

# List of Appendices

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<i>Appendix A</i>	<i>KMPO Model Documentation 2007 &amp; 2010</i>
<i>Appendix B</i>	<i>Post Falls Sub-Model Final Land Use</i>
<i>Appendix C</i>	<i>Travel Demand Model Base Model Update Summary</i>
<i>Appendix D</i>	<i>Typical Sections and TWLTL Matrix</i>
<i>Appendix E</i>	<i>Turning Movement Counts</i>
<i>Appendix F</i>	<i>Public Outreach</i>
<i>Appendix G</i>	<i>Traffic Calming Measures</i>
<i>Appendix H</i>	<i>Capital Improvement Projects Cost Estimates</i>

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**Appendix A - KMPO 2007 and 2010 Model Documentation**



# 2007 KMPO Travel Demand Model Update

**Final Report**

**July 30 2009**



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# Table of Contents

<b>Introduction</b> .....	<b>1</b>
<b>1.0 KMPO Model Graphic User Interface (GUI)</b> .....	<b>2</b>
1.1 KMPO GUI.....	2
1.2 KMPO GUI Input File Setting .....	3
1.3 KMPO GUI Output File .....	3
1.4 KMPO GUI Model Run Comments.....	3
<b>2.0 AM/PM Peak Hour Trip Generation Update</b> .....	<b>4</b>
2.1 Hotel Land Use .....	4
2.2 Recreational Land Use .....	4
2.3 Outer Single Family Dwelling Unit Land Use.....	4
2.4 2007 AM Peak Hour Trip Generation Rate Update .....	4
2.5 2007 PM Peak Hour Trip Generation Rate Update .....	4
<b>3.0 2007 KMPO Land Use Update</b> .....	<b>6</b>
3.1 Land Use Assumptions .....	6
3.2 2007 Land Use Summary .....	6
<b>4.0 2007 KMPO Auto Network Enhancements</b> .....	<b>7</b>
4.1 Network Link/Node Delay Function Calibration .....	7
4.2 2007 External Trip Update .....	9
4.3 2007 Link Traffic Count Update .....	9
<b>5.0 AM/PM Peak Hour Trip Generation</b> .....	<b>12</b>
5.1 AM Peak Hour Trip Generation Validation .....	12
5.2 PM Peak Hour Trip Generation Validation .....	12
<b>6.0 AM/PM Peak Hour Trip Distribution</b> .....	<b>14</b>
6.1 Gravity Model Parameters .....	14
6.2 Gravity Model Calibration/Validation Results.....	16
<b>7.0 AM/PM Peak Hour Traffic Assignments</b> .....	<b>20</b>
<b>8.0 AM/PM Peak Hour Traffic Screenline Validation</b> .....	<b>20</b>
<b>9.0 Model Limitations and Improvements</b> .....	<b>28</b>



**List of Tables**

Table 1: Updated AM Peak Hour Trip Rates in 2007 KMPO AM Model ..... 5

Table 2: Updated PM Peak Hour Trip Rates in 2007 KMPO PM Model ..... 5

Table 3: 2007 KMPO Land Use Data Summary ..... 6

Table 4: 2007 AM/PM Peak Hour Counts at External TAZs ..... 10

Table 5: 2007 AM Peak Hour External-External Through Traffic Volumes ..... 11

Table 6: 2007 PM Peak Hour External-External Through Traffic Volumes ..... 11

Table 7: 2007 AM Peak Hour Trip Generation Validation Results ..... 12

Table 8: 2007 PM Peak Hour Trip Generation Validation Results ..... 13

Table 9: 2007 KMPO Model Gravity Model Parameters ..... 16

Table 10: 2007 AM and PM Peak Hour Average Trip Time (Minutes) – Model vs. Survey ..... 17

Table 11: 2007 KMPO Model AM/PM Peak Hour Screenline Summary Results ..... 21

**List of Figures**

Figure 1: KMPO Model GUI ..... 2

Figure 2: KMPO Model Link Volume-Delay Functions ..... 8

Figure 3: 2007 KMPO Model Node Volume-Delay Functions (Assumed a Constant) ..... 9

Figure 4: Home-Based Work Gravity Model Functions and Parameters ..... 14

Figure 5: Home-Based Retail Gravity Model Functions and Parameters ..... 15

Figure 6: Home-Based Other Gravity Model Functions and Parameters ..... 15

Figure 7: Non-Home-Based Gravity Model Functions and Parameters ..... 16

Figure 8: Home-Based Work Trip Distribution Calibration Results ..... 17

Figure 9: Home-Based Retail Trip Distribution Calibration Results ..... 18

Figure 10: Home-Based Other Trip Distribution Calibration Results ..... 18

Figure 11: Non-Home Based Trip Distribution Calibration Results ..... 19

Figure 12: 2007 KMPO VISUM Model AM Peak Hour Traffic Assignment Results ..... 23

Figure 13: 2007 KMPO VISUM Model PM Peak Hour Traffic Assignment Results ..... 24

Figure 14: 2007 KMPO VISUM Model PM Peak Hour Traffic Forecast Screenline Results ..... 25

Figure 15: 2007 KMPO VISUM Model PM Peak Hour Traffic Forecast Screenline Results ..... 26

Figure 16: 2007 KMPO Model AM Peak Hour Screenline Error Range ..... 27

Figure 17: 2007 KMPO Model PM Peak Hour Screenline Error Range ..... 27

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## Appendices - Attached

Appendix 1A: KMPOGUI.PY – KMPO Graphic User Interface Python script file .....	A-2
Appendix 1B: KMPO Project dir file.pdf - KMPO Project directory file that stores the model .....	A-4
Appendix 1C: UpdateNodeLinkCapTWTL.par - A parameter file to update node/link capacity.....	A-8
Appendix 1D: KMPO-Model-AMPKHR.par - A parameter file for AM peak hour KMPO Model .....	A-9
Appendix 1E: KMPO-Model_PMPKHR.par - A parameter file for PM peak hour KMPO Model .....	A-10
Appendix 1F: KMPO Model Run Script.py - A Python Script file to track AM/PM model runs .....	A-12
Appendix 1G: 2007 KMPO Model AM Peak Hour Screenline Validation Spreadsheets .....	A-16
Appendix 1H: 2007 KMPO Model PM Peak Hour Screenline Validation Spreadsheets.....	A-25

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## Introduction

In 2005, Kootenai County developed the 2005 KMPO (Kootenai Metropolitan Organization) Travel Demand Forecasting VISUM Model. The KMPO Model provides the existing 2005 AM and PM peak hour traffic forecasts and is used as a base model to project future AM and PM peak hour traffic in the Kootenai County-wide area.

No matter how well validated an existing travel demand forecasting model is, public agencies (or model owners) update the existing base year model every year or every other year or every five years depending on the land use growth and transportation improvements in the modeling area. This is because the traffic on streets changes due to the changes in land use and transportation system.

The 2007 KMPO model update is expected to revalidate the 2005 existing base year model to reflect the most current 2007 traffic conditions. In addition, during the previous 2005 KMPO model application some enhancements were found necessary to improve the 2007 KMPO model accuracies and forecasting capabilities.

Basic technical information about the 2005 KMPO VISUM model is provided in the “Kootenai County (KMPO) – 2005 Transportation Model Documentation.” This report is focused on the 2007 KMPO travel demand model update, including enhancements.

Working with KMPO technical staff, HDR was consulted to provide the on-call modeling services on the 2007 KMPO model update, including enhancements, which are addressed in the following nine sections in this report:

1. KMPO Model Graphic User Interface (GUI)
2. AM/PM Peak Hour Trip Generation Update
3. 2007 KMPO Land Use Update
4. 2007 KMPO Auto Network Enhancements
5. AM/PM Peak Hour Trip Generation
6. AM/PM Peak Hour Trip Distribution
7. AM/PM Peak Hour Traffic Assignments
8. AM/PM Peak Hour Traffic Screenline Validation
9. Model Limitations and Improvements

More detailed technical specifications and model update descriptions are provided to assist the KMPO model users in their understanding of the model applications, data input and output, and validation results.

Attached appendices illustrate even more technical information related to the VISUM model script and parameter files, and the 2007 AM/PM peak hour detailed screenline validation spreadsheets.

## 1.0 KMPO Model Graphic User Interface (GUI)

### 1.1 KMPO GUI

As shown in Figure 1, the KMPO Model GUI is designed to prepare input and output files for the AM and PM peak hour traffic forecasts in the Kootenai County area. As illustrated in Appendix 1A: KMPOGUI.Py is a Python script file to open the interface by clicking the file.

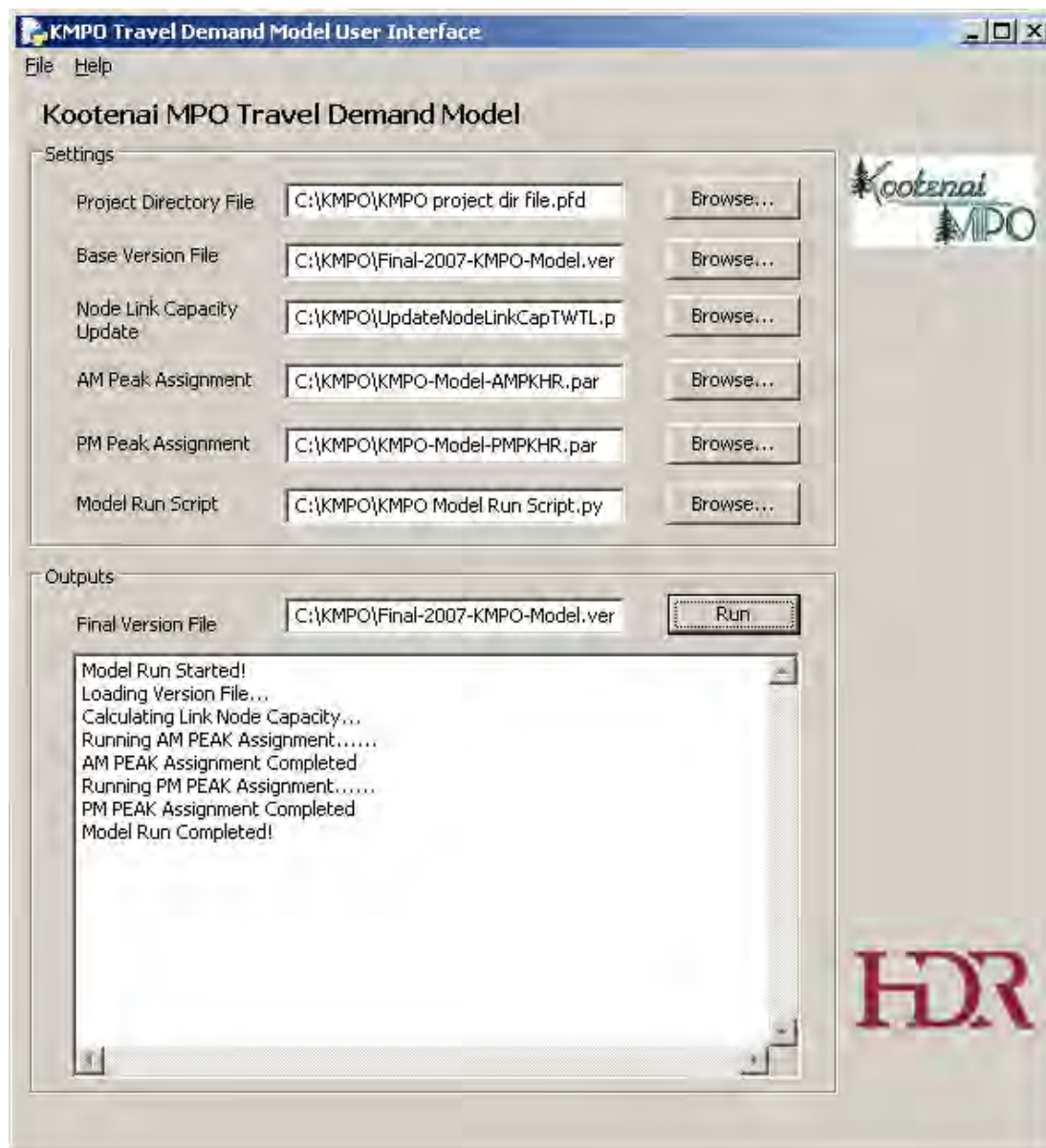


Figure 1: KMPO Model GUI

## 1.2 KMPO GUI Input File Setting

Project directory – KMPO Project dir file.pfd (shown in Appendix 1B) is a VISUM project directory file, which specifies where the model runs.

Base Version – Base-2007-KMPO-Model.ver is a 2007 Base KMPO VISUM Model version file in the project directory.

Node Link Capacity Update – UpdateNodeLinkCapTWTL.par (shown in Appendix 1C) is a link and node capacity update parameter file.

AM Peak Assignment – KMPO-Model-AMPKHR.par (shown in Appendix 1D) is an AM peak hour model run parameter file that feeds the trip generation, trip distribution, and trip assignment model run.

PM Peak Assignment – KMPO-Model-PMPKHR.par (shown in Appendix 1E) is a PM peak hour model run parameter file that feeds the trip generation, trip distribution, and trip assignment model run.

Model Run Script – KMPO Model Run Script.py (shown in Appendix 1F) is a complete GUI Python file to report the model run comments and errors.

## 1.3 KMPO GUI Output File

Final Version – Final-2007-KMPO-Model.ver is a final 2007 Base KMPO VISUM Model version file saved in the project directory after the complete AM/PM Peak Hour Model runs.

## 1.4 KMPO GUI Model Run Comments

If the model is performing smoothly and correctly, the GUI comment area should display the comments as shown in Figure 1:

```
Model Run Started!  
Loading Version File ....  
Calculating Link Node Capacity ...  
Running AM Peak Assignment .....  
AM Peak Assignment Completed  
Running PM Peak Assignment .....  
PM Peak Assignment Completed  
Model Run Completed!
```

Otherwise, there will be error or warning messages that will suggest where the running problems are for modelers to track.

Even if the model run is completed successfully without any error or warning message, it is only an indication that the trip generation, trip distribution and assignments for AM peak hour and PM peak hour are run. Modelers will still need to verify if the model results are reasonable by comparing the new model version with the old model version to evaluate changes in the results.

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## 2.0 AM/PM Peak Hour Trip Generation Update

After reviewing the 2005 KMPO AM and PM peak hour trip generation rates in Table 9 and Table 10 of the “Kootenai County (KMPO) 2005 Transportation Model Documentation,” respectively, HDR found three errors with respect to Hotel, Recreational, and Outer Single Family Dwelling Unit land use categories.

### 2.1 Hotel Land Use

In the 2005 KMPO model, the Hotel land use is based on Rooms but the trip rates are based on Employees; therefore, both AM and PM peak hour trip generation rates are updated to reflect the trip rates per room in the 2007 KMPO model.

### 2.2 Recreational Land Use

In the 2005 KMPO model, the Recreational trip generation rates should be based on occupied recreational spaces instead of recreational spaces; therefore, both AM and PM peak hour trip generation rates are updated to reflect the trip rates per occupied recreational space in the 2007 KMPO model.

### 2.3 Outer Single Family Dwelling Unit Land Use

In the 2005 KMPO model, the Outer Single Family Dwelling Unit (SFDU) generation rates should be based on the occupied Outer SFDU instead of total SFDU; therefore, both AM and PM peak hour trip generation rates are updated to reflect the trip rates per occupied Outer SFDU in the 2007 KMPO model.

### 2.4 2007 AM Peak Hour Trip Generation Rate Update

Table 1 shows the updated AM peak hour trip generation rates, which are applied in the 2007 KMPO AM Peak Hour Model Run.

### 2.5 2007 PM Peak Hour Trip Generation Rate Update

Table 2 shows the updated PM peak hour trip generation rates, which are applied in the 2007 KMPO PM Peak Hour Model Run.

**Table 1: Updated AM Peak Hour Trip Rates in 2007 KMPO AM Model**

				Home to Work		Work to Home		Home to Retail		Retail to Home		Home to Other		Other to Home		Non Home Based		Total		
Land Uses		Units	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Total	
7	Hotel	Room	0.000	0.071	0.018	0.000	0.000	0.000	0.000	0.000	0.000	0.061	0.054	0.000	0.287	0.071	0.358	0.202	0.560	
8	Recreation	Spaces	0.000	0.071	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.081	0.047	0.000	0.019	0.051	0.068	0.203	0.270	
9	Outer SFDU	DU	0.029	0.000	0.000	0.003	0.006	0.000	0.000	0.002	0.043	0.00	0.000	0.019	0.006	0.003	0.084	0.026	0.110	

**Table 2: Updated PM Peak Hour Trip Rates in 2007 KMPO PM Model**

				Home to Work		Work to Home		Home to Retail		Retail to Home		Home to Other		Other to Home		Non Home Based		Total		
Land Uses		Units	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Orig	Dest	Total	
7	Hotel	Room	0.000	0.003	0.056	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.042	0.000	0.182	0.277	0.281	0.329	0.610	
8	Recreation	Spaces	0.000	0.002	0.041	0.000	0.000	0.000	0.000	0.000	0.000	0.131	0.142	0.000	0.020	0.054	0.203	0.187	0.390	
9	Outer SFDU	DU	0.004	0.000	0.000	0.065	0.035	0.000	0.000	0.057	0.084	0.000	0.000	0.155	0.012	0.038	0.135	0.315	0.450	

### 3.0 2007 KMPO Land Use Update

Land use data are important inputs to travel demand forecasting models because land uses generate travel activities and demands. To make accurate travel demand forecasts, modelers should strive to verify the accuracies of land use data in the traffic analysis zones (TAZ). KMPO staff took several rounds of land use reviews and verifications with local jurisdictions to ensure there are not errors in the land use data by TAZ.

#### 3.1 Land Use Assumptions

In the 2005 KMPO model, sixteen land use categories were made based on NAICS codes. In the 2007 KMPO land use update, all of these land use categories are kept except for Land Use Category 12: Waterfront Units, which are actually included in LU Category 1: Single Family Units, for a total of fifteen land use categories.

#### 3.2 2007 Land Use Summary

After KMPO staff updated the 2007 land use by TAZ, a control total check was made to ensure that the primary residential dwelling units match the local census data. Table 3 shows the total 2007 land use data.

As shown in Table 3, the 2007 household number should be less than the sum of SFDU + MFDU + OUTER SFDU, which is  $41,259 + 9,651 + 13,159 = 64,069$  because of the vacancy factor. Assuming a 5% -10% vacancy rate in the KMPO area, the residential total households should account for a range of 57,660 and 60,860. Since the 2005 Spokane/Kootenai County Regional Travel Survey reports 52,345 households in the KMPO area in 2003 (Table 4 of Page iii), a growth rate range of 10%-16% is assumed to occur between 2003 and 2007. This four-year residential growth rate range is a reasonable assumption.

**Table 3: 2007 KMPO Land Use Data Summary**

Land Use Type	Total Units in KMPO Area	Units of Measurement
LU1: SFDU (Single Family Dwelling Units)	41,259	Dwelling Units
LU2: MFDU (Multi-Family Dwelling Units)	9,651	Dwelling Units
LU3: Retail	13,221	Employees
LU4: Commercial (FIRES)	11,197	Employees
LU5: Industrial	6,287	Employees
LU6: Schools	23,010	Students
LU7: Hotel	2,602	Rooms
LU8: Recreation	18,870	Spaces
LU9: Reserved for Outer Zone SFDU	13,159	Dwelling Units
LU10: Post Secondary Schools	10,508	Students
LU11: Agriculture	350,692	Acres



LU12: Waterfront Units	Not Used	Dwelling Units
LU13: Publicly owned lands	304,993	Acres
LU14: Utilities plus transportation	8,879	Employees
LU15: Medical	7,991	Employees
LU16: Government	3,062	Employees

Note: FIRES stands for Finance, Insurance, Real Estate and Services

## 4.0 2007 KMPO Auto Network Enhancements

Between 2005 and 2007, several roadway improvement projects were made in the KMPO area. The 2007 roadway network should include these improvements to reflect what's on the ground in 2007. KMPO staff coded seven roundabouts in the 2007 KMPO model.

Another major network update is the centroid connector revisions. Centroid connectors are coded in travel demand models to emulate local driveways for vehicle trips to access and egress TAZ centroid. In the 2005 KMPO model, quite a few centroid connectors were directly connected to intersections, making 5-leg or 6-leg intersections in the model. Such an erroneous coding was corrected in the 2007 KMPO VISUM Model network.

### 4.1 Network Link/Node Delay Function Calibration

After the 2007 auto network was enhanced, it was found that higher vehicle traffic was assigned to the state and interstate freeway facilities. There are two sources of over-assigning traffic on freeway facilities: (1) the arterial and local street intersections experience higher than expected delays and thus result in freeways being more attractive to motorists; and (2) the freeway facilities are assumed higher speed or higher capacities.

Calibration was made to adjust freeway link delay functions by reducing the capacity by 25% (as shown in Figure 2,  $c=0.75$ ) to simulate freeway delays more reasonably.

Volume-delay function parameters
✕

Volume-delay function

Type TMODEL\_LINKS

Function  $t_{sat} = (t_0 + a) \cdot (1 + d \cdot (sat + f)^b)$       $sat \leq sat_{crit}$

$t_{crit} = (t_0 + a') \cdot (1 + d' \cdot (sat + f')^{b'})$       $sat > sat_{crit}$

$$sat = \frac{q}{q_{max} \cdot c}$$

where satCrit =

**Parameters**

a	<input style="width: 30px;" type="text" value="0"/>	b	<input style="width: 30px;" type="text" value="4"/>	c =	<input style="width: 30px;" type="text" value="0.75"/>	d	<input style="width: 30px;" type="text" value="0.3"/>	f =	<input style="width: 30px;" type="text" value="0.15"/>
a'	<input style="width: 30px;" type="text" value="0"/>	b'	<input style="width: 30px;" type="text" value="10"/>	d'	<input style="width: 30px;" type="text" value="0.3"/>	f'	<input style="width: 30px;" type="text" value="0.15"/>		

Closed

**Figure 2: KMPO Model Link Volume-Delay Functions**

Intersection node delay functions were also revised to be a constant as shown in Figure 3 below, to further calibrate the arterial and local street traffic turning volumes. At several freeway interchanges, 15-45 seconds of delay were assumed for some turns to reduce over-assignment of traffic entering or exiting freeway.

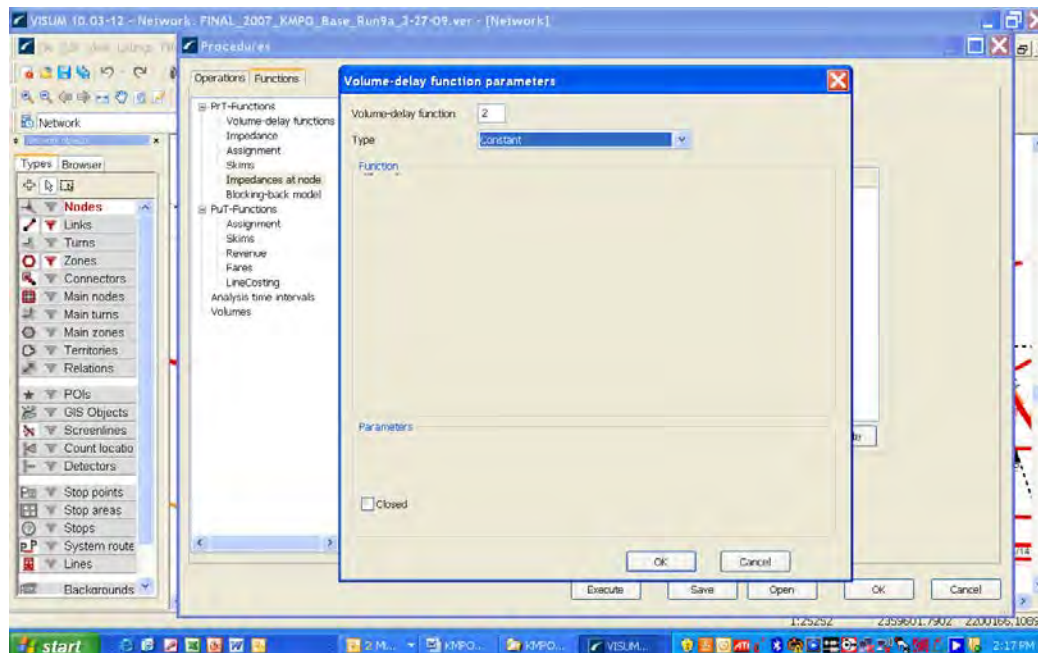


Figure 3: 2007 KMPO Model Node Volume-Delay Functions (Assumed a Constant)

## 4.2 2007 External Trip Update

In the 2007 KMPO model, the trips coming from and to external areas are not based on the land use data for trip generation but instead are based on the existing 2007 directional traffic counts at the external stations. Fifteen external stations (TAZ 576 – TAZ 591) were coded in the 2007 KMPO model to conceptually represent external TAZs.

Table 4 lists all of AM and PM peak hour directional traffic count data at each of the external TAZs. Note X-I stands for “from External to Internal” and vice versa.

Table 5 and Table 6 respectively list the 2007 AM and PM peak hour external-external through trips, which were also extracted from the external traffic counts and balanced as input to the 2007 KMPO model.

## 4.3 2007 Link Traffic Count Update

The 2007 AM and PM peak hour traffic counts were coded by KMPO staff in the KMPO model for the purpose of model validation. Regression analyses can be directly performed by using the model volumes to compare with the peak hour traffic counts.

Counts for other time periods were also coded by KMPO staff, such as: AM Peak Period (6 AM – 9 AM), Mid-day Period (9 AM – 3 PM), PM Peak Period (3 PM – 6 PM), Night Period (6 PM – 6 AM), and 24-Hour Daily Period (6 AM – 6 AM), which will be used to verify the daily volume forecasts.

