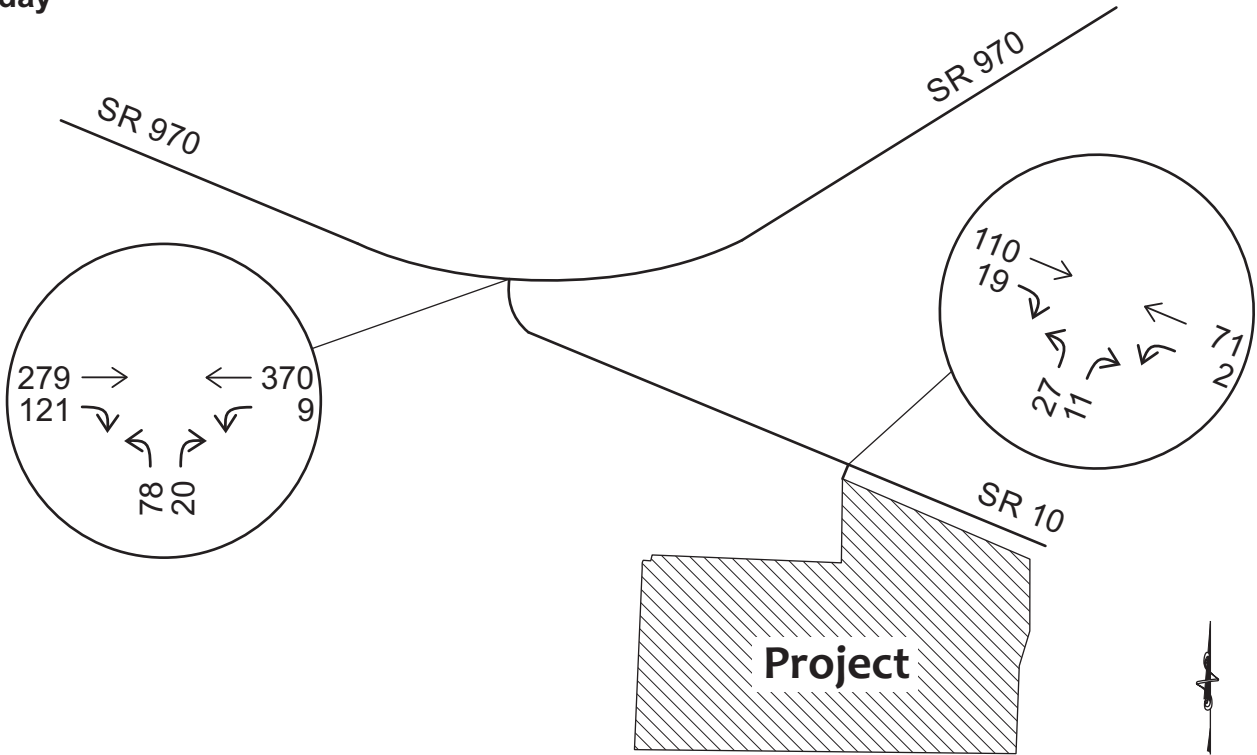
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Figure 6
 Site Generated
 Traffic Volumes



Friday



Saturday



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Yakima River Campground
 Traffic Impact Analysis

Figure 7
 Future
 Traffic Volumes

TRAFFIC COUNTS



pu

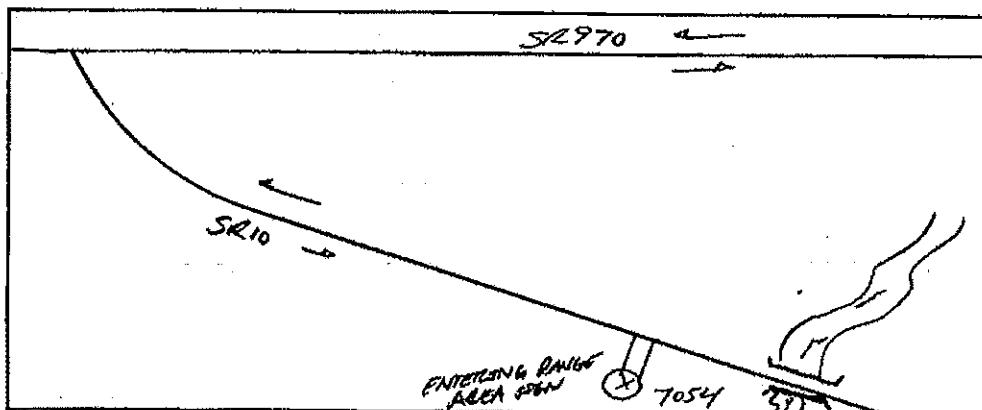
Interval 60 min. 15 min.
 Binned(CL/SP) Count(volume)
 Lane No 1 2
 Direction Channel 1 _____
 Direction Channel 2 _____
 Unique ID# _____

Counter No. 447054 Count ID HPMS
 SR 10 RRT/RRQ _____ MP 88.29
 Leg 2 Direction SB OSID _____

Station Description _ ON SR 10 S/O SR 970

Date	Day	Time	Comments
10-26-15	2	1416	Manual (1) 2 (2) Counter (1) 2 (2) SET O.K. JM 6.4
10-27-15	3	0842	Manual (1) 1 (2) Counter (1) 1 (2) 3 SNMIS #2 DUE TO ON COMING TRAFFIC CROSSING CENTER LINE WHILE CHECKING CTR CHECK O.K. JM 6.4
10-28-15	4	0916	Manual (1) 2 (2) Counter (1) 2 (2) CHECK O.K. JM 6.5
10-29-15	5	0903	Manual (1) 1 (2) Counter (1) 1 (2) CHECK O.K. JM 6.6
10-30-15	6	<i>0744</i>	Manual (1) 1 (2) Counter (1) 1 (2) P/U O.K. JM <i>6.4</i>

Sketch



JM
Field Person



RW

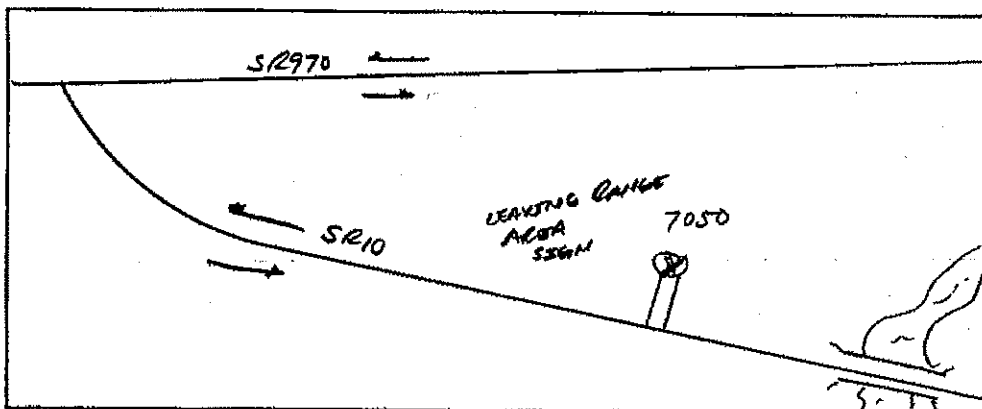
Interval 60 min. 15 min.
 Binned(CL/SP) Count(volume)
 Lane No 1 2
 Direction Channel 1 _____
 Direction Channel 2 _____
 Unique ID# _____

Counter No. 447050 Count ID HPMS
 SR 10 RRT/RRQ MP 88.29
 Leg 2 Direction NB OSID _____

Station Description _ ON SR 10 S/O SR 970

Date	Day	Time	Comments
10-26-15	2	1414	Manual (1) 2 (2) Counter (1) 2 (2) SET O.K. JM 6.5
10-27-15	3	0830	Manual (1) 2 (2) Counter (1) 2 (2) CHECK O.K. JM 6.5
10-28-15	4	0916	Manual (1) 1 (2) Counter (1) 1 (2) CHECK O.K. JM 6.6
10-29-15	5	0904	Manual (1) 3 (2) Counter (1) 3 (2) CHECK O.K. JM 6.6
10-30-15	6	0743	Manual (1) 1 (2) Counter (1) 1 (2) PIU O.K. JM 6.5

Sketch



JM
Field Director

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC SOUTHBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447054 DESCRIPTION: ON SR 10 S/O SR 970

10-26-15 MONDAY		CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
AM HOURS			BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																		
1 - 2																		
2 - 3																		
3 - 4																		
4 - 5																		
5 - 6																		
6 - 7																		
7 - 8																		
8 - 9																		
9 - 10																		
10 - 11																		
11 - 12																		
12 - 1																		
1 - 2																		
2 - 3																		
3 - 4		43							1	1	4.4			4.4				45
4 - 5		31		3			8.3		1		2.8			11.1		1		36
5 - 6		32		4			10.8		1		2.7			13.5				37
6 - 7		13														2		15
7 - 8		4							1		20.0			20.0				5
8 - 9		6																6
9 - 10				1			100.0							100.0				1
10 - 11		1																1
11 - 12		1																1

AM TOTAL																		
PM TOTAL		131		8			5.4		2	3	3.4			8.8		3		147
DAY TOTAL		131		8			5.4		2	3	3.4			8.8		3		147
														2-AXLE EQUIVALENT				154

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC SOUTHBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447054 DESCRIPTION: ON SR 10 S/O SR 970

10-27-15 TUESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	2																2
1 - 2	1																1
2 - 3	1																1
3 - 4	1																1
4 - 5	1																1
5 - 6																2	2
6 - 7	11		1			7.7		1		7.7				15.4			13
7 - 8	15																15
8 - 9	27															7	34
9 - 10	29		2	1		9.4								9.4			32
10 - 11	29																29
11 - 12	31			1		2.9						1	2.9	5.9		1	34
PM HOURS																	
12 - 1	26		1			3.6								3.6		1	28
1 - 2	33		1			2.9								2.9			34
2 - 3	34		2	1		7.7			1	2.6				10.3		1	39
3 - 4	42		1			2.1		2	1	6.3				8.3		2	48
4 - 5	34		4			9.8		2	1	7.3				17.1			41
5 - 6	36		2			5.1								5.1		1	39
6 - 7	18																18
7 - 8	10																10
8 - 9	5															1	6
9 - 10	1																1
10 - 11	2																2
11 - 12	1																1
AM TOTAL	148		3	2		3.0		4	1	.6		1	.6	4.2		10	165
PM TOTAL	242		11	1		4.5		4	2	2.6				7.1		6	267
DAY TOTAL	390		14	3		3.9		4	3	1.9		1	.2	6.0		16	432
														2-AXLE EQUIVALENT			447