Table 4: 2007 AM/PM Peak Hour Counts at External TAZs

TAZ No	2007 KMPO Model Count Locations	XI-Counts-AM	IX-Counts-AM	XI-Counts-PM	IX-Counts-PM
576	State Hwy. 41 - N. County Line	236	133	154	268
577	US 95 - N. County Line	298	275	342	409
578	Bayview Road - N. County Line	17	6	17	19
580	E. Canyon Rad - E. County Line	5	16	15	8
581	I-90 - E. County Line	279	400	486	521
582	Future	0	0	0	0
583	State Hwy. 3 - S. County Line	75	131	125	108
584	Heyburn Rd. - S. County Line	15	8	15	22
585	US 95 - S. County Line	175	202	248	251
586	W. Worley West Rd. - W. County Line	2	1	3	3
587	State Hwy. 58 (E. Hoxie Rd.) - W. County Line	79	57	89	135
588	W. Riverview Drive - W. County Line	77	94	110	90
589	I-90 - W. County Line	1413	2147	2440	1910
590	Seltice Way - W. County Line	136	191	300	257
591	State Hwy. 53 (Trent Ave.) - W. County Line	171	459	380	289
	Total Counts	2978	4120	4724	4290

**Table 5: 2007 AM Peak Hour External-External Through Traffic Volumes**

Zones		576	577	578	580	581	582	583	584	585	586	587	588	589	590	591	
Name	395.5	State H	US 95 -	Bayview	E. Cany	I-90 - E	Future	State H	Heyburn	US 95 -	W. Wor	State H	W. Rive	I-90 - W	Seltice	State H	
	396.1	Desirable	12.8	26.4	0.6	1.5	38.4	0.0	12.6	0.8	19.4	0.1	5.5	9.0	206.1	18.3	44.1
576	State Hwy. 41 - N. County Line	31.4	0.0	0.1	0.0	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0	31.0	0.1	0.2
577	US 95 - N. County Line	39.6	0.1	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.1	39.3	0.1	0.3
578	Bayview Road - N. County Line	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
580	E. Canyon Rad - E. County Line	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
581	I-90 - E. County Line	37.1	0.1	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	36.8	0.1	0.3
582	Future	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
583	State Hwy. 3 - S. County Line	10.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.1
584	Heyburn Rd. - S. County Line	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
585	US 95 - S. County Line	23.3	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0.1	0.2
586	W. Worley West Rd. - W. County Line	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
587	State Hwy. 58 (E. Hoxie Rd.) - W. County Line	10.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.1
588	W. Riverview Drive - W. County Line	10.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.0	0.1
589	I-90 - W. County Line	187.9	12.4	25.7	0.6	1.5	37.3	0.0	12.2	0.7	18.8	0.1	5.3	8.7	0.0	17.8	42.7
590	Seltice Way - W. County Line	18.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	17.9	0.0	0.1
591	State Hwy. 53 (Trent Ave.) - W. County Line	22.7	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	22.6	0.1	0.0

**Table 6: 2007 PM Peak Hour External-External Through Traffic Volumes**

Zones		576	577	578	580	581	582	583	584	585	586	587	588	589	590	591	
Name	750.8	State H	US 95 -	Bayview	E. Cany	I-90 - E	Future	State H	Heyburn	US 95 -	W. Wor	State H	W. Rive	I-90 - W	Seltice	State H	
	751.1	Desirable	46.9	71.6	3.3	1.4	91.2	0.0	18.9	3.9	43.9	0.5	23.6	15.8	334.3	45.0	50.6
576	State Hwy. 41 - N. County Line	24.5	0.0	0.4	0.0	0.0	0.5	0.0	0.1	0.0	0.2	0.0	0.1	0.1	22.5	0.3	0.3
577	US 95 - N. County Line	54.4	0.6	0.0	0.0	0.0	1.1	0.0	0.2	0.0	0.5	0.0	0.3	0.2	50.2	0.6	0.6
578	Bayview Road - N. County Line	2.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
580	E. Canyon Rad - E. County Line	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
581	I-90 - E. County Line	77.3	0.8	1.3	0.1	0.0	0.0	0.0	0.3	0.1	0.8	0.0	0.4	0.3	71.7	0.8	0.9
582	Future	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
583	State Hwy. 3 - S. County Line	19.9	0.2	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.1	0.1	18.1	0.2	0.2
584	Heyburn Rd. - S. County Line	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
585	US 95 - S. County Line	39.4	0.4	0.6	0.0	0.0	0.8	0.0	0.2	0.0	0.0	0.0	0.2	0.1	36.2	0.4	0.5
586	W. Worley West Rd. - W. County Line	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
587	State Hwy. 58 (E. Hoxie Rd.) - W. County Line	14.2	0.1	0.2	0.0	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.1	12.9	0.1	0.2
588	W. Riverview Drive - W. County Line	17.5	0.2	0.3	0.0	0.0	0.4	0.0	0.1	0.0	0.2	0.0	0.1	0.0	16.0	0.2	0.2
589	I-90 - W. County Line	388.0	43.3	66.5	3.1	1.3	85.2	0.0	17.4	3.5	40.7	0.5	21.8	14.5	0.0	41.7	47.1
590	Seltice Way - W. County Line	47.7	0.5	0.8	0.0	0.0	1.0	0.0	0.2	0.0	0.5	0.0	0.3	0.2	43.8	0.0	0.6
591	State Hwy. 53 (Trent Ave.) - W. County Line	60.4	0.6	1.0	0.0	0.0	1.3	0.0	0.3	0.1	0.6	0.0	0.3	0.2	55.6	0.6	0.0

## 5.0 AM/PM Peak Hour Trip Generation

The KMPO VISUM model trip generation is categorized by four primary trip purposes. After the AM and PM peak hour trip generation model is run, the total KMPO region-wide trip productions and attractions are summarized to compare with the expanded travel survey samples reported in the “Spokane and Kootenai County Regional Travel Survey Final Report.”

### 5.1 AM Peak Hour Trip Generation Validation

Table 7 lists the 2007 AM peak hour trip generation model results compared with the AM 3 hours (6 AM – 9 AM) expanded sample trips and AM peak hour (7 AM – 8 AM) expanded sample trips.

The AM peak hour model results show reasonable comparison with the survey results as the modeled vehicle trips include external inbound, outbound, and through trips. The 2007 AM peak hour modeled externally related trips are totaled 2,978 (Table 4) – 396 (Table 5) = 2,582 while the difference between model trips and surveyed trips is about 2,582. Since the surveyed trips only include the KMPO households, the modeled trips are about 11% higher than the expanded survey trips.

**Table 7: 2007 AM Peak Hour Trip Generation Validation Results**

<b>TRIP PURPOSE</b>	<b>AM-Period Expanded Survey Trips</b>	<b>AM Peak Hour Surveyed Vehicle Trips</b>	<b>AM Peak Hour Model Vehicle Trips</b>	<b>AM Peak Hour Model/Survey % Difference</b>
<b>Home Based Work</b>	<b>19,123</b>	<b>8,946</b>	<b>9,411</b>	<b>5.2%</b>
<b>Home Based Retail</b>	<b>4,696</b>	<b>1,307</b>	<b>1,488</b>	<b>13.9%</b>
<b>Home Based Other</b>	<b>38,041</b>	<b>8,698</b>	<b>10,247</b>	<b>17.8%</b>
<b>Non-Home Based</b>	<b>17,694</b>	<b>5,285</b>	<b>5,672</b>	<b>7.3%</b>
<b>Total</b>	<b>79,554</b>	<b>24,236</b>	<b>26,818</b>	<b>10.6%</b>

### 5.2 PM Peak Hour Trip Generation Validation

Table 8 lists the 2007 PM peak hour trip generation model results compared with the PM 3 hours (3 PM – 6 PM) expanded sample trips and PM peak hour (5 PM – 6 PM) expanded sample trips.

The PM peak hour model results show reasonable comparison with the survey results as the modeled vehicle trips include external inbound, outbound and through trips. The 2007 PM peak hour externally related trips are totaled 4724 – 751 = 3,973 while the difference between model trips and surveyed trips is about 3,976. Since the surveyed trips only

include the KMPO households, the PM peak hour modeled trips are about 12% higher than the expanded survey trips.

**Table 8: 2007 PM Peak Hour Trip Generation Validation Results**

<b>TRIP PURPOSE</b>	<b>PM-Period Expanded Survey Trips</b>	<b>PM Peak Hour Surveyed Vehicle Trips</b>	<b>PM Peak Hour Model Vehicle Trips</b>	<b>PM Peak Hour Model/Survey % Difference</b>
<b>Home Based Work</b>	<b>13,406</b>	<b>5,805</b>	<b>6,400</b>	<b>10.3%</b>
<b>Home Based Retail</b>	<b>19,463</b>	<b>5,328</b>	<b>6,123</b>	<b>14.9%</b>
<b>Home Based Other</b>	<b>49,406</b>	<b>11,722</b>	<b>13,312</b>	<b>13.6%</b>
<b>Non-Home Based</b>	<b>43,826</b>	<b>9,924</b>	<b>10,919</b>	<b>10.0%</b>
<b>Total</b>	<b>126,101</b>	<b>32,778</b>	<b>36,754</b>	<b>12.1%</b>

## 6.0 AM/PM Peak Hour Trip Distribution

The KMPO VISUM model trip distributions by four primary trip purposes are based on Gravity Model functions. The a, b, and c parameters in the Gravity Model functions are re-calibrated in the 2007 KMPO model to fit the trip length distribution patterns in terms of frequencies and average travel times reported in the “Spokane and Kootenai County Regional Travel Survey Final Report.”

### 6.1 Gravity Model Parameters

Figure 4 displays the home-based work gravity model function parameters and other trip distribution characteristics, such as: direction of the trip distribution balance to production; doubly constrained balancing by Multi procedure; multi-parameters with maximum number of iterations being 10 and quality factor being 3.

The screenshot shows a dialog box titled "Choice model for A\_H-W" with two tabs: "Options" and "Function graph". The "Options" tab is active and contains the following settings:

- Function type:**
  - Logit:  $f(U) = e^{(c U)}$
  - Kirchhoff:  $f(U) = U^c$
  - BoxCox:  $f(U) = e^{[c (U^b - 1) / b]}$
  - Combined:  $f(U) = a U^b e^{(c U)}$
  - TModel:  $f(U) = 1 / (U^b + c U^a)$
- Parameters:**
  - a: -0.5
  - b: 0.55
  - c: 20
- Direction of the distribution:**
  - Production distribution
  - Attraction distribution
- Doubly constrained: Balancing by Multi procedure
  - Initial matrix balancing according to:**
    - Production totals
    - Attraction totals
    - Mean of both totals
    - Minimum of both totals
    - Maximum of both totals
  - Multi-Parameters:**
    - Max. no. of iterations: 10
    - Quality factor: 3

Buttons at the bottom include "Reset", "OK", and "Cancel".

**Figure 4: Home-Based Work Gravity Model Functions and Parameters**

Figure 5 displays the Home-Based Retail gravity model function parameters and other trip distribution characteristics discussed above.

Figure 6 displays the Home-Based Other gravity model function parameters and other trip distribution characteristics.



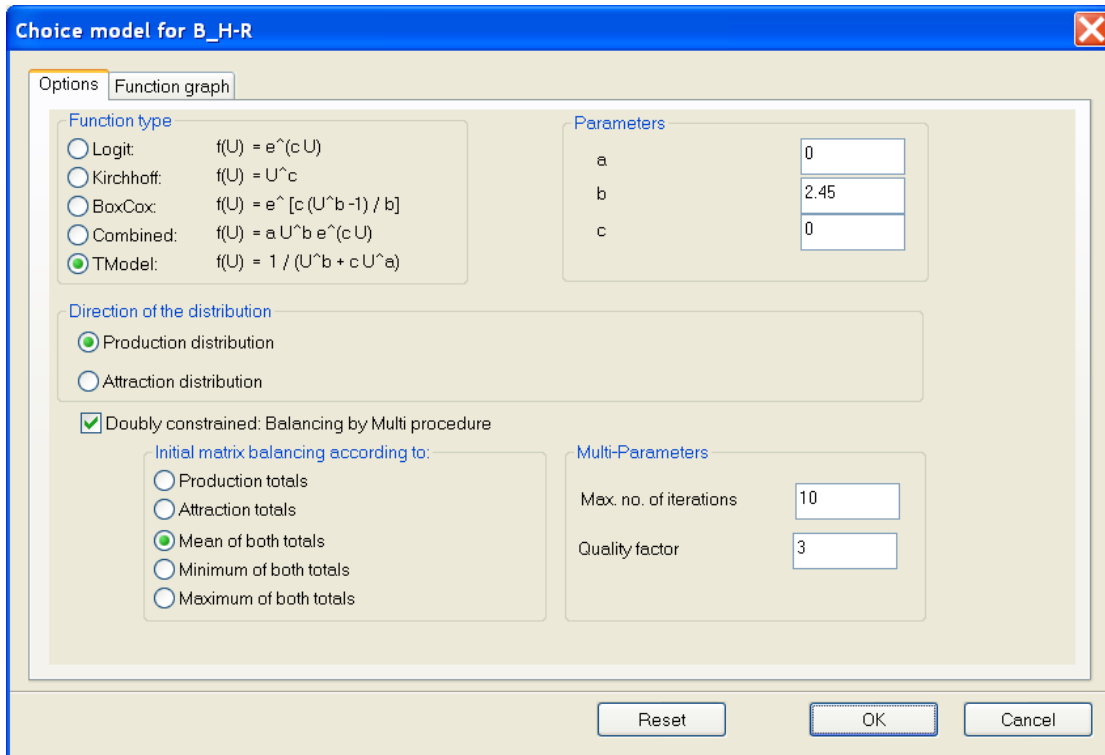


Figure 5: Home-Based Retail Gravity Model Functions and Parameters

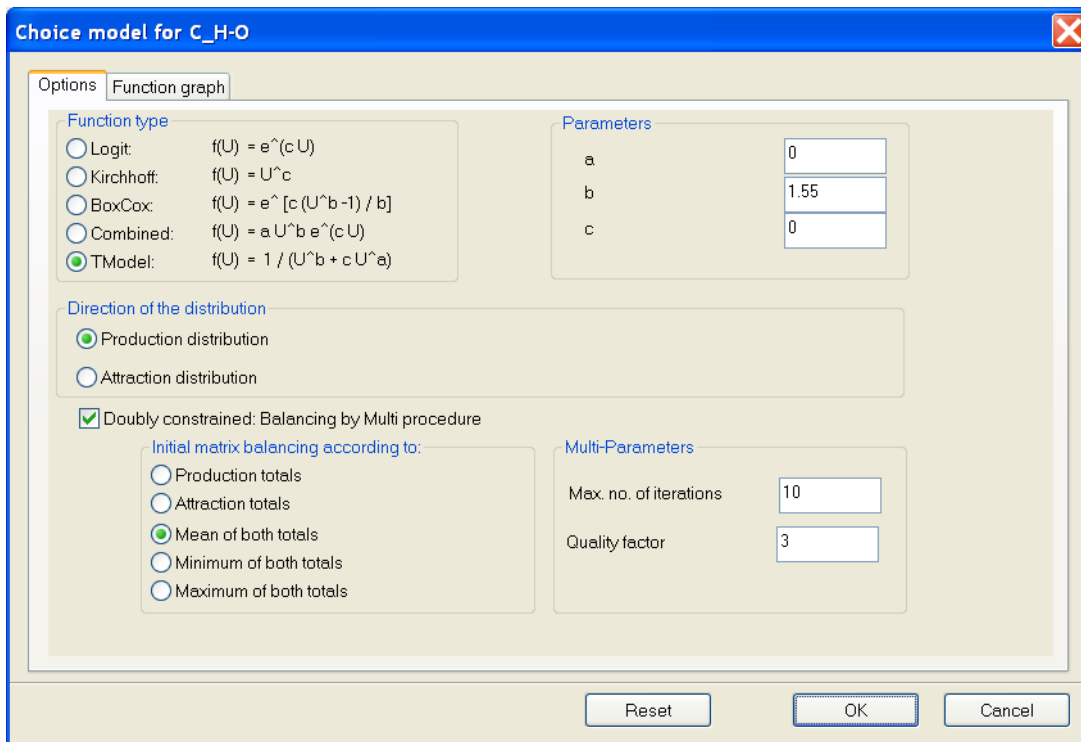
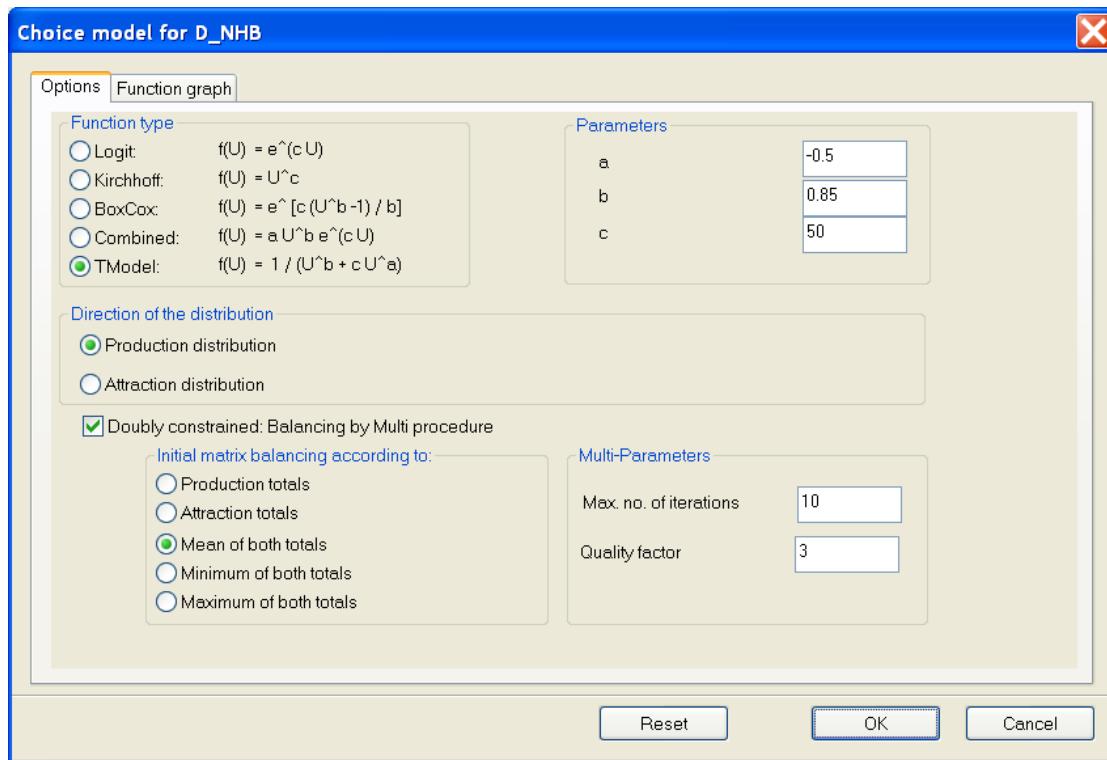


Figure 6: Home-Based Other Gravity Model Functions and Parameters

Figure 7 displays the Non-Home-Based gravity model function parameters and other trip distribution characteristics.



**Figure 7: Non-Home-Based Gravity Model Functions and Parameters**

The trip distribution utility parameters are summarized in Table 9 below:

**Table 9: 2007 KMPO Model Gravity Model Parameters**

Trip Purpose	Trip Distribution Parameter		
	a	b	c
HB-Work	-0.50	0.55	20.00
HB-Retail	0.00	2.45	0.00
HB-Other	0.00	1.55	0.00
Non-Home Based	-0.50	0.85	50.00

## 6.2 Gravity Model Calibration/Validation Results

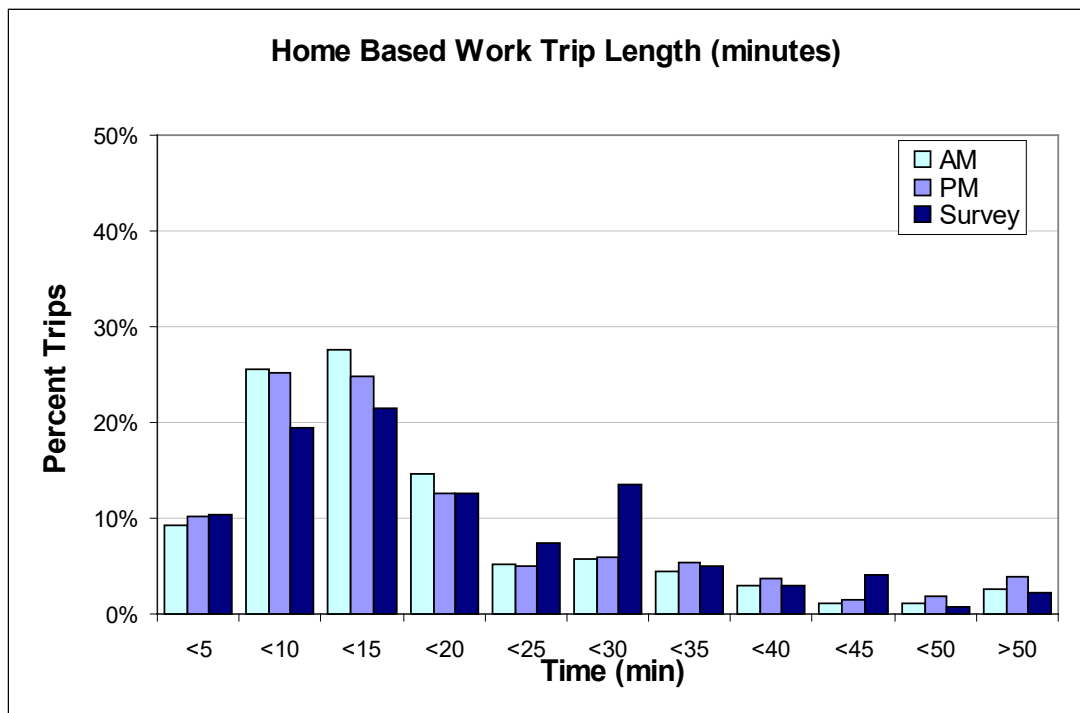
Compared with the Gravity Model Parameters (as shown in Table 11 of the 2005 KMPO Model Documentation) in the 2005 KMPO model, the 2007 KMPO model has quite different parameters. This is because the 2007 KMPO model has the trip distributions calibrated to the 2005 regional travel survey by trip purpose.

As shown in Table 10, the average model trip time roughly matches the average survey travel time for overall KMPO region-wide, despite some average travel time variations by trip purposes.

**Table 10: 2007 AM and PM Peak Hour Average Trip Time (Minutes) – Model vs. Survey**

Trip Purpose	Survey	Model AM		Model PM	
	TT	TT	AM %diff	TT	PM %diff
HBW	20	16	-20.9%	17	-15.0%
HBR	15	16	7.5%	15	-2.1%
HBO	18	19	8.7%	16	-6.6%
NHB	16	16	-0.1%	16	-2.2%
<b>Average TT</b>	17	17	1.0%	16	-5.7%

As shown in Figure 8, the Home-Based Work trip length frequency distribution for AM and PM both demonstrate similar patterns to the survey-reported trip length frequency patterns. So do the Home-Based Retail, Home-Based Other, and Non-Home Based trip distribution patterns as shown in Figures 9-11.



**Figure 8: Home-Based Work Trip Distribution Calibration Results**

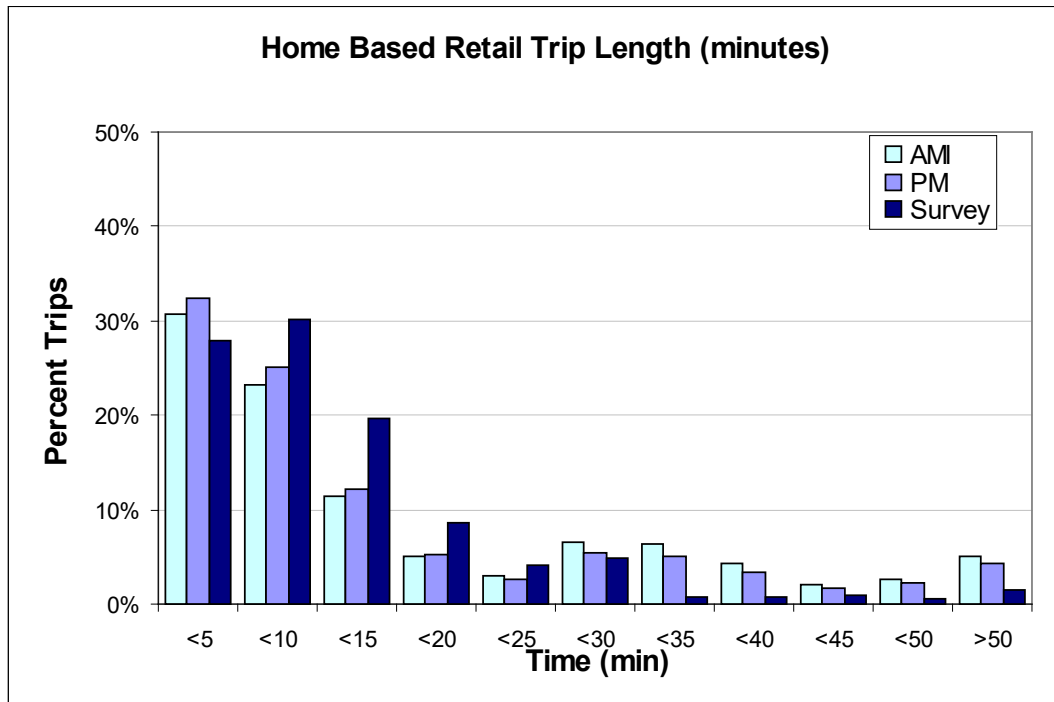


Figure 9: Home-Based Retail Trip Distribution Calibration Results

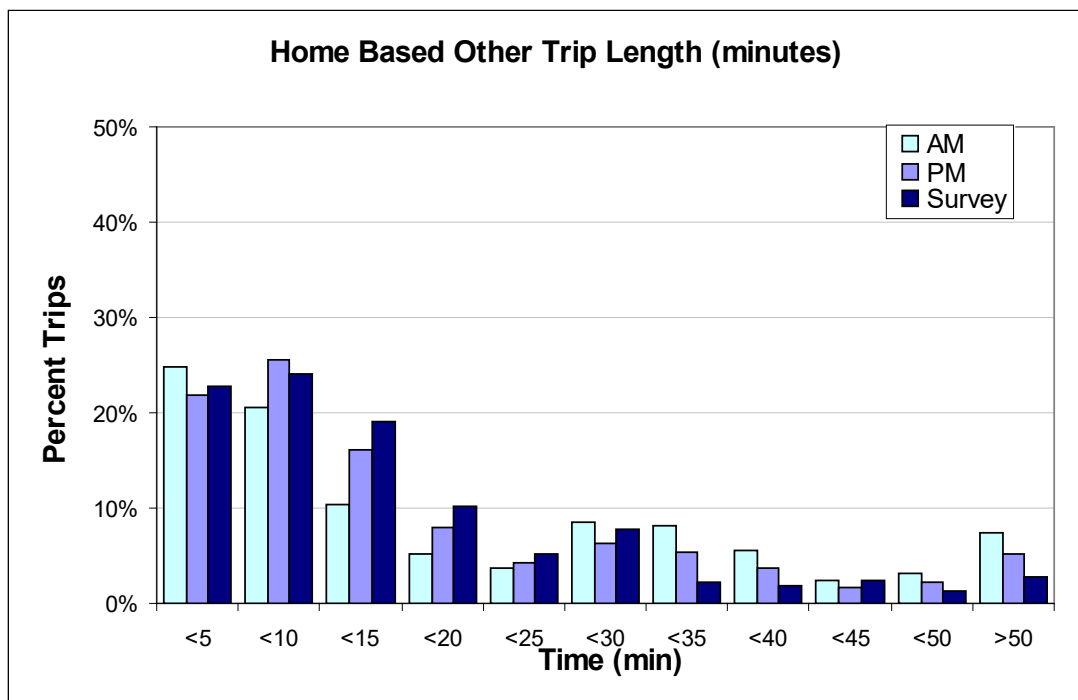


Figure 10: Home-Based Other Trip Distribution Calibration Results

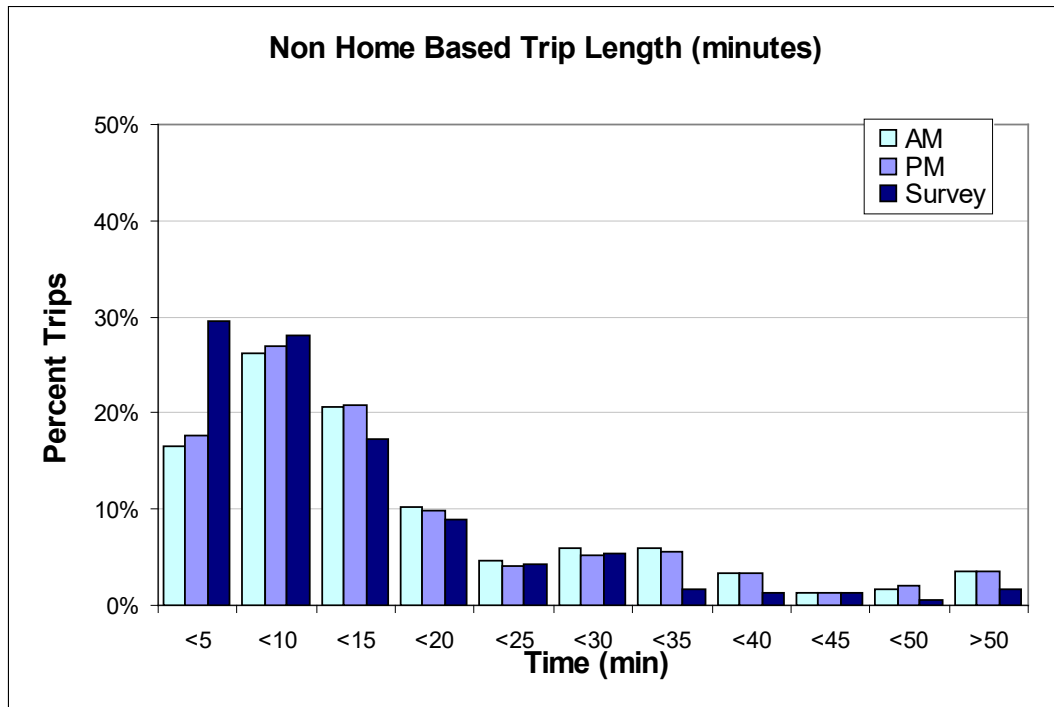


Figure 11: Non-Home Based Trip Distribution Calibration Results

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## 7.0 AM/PM Peak Hour Traffic Assignments

The 2007 AM peak hour KMPO Model traffic assignments are displayed in Figure 12 and the 2007 PM peak hour KMPO Model traffic assignments are displayed in Figure 13.