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC SOUTHBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447054 DESCRIPTION: ON SR 10 S/O SR 970

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	2																2
1 - 2	1																1
2 - 3	1																1
3 - 4	1																1
4 - 5																	
5 - 6	3																3
6 - 7	7															2	9
7 - 8	9															1	10
8 - 9	20		2	1		13.0								13.0			23
9 - 10	34																34
10 - 11	30		1			3.0		1		3.0				6.1		1	33
11 - 12	22																22
PM HOURS																	
12 - 1	27		1			3.3		1		3.3			3.3	10.0			30
1 - 2	26		1			3.7								3.7			27
2 - 3	37																37
3 - 4	52												1	1.9	1.9	1	54
4 - 5	45		3	1		7.7		2		3.8				11.5		1	52
5 - 6	24		2			7.7								7.7			26
6 - 7	14																14
7 - 8	7															1	8
8 - 9	6																6
9 - 10	3																3
10 - 11																	
11 - 12																	
AM TOTAL	130		3	1		2.9		1		.7				3.6		4	139
PM TOTAL	241		7	1		3.1		2	1	1.2		1	1	.8	5.1	3	257
DAY TOTAL	371		10	2		3.0		2	1	1.0		1	1	.5	4.5	7	396
															2-AXLE EQUIVALENT		407

DOT-RNB505A-8

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
 TIME 09:52:53
 PAGE 4

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC SOUTHBOUND LANE ALL OF

COUNT IDENTIFIER HPMS COUNTER NUMBER 447054 DESCRIPTION: ON SR 10 S/O SR 970

10-29-15 THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES	
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+					
12 - 1	1																1	
1 - 2																	1	
2 - 3	1																1	
3 - 4	1																1	
4 - 5																		
5 - 6	3															1	4	
6 - 7	5															3	8	
7 - 8	17																17	
8 - 9	34		2			5.1	1	1	1	7.7				12.8			39	
9 - 10	21		3	1		16.0								16.0			25	
10 - 11	32		2			5.9								5.9			34	
11 - 12	33		4			10.8								10.8			37	
PM HOURS																		
12 - 1	50		3			5.6								5.6	1		54	
1 - 2	46		5			9.6	1			1.9				11.5			52	
2 - 3	31		3			8.6	1			2.9				11.4			35	
3 - 4	45		3	1		8.0								8.0	1		50	
4 - 5	44		2	1		6.3	1			2.1				8.3			48	
5 - 6	36		1			2.7								2.7			37	
6 - 7	15		2			11.1			1	5.6				16.7			18	
7 - 8																		
8 - 9	1		1			50.0								50.0			2	
9 - 10	9																9	
10 - 11	3																3	
11 - 12																		
AM TOTAL	148		11	1		7.2	1	1	1	1.8				9.0	4		167	
PM TOTAL	280		20	2		7.1	3		1	1.3				8.4	2		308	
DAY TOTAL	428		31	3		7.2	4	1	2	1.5				8.6	6		475	
															2-AXLE EQUIVALENT			486

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC SOUTHBOUND LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 447054 DESCRIPTION: ON SR 10 S/O SR 970

10-30-15 FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	1																1
1 - 2																	
2 - 3																	
3 - 4	1																1
4 - 5																	
5 - 6	3																3
6 - 7	8															2	10
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
PM HOURS																	
12 - 1																	
1 - 2																	
2 - 3																	
3 - 4																	
4 - 5																	
5 - 6																	
6 - 7																	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
AM TOTAL	13															2	15
PM TOTAL																	
DAY TOTAL	13															2	15
																2-AXLE EQUIVALENT	15

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
AVG WEEKDAY VOLUME	396		18	3		4.8	3	2	1	1.4			1	.2	6.5	10	434
TOTAL HOURS FOR COUNT																	88
3 DAYS																	FACTOR GROUP R057
AVG WEEKDAY VOL	434																X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 525

DOT-RN8505A-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIP SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
TIME 09:52:53
PAGE 6

SR 010

MP 088.29

OFF SYSTEM ID.

LEG 2

DIRECTION OF TRAFFIC NORTHBOUND

LANE ALL OF

COUNT IDENTIFIER HPMS

COUNTER NUMBER 447050

DESCRIPTION: ON SR 10 S/D SR 970

10-26-15 MONDAY		CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
AM HOURS			BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																		
1 - 2																		
2 - 3																		
3 - 4																		
4 - 5																		
5 - 6																		
6 - 7																		
7 - 8																		
8 - 9																		
9 - 10																		
10 - 11																		
11 - 12																		
PM HOURS																		
12 - 1																		
1 - 2																		
2 - 3																		
3 - 4		33			2		5.6		1		2.8				8.3			36
4 - 5		36			1		2.6		1		2.6				5.3			38
5 - 6		43																43
6 - 7		26			1		3.7								3.7			27
7 - 8		9			1		10.0								10.0			10
8 - 9		5																5
9 - 10		4																4
10 - 11		2																2
11 - 12																		

AM TOTAL																		
PM TOTAL		158			5		3.0		1		1.2				4.2			165
DAY TOTAL		158			5		3.0		1		1.2				4.2			165
															2-AXLE EQUIVALENT			168

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC NORTHBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

10-27-15 TUESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																	2
1 - 2																	4
2 - 3																	22
3 - 4																	29
4 - 5	2								25.0					25.0			4
5 - 6	3								4.5		1			4.5			22
6 - 7	20		1			4.5			4.5					9.1			22
7 - 8	24		4			13.8		1	3.4					17.2			29
8 - 9	20		2	1		12.5								12.5	1		24
9 - 10	24		2	1		10.0		1	6.7		1			16.7	1		30
10 - 11	20		2	1		13.0								13.0			23
11 - 12	26																26
PM HOURS																	
12 - 1	30		3			8.8			2.9		1			11.8			34
1 - 2	36		1			2.7								2.7			37
2 - 3	38							1	2.6					2.6			39
3 - 4	32							1	3.0					3.0			33
4 - 5	41		2			4.7								4.7			43
5 - 6	29																29
6 - 7	16																16
7 - 8	11		1			8.3								8.3			12
8 - 9	6														1		7
9 - 10	1																1
10 - 11	2																2
11 - 12																	
AM TOTAL	139		11	3		8.8		2	3.1					11.9	2		160
PM TOTAL	242		7			2.8		2	1.2					4.0	1		253
DAY TOTAL	381		18	3		5.1		4	1.9					7.0	3		413
														2-AXLE EQUIVALENT			426

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC NORTHBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																	1
1 - 2																	1
2 - 3	1																2
3 - 4	1																5
4 - 5	1							1		50.0				50.0			20
5 - 6	5																19
6 - 7	18		1			5.0			1	5.0				10.0			27
7 - 8	18		1			5.3								5.3			17
8 - 9	24		1	1		7.4		1		3.7				11.1			26
9 - 10	15		1			5.9								5.9		1	25
10 - 11	24							1		3.8				3.8		1	30
11 - 12	23		2			8.0								8.0			35
PM HOURS																	
12 - 1	29		1			3.3								3.3			39
1 - 2	34							1		2.9				2.9		1	35
2 - 3	38																35
3 - 4	34		1			2.9								2.9			35
4 - 5	33		1			2.9								2.9		1	39
5 - 6	37		2			5.1								5.1			26
6 - 7	25		1			3.8								3.8			12
7 - 8	12																8
8 - 9	8																4
9 - 10	4																1
10 - 11	1																3
11 - 12	3																
AM TOTAL	130		6	1		4.9		3	1	2.8				7.7		2	143
PM TOTAL	258		6			2.2		1		.4				2.6		2	267
DAY TOTAL	388		12	1		3.2		3	1	1.2				4.4		4	410
														2-AXLE EQUIVALENT			417

DOT-RNB505A-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
TIME 09:52:53
PAGE 9

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC NORTHBOUND LANE ALL OF

COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																	1
1 - 2																	1
2 - 3	1																2
3 - 4	1																2
4 - 5	2																5
5 - 6	5																5
6 - 7	18		3			13.6			4.5					18.2			22
7 - 8	10		2			15.4			7.7					23.1			13
8 - 9	15		2	1		15.0		1	10.0		1			25.0			20
9 - 10	23		1	1		8.0								8.0			25
10 - 11	34		2	1		7.7		1	2.6					10.3	1		39
11 - 12	29		7			19.4								19.4			36
PM HOURS																	
12 - 1	39		3	1		9.3								9.3			43
1 - 2	41		1			2.3								2.3	1		43
2 - 3	32		1			2.9		1	2.9					5.9			34
3 - 4	38		1			2.6								2.6			39
4 - 5	35		1			2.8								2.8			36
5 - 6	40		1			2.4								2.4	1		42
6 - 7	17																17
7 - 8	11																11
8 - 9	5																5
9 - 10	6		1			14.3								14.3			7
10 - 11	3																3
11 - 12	1																1
AM TOTAL	138		17	3		12.2		2	3.0					15.2	1		164
PM TOTAL	268		9	1		3.6		1	.4					3.9	2		281
DAY TOTAL	406		26	4		6.7		3	1.3					8.1	3		445
														2-AXLE EQUIVALENT			456

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIP SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC NORTHBOUND LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1																	1
1 - 2	1																1
2 - 3	1																1
3 - 4																	
4 - 5								1		100.0					100.0		1
5 - 6	7								1								7
6 - 7	16		1			5.6			1	5.6					11.1		18
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
PM HOURS																	
12 - 1																	
1 - 2																	
2 - 3																	
3 - 4																	
4 - 5																	
5 - 6																	
6 - 7																	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
AM TOTAL	25		1			3.6		1	1	7.1					10.7		28
PM TOTAL																	
DAY TOTAL	25		1			3.6		1	1	7.1					10.7		28
															2-AXLE EQUIVALENT		32