The traffic assignment figures provide a snapshot of directional volume forecasts for the AM and PM peak hour in the urbanized KMPO area.

Since the directional traffic forecasts need to be evaluated for statistical accuracy and confidence, screenline validation analysis is performed for both AM and PM peak hour conditions. Appendix 1G and Appendix 1H show the 2007 KMPO Model AM/PM peak hour screenline spreadsheets, respectively.

## 8.0 AM/PM Peak Hour Traffic Screenline Validation

As shown in Figure 14 and Figure 15, twenty-eight screenlines are drawn to display ratios of the 2007 KMPO model AM and PM peak hour traffic volume forecasts over their corresponding traffic counts. Table 11 shows the summary screenline results.

**Table 11: 2007 KMPO Model AM/PM Peak Hour Screenline Summary Results**

<b>Screenline Location and No.</b>	<b>AM Peak Hour Model/Count Ratio</b>	<b>PM Peak Hour Model/Count Ratio</b>
Spokane River Crossing Screenline #1	1.04	1.04
Seltice Screenline #2	1.14	1.29
Harrison Avenue Screenline # 3	0.85	0.75
Appleway Ave/Best Screenline #4	0.99	1.03
Seltice/Mullan Rd/Kathleen Screenline #5	0.95	0.85
Poleline Rd Screenline #6	1.07	1.09
Prairie Rd. Screenline #7	1.08	1.05
Hayden Avenue Screenline #8	1.49	1.37
Lancaster Rd. Screenline #9	1.16	1.12
SH 53 – US 95 Screenline #10	0.93	0.89
Twin Lakes to National Forest Screenline #11	1.33	1.28
US 95 to SH 3 South Screenline #12	1.24	0.85
SH 93 to LaTour Creek Rd Screenline #13	1.43	1.60
Spirit Lake Pend'O Reille Screenline #14	1.04	0.96
Pleasant View Rd Screenline #15	0.89	0.95
McGuire Rd. Screenline #16	1.08	1.12
Chase Rd. Screenline #17	1.02	1.01
Spokane St. Screenline #18	0.88	0.83
Idaho St. Screenline #19	1.29	1.13
Greensferry Rd. Screenline #20	0.97	0.99
SH 41 Screenline #21	0.87	0.84
Huetter Rd. Screenline #22	1.18	1.37
Ramsey Rd. Screenline #23	0.96	0.92
US 95 Screenline #24	1.06	0.88
West Side KMPO Screenline #25	0.93	0.94
East Side KMPO Screenline #26	1.39	1.39
Government Way Screenline #27	1.05	0.89
I-90 Ramps Screenline #28	1.18	1.13
Overall Screenline	1.05	1.00

---

The closer the model/count ratios by screenlines approach 1.00, the better matches the screenline traffic volumes are compared with the traffic counts. The Federal Highway Administration (FHWA) developed a maximum allowable screenline validation error range and formula as shown below:

**% Allowable Deviation per TMIP FHA**

For volumes less than 100,000:

$$\text{Tol (\%)} = 1/100 * [(-0.00005*(V)^3 + 0.013*(V)^2 - 1.1822*(V) + 65.465)]$$

For over 100,000:

$$\text{Tol (\%)} = 2.1783*(V)^{-0.4784}$$

Where V is volume in thousands

By using the formula, the screenlines can be evaluated to see if they meet the percent allowable deviation ranges. Figure 16 and Figure 17 display the screenline validations against FHWA Maximum Allowable Error Range (Source: **Figure 7-2 Maximum Desirable Deviation in Total Screenline Volumes** in the *Model Validation and Reasonableness Checking Manual* published by FHWA Travel Model Improvement Program).

By the FHWA standards, the 2007 KMPO Model is validated for both AM peak hour and PM peak hour, and can be used to build future year travel demand models in KMPO areas.



# 2007 KMPO VISUM TRAVEL DEMAND MODEL

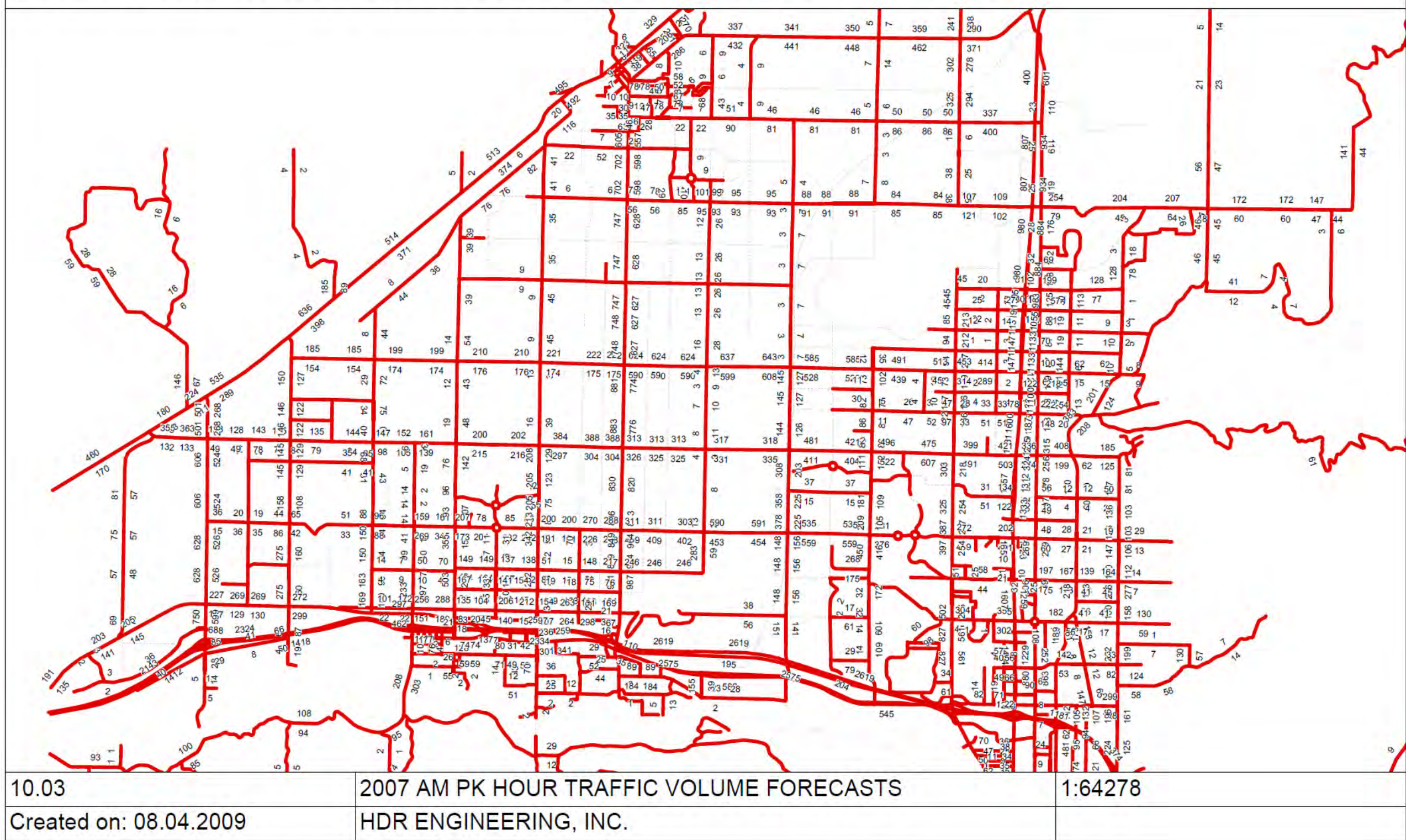


Figure 12: 2007 KMPO VISUM Model AM Peak Hour Traffic Assignment Results



# 2007 KMPO VISUM TRAVEL DEMAND MODEL

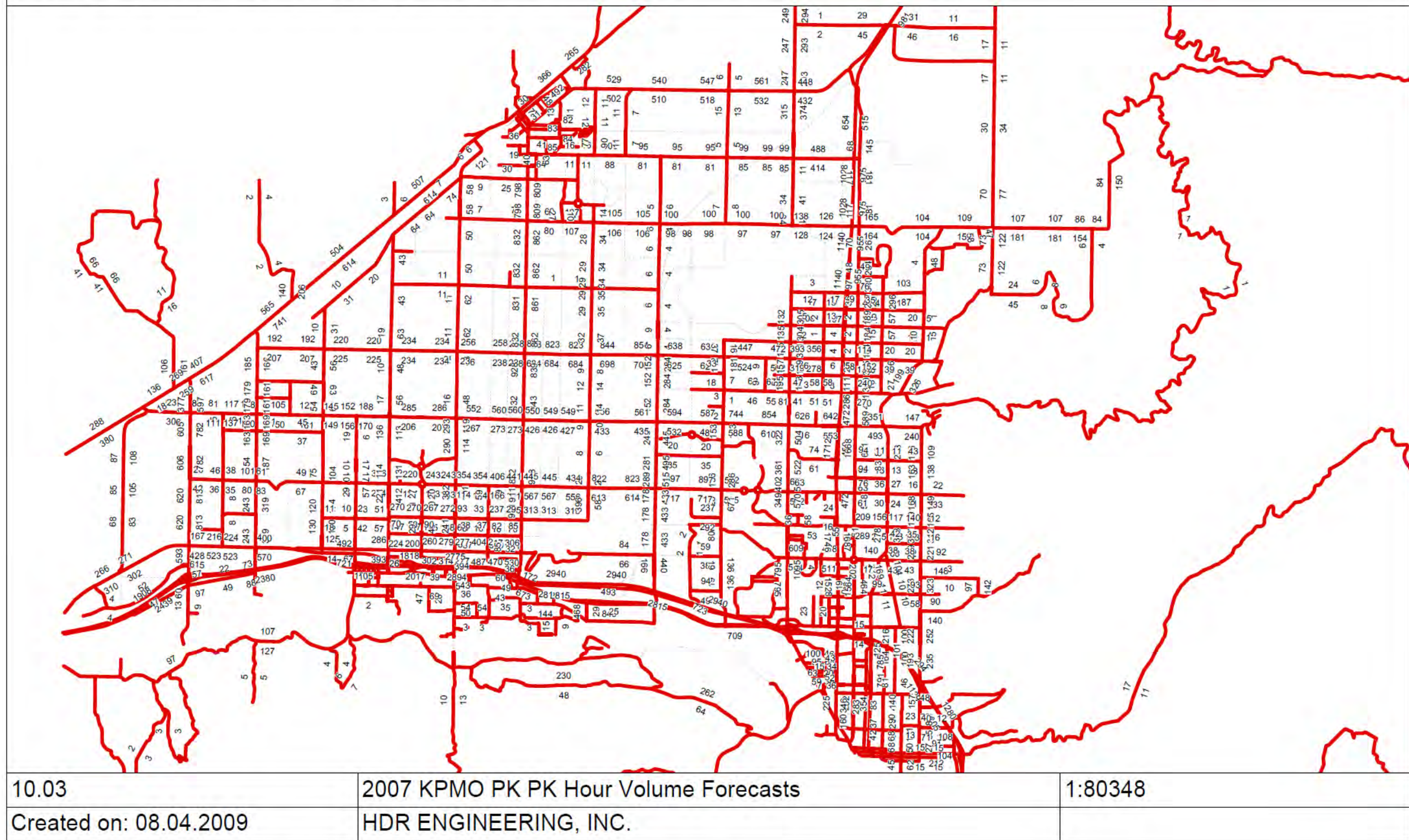
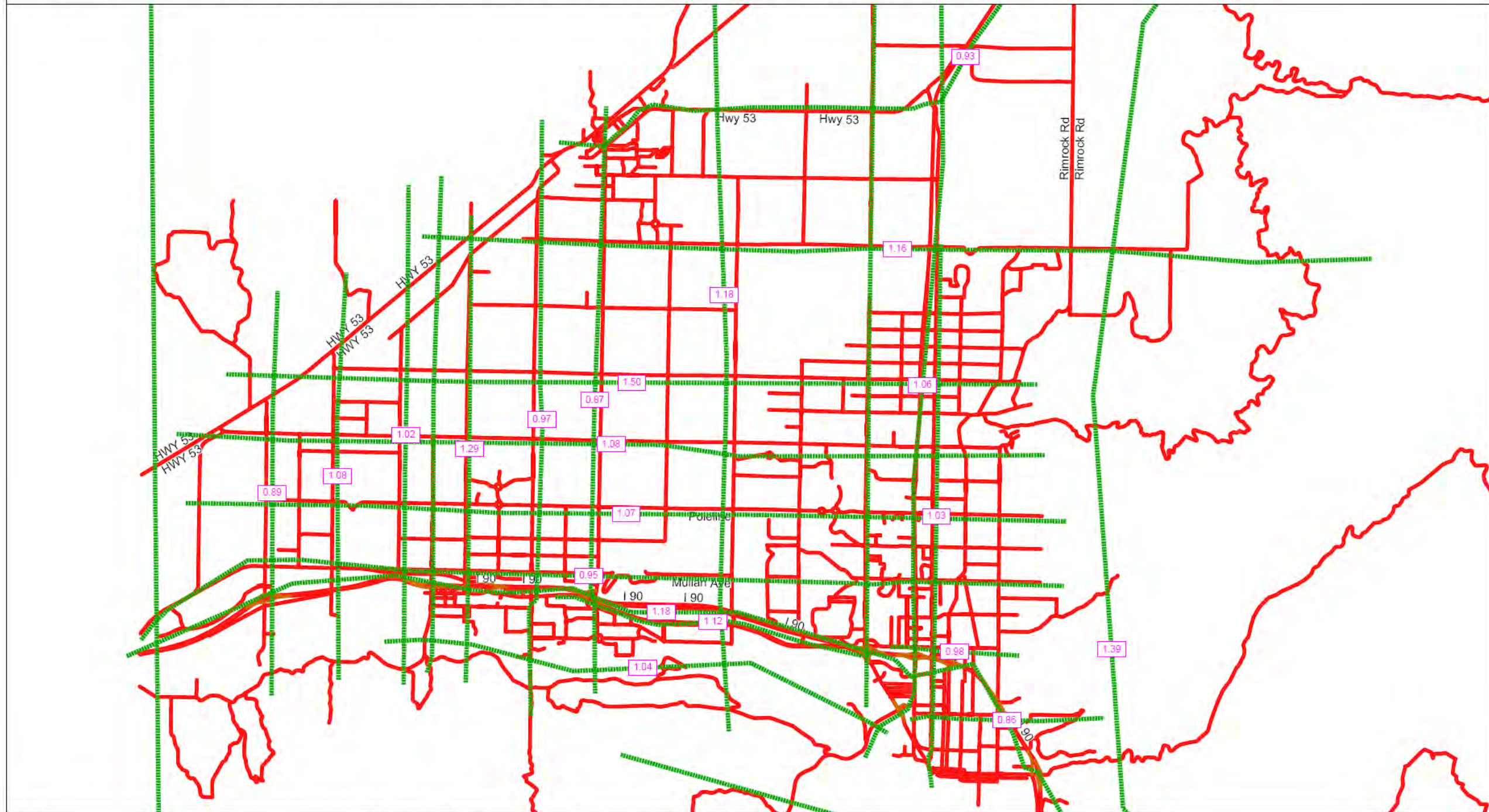


Figure 13: 2007 KMPO VISUM Model PM Peak Hour Traffic Assignment Results



# 2007 KMPO VISUM Travel Demand Model



10.03	2007 KMPO VISUM Model AM PK Hour Model/Count Ratio by Screenlines	1:84719
Created on: 20.03.2009	HDR Engineering, Inc.	

Figure 14: 2007 KMPO VISUM Model AM Peak Hour Traffic Forecast Screenline Results



# 2007 KMPO VISUM TRAVEL DEMAND MODEL

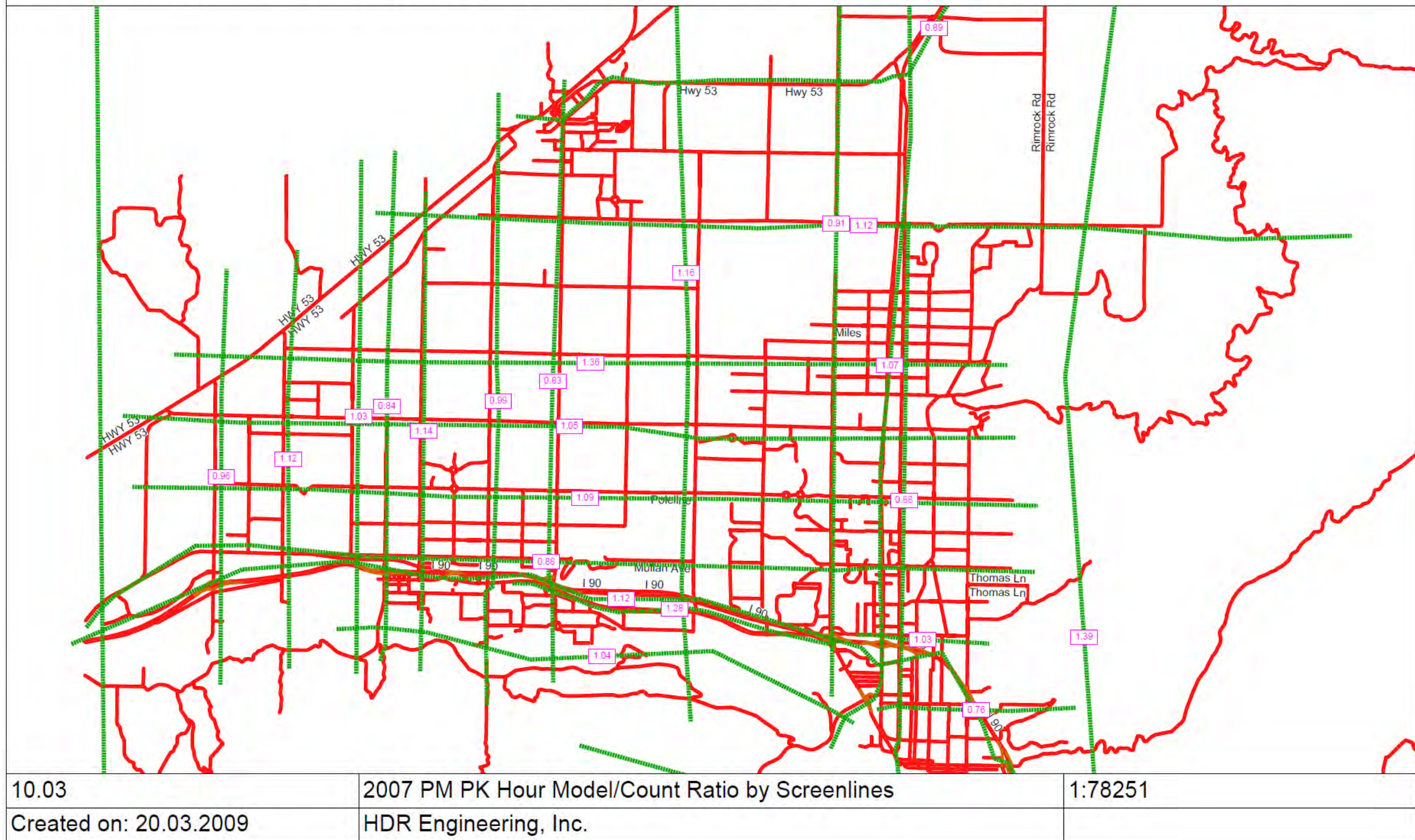


Figure 15: 2007 KMPO VISUM Model PM Peak Hour Traffic Forecast Screenline Results

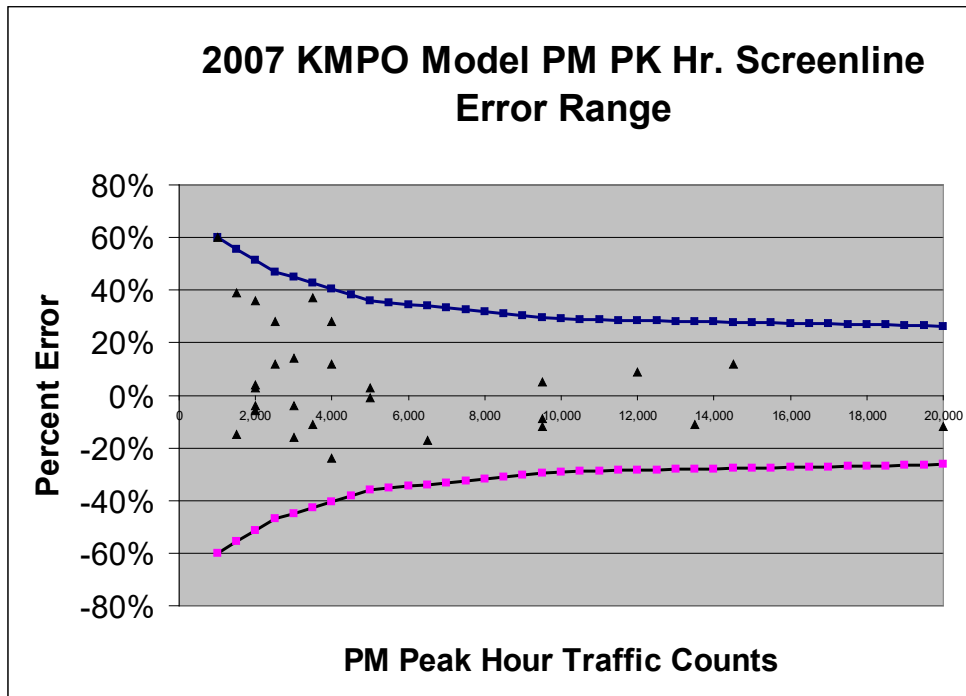


Figure 16: 2007 KMPO Model AM Peak Hour Screenline Error Range

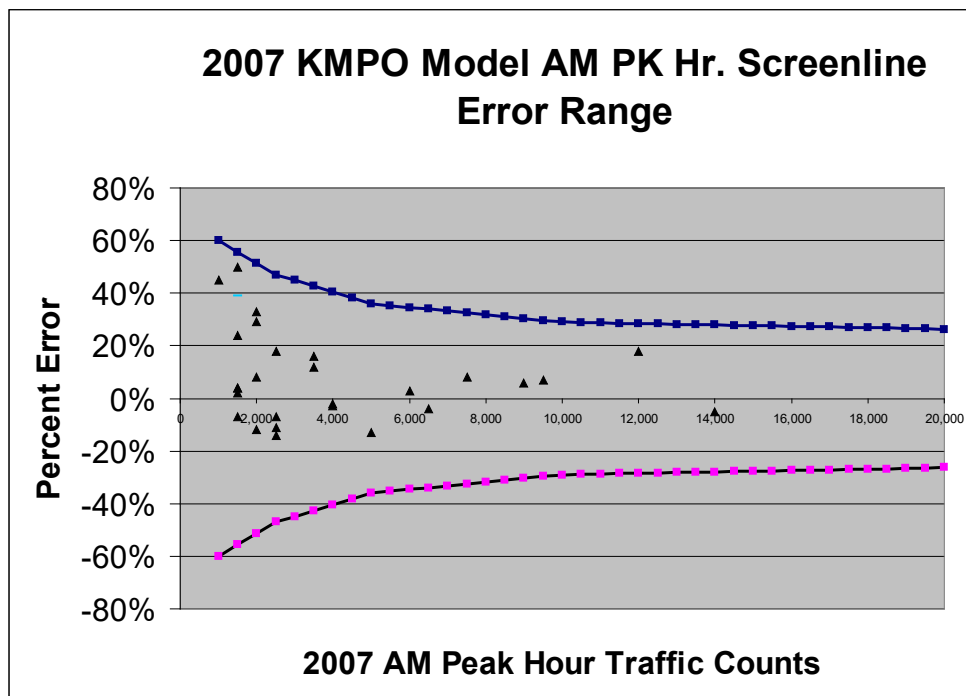


Figure 17: 2007 KMPO Model PM Peak Hour Screenline Error Range

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## 9.0 Model Limitations and Improvements

The 2007 KMPO model has some limitations that lead to potential improvements in the future.

- The KMPO model is vehicle based travel demand forecasting model and does not have multimodal forecasting capability as the model only follows the three steps of the traditional four-step modeling procedures: trip generation, trip distribution, and trip assignment without the mode choice modeling step.
- The model trip generation rates are simply based on the ITE Trip Generation Manual but not based on the regional travel survey data, although the total trips generated by purpose are calibrated against the 2005 Kootenai/Spokane expanded travel survey results.
- The model produces better traffic forecasts in the urbanized area with higher traffic volume than in the rural area with lower traffic volumes possibly because of the larger zones and less street network in rural areas, or because the rural areas have lower trip generation rates than the ITE urban and suburban trip generation rates used in the KMPO model. Further statistical analysis of the rural and urban area travel behaviors will help evaluate this hypothesis.
- The trip distribution patterns roughly match with the 2005 regional travel survey; however, the statistics extracted from the travel survey do not separate the AM and PM conditions; therefore, further statistical analysis of the “2005 Spokane and Kootenai County Regional Travel Survey” may be needed to enhance the trip distribution pattern accuracy.
- The intersection delay calculations are removed from the demand model because of the overlapping with the link delay calculation; the link and node delay relationship should be further evaluated to determine their corresponding applicability in the model.
- Intersection level of service calculation can be implemented by VISUM module TRAFFIX based on the Highway Capacity Manual but was not done at this update and should be implemented for operational analysis in the future.
- Some local zonal details or network details may not be sufficient to reflect the traffic forecast conditions in the local sub-area transportation study and planning, and may be enhanced further to meet the local travel demand modeling needs in the future.

## Appendices

**Appendix 1A: KMPOGUI.PY**  
**– KMPO Graphic User Interface Python script file**



```
#!/usr/bin/env python
#Boa:App:BoaApp

import wx, os
global numarray
from numarray import *
import KMPOFrame

modules={'MainFrame':[1,'Main frame', u'KMPOFrame.py']}

class BoaApp(wx.App):
    def OnInit(self):
        wx.InitAllImageHandlers()
        self.main=KMPOFrame.create(None)
        self.main.Show()
        self.SetTopWindow(self.main)
        return True

def main():
    application = BoaApp(0)
    os.chdir("..")
    application.MainLoop()

if __name__ == '__main__':
    main()
```

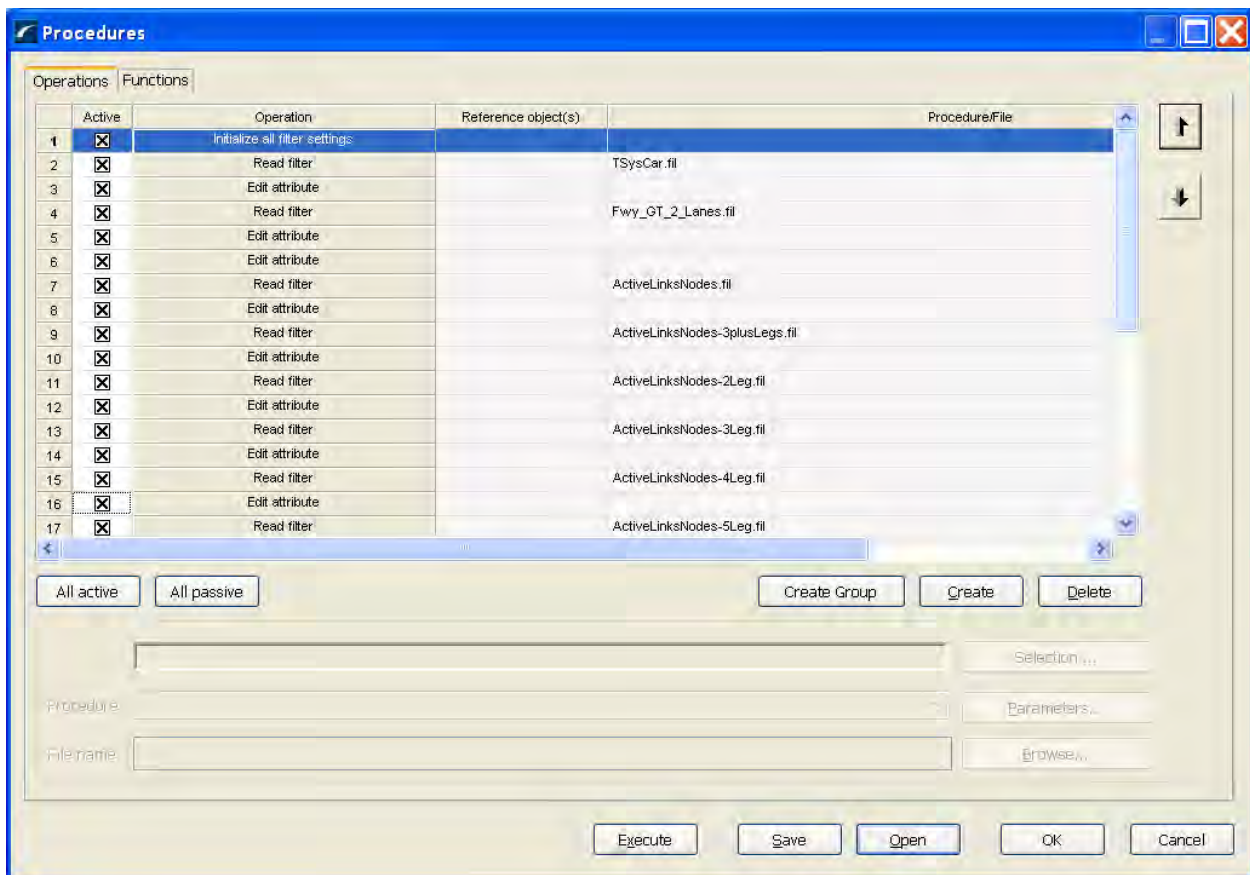
**Appendix 1B: KMPO Project dir file.pdf**  
**- KMPO Project directory file that stores the model**

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Netze		"W:\087219\KMPO Model\KMPO
Model Run\"	net	
* Versions		
Versionen		"W:\087219\KMPO Model\KMPO
Model Run\"	ver	
* OD matrices		
Quelle-Ziel-Matrizen		"W:\087219\KMPO Model\KMPO
Model Run\"	mtx	
* Skim matrices		
Kenngroessenmatrizen		"W:\087219\KMPO Model\KMPO
Model Run\"	*	
* OD demand data		
Nachfragedaten		"W:\087219\KMPO Model\KMPO
Model Run\"	dmd	
* MultiUser networks		
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Model Run\"	NotEdita	
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Settings\bgow\Desktop\FULL Model RUNS\MODEL RUNS\"	pdf	
* Graphic parameters		
Grafikparameter		"W:\087219\KMPO Model\KMPO
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* Background Files		
Hintergrunddateien		"W:\087219\KMPO Model\KMPO
Model Run\"	hgr	
* Texts		
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Model Run\"	txt	
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* Difference Network		
Differenznetz		"W:\087219\KMPO Model\KMPO
Model Run\"	diffnet	

## Appendix 1C: UpdateNodeLinkCapTWTL.par - A parameter file to update node/link capacity



## Appendix 1D: KMPO-Model-AMPKHR.par - A parameter file for AM peak hour KMPO Model

The screenshot shows the 'Procedures' dialog box with the following data:

	Active	Operation	Reference object(s)	Procedure/File
1	<input checked="" type="checkbox"/>	Init assignment		All
2	<input checked="" type="checkbox"/>	Read filter		TSysCarLinks.fil
3	<input checked="" type="checkbox"/>	Edit attribute		
4	<input checked="" type="checkbox"/>	Edit attribute		
5	<input checked="" type="checkbox"/>	Trip generation	All DEFAULT-DemandStrata	
6	<input checked="" type="checkbox"/>	Run script		ProdAttrBalancingKMPO-AM.py
7	<input checked="" type="checkbox"/>	Run script		AdjustTripGenKMPO6-AM.py
8	<input checked="" type="checkbox"/>	Calculate skim matrix	A_HBW A_HBW	
9	<input checked="" type="checkbox"/>	Calculate skim matrix	A_HBW A_HBW	
10	<input checked="" type="checkbox"/>	Combination of skim matrices and vectors	1 TTD (A_HBW A_HBW)	
11	<input checked="" type="checkbox"/>	Run script		calculateIntrazonalKMPO-AM.py
12	<input checked="" type="checkbox"/>	Combination of skim matrices and vectors	4 TTavg	
13	<input checked="" type="checkbox"/>	Save skim matrix	4 TTavg	FinalSkin.TTC
14	<input checked="" type="checkbox"/>	Trip distribution	All DEFAULT-DemandStrata	
15	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	7 HBW	
16	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	8 HBR	
17	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	9 HBO	

Buttons: All active, All passive, Create Group, Create, Delete

Procedure: All

File name: [Empty]

Buttons: Execute, Save, Open, OK, Cancel

**Appendix 1E: KMPO-Model\_PMPKHR.par**  
**- A parameter file for PM peak hour KMPO Model**



**Procedures**

Operations | Functions

	Active	Operation	Reference object(s)	Procedure/File
1	<input checked="" type="checkbox"/>	Init assignment		All
2	<input checked="" type="checkbox"/>	Read filter		TSysCarLinks.fil
3	<input checked="" type="checkbox"/>	Edit attribute		
4	<input checked="" type="checkbox"/>	Edit attribute		
5	<input checked="" type="checkbox"/>	Trip generation	All DEFAULT-DemandStrata	
6	<input checked="" type="checkbox"/>	Run script		ProdAttrBalancingKMPO-PM.py
7	<input checked="" type="checkbox"/>	Run script		AdjustTripGenKMPO6-PM.py
8	<input checked="" type="checkbox"/>	Calculate skim matrix	A_HBW A_HBW	
9	<input checked="" type="checkbox"/>	Calculate skim matrix	A_HBW A_HBW	
10	<input checked="" type="checkbox"/>	Combination of skim matrices and vectors	1 Tt0 (A_HBW A_HBW)	
11	<input checked="" type="checkbox"/>	Run script		calculateIntrazonalKMPO-PM.py
12	<input checked="" type="checkbox"/>	Combination of skim matrices and vectors	4 Ttav	
13	<input checked="" type="checkbox"/>	Save skim matrix	4 Ttav	FinalSkin.TTC
14	<input checked="" type="checkbox"/>	Trip distribution	All DEFAULT-DemandStrata	
15	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	7 HBW	
16	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	8 HBR	
17	<input checked="" type="checkbox"/>	Combination of OD matrices and vectors	9 HBO	

Procedure:

File name:

**Appendix 1F: KMPO Model Run Script.py**  
**- A Python Script file to track AM/PM model runs**

```

global numarray
global zeros, Float32
import win32com.client
import threading
from numarray import *
from time import *

class testit(threading.Thread):

    def __init__(self, visum, pfdName, finalVersion, Link_and_Node_Capacity,
AM_Assignment_Par, PM_Assignment_Par):

        threading.Thread.__init__(self)
        self.visum = visum
        self.pfdName = pfdName
        self.finalVersion = finalVersion
        self.Link_and_Node_Capacity = Link_and_Node_Capacity ##par1
        self.AM_Assignment_Par = AM_Assignment_Par ##par2
        self.PM_Assignment_Par = PM_Assignment_Par ##par3

    def run(self):
        global Flag1, Flag2
        global modeChoiceAMmat, modeChoiceMDmat
        global distribMDmat, distribAMmat
        global FlagTDMCMD, FlagTDMCAM, FlagDataAM1,
FlagDataAM2, FlagDataMD1, FlagDataMD2
        global AMConverge
        global MDConverge
        global AssignAM
        global AssignMD
        global FlagAM, FlagMD
        global prevLOVmd, prevHOVmd, prevTruckmd
        global mat3AM, mat4AM, mat5AM, mat3MD, mat4MD, mat5MD
        global diffMatAM, diffMatMD, perMatAM, perMatMD, AMavgFlag, MDavgFlag
        global numarray
        import win32api
        import win32com.client
        import pythoncom
        import sys
        import time
        import numarray

        sys.coinit_flags = 0
        pythoncom.CoInitialize()

        self.v = win32com.client.Dispatch("Visum.Visum.10")
        self.v.LoadPathFile(self.pfdName)
        print "Model Run Started!"

        try:
            print "Loading Version File..."
            self.v.LoadVersion(self.visum)
        except:
            print "Error Loading Version File for:"
            x = self.v.Messages
            for i in range(0,len(x)):
                print x[i].Text

##         #####Calculate Link Node Capacity#####
        try:

```

```

        print "Calculating Link Node Capacity..."
        self.v.Procedures.Open(self.Link_and_Node_Capacity)
        self.v.Procedures.Execute()
    except:
        print "Error Calculating Link Node Capacity..."
        x = self.v.Messages
        for i in range(0,len(x)):
            print x[i].Text

    try:
        print "Running AM PEAK Assignment....."
        self.v.Procedures.Open(self.AM_Assignment_Par)
        self.v.Procedures.Execute()
        print "AM PEAK Assignment Completed"
    except:
        print "Error AM PEAK Assignment..."
        x = self.v.Messages
        for i in range(0,len(x)):
            print x[i].Text

    try:
        print "Running PM PEAK Assignment....."
        self.v.Procedures.Open(self.PM_Assignment_Par)
        self.v.Procedures.Execute()
        print "PM PEAK Assignment Completed"
    except:
        print "Error PM PEAK Assignment..."
        x = self.v.Messages
        for i in range(0,len(x)):
            print x[i].Text

#####Save Version File#####
    x = self.v.Messages
    if len(x)>0:
        print "Warnings Encountered"
        for i in range(0,len(x)):
            print x[i].Text
        print "Saving Final Version..."
    self.v.SaveVersion(self.finalVersion)
    print "Model Run Completed!"

def readCSV(fileName):
    import csv
    '''Reads csv file into a dictionary with the following keys
    folderLocation, versionName, numIterations, finalVersion, emails,
runScript'''
    f = open(fileName, "r")
    reader = csv.reader(f)
    y = []
    for x in reader:
        y.append(x)
    return dict(y)

runParams = readCSV("runall.csv")
finalversion = runParams['finalVersion']
netName1 = runParams['versionName']
pathfile = runParams['folderLocation']

Link_and_Node_Capacity = runParams['NodeLinkCapUpdate'] ##par1
AM_Assignment_Par = runParams['AMassignment'] ##par2

```

---

```
PM_Assignment_Par = runParams['PMAssignment'] ##par3  
t = testit(netName1, pathfile, finalversion, Link_and_Node_Capacity,  
AM_Assignment_Par, PM_Assignment_Par)  
t.run()
```

**Appendix 1G: 2007 KMPO Model AM Peak Hour  
Screenline Validation Spreadsheets**

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 9b 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 originated by: Tony wang  
 Checked by: Revised Template by Jin Ren



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SCREENLINE NUMBER: #1												
SCREENLINE LOCATION: Spokane River Crossing Screenline #1												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	818	842	Spokane St.	271	413	0.66	135	217	0.62	136	196	0.69
	889	9963	US 95 @ Spokane River Bridge	1251	1051	1.19	602	456	1.32	649	595	1.09
			TOTAL	1522	1464	1.04	737	673	1.10	785	791	0.99
SCREENLINE NUMBER: #2												
SCREENLINE LOCATION: Selkirk Screenline #2												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	774	9814	Huetter Rd	293	258	1.14	152	180	0.84	141	78	1.81
	9388	9815	Altas Rd	229	556	0.41	92	342	0.27	137	214	0.64
	843	9789	Ramsey Rd	2728	1982	1.38	1555	1290	1.21	1173	692	1.70
	734	9272	Ross Point Rd	283	463	0.61	105	130	0.81	178	333	0.53
	755	790	Cedar St	374	253	1.48	25	74	0.34	349	179	1.95
	9960	9884	Seeley Rd	194	79	2.46	155	35	4.43	39	44	0.89
			TOTAL	4101	3591	1.14	2084	2051	1.02	2017	1540	1.31
SCREENLINE NUMBER: #3												
SCREENLINE LOCATION: Harrison Ave. Screenline #3												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	899	9144	Government Way	480	363	1.32	333	194	1.72	147	169	0.87
	901	917	3rd St	698	792	0.88	263	447	0.59	435	345	1.26
	904	919	7th St	86	227	0.38	49	103	0.48	37	124	0.30
	907	920	11th St	217	147	1.48	129	60	2.15	88	87	1.01
	910	921	15th St	552	871	0.63	264	385	0.69	288	486	0.59
			TOTAL	2033	2400	0.85	1038	1189	0.87	995	1211	0.82
SCREENLINE NUMBER: #4												
SCREENLINE LOCATION: Appleway Ave/Best Screenline #4												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	831	9424	SR 95	2368	2389	0.99	1332	1623	0.82	1036	766	1.35
	833	851	Government Way	1118	874	1.28	707	540	1.31	411	334	1.23
	841	866	15th St	357	616	0.58	196	379	0.52	161	237	0.68
			TOTAL	3843	3879	0.99	2235	2542	0.88	1608	1337	1.20

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
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 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 Originated by: Tony wang  
 Checked by: Revised Template by Jin Ren



SCREENLINE NUMBER: #5												
SCREENLINE LOCATION: Seltice/Mullan Rd/Kathleen Screenline #5												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	681	682	Idaho St.	1036	1024	1.01	681	658	1.03	355	366	0.97
	658	9004	Spokane St.	647	688	0.94	349	358	0.97	298	330	0.90
	660	881	Idaho St.	837	872	0.96	592	511	1.16	245	361	0.68
	9422	734	SR 41	1308	1507	0.87	715	792	0.90	593	715	0.83
	9015	9900	Baugh Rd	5	101	0.05	2	71	0.03	3	30	0.10
	9017	647	Pleasant View Rd	1170	821	1.88	631	377	1.67	539	244	2.21
	10160	9397	Government Way	561	844	0.66	273	473	0.58	288	371	0.78
	664	683	Greensferry Rd	6	91	0.07	4	54	0.07	2	37	0.05
	669	715	SR 41	2195	1839	1.19	1256	1185	1.08	939	674	1.39
	685	738	Huetter Rd	292	287	1.02	151	217	0.70	141	70	2.01
	687	739	Atlas Rd	123	531	0.23	14	257	0.05	109	274	0.40
	689	743	Ramsey Rd	1388	2088	0.66	827	1320	0.63	561	768	0.73
	691	9421	US 95	2687	2154	1.25	1488	1309	1.12	1219	845	1.44
	695	746	4th St	362	496	0.73	189	282	0.67	173	214	0.81
	698	716	15th St	470	692	0.68	269	333	0.81	201	359	0.56
			TOTAL	13087	13635	0.95	7421	8177	0.91	5666	5658	1.00
SCREENLINE NUMBER: #6												
SCREENLINE LOCATION: Poleline Rd Screenline #6												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	544	595	Pleasant View Rd	1154	428	2.70	628	284	2.21	526	144	3.65
	550	579	Chase Rd.	244	273	0.89	150	111	1.35	94	162	0.58
	552	580	Spokane St	55	428	0.13	41	274	0.15	14	154	0.09
	554	581	Idaho St	505	495	1.02	355	320	1.11	150	175	0.86
	558	583	Greensferry Rd.	395	259	1.53	342	109	3.14	53	150	0.35
	562	585	SR41	1813	1619	1.12	849	982	0.86	964	637	1.51
	1100	587	Huetter Rd	304	229	1.33	148	148	1.00	156	81	1.93
	9458	9063	Atlas Rd	866	802	1.08	450	502	0.90	416	300	1.39
	569	590	Ramsey Rd	651	1121	0.58	397	662	0.60	254	459	0.55
	571	615	US 95	3076	2074	1.48	1653	1347	1.23	1423	727	1.96
	573	592	Government Way	568	845	0.67	269	513	0.52	299	332	0.90
	575	9052	4th St	305	482	0.63	150	320	0.47	155	162	0.96
			15th St	253	473	0.53	147	269	0.55	106	204	0.52
			TOTAL	10189	9528	1.07	5579	5841	0.96	4610	3687	1.25



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 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines.  
 Originated by: Tony Wang  
 Checked by: Revised Template by Jin Ren



SCREENLINE NUMBER: #7												
SCREENLINE LOCATION: Prairie Rd. Screenline #7												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	476	9386	McGuire Rd	274	70	3.91	145	44	3.30	129	26	4.96
	478	9912	Chase Rd.	183	194	0.94	71	97	0.73	112	97	1.15
	480	9911	Spokane St.	43	121	0.36	9	53	0.17	34	68	0.50
	482	509	Idaho Rd.	218	173	1.26	76	89	0.85	142	84	1.69
	486	9917	Greensferry Rd.	337	193	1.75	208	118	1.76	129	75	1.72
	488	9918	SR 41	1671	1143	1.46	840	696	1.21	831	447	1.86
	491	522	Huetter Rd	511	229	2.23	308	104	2.96	203	125	1.62
	496	9061	Atlas Rd	263	629	0.42	111	363	0.31	152	266	0.57
	498	524	Ramsey Rd	521	1007	0.52	303	640	0.47	218	367	0.59
	500	510	US 95	2880	2034	1.42	1568	1402	1.12	1312	632	2.08
	502	511	Government Way	580	737	0.79	324	455	0.71	256	282	0.91
	504	512	4th St	297	643	0.46	172	413	0.42	125	230	0.54
	9878	513	15th St	198	205	0.97	117	166	0.70	81	39	2.08
			TOTAL	7976	7378	1.08	4252	4640	0.92	3724	2738	1.36
SCREENLINE NUMBER: #8												
SCREENLINE LOCATION: Hayden Ave. Screenline # 8												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	386	445	Hauser Lake Rd north of SH 53	213	151	1.41	148	124	1.18	67	27	2.48
	411	1162	Chase Rd	101	100	1.01	29	50	0.58	72	50	1.44
	412	1163	Idaho St	55	86	0.64	12	49	0.24	43	37	1.16
	415	447	SR 41	1655	1032	1.60	881	665	1.32	774	367	2.11
	413	446	Greensferry Rd	49	105	0.47	13	65	0.20	36	40	0.90
	418	435	Huetter Rd	272	100	2.72	145	54	2.69	127	46	2.76
			TOTAL	2345	1574	1.49	1226	1007	1.22	1119	567	1.97
SCREENLINE NUMBER: #9												
SCREENLINE LOCATION: Lancaster Rd. Screenline # 9												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	330	1144	Greensferry Rd	35	94	0.37	0	57	0.00	35	37	0.95
	332	352	SH 41	1375	831	1.65	747	567	1.32	628	264	2.38
	1093	1156	Meyer Rd.	38	245	0.16	12	175	0.07	26	70	0.37
	334	9412	Huetter Rd	10	54	0.19	3	30	0.10	7	24	0.29
	338	9418	US 95	1864	1523	1.22	980	1049	0.93	884	474	1.86
	339	354	Government Way	204	220	0.93	28	147	0.19	176	73	2.41
	344	351	Rimrock Rd/Meadowwood Ln	91	74	1.23	46	18	2.56	45	56	0.80
	341	348	Strahorn Rd	21	59	0.36	3	14	0.21	18	45	0.40
	9000	357	English Point Rd				3	7	0.43	6	6	1.00
	9781	9827	Hayden Lake Rd @ East end	1	38	0.03	0	10	0.00	1	28	0.04
			TOTAL	3639	3138	1.16	1822	2074	0.88	1826	1077	1.70

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
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 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 Originated by: rony wang  
 Checked by: Revised Template by Jin Ren



SCREENLINE NUMBER: #10												
SCREENLINE LOCATION: SH 53 - US 95 Screenline # 10												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	263	265	BNSF RR Bridge in Rathdrum	561	904	0.62	291	338	0.86	270	566	0.48
	9400	9331	Atlas Rd	12	41	0.29	5	31	0.16	7	10	0.70
	1137	269	Ramsey Rd	479	283	1.69	241	178	1.35	238	105	2.27
	252	271	US 95 n/o SH53	1139	1226	0.93	423	818	0.52	716	408	1.75
	271	300	Govt Way a/o US95	180	88	2.05	40	42	0.95	140	46	3.04
			TOTAL	2371	2542	0.93	1000	1407	0.71	1371	1135	1.21
SCREENLINE NUMBER: #11												
SCREENLINE LOCATION: Twin Lakes to Nat. Forest. Screenline # 11												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9776	239	East Twin Lake Rd near SH 41	179	144	1.24	86	47	1.83	93	97	0.96
	9750	239	SH 41 south of Seasons Rd	625	542	1.15	327	369	0.89	298	173	1.72
	226	237	Ramsey Rd south of Brunner	30	95	0.32	14	68	0.21	16	27	0.59
	230	1099	Diagonal Rd south of Brunner	32	54	0.59	8	17	0.47	24	37	0.65
	231	9902	US 95 south of Brunner Rd	1554	982	1.58	586	622	0.94	968	360	2.69
			TOTAL	2420	1817	1.33	1021	1123	0.91	1399	694	2.02
SCREENLINE NUMBER: #12												
SCREENLINE LOCATION: US 95 to SH 3 South Screenline # 12												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	1079	1085	US 95 S/O Worley	377	377	1.00	202	202	1.00	175	175	1.00
	1058	10098	US 95 N/O Worley	653	360	1.81	347	188	1.85	306	172	1.78
	1073	10015	Cave Bay Rd @ Rock Creek	29	45	0.64	14	24	0.58	15	21	0.71
	1061	1191	SH 97 north of Harrison	138	51	2.71	98	16	6.13	40	35	1.14
	9726	9364	Ogara Rd west of SH 97	8	83	0.10	7	42	0.17	1	41	0.02
	1077	1078	SH 97 north of SH 3	33	44	0.75	12	27	0.44	21	17	1.24
	1081	1083	SH 3 @ Benawah Co. Line	204	206	0.99	130	131	0.99	74	75	0.99
			TOTAL	1442	1166	1.24	810	630	1.29	632	536	1.18
SCREENLINE NUMBER: #13												
SCREENLINE LOCATION: SH 93 to LaTour Creek Rd Screenline # 13												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	914	940	UpRiver Dr west of US 95	141	133	1.06	103	27	3.81	38	106	0.36
	969	9457	Cougar Gulch Rd west of US 95	30	141	0.21	13	110	0.12	17	31	0.55
	1017	9437	Burma Rd S/O Gozzer Rd	243	36	6.75	150	10	15.00	93	26	3.58
	9436	1017	SH 97 N/O Burma	342	239	1.43	194	166	1.17	148	73	2.03
	1045	1057	LaTour Creek Rd south of I 90	0	21	0.00	0	5	0.00	0	16	0.00
	1030	1034	SH 3 S/O I 90	258	141	1.83	157	50	3.14	101	91	1.11
			TOTAL	1014	711	1.43	617	368	1.68	397	343	1.16
SCREENLINE NUMBER: #14												
SCREENLINE LOCATION: Spirit Lake Pend'O Reille Screenline #14												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	201	9857	US 95 north of Athol	572	573	1.00	297	298	1.00	275	275	1.00
	10003	198	SH 41 north of Spirit Lake	368	369	1.00	236	236	1.00	132	133	0.99
	204	213	SH 41 south of Spirit Lake	568	514	1.11	300	337	0.89	268	177	1.51
	202	212	Perimeter Rd north of SH 54	28	23	1.22	20	17	1.18	8	6	1.33
			TOTAL	1536	1479	1.04	853	888	0.96	683	591	1.16



PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 9b 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 originated by: Tony Wang  
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SCREENLINE NUMBER: #15												
SCREENLINE LOCATION: Pleasant View Rd. Screenline # 15												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9945	471	SH 53 (W/O Prairie Ave)	630	785	0.80	170	262	0.85	460	523	0.88
	647	648	Seltice Way	334	446	0.75	107	218	0.49	227	228	1.00
	544	10146	Poleline Ave.	51	42	1.21	15	10	1.50	36	32	1.13
	473	9019	Prairie Rd.	177	217	0.82	49	92	0.53	128	125	1.02
	440	401	SH 53	824	804	1.02	289	345	0.84	535	459	1.17
	9222	9226	Riverbend Ave	114	110	1.04	29	39	0.74	85	71	1.20
			TOTAL	2130	2404	0.89	659	966	0.88	1471	1438	1.02
SCREENLINE NUMBER: #16												
SCREENLINE LOCATION: McGuire Rd. Screenline # 16												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	651	652	Seltice Way	571	684	0.83	299	382	0.78	272	302	0.90
	547	9672	Poleline Ave.	107	78	1.37	42	41	1.02	65	37	1.76
	476	9907	Prairie Rd.	225	224	1.00	84	113	0.74	141	111	1.27
	401	366	SH 53	1034	811	1.27	398	290	1.37	636	521	1.22
			TOTAL	1937	1797	1.08	823	826	1.00	1114	971	1.15
SCREENLINE NUMBER: #17												
SCREENLINE LOCATION: Chase Rd. Screenline # 17												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9439	9004	Seltice Way	759	896	0.85	462	516	0.90	297	380	0.78
	550	551	Poleline Ave.	184	174	1.06	88	92	0.96	96	82	1.17
	478	479	Prairie Rd.	245	266	0.92	98	154	0.64	147	112	1.31
	411	1148	Hayden Rd.	373	189	1.97	174	95	1.83	199	94	2.12
			TOTAL	1561	1525	1.02	822	857	0.96	739	668	1.11
SCREENLINE NUMBER: #18												
SCREENLINE LOCATION: Spokane St. Screenline # 18												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	753	721	4th St.	227	182	1.25	128	113	1.13	99	69	1.43
	765	9930	3rd St	46	289	0.16	16	117	0.14	30	172	0.17
	9004	680	Seltice Way	878	879	1.00	466	454	1.03	412	425	0.97
	552	553	Poleline Ave.	428	439	0.97	269	235	1.14	159	204	0.78
	480	481	Prairie Rd.	300	345	0.87	139	201	0.69	161	144	1.12
			TOTAL	1879	2134	0.88	1018	1120	0.91	861	1014	0.85

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 9b: 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location: W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 originated by: Tony Wang  
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SCREENLINE NUMBER: #19  
 SCREENLINE LOCATION: Idaho St. Screenline # 19

SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	724	725	4th St.	146	69	2.12	128	55	2.33	18	14	1.29
	682	709	Seltice Way	1651	1046	1.58	940	623	1.51	711	423	1.68
	554	555	Poleline	380	501	0.76	173	286	0.60	207	215	0.96
	482	483	Prairie Rd.	415	392	1.06	215	226	0.95	200	166	1.20
			TOTAL	2592	2008	1.29	1456	1190	1.22	1136	818	1.39

SCREENLINE NUMBER: #20  
 SCREENLINE LOCATION: Greensferry Rd. Screenline # 20

SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	9929	771	3rd St.	136	172	0.79	75	89	0.84	61	83	0.73
	728	730	Seltice Way	537	807	0.67	301	405	0.74	236	402	0.59
	664	665	Mullan Ave	351	526	0.67	197	260	0.76	154	266	0.58
	635	636	12th	188	105	1.79	169	55	3.07	19	50	0.38
	606	607	16th	131	144	0.91	80	70	1.14	51	74	0.69
	558	559	Poleline Ave.	391	644	0.61	191	454	0.42	200	190	1.05
	486	487	Prairie Rd.	681	404	1.69	297	237	1.25	384	167	2.30
	413	414	Hayden Rd.	395	235	1.68	174	124	1.40	221	111	1.99
	1101	1154	Wyoming Ave	0	44	0.00	0	17	0.00	0	27	0.00
	309	9029	SH 53	987	819	1.21	492	277	1.78	495	542	0.91
			TOTAL	3797	3900	0.97	1976	1988	0.99	1821	1912	0.95