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

AVG WEEKDAY VOLUME	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
392		19	3			5.2	3	1	2	1.4					6.6	3	423
															AWD 2-AXLE EQUIVALENT		433

TOTAL HOURS FOR COUNT 88
3 DAYS FACTOR GROUP R057
AVG WEEKDAY VOL 423 X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 512

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: DN SR 10 S/O SR 970

10-26-15 MONDAY	CARS PICKUPS	SINGLE UNITS			SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
AM HOURS		BUS	MED	HVY 4+		4-	5	6+		5-	6	7+				
12 - 1																
1 - 2																
2 - 3																
3 - 4																
4 - 5																
5 - 6																
6 - 7																
7 - 8																
8 - 9																
9 - 10																
10 - 11																
11 - 12																
PM HOURS																
12 - 1																
1 - 2																
2 - 3																
3 - 4	76			2	2.5	1	1	1	3.7				6.2			81
4 - 5	67			4	5.4	2			2.7				8.1	1		74
5 - 6	75			4	5.0			1	1.3				6.3			80
6 - 7	39			1	2.4								2.4	2		42
7 - 8	13			1	6.7			1	6.7				13.3			15
8 - 9	11															11
9 - 10	4			1	20.0								20.0			5
10 - 11	3															3
11 - 12	1															1
AM TOTAL																
PM TOTAL	289			13	4.2	3	3	1	2.2				6.4	3		312
DAY TOTAL	289			13	4.2	3	3	1	2.2				6.4	3		312
													2-AXLE EQUIVALENT			322

DOT-RNB505A-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
 TIME 09:52:53
 PAGE 12

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF

COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

10-27-15 TUESDAY		CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES		
AM HOURS			BUS	MED	HVY	4+		4-	5	6+		5-	6	7+						
12 - 1	1	2																2		
1 - 2	2	1																1		
2 - 3	3	1																1		
3 - 4	4	1																1		
4 - 5	5	3																3		
5 - 6	6	3						1	16.7					16.7		2		6		
6 - 7	7	31		2				1	5.7					11.4				35		
7 - 8	8	39		4				1	9.1					11.4				44		
8 - 9	9	47		2	1				5.2					5.2		8		58		
9 - 10	10	53		4	2			1	9.7		1			12.9		1		62		
10 - 11	11	49		2	1				5.8					5.8				52		
11 - 12	12	57			1				1.7				1	1.7		1		60		
PM HOURS																				
12 - 1	1	56		4				1	6.5					8.1		1		62		
1 - 2	2	69		2					2.8					2.8				71		
2 - 3	3	72		2	1			1	3.8		1	1		6.4		1		78		
3 - 4	4	74		1					1.2		1			6.2		2		81		
4 - 5	5	75		6					7.1		1			10.7				84		
5 - 6	6	65		2					2.9					2.9		1		68		
6 - 7	7	34																34		
7 - 8	8	21		1					4.5					4.5				22		
8 - 9	9	11														2		13		
9 - 10	10	2																2		
10 - 11	11	4																4		
11 - 12	12	1																1		
AM TOTAL		287		14	5				5.8	2	2	2		1.8		1	.3	8.0	12	325
PM TOTAL		484		18	1				3.7	6	2	2		1.9				5.6	7	520
DAY TOTAL		771		32	6				4.5	8	4	4		1.9		1	.1	6.5	19	845
																		2-AXLE EQUIVALENT	873	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	2																2
1 - 2	1																1
2 - 3	2																2
3 - 4	2																2
4 - 5	1							1	50.0					50.0			2
5 - 6	8																8
6 - 7	25		1			3.4			3.4					6.9		2	29
7 - 8	27		1			3.4			3.4					3.4		1	29
8 - 9	44		3	2		10.0		1	2.0					12.0			50
9 - 10	49		1			2.0								2.0		1	51
10 - 11	54		1			1.7		1	3.4					5.1		2	59
11 - 12	45		2			4.3								4.3			47
PM HOURS																	
12 - 1	56		2			3.3			1.7		1		1.7	6.7			60
1 - 2	60		1			1.6		1	1.6					3.2			62
2 - 3	75															1	76
3 - 4	86		1			1.1						1	1.1	2.2		1	89
4 - 5	78		4	1		5.7		2	2.3					8.0		2	87
5 - 6	61		4			6.2								6.2			65
6 - 7	39		1			2.5								2.5			40
7 - 8	19															1	20
8 - 9	14																14
9 - 10	7																7
10 - 11	1																1
11 - 12	3																3
AM TOTAL	260		9	2		3.9		3	1.8					5.7		6	282
PM TOTAL	499		13	1		2.7		2	.8		1		.4	3.8		5	524
DAY TOTAL	759		22	3		3.1		5	1.1		1		.2	4.5		11	806
														2-AXLE EQUIVALENT			824

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

10-29-15 THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	1																1
1 - 2																	
2 - 3	2																2
3 - 4	2																2
4 - 5	2																2
5 - 6	8															1	9
6 - 7	23		3			10.0			3.3					13.3		3	30
7 - 8	27		2			6.7			3.3					10.0			30
8 - 9	49		4	1		8.5	2	2	8.5					16.9			59
9 - 10	44		4	2		12.0								12.0			50
10 - 11	66		4	1		6.8	1		1.4					8.2		1	73
11 - 12	62		11			15.1								15.1			73
PM HOURS																	
12 - 1	89		6	1		7.2								7.2		1	97
1 - 2	87		6			6.3	1		1.1					7.4		1	95
2 - 3	63		4			5.8	2		2.9					8.7			69
3 - 4	83		4	1		5.6								5.6		1	89
4 - 5	79		3	1		4.8	1		1.2					6.0			84
5 - 6	76		2			2.5								2.5		1	79
6 - 7	32		2			5.7		1	2.9					8.6			35
7 - 8	11																11
8 - 9	6		1			14.3								14.3			7
9 - 10	15		1			6.3								6.3			16
10 - 11	6																6
11 - 12	1																1
AM TOTAL	286		28	4		9.7	3	2	3	2.4				12.1		5	331
PM TOTAL	548		29	3		5.4	4		1	.8				6.3		4	589
DAY TOTAL	834		57	7		7.0	7	2	4	1.4				8.4		9	920
														2-AXLE EQUIVALENT			942

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 010 MP 088.29 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 447050 DESCRIPTION: ON SR 10 S/O SR 970

FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				DOUBLE UNITS			TRAINS			TRUCK	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY 4+	SINGLE UNIT %	4-	5	6+	5-	6	7+	%	%	
12 - 1	1													1
1 - 2	1													1
2 - 3	1													1
3 - 4	1													1
4 - 5							1		100.0			100.0		1
5 - 6	10													10
6 - 7	24		1		3.6		1		3.6			7.1	2	28
7 - 8														
8 - 9														
9 - 10														
10 - 11														
11 - 12														
PM HOURS														
12 - 1														
1 - 2														
2 - 3														
3 - 4														
4 - 5														
5 - 6														
6 - 7														
7 - 8														
8 - 9														
9 - 10														
10 - 11														
11 - 12														
AM TOTAL	38		1		2.3		1	1	4.7			7.0	2	43
PM TOTAL														
DAY TOTAL	38		1		2.3		1	1	4.7			7.0	2	43
												2-AXLE EQUIVALENT		47

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

AVG WEEKDAY VOLUME	CARS PICKUPS	SINGLE UNITS				DOUBLE UNITS			TRAINS			TRUCK	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY 4+	SINGLE UNIT %	4-	5	6+	5-	6	7+	%	%	
788		37	5		4.9	7	3	3	1.5		1	1	6.5	13
												AWD	2-AXLE EQUIVALENT	880

TOTAL HOURS FOR COUNT 88
3 DAYS FACTOR GROUP R057
AVG WEEKDAY VOL 857 X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 1037

0.9739

PEAK HOUR PERCENTAGES: K = 11.32 D = 55.67 T = 7.22
PEAK HOUR LOCATION : VOLUME = 97 DATE: 10/29/15 TIME: 12:00 AM



Washington State
Department of Transportation

Diamond Traffic Counter

Interval 60 min. 15 min.

Binned(CL/SP) Count(volume)

Lane No 1 2

Direction Channel 1 _____

Direction Channel 2 _____

Unique ID# _____

Counter No. 447079 Count ID HPMS

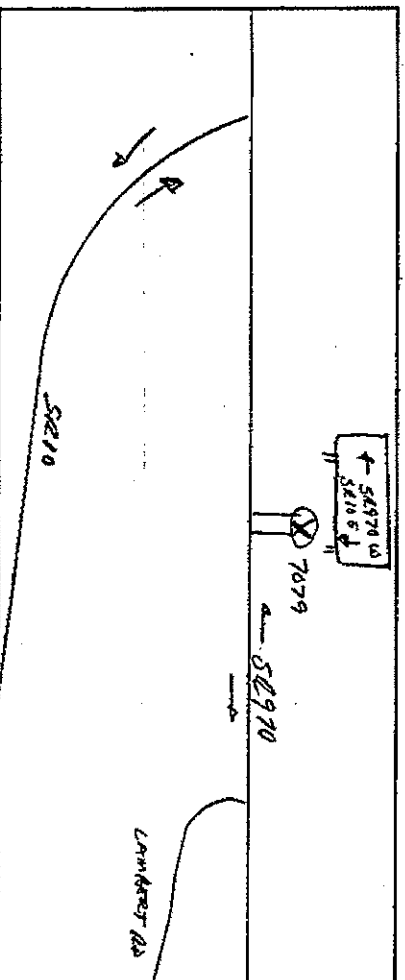
SR 970 RRT/RRQ MP 2.69

Leg 2 Direction WB OSID _____

Station Description _ON SR 970 E/O SR 10

Date	Day	Time	Comments	
10-26-15	2	1437	Manual (1) 2 Counter (1) 2	(2) SET O.K. JM 6.5
10-27-15	3	0856	Manual (1) 16 Counter (1) 16	(2) CHECK O.K. JM 6.5
10-28-15	4	0921	Manual (1) 10 Counter (1) 10	(2) CHECK O.K. JM 6.5
10-29-15	5	0912	Manual (1) 7 Counter (1) 7	(2) CHECK O.K. JM 6.6
10-30-15	6	0754	Manual (1) 1 Counter (1) 1	(2) P/U O.K. JM 6.5

Sketch



North

JM
FINAL DRAWING



Washington State
Department of Transportation

Diamond Traffic Counter

Interval 60 min. 15 min.