SCREENLINE NUMBER: #21  
 SCREENLINE LOCATION: SH 41 Screenline # 21

SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	9382	734	Seltice Way	820	1191	0.69	763	774	0.99	57	417	0.14
	9791	9382	Seltice Way (Duplicate - new count)	1004	1164	0.86	748	836	0.89	256	328	0.78
	668	669	Mullan Ave	536	654	0.82	367	331	1.11	169	323	0.52
	561	562	Poleline Rd.	546	485	1.13	258	239	1.08	288	246	1.17
	10057	488	Prairie Rd.	692	384	1.80	304	219	1.39	388	165	2.35
	10138	415	Hayden Rd.	397	236	1.68	175	123	1.42	222	113	1.96
	9037	1094	Wyoming	0	115	0.00	0	62	0.00	0	53	0.00
	1151	332	Lancaster	6	14	0.43	0	6	0.00	6	8	0.75
	324	323	Nagel Ln	59	202	0.29	7	98	0.07	52	104	0.50
	287	293	McCamey St N/O SR41	11	88	0.13	5	50	0.10	6	38	0.16
	9305	281	Stevens St	87	130	0.67	22	83	0.27	65	47	1.38
	9306	9309	Washington St	0	157	0.00	0	35	0.00	0	122	0.00
	9295	310	Boekel Rd	93	45	2.07	63	31	2.03	30	14	2.14
			TOTAL	4251	4865	0.87	2712	2887	0.94	1539	1978	0.78



PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 9b 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 Originated by: Tony Wang  
 Checked by: Revised Template by Jin Ren



SCREENLINE NUMBER: #22												
SCREENLINE LOCATION: Huettler Rd Screenline # 22												
SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9766	9946	Maplewood	28	79	0.35	0	45	0.00	28	34	0.82
	793	794	Seltice Way	617	885	0.70	579	503	1.15	38	382	0.10
	9043	685	Mullan Ave	94	75	1.25	56	53	1.06	38	22	1.73
	494	491	Prairie Rd.	653	746	0.88	335	438	0.76	318	308	1.03
	1160	367	Wyoming Ave	0	3	0.00	0	2	0.00	0	1	0.00
	1158	334	Lancaster Ave	188	30	6.27	93	15	6.20	95	15	6.33
	417	418	Hayden Rd.	1251	536	2.33	608	306	1.99	643	290	2.80
	10036	1096	Boekel Ave	127	158	0.80	81	88	0.92	46	70	0.66
			TOTAL	2958	2512	1.18	1752	1450	1.21	1206	1062	1.14
SCREENLINE NUMBER: #23												
SCREENLINE LOCATION: Ramsey Rd Screenline # 23												
SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	857	9734	Ironwood Dr	829	803	1.03	500	577	0.87	329	226	1.46
	813	9097	Appleway	196	669	0.29	114	336	0.34	82	333	0.25
	689	9087	Kathleen Ave	755	1141	0.66	451	665	0.68	304	476	0.64
	613	9083	Dalton Ave	180	344	0.52	70	182	0.38	110	162	0.68
	569	9100	Hanley Ave	711	517	1.38	439	263	1.67	272	254	1.07
	524	10117	Wilbur Ave Pinegrove	82	144	0.57	51	73	0.70	31	71	0.44
	498	9050	Prairie Ave	890	934	0.95	491	552	0.89	399	382	1.04
	450	451	Honeysuckle Ave	61	176	0.35	33	99	0.33	28	77	0.36
	422	423	Hayden Ave	767	569	1.35	314	278	1.13	453	291	1.56
	387	388	Miles Ave	13	67	0.19	1	21	0.05	12	46	0.26
	368	369	Wyoming Ave	168	178	0.94	123	82	1.50	45	96	0.47
	336	337	Lancaster Ave	228	84	2.71	121	49	2.47	107	35	3.06
	9032	10072	Boekel Rd	737	158	4.66	400	105	3.81	337	53	6.36
	269	270	Hwy 53	661	565	1.17	371	334	1.11	290	231	1.26
	251	1140	Garwood Rd	3	155	0.02	1	97	0.01	2	58	0.03
	245	1139	Ohio Match Rd	26	33	0.79	20	12	1.67	6	21	0.29
			TOTAL	6307	6537	0.96	3500	3725	0.94	2807	2812	1.00

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 9D 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Rpt\Screenlines  
 Original user: tony wang  
 Checked by: Revised Template by Jin Ren



SCREENLINE NUMBER: #24												
SCREENLINE LOCATION: US 95 Screenline # 24												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	892	9129	Walnut St	265	185	1.43	77	111	0.69	188	74	2.54
	9895	891	US 95	895	711	1.26	492	372	1.32	403	339	1.19
	9903	9821	Old US 95 n/o SH53	618	260	2.38	264	175	1.51	354	85	4.16
	896	1173	Northwest Blvd	1489	1620	0.92	1026	1271	0.81	463	349	1.33
	868	1172	Ironwood Blvd	672	530	1.27	266	271	0.96	406	259	1.57
	831	832	Appleway Ave	428	817	0.52	235	440	0.53	193	377	0.51
	761	762	Neider Ave	750	446	1.68	350	259	1.35	400	187	2.14
	691	692	Kathleen Ave	254	695	0.37	150	340	0.44	104	355	0.29
	615	616	Dalton Ave	585	489	1.20	231	295	0.78	354	194	1.82
	571	9054	Hanley Ave	636	531	1.20	368	281	1.31	268	250	1.07
	500	501	Prairie Ave	698	622	1.12	349	345	1.01	349	277	1.26
	454	455	Honeysuckle Ave	622	461	1.35	360	221	1.63	262	240	1.09
	426	427	Hayden Ave	217	595	0.36	108	250	0.43	109	345	0.32
	9982	392	Miles Ave	249	236	1.06	99	139	0.64	160	97	1.65
	9983	373	Wyoming Ave	351	156	2.25	62	68	0.91	289	88	3.28
	338	339	Lancaster Ave	341	108	3.16	56	66	0.85	285	42	6.79
	252	253	Garwood Rd	114	199	0.57	34	52	0.65	80	147	0.54
	246	247	Ohio Match Rd	27	58	0.47	14	15	0.93	13	43	0.30
			TOTAL	9211	8719	1.06	4531	4971	0.91	4680	3748	1.25

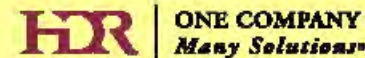
SCREENLINE NUMBER: #25												
SCREENLINE LOCATION: West Side KMPO Screenline # 25												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	9015	717	Seltice Way W/O Beck Rd	344	327	1.05	141	136	1.04	203	191	1.06
	1049	9356	Elder Rd @ Washington Line	0	51	0.00	0	24	0.00	0	27	0.00
	1068	9362	SH 58 @ Washington Line	135	136	0.99	78	79	0.99	57	57	1.00
	1062	9354	Bitter Rd east of US 95	0	7	0.00	0	3	0.00	0	4	0.00
	514	9945	SH 53 @ Washington State Line	630	630	1.00	170	171	0.99	460	459	1.00
	1046	9177	Rockford Bay Rd east of US 95	79	127	0.62	40	88	0.45	39	39	1.00
	1079	9783	Conkling Rd east of US 95	18	23	0.78	6	8	0.75	12	15	0.80
			TOTAL	1206	1301	0.93	435	509	0.85	771	792	0.97

SCREENLINE NUMBER: #26												
SCREENLINE LOCATION: East Side KMPO Screenline # 26												
SL Section	Corresponding Links: SB/EB to NB/WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	1040	1042	I 90 @ Shoshone Co. Line	680	679	1.00	401	400	1.00	279	279	1.00
	949	9985	Fernan Lake Rd @ CdA City Limit	74	21	3.52	32	11	2.91	42	10	4.20
	980	976	Mullan Trail Rd north of I 90	229	115	1.99	88	23	3.83	141	92	1.53
	990	987	Sunnyside Rd south of Mullan Trail	20	35	0.57	6	10	0.60	14	25	0.56
	344	345	Lancaster Rd east of Rimrock	232	102	2.27	60	49	1.22	172	53	3.25
	249	250	Ohio Match Rd East of Rimrock Rd	0	29	0.00	0	14	0.00	0	9	0.00
	232	233	Bunco Rd @ Nunn Rd	215	24	8.96	164	4	41.00	51	20	2.55
	9999	200	SH 54 West of Farragut Park Entrance	181	176	1.03	109	78	1.40	72	98	0.73
			TOTAL	1631	1175	1.39	860	589	1.46	771	586	1.32



PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (AM PEAK HOUR)  
 RUN # 90 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, I-X, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay  
 Date: 3/20/2009  
 File Location W:\087219\KMPO Model\KMPO Model Run\Screenlines  
 Originated by: tony wang  
 Checked by: Revised Template by Jin Fan



SCREENLINE NUMBER: #27												
SCREENLINE LOCATION: Government Way Screenline # 27												
SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9733	944	Government Way	334	196	1.70	199	110	1.81	135	86	1.57
	944	951	N/O Sherman Ave	842	762	1.10	478	426	1.12	364	336	1.08
	9825	931	Foster Ave	389	118	3.30	226	46	4.91	163	72	2.26
	9812	900	Harrison Ave	182	426	0.43	61	188	0.32	121	238	0.51
	833	834	Appleway/Best Ave	829	808	1.03	250	385	0.65	579	423	1.37
	777	779	Neider Ave	635	372	1.71	251	151	1.66	384	221	1.74
	10159	694	Margaret Ave	439	595	0.74	153	222	0.69	286	373	0.77
	617	618	Dalton Ave	372	553	0.67	175	305	0.57	197	248	0.79
	573	574	Hanley Ave	108	300	0.36	60	112	0.54	48	188	0.26
	527	528	Wilbur Ave	129	71	1.82	73	30	2.43	56	41	1.37
	502	503	Prairie Ave	607	603	1.01	199	163	1.22	408	440	0.93
	456	457	Honeysuckle Ave	370	287	1.29	148	104	1.42	222	183	1.21
	428	429	Hayden Ave	165	360	0.46	65	127	0.51	100	233	0.43
	393	394	Miles Ave	225	168	1.34	70	58	1.21	155	110	1.41
	374	9044	Wyoming Ave	200	58	3.45	1	14	0.07	199	44	4.52
	339	340	Lancaster Ave	333	211	1.58	79	77	1.03	254	134	1.90
			TOTAL	6159	5888	1.05	2488	2518	0.99	3671	3370	1.09
SCREENLINE NUMBER: #28												
SCREENLINE LOCATION: I 90 Ramps Screenline # 28												
SL Section	Corresponding Links: SB/EB to NB/WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	752	719	SR 90 @ Pleasant View Rd On	887	622	1.43	380	300	1.27	507	322	1.57
	751	752	SR 90 @ Pleasant View Rd Off	1062	577	1.84	374	274	1.36	688	303	2.27
	703	704	I 90 Ramp @ Spokane St On	590	1062	0.56	177	448	0.40	413	614	0.67
	701	703	I 90 Ramp @ Spokane St Off	351	491	0.71	218	268	0.81	133	223	0.60
	726	712	I 90 Ramp @ Seltice Way EB On/WB-Off	1508	572	2.64	956	347	2.76	552	225	2.45
	9709	736	I 90 Ramp @ SH 41 On	1226	1162	1.06	659	563	1.17	567	599	0.95
	732	731	I 90 Ramp @ SH 41 Off	1007	704	1.43	418	391	1.07	589	313	1.88
	843	844	I 90 Ramp @ NW Blvd/Ramsey On	1220	841	1.45	189	293	0.65	1031	548	1.88
	826	843	I 90 Ramp @ NW Blvd/Ramsey Off	1282	1377	0.93	1119	957	1.17	163	420	0.39
	859	849	I 90 Ramp @ US 95 On	886	600	1.48	357	186	1.92	529	414	1.28
	847	859	I 90 Ramp @ US 95 Off	912	927	0.98	464	623	0.74	448	304	1.47
	861	862	I 90 Ramp @ 3rd/4th St On	586	563	1.04	97	129	0.75	489	434	1.13
	860	9788	I 90 Ramp @ 3rd/4th St Off	702	693	1.01	524	500	1.05	178	193	0.92
	9795	912	I 90 Ramp @ 15th St On	510	601	0.85	136	65	2.09	374	536	0.70
	885	9796	I 90 Ramp @ 15th St Off	353	285	1.24	285	232	1.23	68	53	1.28
	9011	968	I 90 Ramp @ 23rd St On	524	334	1.57	78	70	1.11	446	264	1.69
	947	9948	I 90 Ramp @ 23rd St Off	236	310	0.76	167	230	0.73	69	80	0.86
			TOTAL	13842	11721	1.18	6598	5876	1.12	7244	5845	1.24
Overall				116979	110988	1.05	60325	62082	0.97	56663	48919	1.16

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**Appendix 1H: 2007 KMPO Model PM Peak Hour  
Screenline Validation Spreadsheets**



PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (PM PEAK HOUR)  
 RUN # 9b 2007 NEW LU, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay  
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SCREENLINE NUMBER: #1												
SCREENLINE LOCATION: Spokane River Crossing Screenline #1												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	818	842	Spokane St.	460	628	0.73	148	377	0.39	312	251	1.24
	889	9963	US 95 @ Spokane River Bridge	1463	1218	1.20	857	612	1.40	606	606	1.00
			TOTAL	1923	1846	1.04	1005	989	1.02	918	857	1.07
SCREENLINE NUMBER: #2												
SCREENLINE LOCATION: Selkirk Screenline #2												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	774	9814	Huetler Rd	607	311	1.95	166	115	1.44	441	196	2.25
	9388	9815	Altas Rd	298	697	0.43	68	312	0.22	230	385	0.60
	843	9789	Ramsay Rd	2922	1752	1.67	1263	705	1.79	1659	1047	1.58
	734	9272	Ross Point Rd	314	728	0.43	172	387	0.44	142	341	0.42
	755	790	Cedar St	420	330	1.27	67	211	0.32	353	119	2.97
	9960	9884	Seeley Rd	497	90	5.52	468	46	10.17	29	44	0.66
			TOTAL	5058	3908	1.29	2204	1776	1.24	2854	2132	1.34
SCREENLINE NUMBER: #3												
SCREENLINE LOCATION: Harrison Ave. Screenline #3												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	899	9144	Government Way	693	730	0.95	339	349	0.97	354	381	0.93
	901	917	3rd St	998	1385	0.72	283	563	0.50	715	822	0.87
	904	919	7th St	131	333	0.39	83	155	0.54	48	178	0.27
	907	920	11th St	297	176	1.69	140	85	1.65	157	91	1.73
	910	921	15th St	763	1211	0.63	453	744	0.61	310	467	0.66
			TOTAL	2882	3835	0.75	1298	1696	0.68	1584	1939	0.82
SCREENLINE NUMBER: #4												
SCREENLINE LOCATION: Appleway Ave/Best Screenline #4												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	831	9424	Southbound	2917	2579	1.13	1516	1379	1.10	1401	1200	1.17
	833	851	SR 95	1794	1561	1.15	773	664	1.16	1021	897	1.14
	841	866	Government Way	474	887	0.53	222	439	0.51	252	448	0.56
			TOTAL	5185	5027	1.03	2511	2482	1.01	2674	2545	1.05

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SCREENLINE NUMBER: #5												
SCREENLINE LOCATION: Sellice/Mullan Rd/Kathlsen Screenline #5												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	681	682	Idaho St.	1408	1568	0.90	610	778	0.78	798	790	1.01
	658	9004	Spokane St.	883	1196	0.74	298	496	0.60	585	700	0.84
	660	681	Idaho St.	1117	1465	0.76	447	559	0.80	670	906	0.74
	9422	734	SR 41	1601	2185	0.73	783	1133	0.69	818	1052	0.78
	9015	9900	Baugh Rd	8	250	0.03	4	109	0.04	4	141	0.03
	9964	10127	Pleasant View Rd	1606	784	2.05	593	318	1.86	1013	466	2.17
	10160	9397	Government Way	1019	1603	0.64	461	744	0.62	558	859	0.65
	664	683	Greensferry Rd	10	168	0.06	5	50	0.10	5	118	0.04
	669	715	SR 41	2687	2503	1.07	1411	1225	1.15	1276	1278	1.00
	685	738	Huetter Rd	606	299	2.03	166	98	1.69	440	201	2.19
	687	739	Atlas Rd	155	695	0.22	19	367	0.05	136	328	0.41
	689	743	Ramsey Rd	1890	2631	0.72	795	1424	0.56	1095	1207	0.91
	691	9421	US 95	3215	2830	1.14	1559	1434	1.09	1656	1396	1.19
	695	746	4th St	549	802	0.68	216	332	0.65	333	470	0.71
	698	716	15th St	611	796	0.77	284	370	0.77	327	426	0.77
			TOTAL	17365	19775	0.88	7651	9437	0.81	9714	10338	0.94

SCREENLINE NUMBER: #6												
SCREENLINE LOCATION: Poleline Rd Screenline #6												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	544	595	Pleasant View Rd	1433	494	2.90	620	178	3.48	813	316	2.57
	550	579	Chase Rd.	294	309	0.95	120	173	0.69	174	136	1.28
	552	580	Spokane St	86	598	0.14	29	238	0.12	57	360	0.16
	554	581	Idaho St	633	744	0.85	221	334	0.66	412	410	1.00
	558	583	Greensferry Rd.	483	242	2.00	382	113	3.38	101	129	0.78
	562	585	SR41	2268	1656	1.37	911	704	1.29	1357	952	1.43
	1100	587	Huetter Rd	611	287	2.13	178	108	1.65	433	179	2.42
	9458	9063	Atlas Rd	1099	829	1.33	428	341	1.26	671	488	1.38
	569	590	Ramsey Rd	919	1497	0.61	349	627	0.56	570	870	0.66
	571	615	US 95	3539	2823	1.25	1800	1338	1.35	1739	1485	1.17
	573	592	Government Way	1050	1484	0.71	472	738	0.64	578	746	0.77
	575	9052	4th St	444	690	0.64	171	305	0.56	273	385	0.71
	577	594	15th St	317	450	0.70	168	191	0.88	149	259	0.58
			TOTAL	13176	12103	1.09	5849	5388	1.09	7327	6715	1.09



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SCREENLINE NUMBER: #7												
SCREENLINE LOCATION: Prairie Rd. Screenline #7												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	476	9386	McGuire Rd	332	79	4.20	163	53	3.08	169	26	6.50
	478	9912	Chase Rd.	203	230	0.88	111	115	0.97	92	115	0.80
	480	9911	Spokane St.	49	203	0.24	35	113	0.31	14	90	0.16
	482	509	Idaho Rd.	249	320	0.78	136	160	0.85	113	160	0.71
	486	9917	Greensferry Rd.	412	208	1.98	293	109	2.69	119	99	1.20
	488	9918	SR 41	1869	1444	1.29	898	605	1.48	971	839	1.16
	491	522	Huetter Rd	694	324	2.14	249	186	1.34	445	138	3.22
	496	9061	Atlas Rd	336	657	0.51	153	300	0.51	183	357	0.51
	498	524	Ramsey Rd	826	1231	0.67	322	525	0.61	504	706	0.71
	500	510	US 95	3362	2653	1.27	1694	1207	1.40	1668	1446	1.15
	502	511	Government Way	1050	1282	0.82	422	581	0.73	628	701	0.90
	504	512	4th St	429	788	0.54	140	305	0.46	289	483	0.60
	9878	513	15th St	245	196	1.25	136	79	1.72	109	117	0.93
			TOTAL	10056	9615	1.05	4752	4338	1.10	5304	5277	1.01
SCREENLINE NUMBER: #8												
SCREENLINE LOCATION: Hayden Ave. Screenline # 8												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	386	445	Hauser Lake Rd north of SH 53	267	94	2.84	106	67	1.58	161	27	5.96
	411	1162	Chase Rd	99	126	0.79	43	52	0.83	56	74	0.76
	412	1163	Idaho St	58	140	0.41	10	64	0.16	48	76	0.63
	415	447	SR 41	1767	1320	1.34	928	601	1.54	839	719	1.17
	413	446	Greensferry Rd	55	138	0.40	12	80	0.20	43	78	0.55
	418	435	Huetter Rd	436	144	3.03	152	55	2.76	284	89	3.19
			TOTAL	2682	1962	1.37	1251	899	1.39	1431	1063	1.35
SCREENLINE NUMBER: #9												
SCREENLINE LOCATION: Lancaster Rd. Screenline # 9												
SL Section	Corresponding Links: NB and SB			Total Model and Counts			SOUTHBOUND			NORTHBOUND		
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	330	1144	Greensferry Rd	50	110	0.45	0	49	0.00	50	61	0.82
	332	352	SH 41	1694	1056	1.60	832	424	1.96	862	632	1.36
	1093	1156	Meyer Rd.	62	289	0.21	28	104	0.27	34	185	0.18
	334	9412	Huetter Rd	10	98	0.10	6	35	0.17	4	63	0.06
	338	9418	US 95	2095	1930	1.09	1140	754	1.51	955	1176	0.81
	339	354	Government Way	337	323	1.04	70	136	0.51	267	187	1.43
	344	351	Fimrock Rd/Meadowood Ln	195	71	2.75	73	40	1.83	122	31	3.94
	341	348	Strahorn Rd	52	73	0.71	4	41	0.10	48	32	1.50
	9000	357	English Point Rd	10	18	0.56	6	8	1	4	10	0.40
	9781	9827	Hayden Lake Rd @ East end	2	56	0.04	1	18	0	1	38	0.03
			TOTAL	4507	4024	1.12	2160	1609	1.34	2347	2415	0.97

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SCREENLINE NUMBER:		#10											
SCREENLINE LOCATION:		SH 53 - US 95 Screenline # 10											
SL Section	Corresponding Links: EB and WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	
	263	265	BNSF RR Bridge in Rathdrum	719	1139	0.63	409	645	0.63	310	494	0.63	
	9400	9331	Atlas Rd	11	57	0.19	6	22	0.27	5	35	0.14	
	1137	269	Ramsey Rd	540	344	1.57	247	142	1.74	293	202	1.45	
	252	271	US 95 n/o SH53	1388	1567	0.89	726	651	1.12	662	916	0.72	
	271	300	Govt Way e/o US95	272	173	1.57	99	44	2.25	173	129	1.34	
			TOTAL	2930	3280	0.89	1487	1504	0.99	1443	1776	0.81	
SCREENLINE NUMBER:		#11											
SCREENLINE LOCATION:		Twin Lakes to Nat. Forest. Screenline # 11											
SL Section	Corresponding Links: EB and WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	
	9776	239	East Twin Lake Rd near SH 41	206	151	1.36	104	101	1.03	102	50	2.04	
	9750	239	SH 41 south of Seasons Rd	725	687	1.06	320	201	1.59	405	486	0.83	
	226	237	Ramsey Rd south of Brunner	38	127	0.30	20	32	0.63	18	95	0.19	
	230	1099	Diagonal Rd south of Brunner	45	47	0.96	25	25	1.00	20	22	0.91	
	231	9902	US 95 south of Brunner Rd	1996	1340	1.49	1037	761	1.36	959	579	1.66	
			TOTAL	3010	2352	1.26	1506	1120	1.34	1504	1232	1.22	
SCREENLINE NUMBER:		#12											
SCREENLINE LOCATION:		US 95 to SH 3 South Screenline # 12											
SL Section	Corresponding Links: EB and WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	
	1079	1085	US 95 S/O Worley	498	499	1.00	250	251	1.00	248	248	1.00	
	1058	10098	US 95 N/O Worley	297	468	0.63	77	201	0.38	220	267	0.82	
	1073	10015	Cave Bay Rd @ Rock Creek	32	51	0.63	16	24	0.67	16	27	0.59	
	1061	1191	SH 97 north of Harrison	158	57	2.77	56	40	1.40	102	17	6.00	
	9726	9364	Ogara Rd west of SH 97	9	85	0.11	4	27	0.15	5	58	0.09	
	1077	1078	SH 97 north of SH 3	35	90	0.39	18	38	0.47	17	52	0.33	
	1081	1083	SH 3 @ Benawah Co. Line	231	233	0.99	107	108	0.99	124	125	0.99	
			TOTAL	1260	1483	0.85	528	689	0.77	732	794	0.92	
SCREENLINE NUMBER:		#13											
SCREENLINE LOCATION:		SH 93 to LaTour Creek Rd Screenline # 13											
SL Section	Corresponding Links: EB and WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	
	914	940	UpRiver Dr west of US 95	326	153	2.13	64	98	0.65	262	55	4.76	
	969	9457	Cougar Gulch Rd west of US 95	37	149	0.25	18	52	0.35	19	97	0.20	
	1017	9437	Burma Rd S/O Gozzer Rd	282	39	7.23	121	23	5.26	161	16	10.06	
	9436	1017	SH 97 N/O Burma	404	278	1.45	187	67	2.79	217	211	1.03	
	1045	1057	LaTour Creek Rd south of I 90	0	23	0.00	0	15	0.00	0	8	0.00	
	1030	1034	SH 3 S/O I 90	287	192	1.49	138	110	1.25	149	82	1.82	
			TOTAL	1336	834	1.60	528	365	1.45	608	469	1.72	
SCREENLINE NUMBER:		#14											
SCREENLINE LOCATION:		Spirit Lake Pend'O Reille Screenline #14											
SL Section	Corresponding Links: EB and WB			Total Model and Counts			SOUTHBOUND			NORTHBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	
	201	9857	US 95 north of Athol	750	751	1.00	342	342	1.00	408	409	1.00	
	10003	198	SH 41 north of Spirit Lake	421	422	1.00	154	154	1.00	267	268	1.00	
	204	213	SH 41 south of Spirit Lake	664	742	0.89	286	265	1.08	378	477	0.79	
	202	212	Perimeter Rd north of SH 545	41	36	1.14	20	17	1.18	21	19	1.11	
			TOTAL	1876	1951	0.96	802	778	1.03	1074	1173	0.92	



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SCREENLINE NUMBER: #15												
SCREENLINE LOCATION: Pleasant View Rd. Screenline # 15												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9945	471	SH 53 (W/O Prairie Ave)	668	683	0.98	380	317	1.20	288	366	0.79
	647	648	Seltice Way	595	709	0.84	428	346	1.24	167	363	0.46
	544	10146	Poleline Ave.	68	57	1.19	42	36	1.17	26	21	1.24
	473	9019	Prairie Rd.	192	285	0.67	111	153	0.73	81	132	0.61
	440	401	SH 53	1024	891	1.15	617	613	1.01	407	278	1.46
	9222	9226	Riverbend Ave	154	222	0.69	97	138	0.70	57	84	0.68
			TOTAL	2701	2847	0.95	1675	1603	1.04	1026	1244	0.82
SCREENLINE NUMBER: #16												
SCREENLINE LOCATION: McGuire Rd. Screenline # 16												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	651	652	Seltice Way	970	1051	0.92	570	502	1.14	400	549	0.73
	547	9672	Poleline Ave.	144	151	0.95	83	56	1.48	81	95	0.64
	476	9907	Prairie Rd.	268	288	0.93	157	159	0.99	111	129	0.86
	401	366	SH 53	1306	917	1.42	741	551	1.34	565	366	1.54
			TOTAL	2688	2407	1.12	1551	1268	1.22	1137	1139	1.00
SCREENLINE NUMBER: #17												
SCREENLINE LOCATION: Chase Rd. Screenline # 17												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9439	9004	Seltice Way	1213	1292	0.94	721	623	1.16	492	669	0.74
	550	551	Poleline Ave.	222	270	0.82	106	104	1.02	116	166	0.70
	478	479	Prairie Rd.	294	371	0.79	149	182	0.82	145	189	0.77
	411	1148	Hayden Rd.	445	212	2.10	225	91	2.47	220	121	1.82
			TOTAL	2174	2145	1.01	1201	1000	1.20	973	1145	0.85
SCREENLINE NUMBER: #18												
SCREENLINE LOCATION: Spokane St. Screenline # 18												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	753	721	4th St.	409	228	1.79	274	121	2.26	135	107	1.26
	765	9930	3rd St	56	412	0.14	32	193	0.17	24	219	0.11
	9004	680	Seltice Way	1233	1464	0.84	644	704	0.91	589	760	0.78
	552	553	Poleline Ave.	539	517	1.04	225	244	0.92	314	273	1.15
	480	481	Prairie Rd.	358	489	0.73	170	222	0.77	188	267	0.70
			TOTAL	2595	3110	0.83	1345	1484	0.91	1250	1626	0.77

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (PM PEAK HOUR)  
 RUN # 9b 2007 NEW LU, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay  
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SCREENLINE NUMBER: #19  
 SCREENLINE LOCATION: Idaho St. Screenline # 19