Binned(CL/SP) Count(volume)

Lane No 1 2

Direction Channel 1 _____

Direction Channel 2 _____

Unique ID# _____

Counter No. 444903 Count ID HPMS

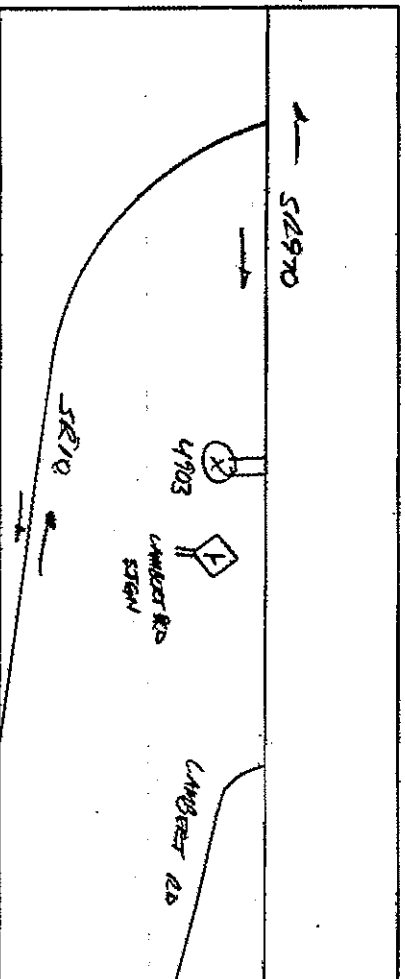
SR 970 RRT/RRQ MP 2.69

Leg 2 Direction EB OSID _____

Station Description _ON SR 970 E/O SR 10

Date	Day	Time	Manual (1)		Manual (2)	Comments
10-26-15	2	1428	2	(2)	2	SET O.K. JM 6.4
10-27-15	3	0850	9	(2)	9	CHECK O.K. JM 6.4
10-28-15	4	0925	3	(2)	3	CHECK O.K. JM 6.4
10-29-15	5	0917	6	(2)	6	CHECK O.K. JM 6.4
10-30-15	6	0759	1	(2)	1	PUO.K. JM 6.4

0759



North

5711

Field Data

DOT-RNB505A-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
 TIME 10:00:13
 PAGE 106

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC WESTBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447079 DESCRIPTION: ON SR 970 E/O SR 10

10-26-15 MONDAY	CARS PICKUPS	SINGLE UNITS			SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
AM HOURS		BUS	MED	HVY 4+		4-	5	6+		5-	6	7+				
12 - 1																
1 - 2																
2 - 3																
3 - 4																
4 - 5																
5 - 6																
6 - 7																
7 - 8																
8 - 9																
9 - 10																
10 - 11																
11 - 12																
PM HOURS																
12 - 1																
1 - 2																
2 - 3																
3 - 4	155	1	4	1	3.3	6	6	7	10.5			1	.6	14.4		181
4 - 5	144		8		4.8	1		12	7.7			3	1.8	14.3		168
5 - 6	120		4	1	3.7	2	2	4	5.9	2			1.5	11.1		135
6 - 7	83		6		5.9		5	4	8.9		1	2	3.0	17.8		101
7 - 8	62		1		1.4	1	5	5	14.9					16.2		74
8 - 9	50		1		1.8		1	3	7.1		1		1.8	10.7		56
9 - 10	23		2		6.9	1	2	1	13.8					20.7		29
10 - 11	13				12.5			1	6.3					18.8		16
11 - 12	5		1		12.5			1	12.5		1		12.5	37.5		8
AM TOTAL																
PM TOTAL	655	1	29	2	4.2	11	21	38	9.1	2	3	6	1.4	14.7		768
DAY TOTAL	655	1	29	2	4.2	11	21	38	9.1	2	3	6	1.4	14.7		768
														2-AXLE EQUIVALENT		912

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC WESTBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 447079 DESCRIPTION: ON SR 970 E/O SR 10

10-27-15 TUESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES	
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+					
12 - 1	2																2	
1 - 2	4																5	
2 - 3	2							1									3	
3 - 4	10							1	1								12	
4 - 5	17							1	1								19	
5 - 6	36		1	3		9.5							2	4.8			42	
6 - 7	62		2			2.6	2	5	5								76	
7 - 8	106	1	8	1		7.7	4	9				1	.8				130	
8 - 9	95		5	3		6.9	2	5	5			1	.9				116	
9 - 10	128		6			4.0	2	3	8			2	1.3			1	150	
10 - 11	105		4	3		5.3	2	4	10			3	2.3				131	
11 - 12	141		5	2		4.2	2	1	13			1	1.8				167	
PM HOURS																		
12 - 1	118		5	1		4.2	2	8	7		1		2	2.1			144	
1 - 2	135	1	5			3.7	6	2	10		2		3	3.0			164	
2 - 3	152	2	9			6.2	2	4	8		1			.6			178	
3 - 4	147	2	9	1		6.9	2	3	5		4		2	3.4			175	
4 - 5	162		8	1		4.9	3	6	4		1			.5			185	
5 - 6	123	1	13			9.5	1		9								147	
6 - 7	89		4			3.8	2	1	8				2	1.9			106	
7 - 8	70		1			1.3		2	4				1	1.3			78	
8 - 9	34		2			4.9		1	2		1	1		4.9			41	
9 - 10	17		1			5.0	1		1								20	
10 - 11	22		1			3.7		1	2			1		3.7			27	
11 - 12	6							1	2			1		10.0			10	
AM TOTAL	708	1	31	12		5.2	10	25	53		10.3		2	1.4		1	853	
PM TOTAL	1075	6	58	3		5.3	19	29	62		8.6	10	3	1.8			1275	
DAY TOTAL	1783	7	89	15		5.2	29	54	115		9.3	10	5	1.6		1	2128	
															16.2			2551
															2-AXLE EQUIVALENT			

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC WESTBOUND LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 447079 DESCRIPTION: ON SR 970 E/O SR 10

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	4							1	1	33.3				33.3			6
1 - 2	4							1		20.0				20.0			5
2 - 3	4			1		12.5		2		25.0		1	12.5	50.0			8
3 - 4	7							2	3	35.7		2	14.3	50.0			14
4 - 5	16																16
5 - 6	38		2			4.3	1	3	1	10.6		2	4.3	19.1			47
6 - 7	56		4			5.7	1	5	2	11.4		2	2.9	20.0			70
7 - 8	80	1	3	1		5.0		2	13	14.9		1	1.0	20.8			101
8 - 9	104		4	2		5.0		5	4	7.4		2	1.7	14.0			121
9 - 10	108		7	1		6.0		3	3	10.4		3	2.2	18.7	1		134
10 - 11	127		2	2		2.5		3	6	11		6	3.8	19.1			157
11 - 12	130	1	4			3.1		7	4	9		1	3	2.5			159
PM HOURS																	
12 - 1	142	1	6			4.2	3	3	9	8.9	2		2	2.4			168
1 - 2	119	3	1			2.7	2	8	7	11.6	5		1	4.1			146
2 - 3	149	1	6	1		4.5	3	10	3	9.1	2		1	1.7			176
3 - 4	126		10	3		8.1	1	6	11	11.2	2		2	2.5			161
4 - 5	135		1			7	3	4	3	6.8			2	1.4			148
5 - 6	93		5			4.4		4	11	13.2			1	.9			114
6 - 7	59	1	3			5.6	2	3	4	12.5							72
7 - 8	55		3			4.7		2	2	6.3			2	3.1			64
8 - 9	30							3	3	16.2		1		2.7			37
9 - 10	17		1			5.3			1	5.3							19
10 - 11	15		2			10.5		1		5.3		1		5.3			19
11 - 12	6							1		14.3				14.3			7
AM TOTAL	678	2	26	7		4.2	15	34	52	12.1				2.7	19.0	1	838
PM TOTAL	946	6	38	4		4.2	14	45	54	10.0	11	2	11	2.1	16.4		1131
DAY TOTAL	1624	8	64	11		4.2	29	79	106	10.9	11	7	29	2.4	17.5	1	1969
															2-AXLE EQUIVALENT		2437

DOT-RNB505A-B

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

DATE 11/03/15
 TIME 10:00:13
 PAGE 109

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC WESTBOUND LANE ALL OF

COUNT IDENTIFIER HPMS COUNTER NUMBER 447079 DESCRIPTION: ON SR 970 E/O SR 10

10-29-15 THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	6							1	14.3					14.3		7	
1 - 2	2							2	60.0					60.0		5	
2 - 3	6							1	33.3					33.3		9	
3 - 4	12							2	23.5			1	5.9	29.4		17	
4 - 5	15							2	16.7					16.7		18	
5 - 6	31		4			10.3		4	10.3					20.5		39	
6 - 7	57							3	9.4			1	1.6	10.9		64	
7 - 8	102	1	5			4.9		5	10.6		1	1	1.6	17.1		123	
8 - 9	96		6	1		5.9		4	13.4					19.3		119	
9 - 10	130		4	2		3.9	1	8	11.0		1	1	1.3	16.1		155	
10 - 11	134		3	2		3.1	1	7	10.6		1	3	2.5	16.3		160	
11 - 12	139		3	1		2.5	5	3	10.5			2	1.2	14.2		162	
PM HOURS																	
12 - 1	126		6			4.1	2	4	7.5	2	1	1	2.7	14.3		147	
1 - 2	139	2	6	1		5.5	1	3	7.3	3		2	3.0	15.8		165	
2 - 3	130	1	8	1		6.4	4	4	8.9	3			1.9	17.2		157	
3 - 4	128		8			6.3	2	3	4.9					11.1		144	
4 - 5	126	1	9			6.0		7	10.0					16.0		150	
5 - 6	113		2			1.5	3	6	13.9			3	2.2	17.5		137	
6 - 7	106		2			1.7		2	9.1		1	1	1.7	12.4		121	
7 - 8	52		3			4.8	1	2	12.7					17.5		63	
8 - 9	34							1	2.7	1	1		5.4	8.1		37	
9 - 10	27															27	
10 - 11	12		1			7.1					1		7.1	14.3		14	
11 - 12	7		1			10.0		1	20.0					30.0		10	
AM TOTAL	730	1	25	6		3.6	7	36	61	11.8		3	9	1.4	16.9		878
PM TOTAL	1000	4	46	2		4.4	13	32	55	8.5	9	4	7	1.7	14.7		1172
DAY TOTAL	1730	5	71	8		4.1	20	68	116	10.0	9	7	16	1.6	15.6		2050
															2-AXLE EQUIVALENT		2476

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC WESTBOUND LANE ALL OF

COUNT IDENTIFIER RPMS COUNTER NUMBER 447079 DESCRIPTION: ON SR 970 E/O SR 10

10-30-15 FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	5								25.0			1	12.5	37.5			8
1 - 2	7							1	20.0			1	10.0	30.0			10
2 - 3	6		1			8.3		3	33.3					41.7	1		12
3 - 4	7																7
4 - 5	15		1			5.6		1	5.6			1	5.6	16.7			18
5 - 6	24							1	10.0			1	10.0	20.0			30
6 - 7	43		2			3.9		1	9.8			1	2.0	15.7			51
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
PM HOURS																	
12 - 1																	
1 - 2																	
2 - 3																	
3 - 4																	
4 - 5																	
5 - 6																	
6 - 7																	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
AM TOTAL	107		4			2.9		2	12.5			2	5.1	20.6		1	136
PM TOTAL																	
DAY TOTAL	107		4			2.9		2	12.5			2	5.1	20.6		1	136
														2-AXLE EQUIVALENT			182

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

AVG WEEKDAY VOLUME	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
1712		7	75	11		4.5		26	10.0			10	1.9	16.4		1	2049
														AWD 2-AXLE EQUIVALENT			2487

TOTAL HOURS FOR COUNT 88
 3 DAYS FACTOR GROUP R057
 AVG WEEKDAY VOL 2049 X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 2479

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC EASTBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-27-15 TUESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES	
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+					
12 - 1	14		1			5.0		3	2	25.0					30.0		20	
1 - 2	7			1		10.0			1	10.0	1			10.0	30.0		10	
2 - 3	3			2		22.2		3	1	44.4					66.7		9	
3 - 4	7			1		8.3		1	2	25.0	1			8.3	41.7		12	
4 - 5	10			1		5.3		1	4	26.3		1	2	15.8	47.4		19	
5 - 6	21		3	3		13.3		3	11	31.1		3	1	8.9	53.3		45	
6 - 7	39	2	8	3		18.3		5	11	22.5			3	4.2	45.1		71	
7 - 8	43		4	4		12.3		1	5	13.8			5	7.7	33.8		65	
8 - 9	60	1	8	5		16.1		2	4	12.6			1	1.1	29.9	1	87	
9 - 10	96	1	8	1		7.8		1	11	13.2			6	4.7	25.6		129	
10 - 11	84	1	5	3		7.7		2	16	19.7	1			.9	28.2		117	
11 - 12	116		6	3		6.0		2	8	15.4			1	.7	22.1		149	
PM HOURS																		
12 - 1	120		9	3		7.8		13	8	13.6			1	.6	22.1		154	
1 - 2	126	1	6	2		5.7		1	9	14.6					20.3		158	
2 - 3	115		5	5		7.0		10	4	9.9			3	2.1	19.0		142	
3 - 4	140		5	2		4.4		2	3	7.0					11.4		158	
4 - 5	138		7			4.5		1	1	5.8					10.4		154	
5 - 6	99		7			6.4		2	2	3.6					10.0		110	
6 - 7	82		2	1		3.3		2	2	5.5					8.8	1	91	
7 - 8	61	1	4			7.0		2	2	5.6			1	1.4	14.1		71	
8 - 9	46		2			3.6			4	12.7					16.4		55	
9 - 10	30		1			2.9			1	8.8					11.8		34	
10 - 11	28		1			3.1			2	6.3			1	3.1	12.5		32	
11 - 12	12		1			5.9			2	23.5					29.4		17	
AM TOTAL	500		5	43	27	10.2		8	60	63	17.9	3	4	19	3.5	31.7	1	733
PM TOTAL	997		2	50	13	5.5		8	47	52	9.1		1	5	.5	15.1	1	1176
DAY TOTAL	1497		7	93	40	7.3		16	107	115	12.5	3	5	24	1.7	21.5	2	1909
																2-AXLE EQUIVALENT		2410

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC EASTBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	15		1	1		10.0		1	2	15.0				25.0		20	
1 - 2	8							1	1	16.7				33.3		12	
2 - 3	8			2		15.4		2	1	23.1			1	38.5		13	
3 - 4	6			3		21.4		1	3	28.6			1	57.1		14	
4 - 5	6			1		6.7		2	2	26.7		1	3	60.0		15	
5 - 6	11		2			6.1	1	6	9	48.5		2	2	66.7		33	
6 - 7	31	4	3	3		15.9	1	7	10	28.6	1	1	2	50.8		63	
7 - 8	37	2	2	5		15.8		2	6	14.0			3	35.1		57	
8 - 9	65	1	5	5		11.0	2	10	10	22.0			2	35.0		100	
9 - 10	61		6	3		10.1	1	11	4	18.0	1		2	31.5		89	
10 - 11	106	1	4	4		6.3		18	9	19.0				25.4		142	
11 - 12	106	1	10	3		9.3	1	16	10	18.0			3	29.3		150	
PM HOURS																	
12 - 1	110		13	1		9.1	2	18	10	19.5				28.6		154	
1 - 2	111	1	5	1		5.0		15	6	15.1				20.1		139	
2 - 3	140	1	5	2		4.8	3	5	7	9.0	1		2	15.7		166	
3 - 4	135		5	1		4.0		5	4	6.0				10.0		150	
4 - 5	139		6	1		4.5	1	6	4	7.0				11.5		157	
5 - 6	129		4			2.8		1	7	5.7				8.5		141	
6 - 7	84		3			3.2	1	2	3	6.4			1	10.6		94	
7 - 8	57		1	1		2.9	1	6	2	13.2				16.2		68	
8 - 9	55		5			7.7	1	1	3	7.7				15.4		65	
9 - 10	25						1	2	1	13.8				13.8		29	
10 - 11	29								1	3.3				3.3		30	
11 - 12	27						1	1		6.9				6.9		29	
AM TOTAL	460	9	33	30		10.2	6	77	67	21.2	4	4	18	35.0		708	
PM TOTAL	1041	2	47	7		4.6	11	62	48	9.9	1		3	14.8		1222	
DAY TOTAL	1501	11	80	37		6.6	17	139	115	14.0	5	4	21	22.2		1930	
														2-AXLE EQUIVALENT		2472	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC EASTBOUND LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-29-15 THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES	
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+					
12 - 1	14							1	2	17.6					17.6		17	
1 - 2	2		1			12.5		1	2	62.5					75.0		8	
2 - 3	3			2		25.0			2	25.0	1			12.5			8	
3 - 4	4								2	55.6					55.6		9	
4 - 5	6								2	47.1	1	1	1	17.6			17	
5 - 6	13		3			8.8		2	7	44.1		1	2	8.8			34	
6 - 7	31	2	4	1		10.3		2	13	39.7			3	4.4			68	
7 - 8	54	1	4	3		9.3		1	10	19.8			7	8.1			86	
8 - 9	63		5	3		9.3		2	9	16.3			1	1.2			86	
9 - 10	91		4	1		4.3		2	14	17.9							117	
10 - 11	113	1	1	2	1	3.5		1	13	14.9			1	.7		1	141	
11 - 12	115	1	6	3		6.3			12	19.0	1	1	1	1.9			158	
PM HOURS																		
12 - 1	127		6	5		6.7		5	11	14.6			2	1.2			164	
1 - 2	143	2	10	1		7.0		4	14	14.1			3	1.6			185	
2 - 3	122	1	5	3		6.3		1	7	7.7							142	
3 - 4	148		8	2	2	6.9		1	7	8.0							174	
4 - 5	158		6			3.4			10	6.8							176	
5 - 6	128		9			6.1		1	5	6.8							147	
6 - 7	95		2			1.9		1	4	5.8							103	
7 - 8	69		4			4.5			8	18.0							89	
8 - 9	71								4	7.8							77	
9 - 10	50		1			1.9			2	3.8							53	
10 - 11	31								1	3.1							32	
11 - 12	20		3			10.7			5	17.9							28	
AM TOTAL	509	5	28	15	1	6.5		11	87	22.4	3	3	16	2.9		1	749	
PM TOTAL	1162	3	54	11	2	5.1		13	78	9.7			5	.4			1370	
DAY TOTAL	1671	8	82	26	3	5.6		24	165	14.2	3	3	21	1.3		1	2119	
															2-AXLE EQUIVALENT			2694

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC EASTBOUND. LANE ALL OF
COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-30-15 FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	8							2	20.0					20.0			10
1 - 2	8							1	27.3					27.3			11
2 - 3	7			2		13.3		1	26.7	1	1		13.3	53.3			15
3 - 4	2		2			22.2		1	55.6	2				77.8			9
4 - 5	6							1	38.5	3	1		15.4	53.8			13
5 - 6	3		1			2.9		4	73.5	13	8	1	2	14.7	91.2		34
6 - 7	33	2	8	2		16.7		3	34.7	12	10		2	2.8	54.2		72
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
PM HOURS																	
12 - 1																	
1 - 2																	
2 - 3																	
3 - 4																	
4 - 5																	
5 - 6																	
6 - 7																	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
AM TOTAL	67	2	11	4		10.4		9	42.1	34	26	2	3	6	6.7	59.1	164
PM TOTAL																	
DAY TOTAL	67	2	11	4		10.4		9	42.1	34	26	2	3	6	6.7	59.1	164
																2-AXLE EQUIVALENT	302