SL Section	Corresponding Links: EB and WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	724	725	4th St.	245	127	1.93	219	92	2.38	26	35	0.74
	682	709	Seltice Way	2181	1810	1.20	1015	818	1.24	1166	992	1.18
	554	555	Poleline	452	514	0.88	237	265	0.89	215	249	0.86
	482	483	Prairie Rd.	491	518	0.95	206	231	0.89	285	287	0.99
			TOTAL	3369	2969	1.13	1677	1406	1.19	1692	1563	1.08

SCREENLINE NUMBER: #20  
 SCREENLINE LOCATION: Greensferry Rd. Screenline # 20

SL Section	Corresponding Links: EB and WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	9929	771	3rd St.	210	273	0.77	125	153	0.82	85	120	0.71
	728	730	Seltice Way	937	1395	0.67	543	606	0.90	394	789	0.50
	664	665	Mullan Ave	554	1028	0.54	277	555	0.50	277	473	0.59
	635	636	12th	375	154	2.44	337	75	4.49	38	79	0.48
	606	607	16th	161	143	1.13	68	64	1.06	93	79	1.18
	558	559	Poleline Ave.	468	539	0.87	114	247	0.46	354	292	1.21
	486	487	Prairie Rd.	819	542	1.51	267	236	1.13	552	306	1.80
	413	414	Hayden Rd.	492	295	1.67	236	124	1.90	256	171	1.50
	1101	1154	Wyoming Ave	0	69	0.00	0	32	0.00	0	37	0.00
	309	9029	SH 53	1208	865	1.40	701	536	1.31	507	329	1.54
			TOTAL	5224	5303	0.99	2668	2628	1.02	2556	2675	0.96

SCREENLINE NUMBER: #21  
 SCREENLINE LOCATION: SH 41 Screenline # 21

SL Section	Corresponding Links: EB and WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	9382	734	Seltice Way	1298	1314	0.99	1185	1114	1.06	113	200	0.57
	9791	9382	Seltice Way (Duplicate - new co	1576	1799	0.88	1152	1103	1.04	424	696	0.61
	668	669	Mullan Ave	836	1204	0.69	530	690	0.77	306	514	0.60
	561	562	Poleline Rd.	632	506	1.25	191	262	0.73	441	244	1.81
	10057	488	Prairie Rd.	110	521	0.21	89	221	0.40	21	300	0.07
	10138	415	Hayden Rd.	496	292	1.70	238	120	1.98	258	172	1.50
	9037	1094	Wyoming	0	124	0.00	0	68	0.00	0	56	0.00
	1151	332	Lancaster	7	18	0.39	0	8	0.00	7	10	0.70
	324	323	Nagel Ln	55	168	0.33	30	69	0.43	25	99	0.25
	287	293	McCamey St N/O SR41	17	116	0.15	10	57	0.18	7	59	0.12
	9305	281	Stevens St	127	85	1.49	79	64	1.23	48	21	2.29
	9306	9309	Washington St	0	44	0.00	0	0	N/A	0	44	0.00
	9295	310	Boekel Rd	114	72	1.58	43	31	1.39	71	41	1.73
			TOTAL	5268	6263	0.84	3547	3807	0.93	1721	2456	0.70



PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
 SCENARIO TITLE: 2007 Model Volume vs Roadway 07\_Counts (PM PEAK HOUR)  
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SCREENLINE NUMBER: #22												
SCREENLINE LOCATION: Huettler Rd Screenline # 22												
SL Section	Corresponding Links: EB and WB		ARTERIAL NAME	Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To		07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9766	9946	Maplewood	25	109	0.23	0	50	0.00	25	59	0.42
	793	794	Seltice Way	1368	1129	1.21	875	553	1.58	493	576	0.86
	9043	685	Mullan Ave	150	101	1.49	66	34	1.94	84	67	1.25
	494	491	Prairie Rd.	996	918	1.08	435	432	1.01	561	486	1.15
	1160	367	Wyoming Ave	0	8	0.00	0	4	0.00	0	4	0.00
	1158	334	Lancaster Ave	211	41	5.15	106	12	8.83	105	29	3.62
	417	418	Hayden Rd.	1562	729	2.14	708	283	2.50	854	446	1.91
	10036	1096	Boekel Ave	176	236	0.75	81	106	0.76	95	130	0.73
			TOTAL	4488	3271	1.37	2271	1474	1.54	2217	1797	1.23
SCREENLINE NUMBER: #23												
SCREENLINE LOCATION: Ramsey Rd Screenline # 23												
SL Section	Corresponding Links: EB and WB		ARTERIAL NAME	Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To		07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	857	9734	Ironwood Dr	1067	1171	0.91	382	459	0.83	685	712	0.96
	813	9097	Appleway	364	1092	0.33	146	512	0.29	218	580	0.38
	689	9087	Kathleen Ave	1123	1543	0.73	514	750	0.69	609	793	0.77
	613	9083	Dalton Ave	297	253	1.17	111	121	0.92	186	132	1.41
	569	9100	Hanley Ave	1205	786	1.53	542	371	1.46	663	415	1.60
	524	10117	Wilbur Ave Pinegrove	135	250	0.54	61	101	0.60	74	149	0.50
	498	9050	Prairie Ave	1142	1440	0.79	516	686	0.75	626	754	0.83
	450	451	Honeysuckle Ave	88	285	0.31	41	149	0.28	47	136	0.35
	422	423	Hayden Ave	712	720	0.99	319	400	0.80	393	320	1.23
	387	388	Miles Ave	7	95	0.07	2	57	0.04	5	38	0.13
	368	369	Wyoming Ave	192	221	0.87	82	110	0.75	110	111	0.99
	336	337	Lancaster Ave	266	189	1.41	128	123	1.04	138	66	2.09
	9032	10072	Boekel Rd	902	246	3.67	414	85	4.87	488	161	3.03
	269	270	Hwy 53	880	666	1.32	432	289	1.49	448	377	1.19
	251	1140	Garwood Rd	3	175	0.02	2	77	0.03	1	98	0.01
	245	1139	Ohio Match Rd	28	41	0.68	10	24	0.42	18	17	1.06
			TOTAL	8411	9173	0.92	3702	4314	0.86	4709	4859	0.97

PROJECT TITLE: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION  
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SCREENLINE NUMBER: #24												
SCREENLINE LOCATION: US 95 Screenline # 24												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	892	9129	Walnut St	323	269	1.20	107	157	0.68	216	112	1.93
	9903	9821	Old US 95 n/o SH53	825	328	2.52	421	147	2.86	404	181	2.23
	9895	891	US 95	1081	979	1.10	586	492	1.19	495	487	1.02
	896	1173	Northwest Blvd	1864	1922	0.97	890	945	0.94	974	977	1.00
	868	1172	Ironwood Blvd	1015	1270	0.80	475	735	0.65	540	535	1.01
	831	832	Appleway Ave	764	1415	0.54	393	688	0.57	371	727	0.51
	761	762	Neider Ave	960	1080	0.89	416	535	0.78	544	545	1.00
	691	692	Kathleen Ave	421	1083	0.39	305	587	0.52	116	496	0.23
	615	616	Dalton Ave	660	589	1.12	279	298	0.94	381	291	1.31
	571	0054	Hanley Ave	1019	925	1.10	437	457	0.96	582	468	1.24
	500	501	Prairie Ave	932	1135	0.82	463	705	0.66	469	430	1.09
	454	455	Honeysuckle Ave	791	758	1.04	371	337	1.10	420	421	1.00
	426	427	Hayden Ave	276	903	0.31	96	440	0.22	180	463	0.39
	9982	392	Miles Ave	314	250	1.26	178	119	1.50	136	131	1.04
	9983	373	Wyoming Ave	288	246	1.17	78	160	0.49	210	86	2.44
	338	339	Lancaster Ave	275	141	1.95	71	97	0.73	204	44	4.64
	252	253	Garwood Rd	151	193	0.78	91	112	0.81	60	81	0.74
	246	247	Ohio Match Rd	31	71	0.44	12	51	0.24	19	20	0.95
			TOTAL	11990	13557	0.88	5669	7062	0.80	6321	6495	0.97
SCREENLINE NUMBER: #25												
SCREENLINE LOCATION: West Side KMPO Screenline # 25												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9015	717	Seltice Way W/O Beck Rd	576	557	1.03	310	300	1.03	266	257	1.04
	1049	9353	Elder Rd @ Washington Line	0	59	0.00	0	25	0.00	0	34	0.00
	1068	9362	SH 58 @ Washington Line	223	224	1.00	89	89	1.00	134	135	0.99
	1062	9354	Bitter Rd east of US 95	0	6	0.00	0	4	0.00	0	2	0.00
	514	9945	SH 53 @ Washington State Line	688	669	1.00	380	380	1.00	288	289	1.00
	1046	9177	Rockford Bay Rd east of US 95	99	138	0.72	49	42	1.17	50	96	0.52
	1079	9783	Conkling Rd east of US 95	30	37	0.81	19	22	0.86	11	15	0.73
			TOTAL	1596	1690	0.94	847	862	0.98	749	828	0.90
SCREENLINE NUMBER: #26												
SCREENLINE LOCATION: East Side KMPO Screenline # 26												
SL Section	Corresponding Links: EB and WB			Total Model and Counts			EASTBOUND			WESTBOUND		
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	1040	1042	190 @ Shoshone Co. Line	1007	1007	1.00	521	521	1.00	486	486	1.00
	949	9965	Fernan Lake Rd @ CdA City Lim	96	51	1.88	50	24	2.08	46	27	1.70
	980	976	Mullan Trail Rd north of 190	318	76	4.18	178	50	3.56	140	26	5.38
	990	987	Sunnyside Rd south of Mullan Tr	26	56	0.46	16	32	0.50	10	24	0.42
	344	345	Lancaster Rd east of Rimrock	288	107	2.69	181	54	3.35	107	53	2.02
	249	250	Ohio Match Rd East of Rimrock	0	34	0.00	0	23	0.00	0	11	0.00
	232	233	Bunco Rd @ Nunn Rd	279	54	5.17	122	24	5.08	157	30	5.23
	9999	200	SH 54 West of Farragut Park En	228	223	1.02	107	95	1.13	121	128	0.95
			TOTAL	2242	1608	1.39	1175	823	1.43	1067	785	1.36



PROJECT TITLE: **KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION**  
 SCENARIO TITLE: **2007 Model Volume vs Roadway 07\_Counts (PM PEAK HOUR)**  
 RUN # 9b: **2007 NEW LU, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay**  
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 Checked by: **Revised Template by Jin Ren**



SCREENLINE NUMBER: #27												
SCREENLINE LOCATION: Government Way Screenline # 27												
SL Section	Corresponding Links: EB and WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	9733	944	Government Way	465	349	1.33	219	166	1.32	246	183	1.34
	944	951	N/O Sherman Ave	1147	1307	0.88	629	657	0.96	518	650	0.80
	9825	931	Foster Ave	514	155	3.32	301	89	3.38	213	66	3.23
	9812	900	Harrison Ave	256	743	0.34	145	413	0.35	111	330	0.34
	833	834	Appleway/Best Ave	1215	1446	0.84	543	795	0.68	672	651	1.03
	777	779	Neider Ave	1006	1004	1.00	561	504	1.11	445	500	0.89
	10159	694	Margaret Ave	607	826	0.73	320	461	0.69	287	365	0.79
	617	618	Dalton Ave	498	622	0.80	289	347	0.83	209	275	0.76
	573	574	Hanley Ave	137	450	0.30	61	202	0.30	76	248	0.31
	527	528	Wilbur Ave	162	107	1.51	68	65	1.05	94	42	2.24
	502	503	Prairie Ave	844	840	1.00	493	482	1.02	351	358	0.98
	456	457	Honeysuckle Ave	510	497	1.03	270	269	1.00	240	228	1.05
	428	429	Hayden Ave	307	540	0.57	193	305	0.63	114	235	0.49
	393	394	Miles Ave	285	230	1.24	168	117	1.44	117	113	1.04
	374	9044	Wyoming Ave	151	89	1.70	4	56	0.07	147	33	4.45
	339	340	Lancaster Ave	329	244	1.35	164	143	1.15	165	101	1.63
			TOTAL	8433	9449	0.89	4428	5071	0.87	4005	4378	0.91
SCREENLINE NUMBER: #28												
SCREENLINE LOCATION: I90 Ramps Screenline # 28												
SL Section	Corresponding Links: EB and WB		Total Model and Counts			EASTBOUND			WESTBOUND			
	From	To	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	752	719	SR 90 @ Pleasant View Rd On	1095	756	1.45	586	440	1.33	509	316	1.61
	751	752	SR 90 @ Pleasant View Rd Off	1260	768	1.64	645	409	1.58	615	359	1.71
	703	704	I90 Ramp @ Spokane St On	505	692	0.73	105	315	0.33	400	377	1.06
	701	703	I90 Ramp @ Spokane St Off	671	1123	0.60	468	705	0.66	203	418	0.49
	726	712	I90 Ramp @ Seltice Way EB On	1834	719	2.55	877	265	3.31	957	454	2.11
	9709	736	I90 Ramp @ SH 41 On	1081	1152	0.94	506	547	0.93	575	605	0.95
	732	731	I90 Ramp @ SH 41 Off	1325	1366	0.97	585	623	0.94	740	743	1.00
	843	844	I90 Ramp @ NW Blvd/Ramsey	1309	1197	1.09	253	329	0.77	1056	868	1.22
	826	843	I90 Ramp @ NW Blvd/Ramsey	1203	1129	1.07	974	783	1.24	229	346	0.66
	859	849	I90 Ramp @ US 95 On	1438	1151	1.25	587	325	1.81	851	826	1.03
	847	859	I90 Ramp @ US 95 Off	914	902	1.01	504	642	0.79	410	260	1.58
	861	862	I90 Ramp @ 3rd/4th St On	647	890	0.74	182	317	0.57	465	563	0.83
	860	9788	I90 Ramp @ 3rd/4th St Off	962	820	1.17	710	582	1.22	252	238	1.06
	9795	912	I90 Ramp @ 15th St On	460	389	1.18	166	71	2.34	294	318	0.92
	885	9796	I90 Ramp @ 15th St Off	627	534	1.17	511	440	1.16	116	94	1.23
	9011	968	I90 Ramp @ 23rd St On	459	407	1.13	104	88	1.18	355	319	1.11
	947	9948	I90 Ramp @ 23rd St Off	465	434	1.07	374	347	1.08	91	87	1.05
			TOTAL	16255	14419	1.13	8137	7228	1.13	8118	7191	1.13
	Overall			150680	150206	1.00	73425	73300	1.00	77255	76906	1.00



**250 Northwest Blvd  
Suite 250  
Coeur d'Alene, ID 83814  
(208) 930-4164**

# **2010 KMPO Base Calibration Travel Demand Model Update**

## **Final Documentation**

**Revised September 2, 2014**

Revised link capacities after analyzing volume to capacity ratios, targeting minimal impact on current calibration.

(KMPO Board accepted on December 13, 2012, Minor change; added updated version file name change, page 10, Para. 4.2)

With Limited Assistance from:



& PTV America, Inc.

# Table of Contents

<b>Introduction.....</b>	<b>6</b>
<b>1.0 2010 Model Geography .....</b>	<b>7</b>
<b>2.0 2010 KMPO Model Data Sources.....</b>	<b>8</b>
<b>3.0 2010 KMPO Model Background.....</b>	<b>9</b>
<b>4.0 KMPO Model Procedures .....</b>	<b>10</b>
4.1 KMPO Calculate Procedures .....	10
4.2 KMPO Calculate Procedures Parameter Files .....	10
4.3 KMPO Final Model Version Output File.....	11
4.4 KMPO Calculate Procedures Model Run Comments .....	11
4.5 KMPO Python Scripting .....	11
4.6 KMPO Trip Generation Adjustment.....	12
<b>5.0 2010 KMPO Land Use Update .....</b>	<b>13</b>
5.1 Land Use Classification Changes .....	13
5.2 2010 Land Use Summary .....	16
<b>6.0 2010 AM &amp; PM Peak Hour Trip Generation Rate Update.....</b>	<b>18</b>
<b>7.0 2010 Traffic Analysis Zone (TAZ) Update .....</b>	<b>21</b>
<b>8.0 2010 KMPO Auto Network Enhancements .....</b>	<b>22</b>
8.1 Link Types/Capacities Update .....	22
8.2 Node Types Update .....	23
8.3 Node Control Types .....	24
8.4 Node Capacities .....	24
8.5 Network Link/Node Delay Function Calibration .....	25
8.6 2010 External Trip Update .....	26
8.7 2010 Link Traffic Count Update .....	26
8.8 Model's External Traffic Analysis Zone (TAZ) Update.....	27
<b>9.0 Traffic Counts.....</b>	<b>30</b>
<b>10.0 AM/PM Peak Hour Trip Generation.....</b>	<b>31</b>
10.1 AM Peak Hour Trip Generation Validation .....	31
10.2 PM Peak Hour Trip Generation Validation .....	32
<b>11.0 AM/PM Peak Hour Trip Distribution .....</b>	<b>33</b>

11.1	AM Peak Hour Gravity Model Parameters .....	33
11.2	PM Peak Hour Gravity Model Parameters .....	36
11.3	Gravity Model Calibration/Validation Results.....	39
<b>12.0</b>	<b>AM/PM Peak Hour Traffic Assignments .....</b>	<b>41</b>
<b>13.0</b>	<b>AM/PM Peak Hour Traffic Screenline Validation .....</b>	<b>42</b>
13.1	Allowable Deviation Standards.....	44
<b>14.0</b>	<b>Model Limitations and Improvements .....</b>	<b>50</b>

## List of Tables

Table 1	2010 KMPO Land Use Data Summary.....	16
Table 2	Updated AM Peak Hour Trip Rates in 2010 KMPO AM Model .....	19
Table 3	Updated PM Peak Hour Trip Rates in 2010 KMPO PM Model .....	20
Table 4	KMPO Link Type Classifications & Capacities.....	22
Table 5	KMPO Node Type Classifications & Capacity Factors.....	23
Table 6	KMPO Node Control Types.....	24
Table 7	2010 AM/PM Peak Hour Counts at External TAZs (Adj).....	27
Table 8	2010 AM Peak Hour External-External Through Traffic Volumes .....	28
Table 9	2010 PM Peak Hour External-External Through Traffic Volumes .....	29
Table 10	2010 AM Peak Hour Trip Generation Validation Results .....	31
Table 11	2010 PM Peak Hour Trip Generation Validation Results .....	32
Table 12	Trip Distribution Utility Paramters AM PK HR .....	36
Table 13	Trip Distribution Utility Paramters PM PK HR .....	39
Table 14	2010 AM Peak Hour Average Trip Time (Minutes) Model vs. Google.....	39
Table 15	2010 PM Peak Hour Average Trip Time (Minutes) Model vs. Google.....	40
Table 16	2010 KMPO Model AM/PM Peak Hour Screenline Summary Results .....	42

## List of Figures

Figure 1	KMPO Calculate Procedures (Step by Step).....	10
Figure 2	KMPO Calculate Procedures Model Run Comments .....	11
Figure 3	KMPO Land Use Classifications .....	14
Figure 4	Link Volume-Delay Functions.....	25
Figure 5	Node Volume-Delay Functions.....	25
Figure 6	AM PK HR Home-Based Work Gravity Model Functions & Parameters.....	33
Figure 7	AM PK HR Home-Based Retail Gravity Model Functions & Parameters .....	34
Figure 8	AM PK HR Home-Based Other Gravity Model Functions & Parameters .....	34
Figure 9	AM PK HR Non-Home-Based Gravity Model Functions & Parameters.....	35
Figure 10	AM PK HR Home-Based School Gravity Model Functions & Parameters .....	35
Figure 11	PM PK HR Home-Based Work Gravity Model Functions & Parameters.....	36
Figure 12	PM PK HR Home-Based Retail Gravity Model Functions & Parameters .....	37
Figure 13	PM PK HR Home-Based Other Gravity Model Function & Parameters .....	37
Figure 14	PM PK HR Non-Home-Based Gravity Model Functions & Parameters.....	38
Figure 15	PM PK HR Home-Based School Gravity Model Functions & Parameters .....	38
Figure 16	Model Flow Bundle to Calculate Travel Time (TT) .....	40
Figure 17	2010 KMPO VISUM Model AM Peak Hour Assignment Results .....	45
Figure 18	2010 KMPO VISUM Model PM Peak Hour Assignment Results .....	46
Figure 19	2010 KMPO VISUM Model AM Peak Hour Traffic Forecast Screenline Results....	47
Figure 20	2010 KMPO VISUM Model PM Peak Hour Traffic Forecast Screenline Results....	48
Figure 21	2010 KMPO Model AM Peak Hour Screenline Error Range.....	49

Figure 22 2010 KMPO Model PM Peak Hour Screenline Error Range..... 49

### Appendices – Attached

Appendix 1A: KMPO Project dir file.pdf..... A-2  
KMPO Project directory file that directs the model to the proper file location

Appendix 1B: UpdateNodeLinkCapTWTL.par ct dir file.pdf..... A-3  
A parameter file that updates the node/link capacity

Appendix 1C: KMPO-Final Calculate Procedures File AM\_PM.par ..... A-4  
A combined parameter file for the AM & PM peak hour KMPO Models

Appendix 1D: 2010 KMPO Model AM Peak Hour Screenline Validation Spreadsheets..... A-7

Appendix 1E: 2010 KMPO Model PM Peak Hour Screenline Validation Spreadsheets..... A-17

Appendix 1F: Final Model Results "Assignment Analysis" Comparison..... A-30

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## Introduction

In 2007, Kootenai County updated the 2007 KMPO (Kootenai Metropolitan Organization) Travel Demand Forecasting VISUM Model. This 2010 update has improved the previous 2007 base model.

The KMPO Model provides the existing 2010 AM and PM peak hour traffic volumes and is used as a base model to project future traffic forecasts for the AM and PM peak hour traffic in the Kootenai County-wide area.

KMPO staff performed the 2010 model update calibration/validation with some guidance and assistance from PTV America, Inc., and Eco Resource Management System Inc. The 2007 KMPO base model was updated to become the 2010 KMPO base model. The majority of the 2007 modeling components were left as they were in the last update. This documentation outlines what has been changed since the last 2007 model update.

Travel demand forecasting models update the existing base year model every year or every other year or every five years depending on the land use growth and transportation improvements in the modeling area. This is because the traffic volume on streets and roadways change due to the changes in the land use and the transportation system.

The 2010 KMPO model update is expected to revalidate the 2007 existing base year model to reflect the most current 2010 conditions. In addition, since the 2007 version, the 2010 KMPO model application added some enhancements that were found necessary to improve the 2010 KMPO model and forecasting capabilities.

Basic technical information about the 2007 KMPO VISUM model is provided in the "Kootenai County (KMPO) – 2007 KMPO Base Calibration Travel Demand Model Update Documentation."

This report is focused on the 2010 KMPO travel demand model update, including enhancements.

In this KMPO 2010 model update, KMPO technical staff made the following changes, which are addressed in the fourteen sections of this report as shown below:

1. 2010 Model Geography
2. 2010 KMPO Model Data Sources
3. 2010 KMPO Model Background
4. KMPO Model Procedures
5. 2010 KMPO Land Use Update
6. 2010 AM & PM Peak Hour Trip Generation Update
7. 2010 Traffic Analysis Update (TAZ)
8. 2010 KMPO Auto Network Enhancements
9. Traffic Counts
10. AM/PM Peak Hour Trip Generation
11. AM/PM Peak Hour Trip Distribution
12. AM/PM Peak Hour Traffic Assignments
13. AM/PM Peak Hour Traffic Screenline Validation



## 14. Model Limitations and Improvements

More detailed technical specifications and model update descriptions are provided to assist the KMPO model users in their understanding of the model applications, data input and output, and validation results.

Attached appendices illustrate even more technical information related to the VISUM model script and parameter files, and the 2010 AM/PM peak hour detailed screenline validation spreadsheets.

## 1.0 2010 Model Geography

- Kootenai County Area
- County 2010 Population 138,494
- Model Vehicle Miles Traveled (VMT) 332,273 miles, in the model network classified at the collector classification or higher
- Total 2010 Occupied Dwelling Units 54,199



## 2.0 2010 KMPO Model Data Sources

Data from many agencies are compiled and analyzed for input into the travel demand model. The model is used for transportation travel demand forecasting. Ensuring that the most accurate, reliable and available data is used as well as having a well calibrated and validated model, is vitally important for accurate travel demand forecasting. KMPO uses the following data sources for input into the model:

- A regional household survey is used to estimate current travel behavior. KMPO's most recent survey was performed in 2005 and can be found on our website ([www.kmpo.net](http://www.kmpo.net)), listed under Maps/Data/Publications/Spokane and Kootenai County Regional Travel Survey 2005. Household surveys are typically done every 10 years
- US Census Bureau Decennial data (every 10 years) for population, housing and Transportation Analysis Zones (TAZ's) information based currently on the block level. The interim years are calculated based on historical growth
- Idaho Department of Labor for current employment data
- Kootenai County for current housing statistics and Geographical Information Systems (GIS) data
- Building Permits from local jurisdictions
- Additional information that is not readily available is obtained from local sources such as: school & college enrollment, number of rooms in hotels/motels, casino's parking spaces, recreation number of camping spaces, etc.)
- Comprehensive Plans from Kootenai County and Local Jurisdictions
- Traffic Counts
- Real Estate Reports and other verified published professional reports for reasonableness checks

### **3.0 2010 KMPO Model Background**

The Kootenai Metropolitan Planning Organization (KMPO) was formed in 2003. The first KMPO traditional four step travel demand model for the AM Peak Hour and the PM Peak Hour was developed by KMPO staff and PTV of America in 2003.

The typical gravity demand model is called a four step model and is based upon: Trip Generation, Trip Distribution, Mode Choice and Route Assignment. Mode choice is made up of private cars, public transit such as buses, and/or non-motorized travel. The KMPO model is currently a three step model, having only one mode choice which is private vehicles. This mode choice feature is planned to be expanded upon in the future adding other mode choices.

The model was updated in 2005 by PTV of America.

In 2007 the model was updated by HDR Inc. and recently has been updated for 2010 by KMPO staff with assistance from Eco Resource Management Systems Inc. and PTV of America.

## 4.0 KMPO Model Procedures

### 4.1 KMPO Calculate Procedures (Step by Step)

As shown in Figure 1, the KMPO “Calculate Procedure” (a step by step procedure) is used in lieu of the previous KMPO Graphic Users Interface (GUI) for output files for the AM and PM peak hour traffic forecasts in the Kootenai County area. Using the Calculate Procedures allows partial model runs (such as only the AM Peak hour) as well as visual checks to see and understand how each step is performing, which can be missed when running a GUI behind the scenes.

Count: 142	Active	Procedure	Reference object(s)	Variant/file	Comment
1	<input checked="" type="checkbox"/>	State Procedures Updated by Ro	2 - 47		Capacity calculation - Calculate Procedures
2	<input checked="" type="checkbox"/>	Initialize all filter settings			
3	<input checked="" type="checkbox"/>	Read filter		TSystemCar.fil	
4	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Set Link Capacity, Lanes * Cap/Lane
5	<input checked="" type="checkbox"/>	Edit attribute	Connectors - T0_TSYS(C)		Test to set Connector Time
6	<input checked="" type="checkbox"/>	Read filter		TWLT-3Lane.fil	3 Lane Road
7	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add 300 directional capacity
8	<input checked="" type="checkbox"/>	Read filter		TWLT-5Lane.fil	5 Lane Road
9	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add 150 directional capacity
10	<input checked="" type="checkbox"/>	Read filter		Fwy_GT_2_Lanes.fil	3+ Lane Fwy
11	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add Cap for 3 Lane + Fwy
12	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		Set All K4 = 1.0
13	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes.fil	Start Node Computations
14	<input checked="" type="checkbox"/>	Edit attribute	Nodes - CapPrT		Add all outbound link capacities
15	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-3plusLegs.fil	3 Plus Leg Nodes
16	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
17	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-2Leg.fil	
18	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
19	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-3Leg.fil	
20	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
21	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-4Leg.fil	
22	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
23	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-5Leg.fil	
24	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
25	<input checked="" type="checkbox"/>	Read filter		NodeCapacityFinalComputations.fil	
26	<input checked="" type="checkbox"/>	Edit attribute	Nodes - CapPrT		
27	<input checked="" type="checkbox"/>	Read filter		Turns-LT-TH-RT-Only.fil	Turns-LT-TH-RT-Only.fil
28	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		Reset Turn Capacities
29	<input checked="" type="checkbox"/>	Edit attribute	Turns - t0PrT		Reset Turn T0=0
30	<input checked="" type="checkbox"/>	Read filter		SingleLeftTurnsSignalsTwoWayStops.fil	Single Left Turns
31	<input checked="" type="checkbox"/>	Edit attribute	Turns - t0PrT		T0=6Secs
32	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		TurnCap=300
33	<input checked="" type="checkbox"/>	Read filter		DualLeftTurnsSignalsTwoWayStops.fil	Dual Left Turns
34	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		TurnCap=275*NumLanes
35	<input checked="" type="checkbox"/>	Read filter		Uncontrolled_Intersections.fil	Set Uncontrolled Controls
36	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		1-Uncontrolled
37	<input checked="" type="checkbox"/>	Read filter		Stop_2_Way_Intersections.fil	Set 2 Way Stop
38	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		2-Partial Stop
39	<input checked="" type="checkbox"/>	Read filter		Yield_2_Way_Intersections.fil	Set Yield

Figure 1 KMPO Calculate Procedures (Step by Step)

### 4.2 KMPO Calculate Procedures Parameter Files

Project directory – KMPO Project dir file.pfd (shown in Appendix 1A) is a VISUM project directory file, which specifies where the model runs.