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

AVG WEEKDAY VOLUME	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES	
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+					
1556		9	85	34	1	6.5		19	137	114	13.6	4	4	22	1.5	21.6	1	1986
																AWD 2-AXLE EQUIVALENT		2526

TOTAL HOURS FOR COUNT 88
3 DAYS FACTOR GROUP R057
AVG WEEKDAY VOL 1986 X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 2403

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-26-15 MONDAY AM HOURS	CARS PICKUPS	SINGLE UNITS			SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY 4+		4-	5	6+		5-	6	7+				
12 - 1																
1 - 2																
2 - 3																
3 - 4																
4 - 5																
5 - 6																
6 - 7																
7 - 8																
8 - 9																
9 - 10																
10 - 11																
11 - 12																
PM HOURS																
12 - 1																
1 - 2																
2 - 3																
3 - 4	322	1	15	4	5.3	6	13	15	9.0			3	.8	15.0		379
4 - 5	312		15		4.2	1	8	19	7.8			3	.8	12.8		358
5 - 6	256		11	1	4.2	3	4	6	4.6	2			.7	9.5		283
6 - 7	171		12		5.9		7	9	7.9		1	2	1.5	15.3		202
7 - 8	110		3		2.3	2	8	7	13.1					15.4		130
8 - 9	93		1		1.0	1	2	4	6.9		1		1.0	8.8		102
9 - 10	51		2		3.4	1	3	2	10.2					13.6		59
10 - 11	36		2		5.0		1	1	5.0					10.0		40
11 - 12	21		1	1	7.1		3	1	14.3		1		3.6	25.0		28

AM TOTAL																
PM TOTAL	1372	1	62	6	4.4	14	49	64	8.0	2	3	8	.8	13.2		1581
DAY TOTAL	1372	1	62	6	4.4	14	49	64	8.0	2	3	8	.8	13.2		1581
														2-AXLE EQUIVALENT		1829

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-27-15 TUESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	16		1			4.5		3	2	22.7				27.3			22
1 - 2	11			1		6.7			2	13.3				26.7			15
2 - 3	5			2		16.7		4	1	41.7				58.3			12
3 - 4	17			1		4.2		2	3	20.8				29.2			24
4 - 5	27			1		2.6		2	5	18.4		1	2	7.9			38
5 - 6	57		4	6		11.5		3	11	16.1		3	3	6.9			87
6 - 7	101	2	10	3		10.2	2	10	16	19.0			3	2.0			147
7 - 8	149	1	12	5		9.2	1	9	12	11.3			6	3.1			195
8 - 9	155	1	13	8		10.8	4	9	10	11.3		1	1	1.0		1	203
9 - 10	224	1	14	1		5.7	3	14	13	10.8			8	2.9		1	279
10 - 11	189	1	9	6		6.5	4	20	15	15.7	1		3	1.6			248
11 - 12	257		11	5		5.1	4	9	26	12.3		1	3	1.3			316
PM HOURS																	
12 - 1	238		14	4		6.0	2	21	15	12.8	1		3	1.3			298
1 - 2	261	2	11	2		4.7	7	11	23	12.7	2		3	1.6			322
2 - 3	267	2	14	5		6.6	2	14	12	8.8	1		3	1.3			320
3 - 4	287	2	14	3		5.7	4	6	11	6.3	4		2	1.8			333
4 - 5	300		15	1		4.7	4	7	11	6.5	1			.3			339
5 - 6	222	1	20			8.2	1	2	11	5.4				13.6			257
6 - 7	171		6	1		3.6	4	3	9	8.1			2	1.0		1	197
7 - 8	131	1	5			4.0	2	2	6	6.7		1	1	1.3			149
8 - 9	80		4			4.2		5	5	10.4	1	1		2.1			96
9 - 10	47		2			3.7	1	1	3	9.3				13.0			54
10 - 11	50		2			3.4		1	4	8.5		1	1	3.4			59
11 - 12	18		1			3.7		3	4	25.9		1		3.7			27
AM TOTAL	1208	6	74	39		7.5	18	85	116	13.8	3	6	29	2.4		2	1586
PM TOTAL	2072	8	108	16		5.4	27	76	114	8.9	10	4	15	1.2		1	2451
DAY TOTAL	3280	14	182	55		6.2	45	161	230	10.8	13	10	44	1.7		3	4037
														2-AXLE EQUIVALENT			4961

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-28-15 WEDNESDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	19		1	1	7.7		2	3	19.2					26.9		26	
1 - 2	12						2	1	17.6			1		29.4		17	
2 - 3	12			3	14.3		4	1	23.8			1		42.9		21	
3 - 4	13			3	10.7		3	6	32.1			1		53.6		28	
4 - 5	22			1	3.2		2	2	12.9			1	1	29.0		31	
5 - 6	49		4		5.0		2	9	26.3			2	4	38.8		80	
6 - 7	87	4	7	3	10.5		2	12	19.5			1	4	34.6		133	
7 - 8	117	3	5	6	8.9			4	14.6			1	3	25.9		158	
8 - 9	169	1	9	7	7.7		2	15	14.0				4	23.5		221	
9 - 10	169		13	4	7.6		4	14	13.5			1	3	23.8	1	223	
10 - 11	233	1	6	6	4.3		3	24	15.7				6	22.1		299	
11 - 12	236	2	14	3	6.1		8	20	15.2				1	23.6		309	
PM HOURS																	
12 - 1	252	1	19	1	6.5		5	21	14.0			2		21.7		322	
1 - 2	230	4	6	1	3.9		2	23	13.3			5	1	19.3		285	
2 - 3	289	2	11	3	4.7		6	15	9.1			3	3	15.5		342	
3 - 4	261		15	4	6.1		1	11	8.7			2	2	16.1		311	
4 - 5	274		7	1	2.6		4	10	6.9				2	10.2		305	
5 - 6	222		9		3.5			5	9.0				1	12.9		255	
6 - 7	143	1	6		4.2		3	5	9.0				1	13.9		166	
7 - 8	112		4	1	3.8		1	8	9.8				2	15.2		132	
8 - 9	85		5		4.9		1	4	10.8			1		16.7		102	
9 - 10	42		1		2.1		1	2	10.4					12.5		48	
10 - 11	44		2		4.1			1	4.1				1	10.2		49	
11 - 12	33						1	2	8.3					8.3		36	
AM TOTAL	1138	11	59	37	6.9		21	111	16.2			4	9	26.3	1	1546	
PM TOTAL	1987	8	85	11	4.4		25	107	9.9			12	2	15.6		2353	
DAY TOTAL	3125	19	144	48	5.4		46	218	12.4			16	11	19.8	1	3899	
														2-AXLE EQUIVALENT		4909	

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIP SYSTEM
 HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF
 COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

10-29-15 THURSDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	20								16.7								24
1 - 2	4		1			7.7			61.5								13
2 - 3	9			2		11.8		1	29.4		1		5.9				17
3 - 4	16							4	34.6			1	3.8				26
4 - 5	21							4	31.4		1	1	8.6				35
5 - 6	44		7			9.6		2	26.0		1	2	4.1				73
6 - 7	88	2	4	1		5.3		2	25.0			4	3.0				132
7 - 8	156	2	9	3		6.7		1	14.4		1	8	4.3				209
8 - 9	159		11	4		7.3		2	14.6			1	.5				205
9 - 10	221		8	3		4.0		3	14.0		1	1	.7				272
10 - 11	247	1	4	4	1	3.3		2	12.6		1	4	1.7			1	301
11 - 12	254	1	9	4		4.4		5	14.7		1	1	1.6				320
PM HOURS																	
12 - 1	253		12	5		5.5		7	11.3		2	1	1.9				311
1 - 2	282	4	16	2		6.3		5	10.9		3		2.3				350
2 - 3	252	2	13	4		6.4		5	8.4		3		1.0				299
3 - 4	276	1	16	2	2	6.6		3	6.6								318
4 - 5	284		15			4.6		17	8.3								326
5 - 6	241		11			3.9		4	10.2			3	1.1				284
6 - 7	201		4			1.8		1	7.6		1	1	.9				224
7 - 8	121		7			4.6		1	15.8								152
8 - 9	105							4	6.1		1	1	1.8				114
9 - 10	77		1			1.3		2	2.5								80
10 - 11	43		1			2.2		1	2.2		1		2.2				46
11 - 12	27		4			10.5		6	18.4								38
AM TOTAL	1239	6	53	21	1	5.0		18	16.7		3	6	2.1			1	1627
PM TOTAL	2162	7	100	13	2	4.8		26	9.2		9	4	1.0				2542
DAY TOTAL	3401	13	153	34	3	4.9		44	12.1		12	10	1.4			1	4169
														2-AXLE EQUIVALENT			5169

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
HOURLY TRAFFIC CLASSIFICATION SUMMARY

SR 970 MP 002.69 OFF SYSTEM ID. LEG 2 DIRECTION OF TRAFFIC BOTH WAYS LANE ALL OF

COUNT IDENTIFIER HPMS COUNTER NUMBER 444903 DESCRIPTION: ON SR 970 E/O SR 10

FRIDAY AM HOURS	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
12 - 1	13						2	2	22.2			1	5.6	27.8		18	
1 - 2	15						2	3	23.8				4.8	28.6		21	
2 - 3	13		1	2	11.1		4	4	29.6	1	1		7.4	48.1	1	27	
3 - 4	9		2		12.5		1	2	31.3					43.8		16	
4 - 5	21		1		3.2		1	3	19.4			3	9.7	32.3		31	
5 - 6	27		1		1.6		5	14	43.8	1	3	4	12.5	57.8		64	
6 - 7	76	2	10	2	11.4		4	12	24.4			3	2.4	38.2		123	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	
PM HOURS																	
12 - 1																	
1 - 2																	
2 - 3																	
3 - 4																	
4 - 5																	
5 - 6																	
6 - 7																	
7 - 8																	
8 - 9																	
9 - 10																	
10 - 11																	
11 - 12																	

AM TOTAL	174	2	15	4	7.0	11	39	36	28.7	2	5	11	6.0	41.7	1	300
PM TOTAL																
DAY TOTAL	174	2	15	4	7.0	11	39	36	28.7	2	5	11	6.0	41.7	1	300
														2-AXLE EQUIVALENT		484

10-26-15 THRU 10-30-15

AVERAGE WEEKDAY CLASSIFICATION VOLUMES *****

AVG WEEKDAY VOLUME	CARS PICKUPS	SINGLE UNITS				SINGLE UNIT %	DOUBLE UNITS			DOUBLE UNIT %	TRAINS			TRAIN %	TRUCK %	CLASS UNKNOWN	TOTAL VEHICLES
		BUS	MED	HVY	4+		4-	5	6+		5-	6	7+				
3269	15	160	46	1	5.5	45	204	226	11.8	14	10	44	1.7	19.0	2	4035	
														AWD 2-AXLE EQUIVALENT		5014	

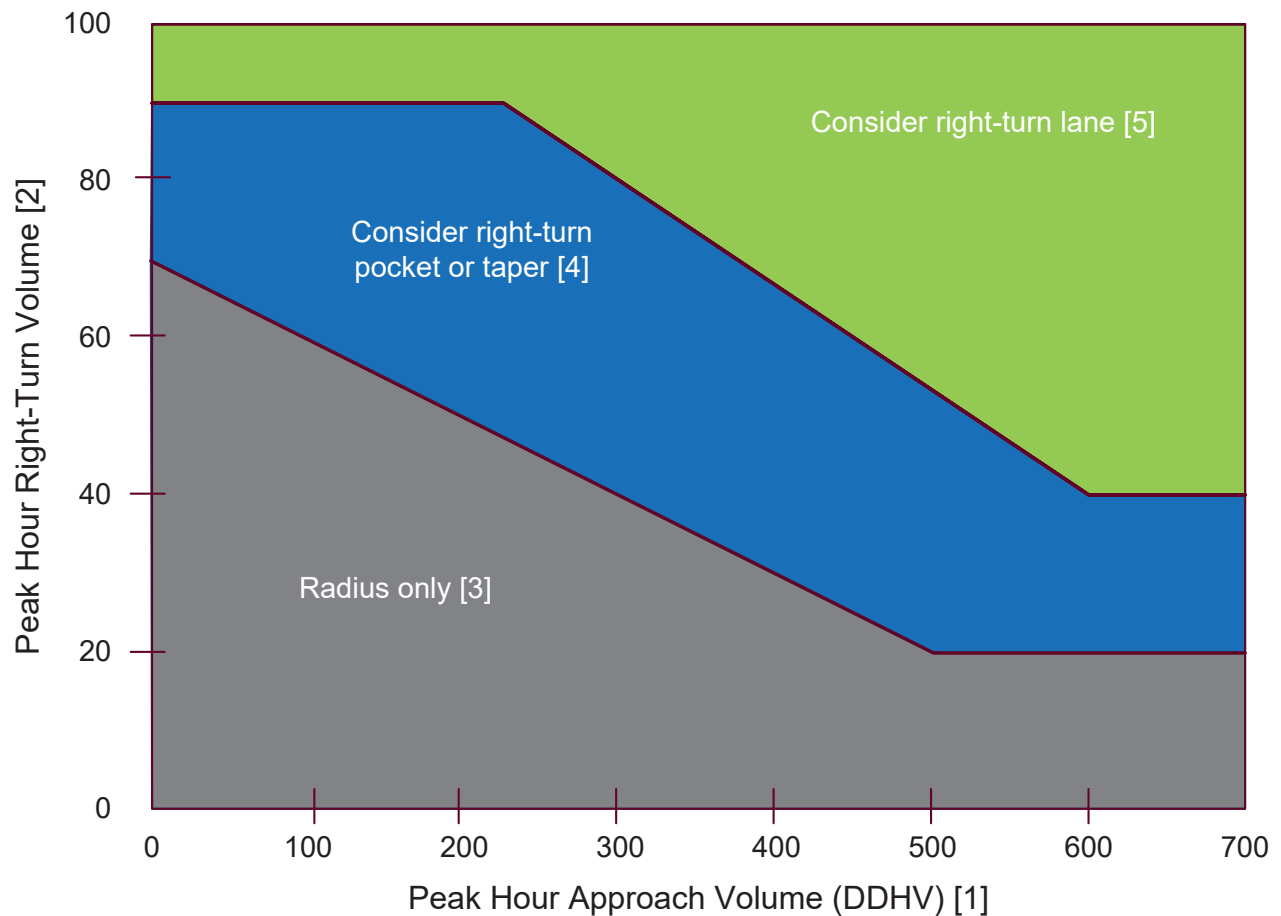
TOTAL HOURS FOR COUNT 88
3 DAYS FACTOR GROUP R057
AVG WEEKDAY VOL 4035 X SEASONAL ADJ. FACTOR 1.2100 = ESTIMATED AVG DAILY TRAFFIC 4882

0.8047

PEAK HOUR PERCENTAGES: K = 9.39 D = 52.24 T = 15.04
PEAK HOUR LOCATION : VOLUME = 379 DATE: 10/26/15 TIME: 03:00 PM

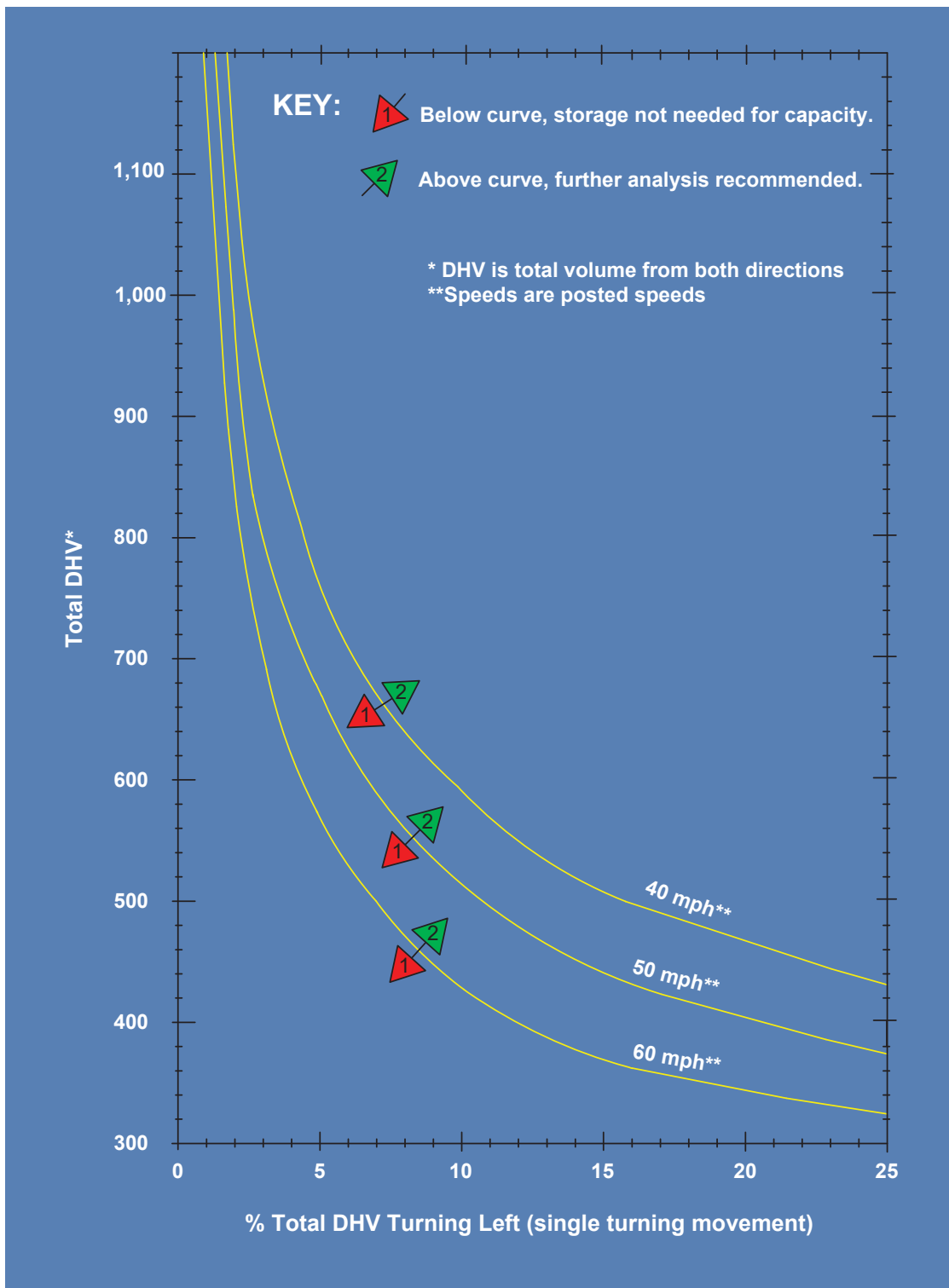
WSDOT INFORMATION

Exhibit 1310-11 Right-Turn Lane Guidelines

**Notes:**

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see [Exhibit 1310-6](#).
- [4] For right-turn pocket or taper design, see [Exhibit 1310-12](#).
- [5] For right-turn lane design, see [Exhibit 1310-13](#).