Base Version – KMPO\_2010\_FINAL DRAFT Base\_12-3-12.ver is a 2010 Base KMPO VISUM Model version file in the project directory. The base model was validated and later resaved in VISUM Version 12-52-09 and renamed as KMPO\_2010\_FINAL\_Base\_3-20-13.ver. This includes the updated 2010 land uses and 2010 existing roadway network.

Node Link Capacity Update – UpdateNodeLinkCapTWTL.par (shown in Appendix 1B) is a link and node capacity update parameter file.

AM & PM Peak Assignment – Is included in the “KMPO-Final Calculate Procedures File AM\_PM.par” (shown in Appendix 1C). This file combines the AM & PM peak hour model runs into one parameter file that feeds the trip generation, trip distribution, and trip assignment model run for each peak hour time period.

AM/PM Peak Hour Trip Generation - The trip generation rates were updated using ITE trip generation rates. The trip generation rates are built-in to the Trip Generation assignment portion of the AM & PM Peak Calculate Procedures assignment.par file (mentioned above).

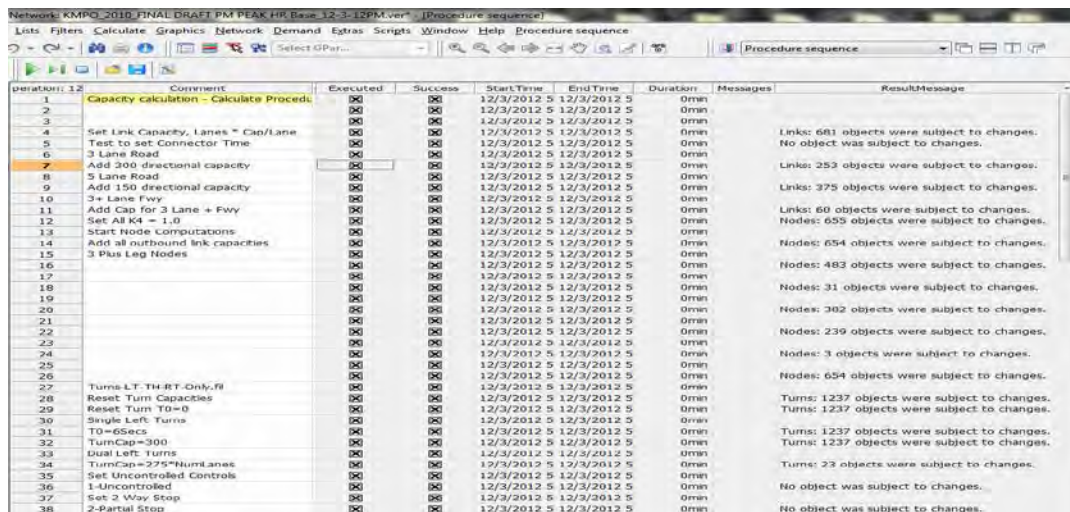
The trip generation for household stratifications: HBW, HBR, HBO, HBS and NHB, match the 2005 Kootenai County Travel Survey trips (trips grown from 2005 to 2010).

### 4.3 KMPO Final Model Version Output File

Final Version – “KMPO\_2010\_FINAL\_Base\_3-20-13” is a final 2010 Base KMPO VISUM Model version file saved in the project directory after the completed AM/PM Peak Hour Model runs.

### 4.4 KMPO Calculate Procedures Model Run Comments

After the completed final model run, the Calculate Procedures comment area displays comments shows whether the model executed properly with success along with; start time, end time, duration, and any comments showing changes found or errors encountered. The final base model ran correctly with no errors or comments as shown in Figure 2 below:



Operation	Comment	Executed	Success	Start Time	End Time	Duration	Messages	ResultMessage
1	Capacity calculation - Calculate Procedu...	☑	☑	12/3/2012 5	12/3/2012 5	0min		
2		☑	☑	12/3/2012 5	12/3/2012 5	0min		
3		☑	☑	12/3/2012 5	12/3/2012 5	0min		
4	Set Link Capacity, Lanes * Cap/Lane	☑	☑	12/3/2012 5	12/3/2012 5	0min		Links: 601 objects were subject to changes. No object was subject to changes.
5	Test to set Connector Time	☑	☑	12/3/2012 5	12/3/2012 5	0min		
6	3 Lane Road	☑	☑	12/3/2012 5	12/3/2012 5	0min		
7	Add 300 directional capacity	☑	☑	12/3/2012 5	12/3/2012 5	0min		Links: 253 objects were subject to changes.
8	3 Lane Road	☑	☑	12/3/2012 5	12/3/2012 5	0min		
9	Add 150 directional capacity	☑	☑	12/3/2012 5	12/3/2012 5	0min		Links: 375 objects were subject to changes.
10	3+ Lane Fwy	☑	☑	12/3/2012 5	12/3/2012 5	0min		
11	Add Cap for 3 Lane + Fwy	☑	☑	12/3/2012 5	12/3/2012 5	0min		Links: 60 objects were subject to changes.
12	Set All K4 = 1.0	☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 655 objects were subject to changes.
13	Start Node Computations	☑	☑	12/3/2012 5	12/3/2012 5	0min		
14	Add all outbound link capacities	☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 654 objects were subject to changes.
15	3 Plus Leg Nodes	☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 483 objects were subject to changes.
16		☑	☑	12/3/2012 5	12/3/2012 5	0min		
17		☑	☑	12/3/2012 5	12/3/2012 5	0min		
18		☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 31 objects were subject to changes.
19		☑	☑	12/3/2012 5	12/3/2012 5	0min		
20		☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 302 objects were subject to changes.
21		☑	☑	12/3/2012 5	12/3/2012 5	0min		
22		☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 239 objects were subject to changes.
23		☑	☑	12/3/2012 5	12/3/2012 5	0min		
24		☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 3 objects were subject to changes.
25		☑	☑	12/3/2012 5	12/3/2012 5	0min		
26		☑	☑	12/3/2012 5	12/3/2012 5	0min		Nodes: 654 objects were subject to changes.
27	Turns LT, TH, RT, Only, F	☑	☑	12/3/2012 5	12/3/2012 5	0min		
28	Reset Turn Capacities	☑	☑	12/3/2012 5	12/3/2012 5	0min		Turns: 1237 objects were subject to changes.
29	Reset Turn T0=0	☑	☑	12/3/2012 5	12/3/2012 5	0min		Turns: 1237 objects were subject to changes.
30	Single Left Turns	☑	☑	12/3/2012 5	12/3/2012 5	0min		
31	T0=6Secs	☑	☑	12/3/2012 5	12/3/2012 5	0min		Turns: 1237 objects were subject to changes.
32	TurnCap=300	☑	☑	12/3/2012 5	12/3/2012 5	0min		Turns: 1237 objects were subject to changes.
33	Dual Left Turns	☑	☑	12/3/2012 5	12/3/2012 5	0min		
34	TurnCap=275*NumLanes	☑	☑	12/3/2012 5	12/3/2012 5	0min		Turns: 23 objects were subject to changes.
35	Set Uncontrolled Controls	☑	☑	12/3/2012 5	12/3/2012 5	0min		
36	1-Uncontrolled	☑	☑	12/3/2012 5	12/3/2012 5	0min		No object was subject to changes.
37	Set 2-Way Stop	☑	☑	12/3/2012 5	12/3/2012 5	0min		
38	2-Partial Stop	☑	☑	12/3/2012 5	12/3/2012 5	0min		No object was subject to changes.

Figure 2 KMPO Calculate Procedures Model Run Comments

### 4.5 KMPO Python Scripting

The python model script file was omitted from this update since it was created to run the GUI, which was eliminated.

## **4.6 KMPO Trip Generation Adjustment**

The trip generation adjustment that was made to the 2007 model update was also eliminated. The adjustment was another methodology used to adjust the number of trips in the model. It was determined that it was unnecessary in the current model update.

## 5.0 2010 KMPO Land Use Update

After reviewing the statistical data reporting of the Idaho Department of Labor (DOL) and the 2007 KMPO AM and PM peak hour trip generation rates in Table 1 and Table 2 (page 5) of the “Kootenai County (KMPO) 2007 KMPO Base Calibration Travel Demand Model Update Documentation,” KMPO decided to re-classify the land use categories to more closely match the way that the Idaho DOL reports the employment data. This allows KMPO to more easily match up to the Idaho DOL labor statistics for comparisons. One difference noted is that the Idaho DOL reports a few unanticipated employees under government workers. This is noted under the land use documentation binder, “2010 Model Update Documentation”. The trip generation rates remained the same, just moved to a different classification. The classifications that incurred changes are noted in 5.1 & 5.2 below:

Land use data are important inputs to travel demand forecasting models because land uses generate travel activities and demands. To make accurate travel demand forecasts, modelers should strive to verify the accuracies of land use data in the traffic analysis zones (TAZ). KMPO staff took several rounds of land use reviews and verifications with local jurisdictions to ensure no errors exist in the land use data by TAZ.

### 5.1 Land Use Classification Changes

In the previous 2007 KMPO model, sixteen land use categories were made based on NAICS codes. In the 2010 KMPO land use update, all of the previous land use classifications 1 through 6 remained the same. Some abbreviations were changed or added to simplify the coding in the model attributes. Land use categories were modified as outlined in 2.0 through 2.9, for a total of twenty three land use categories as shown in the following land use classifications were modified, added or changed from the last 2007 update:



**Figure 3 KMPO Land Use Classifications**

**2010 KMPO Land Use Update**

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- LU1 – (SFDU) Single Family Residential** includes those lands occupied by a single family home, duplex, or a manufactured home on a single lot. During calibration, this category was divided and single family uses in “outer zones” moved to Land Use category LU9 – Outer SFDU. LU1 is measured in single family dwelling units.
- LU2 – (MFDU) Multi-Family Residential** uses contain five or more residential units on a parcel of land. This category also includes mobile home parks, apartment buildings, and condominiums. LU2 is measured in multi-family dwelling units.
- LU3 – (RET) Retail** includes a broad range of establishments which sell goods directly to the general public, such as general commercial, home furnishings, food stores, direct selling establishments or other products. NAICS codes 441110 - 448320 & 451110 - 454390. LU3 is measured in employees.
- LU4 – (FIRES) Finance, Insurance, Real Estate Rental & Leasing** includes Commercial banking financing, investment brokers, savings institutions, credit unions, investment advice, insurance carriers, real estate, rental and leasing, passenger car rental, recreational rentals, commercial air rail and water transportation, video tape and disc rental and other related companies. NAICS codes 521110 – 525990 & 531110 - 533110. LU4 is measured in employees.
- LU5 – (INDUST) Industrial** includes Mining, Manufacturing and Wholesale sectors which comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. This also includes the wholesale trade sector which comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. The categories are mining operations, processing plants, packaging, mills, foundries, machining, wholesale goods merchants and wholesale trade agents and brokers. NAICS codes include 211111 – 213115, 311111 – 316998, 321113 – 327999, 331110 – 339999 & 423110 - 425120. LU5 is measured in number of employees.
- LU6 – (SCH) Schools** which include elementary and secondary schools. LU6 is measured in number of students. (manually derived).
- LU7 – (ACCOM) Accommodations** includes all hotel and motel establishments. NAICS codes 721110 - 721214. Hotels, Motels, bed/breakfast inns and room/board houses. Measured by number of rooms (manually derived).
- LU8 – (AER) Arts, Entertainment and Recreation** includes theater companies and dinner theatres, musical groups and artists, sports teams and clubs, racetracks, museums, zoos, amusement and theme parks, casinos, marinas, golf courses, recreation centers, bowling centers, RV Parks and campgrounds and other amusement and recreation industries. NAICS codes 711110 - 713990. Measured by number of spaces (manually derived).
- LU9 – (OSFDU) Outer Single Family Residential** includes those lands occupied by a single family home, duplex, or a manufactured home on a single lot outside the urban area. Units from classification LU1 were moved to this category for zones 1-17, 182-185, 187, 188, 192-213, and 215. LU9 is measured in outer single family dwelling units (rural).
- LU10 – (PSS) Post-Secondary School** included Colleges, Universities, Computer, Trade, and Other Professional Schools. LU10 is measured by number of students (manually derived).
- LU11 – (AGRI) Agriculture** includes NAICS code 111110 – 115310 and is measured in number of acres.
- LU12 – (WFRT) Waterfront Units** includes dwelling units on the water such as houseboats. LU12 is measured in dwelling units. Not included in Land Use at this time (future).
- LU13 – (POL) Publicly owned land** includes that land that is owned by the public, such as forest and BLM land. LU13 is measured in acres. KMPO used Kootenai County GIS parcel data to establish acreages within each TAZ area.
- LU14 – (TRNWH) Transportation & Warehousing** includes the Postal Service, Couriers and express delivery services, local messengers and delivery, general, farm & refrigerated warehousing and storage. This category includes the Transportation and Warehousing sector which comprises industries providing transportation passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. NAICS codes 481111 – 488999 & 491110 - 493190. LU14 is measured in employees.
- LU15 – (MED) Medical** is described in as the Health Care and Social Assistance sector which comprises establishments providing health care and social assistance for individuals. NAICS codes 621111 - 624410 (Note: Kootenai Medical Final Board Approved Land Use August 9, 2012)

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## KMPO Land Use Updated Classifications (Continued)

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### 2010 KMPO Land Use Update

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Center -KMC Employees are not reported under this section by DOL, but instead are under LU 16 Government). In the travel demand model, KMC employees will remain in LU 15 (MED) to maintain the same trip generation rates. LU15 is measured in number of employees.

**LU16 - (GOVT) Government** includes establishments of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area (KMC medical employees are reported under this LU, by Idaho DOL). Measured in number of employees. NAICS codes 921110 - 928120.

**LU17 - (ASWMR) Administrative and Support and Waste Management and Remediation Services** includes office administrative services, temporary help services, telemarketing, collection agencies, visitor's bureaus, locksmiths, landscaping services, solid waste collection, landfills, incinerators, septic tank services and related industries. Measured in number of employees. NAICS codes 561110 - 562998.

**LU18 - (PSTMC) Professional, Scientific & Technical Services & Management of Companies & Enterprises** includes Offices of Notaries, Payroll services, testing laboratories, technical design services, outdoor advertising, etc. Measured in number of employees. NAICS codes 541110 - 541990 & 551111 - 551114

**LU19 - (EDUSRV) Education Services** include support staff in elementary and secondary schools, junior colleges, business and secretarial schools, miscellaneous training schools and education support services. Measured in number of employees. NAICS codes 611110 - 611710.

**LU20 - OTHER Services (Except Public Administration)** includes automotive repair, appliance repair and maintenance, diet centers, funeral homes, laundry services, photo finishing laboratories, religious organizations, civic and social organizations, business associations, political organizations, parking lots and garages and other miscellaneous services. NAICS codes 811111 - 814110. Measured in employees.

**LU21 - (INFO) Information** includes newspaper companies, software publishers, recording studios, radio stations, telecommunications and libraries. Measured in number of employees. NAICS codes 511110 - 519190.

**LU22 - (UTLCONST) Utilities & Construction** includes power generation, transmission and distribution by hydroelectric, fossil, solar, wind, geothermal, biomass, electric, gas and other. Also, includes water supply, steam and air-conditioning supply and sewage treatment facilities, construction of new homes, highway, street and bridge construction, contractors for structural steel framing, roofing, siding, painting, flooring, site preparation and all other specialty trade contractors. NAICS codes 221111 - 221330 & 236115 - 238990. Measured in number of employees.

**LU23 - (FS) Food Services** includes caterers, mobile food services, full service restaurants, drive thru's, bars, cafeterias and buffets. NAICS codes 722110 - 722410, measured by number of employees.

Final Board Approved Land Use August 9, 2012

## 5.2 2010 Land Use Summary

After KMPO staff updated the 2010 land use by TAZ, a control total check was made to ensure that the primary residential dwelling units match the local US Decennial census data. Table 1 shows the total 2010 land use data.

As shown in Table 1, the 2010 household number should be less than the sum of SFDU + MFDU + OUTER SFDU, which is 30,967 + 8,127 + 15,105 = 54,199 total occupied dwelling units countywide. The 2010 US Decennial Census reported a total of 63,177 total housing units with an overall vacancy rate of 14.2%. The following is a summary of the land uses and totals obtained from the 2010 US Decennial Census, the Idaho Department of Labor and other sources manually obtained by KMPO staff through email correspondence, phone calls or the internet:

**Table 1: 2010 KMPO Land Use Data Summary**

Land Use Type	Total Units in KMPO Area	Units of Measurement
LU1: SFDU (Single Family Dwelling Units)	30,967	Dwelling Units
LU2: MFDU (Multi-Family Dwelling Units)	8,127	Dwelling Units
LU3: Retail	7,559	Employees
LU4: Commercial (FIRES)	2,889	Employees
LU5: Industrial	5,392	Employees
LU6: Schools	23,232	Students
LU7: Accommodations	2,900	Rooms
LU8: Arts, Entertainment & Recreation	19,266	Spaces
LU9: Reserved for Outer Zone SFDU	15,105	Dwelling Units
LU10: Post Secondary Schools	11,833	Students
LU11: Agriculture	783,898	Acres
LU12: Waterfront Units	Not Used	Dwelling Units
LU13: Publicly owned lands	301,783	Acres
LU14: Transportation & Warehousing	925	Employees
LU15: Medical	7,907	Employees
LU16: Government	2,824	Employees

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Land Uses Added to correlate closer to the Idaho Department of Labor statistics reporting:

LU 17: Administration & Support	3,346 Employees
LU 18: Professional, Science & Technology	2,210 Employees
LU19: Educational Services	3,804 Employees
LU 20: Other Services	1,187 Employees
LU 21: Information	714 Employees
LU 22: Utilities & Construction	3,844 Employees
LU 23: Food Services	4,228 Employees

Note: FIRES stands for Finance, Insurance, Real Estate and Services

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## 6.0 2010 AM & PM Peak Hour Trip Generation Rate Update

Table 2 shows the AM peak hour trip generation rates, based on ITE trip generation rates, which are applied in the “calculate procedures” parameter file under the 2010 KMPO AM Peak Hour Model Run.

Table 3 shows the PM peak hour trip generation rates, based on ITE trip generation rates, which are applied in the “calculate procedures” parameter file under the 2010 KMPO PM Peak Hour Model Run.

**Table 2: Updated AM Peak Hour Trip Rates in 2010 KMPO AM Model**

LU	ATT	HW-O	HW-D	WH-O	WH-D	HR-O	HR-D	RH-O	RH-D	HO-O	HO-D	OH-O	OH-D	HS-O	HS-D	SH-O	SH-D	NHB-O	NHB-D	Total-O	Total-D	TOT O+D
1	SFDU	0.21945	0	0	0.02376	0.03534	0	0	0.01368	0.1425	0	0	0.1062	0.16074	0	0	0.036	0.01197	0.00036	0.57	0.18	0.75
2	MFDU	0.143451	0	0	0.0115368	0.0231012	0	0	0.0066424	0.089424	0	0	0.051566	0.11178	0	0	0.01748	0.0048438	0.0001748	0.3726	0.0874	0.46
3	RETAIL	0	0.11742	0.026574	0	0	0.11742	0.048719	0	0	0	0	0	0	0	0	0	0.367607	0.35226	0.4429	0.5871	1.03
4	FIRES	0	0.14014	0.004784	0	0.00598	0.024024	0	0	0	0.12012	0.0598	0	0	0	0	0	0.049036	0.116116	0.1196	0.4004	0.52
5	INDUST	0	0.153	0.006	0	0	0	0	0	0	0.102	0.024	0	0	0	0	0	0.03	0.085	0.06	0.34	0.4
6	SCH	0	0.022848	0.002688	0	0	0	0	0	0	0	0	0	0	0.262752	0.0672	0	0.064512	0	0.1344	0.2856	0.42
7	ACCOM	0.0144	0.0162	0.0144	0	0	0	0	0	0	0.0486	0.0432	0	0	0	0	0	0.216	0.0972	0.288	0.162	0.45
8	AER	0	0.055125	0.00105	0	0	0	0	0	0	0.063	0.034125	0	0	0	0	0	0.017325	0.039375	0.0525	0.1575	0.21
9	OSFDU	0.138908	0	0	0.0104544	0.0223696	0	0	0.0060192	0.0902	0	0	0.046728	0.1017456	0	0	0.01584	0.0075768	0.0001584	0.3608	0.0792	0.44
10	PSS	0	0.00984	0.000432	0	0	0	0	0	0	0	0	0	0	0.08856	0.0108	0	0.010368	0	0.0216	0.0984	0.12
11	AGRI	0	0.001575	0.000075	0	0	0	0	0	0	0.000875	0.0006	0	0	0	0	0	0.000825	0.00105	0.0015	0.0035	0.005
12	Not Used	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	POL	0	0.0001995	0.0000215	0	0	0	0	0	0	0.000171	0.000301	0	0	0	0	0	0.0001075	0.0001995	0.00043	0.00057	0.001
14	TRNWH	0	0.1862	0.0228	0	0	0	0	0	0	0.1596	0.0912	0	0	0	0	0	0.114	0.1862	0.228	0.532	0.76
15	MED	0	0.1575	0.045	0	0	0	0	0	0	0.135	0.27	0	0	0	0	0	0.135	0.1575	0.45	0.45	0.9
16	GOVT	0	0.18788	0.00366	0	0	0	0	0	0	0.16104	0.04758	0	0	0	0	0	0.02196	0.18788	0.0732	0.5368	0.61
17	ASWMR	0	0.14469	0.004664	0	0.00583	0.02067	0	0	0	0.12402	0.0583	0	0	0	0	0	0.047806	0.12402	0.1166	0.4134	0.53
18	PSTMC	0	0.14469	0.004664	0	0.00583	0.02067	0	0	0	0.12402	0.0583	0	0	0	0	0	0.047806	0.12402	0.1166	0.4134	0.53
19	EDUSRV	0	0.14469	0.004664	0	0.00583	0.02067	0	0	0	0.12402	0.0583	0	0	0	0	0	0.047806	0.12402	0.1166	0.4134	0.53
20	OTHER	0	0.14469	0.004664	0	0.00583	0.02067	0	0	0	0.12402	0.0583	0	0	0	0	0	0.047806	0.12402	0.1166	0.4134	0.53
21	INFO	0	0.14469	0.004664	0	0.00583	0.02067	0	0	0	0.12402	0.0583	0	0	0	0	0	0.047806	0.12402	0.1166	0.4134	0.53
22	UTLCONST	0	0.1862	0.0228	0	0	0	0	0	0	0.1596	0.0912	0	0	0	0	0	0.114	0.1862	0.228	0.532	0.76
23	FS	0	0.11742	0.026574	0	0	0.11742	0.053148	0	0	0	0	0	0	0	0	0	0.363178	0.35226	0.4429	0.5871	1.03
	XI-O-AM	0.19	0	0.08	0	0.05	0	0.03	0	0.22	0	0.1	0	0.18	0	0.06	0	0.09	0	1	0	1

Note: Numbers rounded in table



**Table 3: Updated PM Peak Hour Trip Rates in 2010 KMPO PM Model**

LU	ATT	HW-O	HW-D	WH-O	WH-D	HR-O	HR-D	RH-O	RH-D	HO-O	HO-D	OH-O	OH-D	HS-O	HS-D	SH-O	SH-D	NHB-O	NHB-D	Total-O	Total-D	TOT O+D
1	SFDU	0.0144618	0	0	0.171399	0.053991	0	0	0.093241	0.29386	0	0	0.38051	0.001928	0	0	0.021939	0.021403	0.018511	0.385648	0.685597	1.0712456
2	MFDU	0.0075735	0	0	0.09801	0.028274	0	0	0.053317	0.15389	0	0	0.21758	0.00101	0	0	0.012937	0.011209	0.010193	0.20196	0.39204	0.594
3	RETAIL	0	0.02208	0.1196	0	0	0.15456	0.2392	0	0	0.15456	0.07176	0	0	0	0	0	0.76544	0.7728	1.196	1.104	2.3
4	FIRES	0	0.007208	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.082892	0.6996	0.3604	1.06
5	INDUST	0	0.00666	0.0407	0	0	0	0	0	0	0.08325	0.10175	0	0	0	0	0	0.06105	0.07659	0.2035	0.1665	0.37
6	SCH	0	0.0012	0.0189	0	0	0	0	0	0	0.015	0.009	0	0	0.0018	0.0315	0	0.0306	0.042	0.09	0.06	0.15
7	ACCOM	0	0.005076	0.04324	0	0	0	0	0	0	0.15228	0.14053	0	0	0	0	0	0.03243	0.096444	0.2162	0.2538	0.47
8	AER	0	0.0014208	0.015392	0	0	0	0	0	0	0.049728	0.050024	0	0	0	0	0	0.011544	0.019891	0.07696	0.07104	0.148
9	OSFDU	0.0059063	0	0	0.073125	0.02205	0	0	0.03978	0.12002	0	0	0.16234	0.000788	0	0	0.00936	0.008741	0.007898	0.1575	0.2925	0.45
10	PSS	0	0.001536	0.009072	0	0	0	0	0	0	0.0192	0.00432	0	0	0.002304	0.01512	0	0.014688	0.05376	0.0432	0.0768	0.12
11	AGRI	0	0.000015	0.0007	0	0	0	0	0	0	0.0006	0.0014	0	0	0	0	0	0.0014	0.000885	0.0035	0.0015	0.005
12	WFRT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	POL	0	0.0000043	0.000114	0	0	0	0	0	0	0.000301	0.000399	0	0	0	0	0	0.000057	0.000125	0.00057	0.00043	0.001
14	TRNWH	0	0.00456	0.1292	0	0	0	0	0	0	0.057	0.323	0	0	0	0	0	0.1938	0.05244	0.646	0.114	0.76
15	MED	0	0.020172	0.14514	0	0	0	0	0	0	0.35301	0.43542	0	0	0	0	0	0.14514	0.131118	0.7257	0.5043	1.23
16	GOVT	0	0.003239	0.09322	0	0	0	0	0	0	0.22673	0.27966	0	0	0	0	0	0.09322	0.093931	0.4661	0.3239	0.79
17	ASWMR	0	0.003604	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.086496	0.6996	0.3604	1.06
18	PSTMC	0	0.003604	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.086496	0.6996	0.3604	1.06
19	EDUSRV	0	0.003604	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.086496	0.6996	0.3604	1.06
20	OTHER	0	0.003604	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.086496	0.6996	0.3604	1.06
21	INFO	0	0.003604	0.13992	0	0	0.01802	0.06996	0	0	0.25228	0.41976	0	0	0	0	0	0.06996	0.086496	0.6996	0.3604	1.06
22	UTLCONS	0	0.0057	0.1292	0	0	0	0	0	0	0.0798	0.323	0	0	0	0	0	0.1938	0.0285	0.646	0.114	0.76
23	FS	0	0.01104	0.1196	0	0	0.1656	0.2392	0	0	0.1656	0.07176	0	0	0	0	0	0.76544	0.76176	1.196	1.104	2.3
	XI-O-PM	0.03	0	0.14	0	0.06	0	0.1	0	0.24	0	0.3	0	0	0	0.01	0	0.12	0	1	0	1
	IX-D-PM	0	0.03	0	0.13	0	0.1	0	0.06	0	0.3	0	0.24	0	0	0	0.01	0	0.13	0	1	1

Note: Numbers rounded in table

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## 7.0 2010 Traffic Analysis Zone (TAZ) Update

Another major network update to the base model are the TAZ's and the centroid connector revisions. The 2010 US Decennial Census required MPO's to revise the TAZ boundaries based on certain requirements of population or employment densities and to match the block level. Due to this recommendation by the US Census Bureau, some TAZ's were split, some were added and some were re-numbered to meet the recommended criteria.