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 PERMANENT TRAFFIC RECORDERS - ANNUAL TRAFFIC VOLUME SUMMARY
 RURAL STATIONS

RECORDER NUMBER		AVERAGE SUNDAY	AVERAGE SATURDAY	AVERAGE FRIDAY	AVERAGE WEEKDAY	AVERAGE WEEKEND DAY	ANNUAL AVERAGE DAY
R057	BOTHWAYS	6308	5430	5973	3650	5897	4672
R057	EASTBOUND	2294	2883	3716	1917	2972	2361
R057	WESTBOUND	4014	2547	2258	1733	2926	2311
R058	BOTHWAYS	6422	5354	5582	2984	5789	4282
R058	EASTBOUND	2104	2898	3685	1558	2905	2135
R058	WESTBOUND	4318	2456	1902	1436	2877	2149
R061	BOTHWAYS	*	*	*	14652	*	15152
R061	NORTHBOUND	*	*	*	7379	*	7572
R061	SOUTHBOUND	7901	7347	8650	7259	7971	7590
R063	BOTHWAYS	7534	9004	10141	8747	8910	8772
R063	NORTHBOUND	3510	4602	5279	4394	4477	4394
R063	SOUTHBOUND	4025	4402	4862	4353	4433	4378
R064	BOTHWAYS	*	*	*	2870	*	2917
R064	EASTBOUND	*	*	*	1467	*	1480
R064	WESTBOUND	*	*	*	1401	*	1440
R066	BOTHWAYS	3207	2681	3858	2507	3254	2874
R066	EASTBOUND	1502	1329	1964	1256	1599	1433
R066	WESTBOUND	1705	1352	1894	1251	1656	1442
R067	BOTHWAYS	2129	1968	2425	1808	2178	1954
R067	EASTBOUND	1028	991	1255	909	1094	980
R067	WESTBOUND	1101	978	1169	899	1084	974
R068	BOTHWAYS	4486	5144	6152	5752	5268	5511
R068	NORTHBOUND	2119	2569	3118	2846	2608	2720
R068	SOUTHBOUND	2367	2575	3034	2906	2661	2792
R070	BOTHWAYS	5394	6673	8948	8577	7019	7836
R070	NORTHBOUND	2645	3343	4509	4298	3507	3922
R070	SOUTHBOUND	2749	3330	4439	4279	3512	3914
R073	BOTHWAYS	*	*	*	2644	*	2718
R073	NORTHBOUND	1400	1389	1408	1308	1398	1357
R073	SOUTHBOUND	*	*	*	1334	*	1363
R074	BOTHWAYS	2902	2592	3082	2323	2859	2583
R074	NORTHBOUND	1800	1205	1292	1143	1430	1297
R074	SOUTHBOUND	1102	1386	1789	1180	1428	1286
R075	BOTHWAYS	6020	6653	8004	6995	6901	6939
R075	EASTBOUND	2760	3354	4171	3487	3434	3448
R075	WESTBOUND	3261	3299	3833	3508	3467	3491

* NOT AVAILABLE

**LEVEL OF SERVICE
CALCULATIONS**

EXISTING

HCS7 Two-Way Stop-Control Report

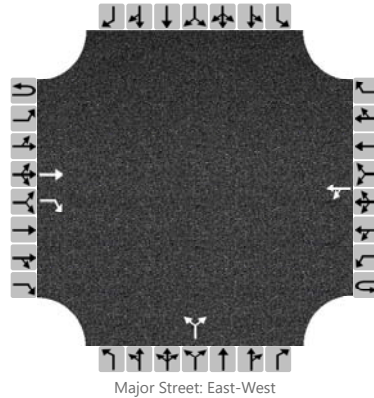
General Information

Analyst	ALW
Agency/Co.	Sunburst Engineering
Date Performed	1/18/2017
Analysis Year	2017
Time Analyzed	Friday Evening
Intersection Orientation	East-West
Project Description	Yakima River RV Park

Site Information

Intersection	SR970 / SR10
Jurisdiction	WSDOT
East/West Street	SR970
North/South Street	SR10
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	0	1	0		0	0	0		0	0	0
Configuration			T	R		LT					LR					
Volume, V (veh/h)			280	104		5	369			64		7				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

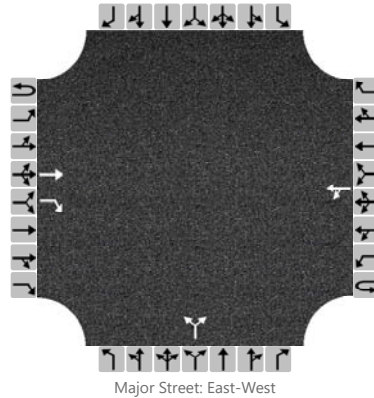
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					78					
Capacity, c (veh/h)						1250					414					
v/c Ratio						0.00					0.19					
95% Queue Length, Q ₉₅ (veh)						0.0					0.7					
Control Delay (s/veh)						7.9					15.7					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.1				15.7							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ALW	Intersection	SR970 / SR10
Agency/Co.	Sunburst Engineering	Jurisdiction	WSDOT
Date Performed	2/1/2017	East/West Street	SR970
Analysis Year	2017	North/South Street	SR10
Time Analyzed	Saturday Morning	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Yakima River RV Park		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	0	1	0		0	0	0		0	0	0
Configuration			T	R			LT					LR				
Volume, V (veh/h)			253	94			6	335				58				6
Percent Heavy Vehicles (%)							3					3				3
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							7									70
Capacity, c (veh/h)							1281									447
v/c Ratio							0.01									0.16
95% Queue Length, Q ₉₅ (veh)							0.0									0.5
Control Delay (s/veh)							7.8									14.5
Level of Service, LOS							A									B
Approach Delay (s/veh)					0.2				14.5							
Approach LOS									B							

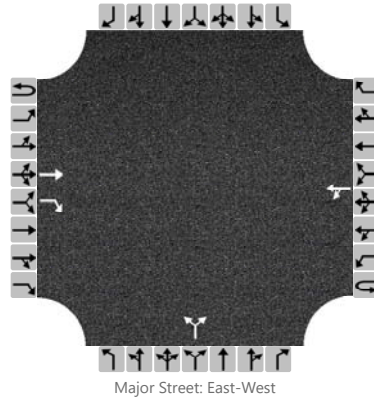
**LEVEL OF SERVICE
CALCULATIONS**

*FUTURE
WITH PROJECT*

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ALW	Intersection	SR970 / SR10
Agency/Co.	Sunburst Engineering	Jurisdiction	WSDOT
Date Performed	1/18/2017	East/West Street	SR970
Analysis Year	2017	North/South Street	SR10
Time Analyzed	Friday Evening	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Yakima River RV Park - Future w/ Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	0	1	0		0	0	0		0	0	0
Configuration			T	R		LT					LR					
Volume, V (veh/h)			309	159		12	407			85		21				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

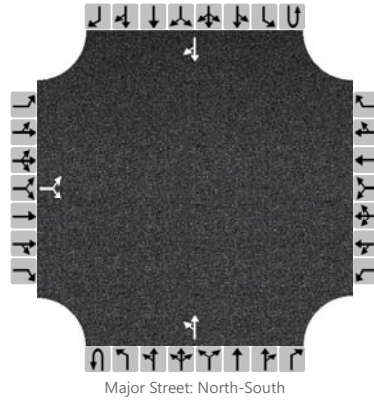
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13					115					
Capacity, c (veh/h)						1216					386					
v/c Ratio						0.01					0.30					
95% Queue Length, Q ₉₅ (veh)						0.0					1.2					
Control Delay (s/veh)						8.0					18.2					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.3				18.2							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ALW	Intersection	SR 10 / Site Entrance
Agency/Co.	Sunburst Engineering	Jurisdiction	WSDOT
Date Performed	1/18/2017	East/West Street	Site Entrance
Analysis Year	2017	North/South Street	SR 10
Time Analyzed	Friday Peak	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Yakima River RV Park - Future w/ Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		27		12						5	79				120	50
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

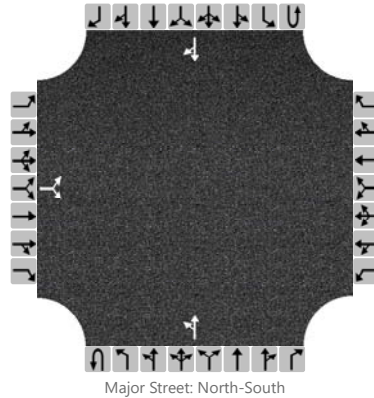
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42								5					
Capacity, c (veh/h)			772								1383					
v/c Ratio			0.05								0.00					
95% Queue Length, Q ₉₅ (veh)			0.2								0.0					
Control Delay (s/veh)			9.9								7.6					
Level of Service, LOS			A								A					
Approach Delay (s/veh)	9.9								0.4							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ALW	Intersection	SR 10 / Site Entrance
Agency/Co.	Sunburst Engineering	Jurisdiction	WSDOT
Date Performed	1/18/2017	East/West Street	Site Entrance
Analysis Year	2022	North/South Street	SR 10
Time Analyzed	Saturday Morning	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Yakima River RV Park - Future w/ Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		27		11						2	71				110	19
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

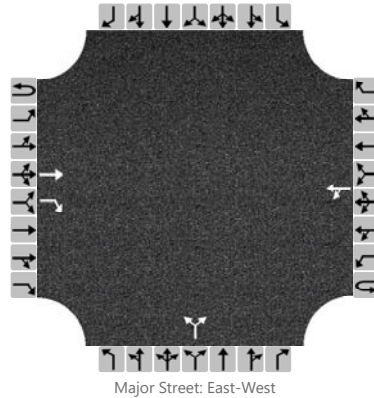
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41							2						
Capacity, c (veh/h)			810							1434						
v/c Ratio			0.05							0.00						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
Control Delay (s/veh)			9.7							7.5						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	9.7								0.2							
Approach LOS	A															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ALW	Intersection	SR970 / SR10
Agency/Co.	Sunburst Engineering	Jurisdiction	WSDOT
Date Performed	1/18/2017	East/West Street	SR970
Analysis Year	2022	North/South Street	SR10
Time Analyzed	Saturday Morning	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Yakima River RV Park - Future w/ Project		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	0	1	0		0	0	0		0	0	0
Configuration			T	R		LT					LR					
Volume, V (veh/h)			279	121		9	370			78		20				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10					107					
Capacity, c (veh/h)						1251					429					
v/c Ratio						0.01					0.25					
95% Queue Length, Q ₉₅ (veh)						0.0					1.0					
Control Delay (s/veh)						7.9					16.2					
Level of Service, LOS						A					C					
Approach Delay (s/veh)					0.3				16.2							
Approach LOS									C							