Within each TAZ are centroid connectors extending out from the center of the TAZ to a point on the roadway that loads trips from all of land uses within that zone onto the roadway network. Centroid connectors are coded in travel demand models to emulate local driveways for vehicle trips to access and egress the TAZ centroid. Many of the connectors were affected by the revision of the TAZ's due to the 2010 US Census requirements. The jurisdictions reviewed the TAZ changes as well as the connectors and made changes to the connector locations and/or percentages where they felt it was necessary.

## 8.0 2010 KMPO Auto Network Enhancements

Between 2007 and 2010, several roadway improvement projects were made in the KMPO area. The 2010 roadway network should include these improvements to reflect what's on the ground in 2010. Updates were made to the project list by the jurisdictions and the changes were reflected in the base model network for any projects already existing in the year 2010.

### 8.1 Link Types/Capacities Update

The link capacities were updated in the network to simulate the travel patterns in the region. The link types and capacity ranges are listed in Table 4 below (the link capacities were revised 8-27-14 after re-analyzing the V/C ratio outputs while trying to minimize the effects on the calibration):

2010 Base Model Link Capacities & Ranges			
Link Type #	NAME	CAPPRT	Range
1	Rural Freeway	1800	
52	Rural Highways	1800	
11	Urban Interstate	1900	1500-1900
12	Urban Interstate II	1500	
25	Urban Principal Arterial I	1600	1000-1600
16	Urban Principal Arterial III	1000	
70	Urban Principal Arterial II	1500	
3	Rural Principal Arterial Type II	1400	1200-1400
4	Rural Principal Arterial I	1200	
47	Rural Minor Arterial I	1000	750-1000
69	Rural Minor Arterial 2	750	
19	Local Street	500	500
9	Rural Local Street	500	500
43	Rural Minor Collector I	600	600
10	Rural Major Collector I	800	800
14	Urban Minor Arterial	900	700-1400
15	Urban Minor Arterial IV (Future Imp.)	1400	
23	Urban Minor Arterial I	1200	
45	Urban Minor Arterial II	700	
24	Urban Collector Arterials I	1000	600-1000
49	Urban Collector Arterials II	600	
50	Ramps	1500	1000-1800
51	Rural Ramps	1000	
55	Urban Ramp II	1600	
57	Urban Ramp I	1600	

**Table 4: Link Type Classifications & Capacities**

## 8.2 Node Types Update

The node types were updated from the previous model versions. These were modified to represent current practice in Table 5 below:

Node Type	Node Description	Node Capacity Equation (vph) $C = K_1 + K_4 * (\text{Ent. Capacity})$	
		$K_1$	$K_4$
1	Shape Nodes		1.00
2	Centroid Connector Nodes		1.00
5	Ramp Diverge		1.00
6	Ramp Merge	-1500	1.00
7	At-Grade Rail Crossing (UPRR 5-7 Trains/Day)		1.00
8	At-Grade Rail Crossing (BNSF – up to 70 Trains/Day)		1.00
10	All – Way Stop		0.45-0.60
11	Partial Stop Control (Two Way Stop)		0.45-0.70
12	Yield Control		0.50-0.60
13	Uncontrolled Intersections		0.45-0.70
20	Signalized Intersections		0.45-0.70
22	Pedestrian Only Signal or Mid-Block Crosswalk with large volume		-
99	Future Intersections		1.00

**Table 5: Node Type Classifications & Capacity Factors**

Note:  $K_4$  factor variances listed for the node types above are calculated and are dependent upon the incoming and outgoing link capacities within the intersection (see 8.4 below). The factors are calculated internally within the “Calculate Procedures” for links and nodes.

### 8.3 Node Control Types

Control Type	Description
0	Unknown
1	Uncontrolled
2	2 Way Stop
3	Signalized
4	All Way Stop

**Table 6: KMPO Node Control Types**

### 8.4 Node Capacities

Using capacities at all nodes is one of VISUM's three options to model delays based upon traffic congestion at the intersections. This feature has been incorporated into the KMPO model so that delays at these critical points on the network can be modeled to reflect the impacts upon traffic flow patterns.

For this model, VISUM calculates preliminary node capacities using the following node equation:

$$\text{Cap.} = K_1 + K_4(\text{Ent. Cap})$$

where:

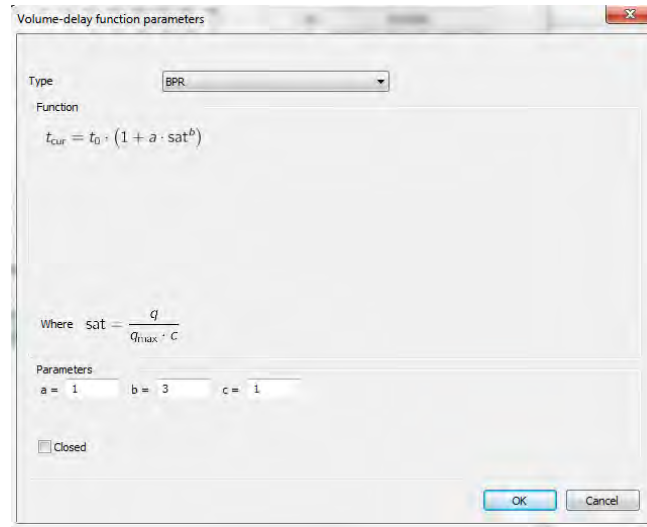
- Cap. = Intersection capacity
- K1 = Capacity Constant added or subtracted in computation
- K4 = Capacity Factor multiplied by sum of entering link capacities
- Entr. Cap. = Sum of entering Capacities from all links entering the node

Node capacities for this model use the  $K_1$  and  $K_4$  constants.  $K_4$  was used to simulate the effect that a green time-to-cycle length (G/C) ratio has at an intersection.

Table 5 lists the capacity constraints for the VISUM node capacity equations. The capacities work with the node coefficients to compute the delay at each intersection depending on the volume of entering traffic. When adding or editing nodes it is important that the  $K_1$  and  $K_4$  constants be properly modified, for this reason, the calculation was built into the calculate procedures parameter file and is automatically updated at the beginning of each model run.

## 8.5 Network Link/Node Delay Function Calibration

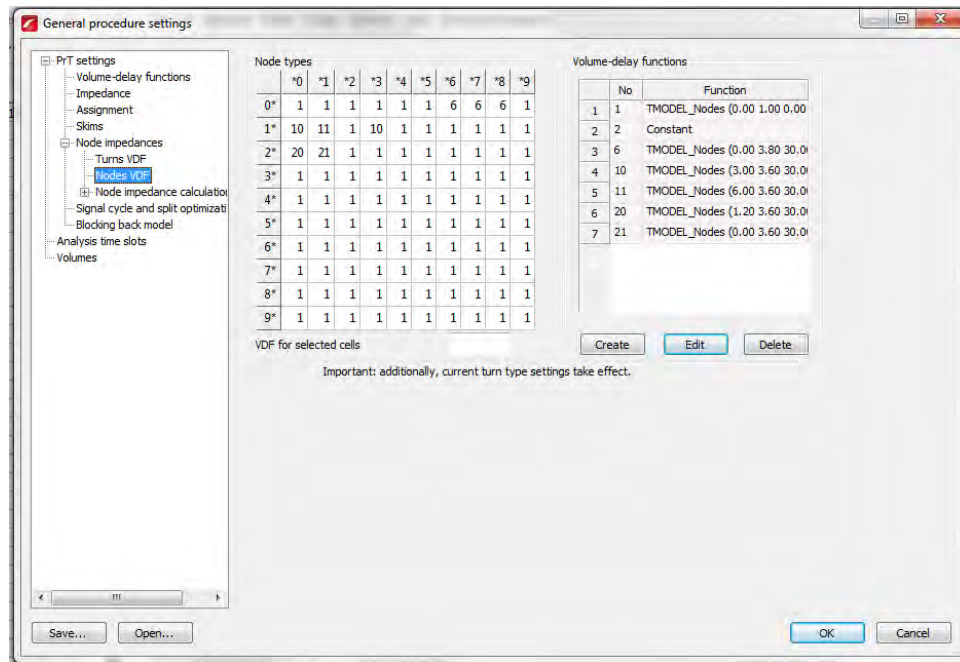
The link and node delay functions use the BPR function in this update as recommended by the ERMSI.



**Figure 4: Link Volume-Delay Functions**

Intersection node delay functions were revised, as shown in Figure 5 below, for the arterial and local street traffic turning volumes.





**Figure 5: Node Volume-Delay Functions**

## 8.6 2010 External Trip Update

In the 2010 KMPO model, the trips coming from and to external areas are not based on the land use data for trip generation but instead are based on the existing 2010 directional traffic counts at the external stations. Fourteen external stations (TAZ 576 – TAZ 591) were used in the 2010 KMPO model to conceptually represent external TAZs.

Table 6 lists all of AM and PM peak hour directional traffic count data at each of the external TAZs. Note X-I stands for “from External to Internal” and vice versa.

Table 7 and Table 8 respectively list the 2010 AM and PM peak hour external-external through trips, which were also extracted from the external traffic counts and adjusted using the VISUM T-Flow Fuzzy method as input to the 2010 KMPO model. (The VISUM T-Flow Fuzzy process adjusts the demand matrices to better match the actual traffic counts).

## 8.7 2010 Link Traffic Count Update

The 2010 AM and PM peak hour traffic counts were coded by KMPO staff in the KMPO model for the purpose of model validation. Regression analyses can be directly performed by using the model volumes to compare with the peak hour traffic counts.

Counts for other time periods were also coded by KMPO staff, such as: AM Peak Period (6 AM – 9 AM), Mid-day Period (9 AM – 3 PM), PM Peak Period (3 PM – 6 PM), Night Period (6 PM – 6 AM), and 24-Hour Daily Period (6 AM – 6 AM), which will be used to verify the daily volume forecasts.

## 8.8 Model's External Traffic Analysis Zone (TAZ) Update

The external stations exist at the model borders and are used to simulate traffic entering and exiting the travel demand model. Actual traffic counts were used at each external TAZ station and then adjusted using the VISUM T-Flow Fuzzy process to correct the internal model matrices to match the counts. A travel demand model uses matrices to calculate the trip generation and distribution from a trip origin to a trip destination. Table 6 shows the adjusted counts at the external to internal (X-I) and internal and external (I-X) count locations for both the AM PK Hr and PM PK Hr time frames. Tables 8 & 9 respectively show the internal matrices that correspond to the external to external TAZ's (travel beginning at one external TAZ and exiting at the other external TAZ location).

TAZ #	Location	XI-O-AM	IX-D-AM	XI-O-PM	IX-D-PM
576	State Hwy. 41 - N. County Line	61	99	169	244
577	US 95 - N. County Line	216	206	349	426
578	Bayview Road - N. County Line	13	11	25	19
580	E. Canyon Road - E. County Line	3	4	9	5
581	I-90 - E. County Line	179	182	327	343
582	Future	0	0	0	0
583	State Hwy. 3 - S. County Line	41	72	86	41
584	Heyburn Rd. - S. County Line	12	7	10	15
585	US 95 - S. County Line	81	199	316	237
586	W. Worley West Rd. - W. County Line	1	2	1	1
587	State Hwy. 58 (E. Hoxie Rd.) - W. County Line	42	42	105	160
588	W. Riverview Drive - W. County Line	61	87	25	56
589	I-90 - W. County Line	1115	2073	2166	1684
590	Seltice Way - W. County Line	378	388	478	458
591	State Hwy. 53 (Trent Ave.) - W. County Line	144	353	497	279
TOTALS		2347	3725	4563	3968

**Table 7: 2010 AM/PM Peak Hour Counts (Adjusted using T-Flow Fuzzy method) at External TAZs**

2010 AM Peak Hour External-External Through Traffic Volumes																
TAZ No.	Name	576	577	578	580	581	582	583	584	585	586	587	588	589	590	591
576	State Hwy 41 - North County Line	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.82	0.00	0.13	134.32
577	US 95 - North County Line	0.00	0.00	0.00	9.17	63.35	0.00	0.10	0.0	3.72	0.00	0.87	0.00	0.00	0.0	0.00
578	Bayview Rd. - North County Line	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	0.00	0.0	0.00
580	East Canyon Rd. - East County Line	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	0.81	0.0	0.00
581	I-90 East County Line	0.00	0.34	0.00	0.00	0.00	0.00	0.02	0.0	0.00	0.00	0.00	0.00	71.84	0.0	0.00
582	FUTURE (Not Used)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	0.00	0.0	0.00
583	State Hwy 3 - South County Line	0.00	0.08	0.00	0.40	2.51	0.00	0.00	0.0	0.00	0.00	0.00	0.00	5.00	0.0	0.00
584	Heyburn Rd. - South County Line	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.02	0.00	0.00	0.0	0.00
585	US 95 - South County Line	0.00	60.68	0.00	0.00	4.52	0.00	0.00	0.00	0.00	0.00	19.57	0.49	1.75	0.0	0.00
586	Worley West Road - West County Line	0.00	1.08	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.0	0.00
587	State Hwy 58 (East Hoxie Rd.) West County Line	0.00	24.06	0.00	0.00	0.00	0.00	0.00	0.0	33.08	0.00	0.00	0.21	0.00	0.0	0.00
588	West Riverview Drive - West County Line	0.00	3.02	0.00	0.02	0.14	0.00	0.00	0.0	0.01	0.00	0.00	0.00	0.00	0.0	0.00
589	I-90 West County Line	0.00	0.00	0.00	0.30	26.76	0.00	0.00	0.0	0.21	0.00	0.00	0.00	0.01	0.0	0.00
590	Seltice Way - West County Line	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	0.00	0.0	0.00
591	State Hwy 53 (Trent Ave.) West County Line	30.18	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	0.00	0.00	0.0	0.00

**Table 8: 2010 AM Peak Hour External-External Through Traffic Volumes**

2010 PM Peak Hour External-External Through Traffic Volumes																
TAZ No.	Name	576	577	578	580	581	582	583	584	585	586	587	588	589	590	591
576	State Hwy 41 - North County Line	0.00	0.00	0.00	0.07	0.09	0.00	0.06	0.04	0.07	0.03	0.08	0.17	0.10	0.16	0.70
577	US 95 - North County Line	0.00	0.00	0.00	0.90	1.28	0.00	0.15	0.49	0.43	0.34	0.30	0.13	0.49	0.01	0.03
578	Bayview Rd. - North County Line	0.00	0.00	0.00	0.18	0.02	0.00	0.15	0.10	0.17	0.07	0.20	0.13	0.00	0.00	0.01
580	East Canyon Rd. - East County Line	0.08	0.41	0.11	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.16	1.77	0.32	0.25
581	I-90 East County Line	0.10	0.63	0.01	0.00	0.00	0.00	0.14	0.02	0.21	0.00	0.12	0.06	67.71	0.30	0.26
582	FUTURE (Not Used)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
583	State Hwy 3 - South County Line	0.04	0.07	0.06	0.25	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.01	7.67	0.03	0.03
584	Heyburn Rd. - South County Line	0.10	0.46	0.12	0.00	0.28	0.00	0.00	0.00	0.00	0.52	0.43	0.01	0.32	0.03	0.02
585	US 95 - South County Line	0.34	0.93	0.40	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.29	0.00	7.22	0.04	0.04
586	Worley West Road - West County Line	0.06	0.28	0.07	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
587	State Hwy 58 (East Hoxie Rd.) West County Line	0.37	0.33	0.43	0.00	0.00	0.00	0.00	0.77	0.13	0.00	0.00	0.00	0.21	0.01	0.02
588	West Riverview Drive - West County Line	0.14	0.00	0.00	0.11	0.06	0.00	0.01	0.12	0.04	0.00	0.00	0.00	0.00	0.00	0.01
589	I-90 West County Line	0.42	0.62	0.01	0.79	67.66	0.00	9.07	1.03	22.53	0.10	0.00	0.00	0.00	0.00	0.00
590	Seltice Way - West County Line	1.05	0.02	0.01	0.16	0.21	0.00	0.03	0.14	0.12	0.00	0.08	0.00	0.00	0.00	0.00
591	State Hwy 53 (Trent Ave.) West County Line	1.16	0.02	0.01	0.08	0.14	0.00	0.02	0.00	0.04	0.00	0.03	0.01	0.00	0.00	0.00

**Table 9: 2010 PM Peak Hour External-External Through Traffic Volumes**

## 9.0 Traffic Counts

Existing 2007 and 2008 traffic counts were grown up to the update year of 2010 to be used for the 2010 KMPO base model validation. The existing traffic count data had previously been collected during normal travel patterns, taken in 15 minutes increments, 24 hours a day, for a five day period (Monday through Friday), in the spring and/or fall of the years 2007 or 2008.

Traffic counts are checked for errors and consistency to ensure they are accurate. Traffic counts taken exclude: weekends, holidays, vacation days, and construction. Three out of the five days of data are then averaged for each of the following model periods: AM period (6 AM – 9AM), AM peak hour (7 -8 AM), Midday (9 AM – 3 PM), PM period (3 PM – 6 PM), PM Peak hour (5 PM – 6 PM) and the Nighttime period (6 pm – 6 am), as previously mentioned in chapter 8.4. Any suspect counts (example: tube malfunctioned) during that time period are excluded and another day will be used to calculate the average. The AM Peak Hour, PM Peak Hour, AM Period and PM Period actual traffic counts are used to validate the modeled traffic volumes and are discussed later in the “Screenline Validation” section of this documentation.

A traffic count analysis was also performed using the Idaho Transportation Department’s (ITD) Automatic Traffic Recorder (ATR) data analysis, over the last 20 year period from 1990 to 2010. During the five year period from 2005 to 2010, the analysis showed an average growth rate of 2.34% per year and the more recent analysis between the years 2008 to 2010 showed an average growth rate of 1.06% per year. While the ATR count data reflects the mainline regional traffic growth, it may not accurately reflect local roadway network growth. An estimated 2% per year was used, as a fair and reasonable compromise to grow the existing 2007/2008 traffic counts to 2010.

## 10.0 AM/PM Peak Hour Trip Generation

The KMPO VISUM model trip generation is categorized by four primary trip purposes. After the AM and PM peak hour trip generation model is run, the total KMPO region-wide trip productions and attractions are summarized to compare with the expanded travel survey samples reported in the “Spokane and Kootenai County Regional Travel Survey Final Report.”

NuStats was contacted during this model update to separate out the actual AM Pk Hr, PM Pk Hr and School trip percentages from the 2005 travel survey that was done. Previously, the survey report excluded this specific peak hour information and was estimated in the prior 2007 model update. The calculated 2010 trip generation rates were then checked against the 2005 Kootenai County/Spokane County travel survey results for both the AM and PM Peak Hour time frames.

### 10.1 AM Peak Hour Trip Generation Validation

Table 10 lists the 2010 AM peak hour trip generation model percentages results compared with the actual AM peak hour (7 AM – 8 AM) trips as reported by NuStats.

The AM peak hour model results show reasonable comparison with the survey results as the percentage of modeled vehicle trips that exclude the external inbound, outbound, and through trips. The 2005 Kootenai County/Spokane Travel survey percentages were used to calculate the trip generation rates in the model.

TRIP PURPOSE	AM-PK HR % of Trips Modeled 2010 Base Model	AM PK HR of 2005 Trips Reported by NuStats
Home Based Work	24.1%	25.2%
Home Based Retail	5.1%	5.3%
Home Based Other	29.3%	28.2%
Non-Home Based	21.8%	20.7%
School – not included in other trip purposes	19.7%	20.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Table 10: 2010 AM Peak Hour Trip Generation Validation Results**



## 10.2 PM Peak Hour Trip Generation Validation

Table 11 lists the 2010 PM peak hour trip generation model percentages results compared with the actual PM peak hour (5 PM – 6 PM) trips as reported by NuStats.

The PM peak hour model results show reasonable comparison with the survey results as the modeled vehicle trips that exclude the external inbound, outbound and through trips. The 2005 Kootenai County/Spokane Travel survey percentages were used to calculate the trip generation in the model. The trip generation rates were then checked against the 2005 Kootenai County/Spokane County travel survey results.

TRIP PURPOSE	PM-PK HR % of Trips Modeled 2010 Base Model	PM PK HR of 2005 Trips Reported by NuStats
Home Based Work	13.4%	13.4%
Home Based Retail	10.8%	10.6%
Home Based Other	47.6%	48.1%
Non-Home Based	26.5%	26.2%
Schools - not included in other trip purposes	1.7%	1.7%
<b>Total</b>	<b>100%</b>	<b>100%</b>

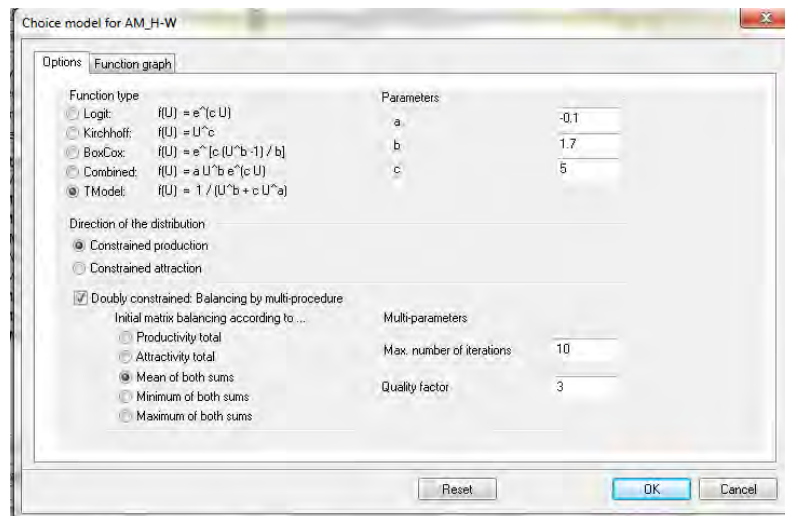
Table 11: 2010 PM Peak Hour Trip Generation Validation Results

## 11.0 AM/PM Peak Hour Trip Distribution

The KMPO VISUM model trip distributions by four primary trip purposes are based on Gravity Model functions. The a, b, and c parameters in the Gravity Model functions are re-calibrated in the 2010 KMPO model to fit the trip length distribution patterns in terms of frequencies and average travel times reported in the “Spokane and Kootenai County Regional Travel Survey Final Report.”

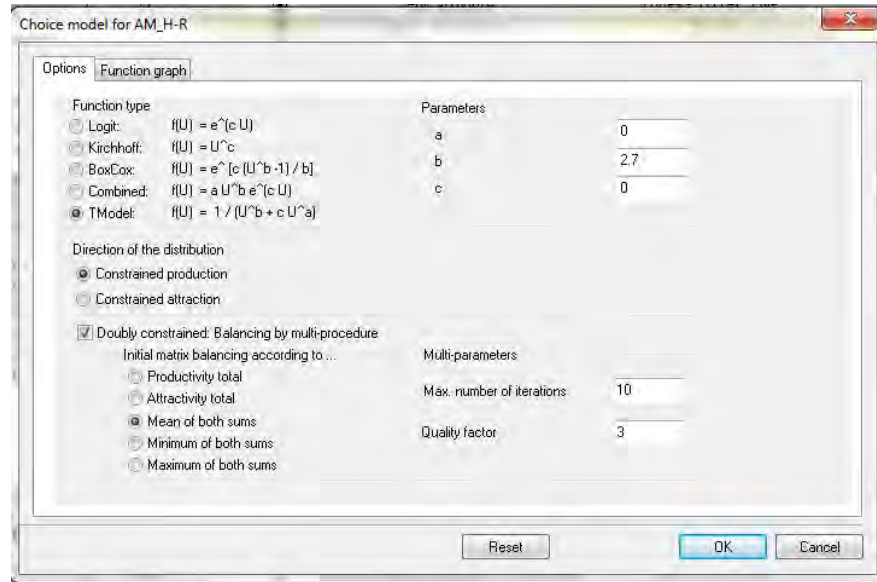
### 11.1 AM Peak Hour Gravity Model Parameters

Figure 6 displays the AM PK HR home-based work gravity model function parameters and other trip distribution characteristics, such as: direction of the trip distribution balance to production; doubly constrained balancing by Multi procedure; multi-parameters with maximum number of iterations being 10 and quality factor being 3.



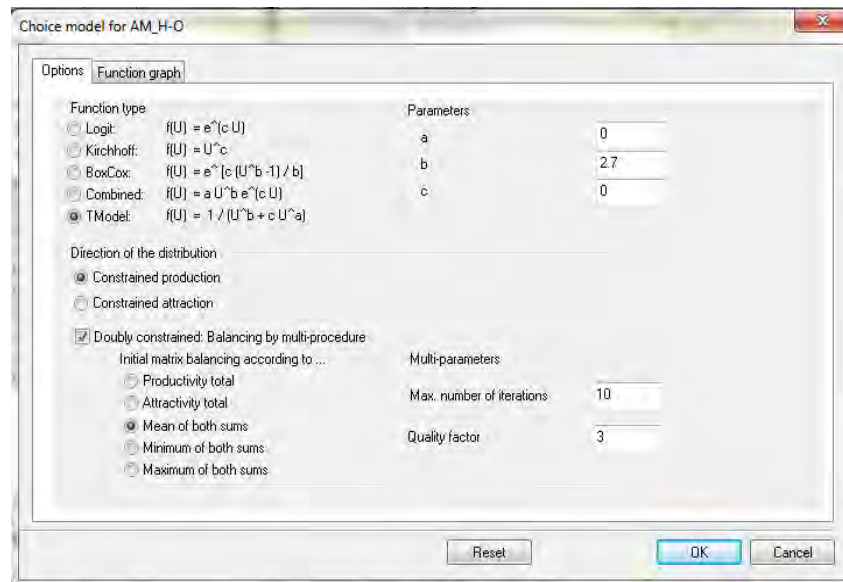
**Figure 6: AM PK HR Home-Based Work Gravity Model Functions**

Figure 7 below, displays the AM PK HR Home-Based Retail gravity model function parameters and other trip distribution characteristics discussed above.



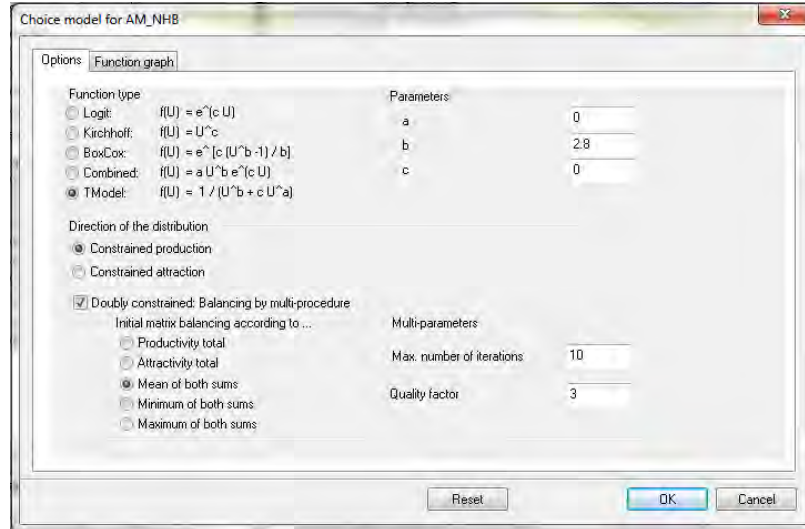
**Figure 7: AM PK HR Home-Based Retail Gravity Model Functions**

Figure 8 below, displays the AM Home-Based Other gravity model function parameters and other trip distribution characteristics.



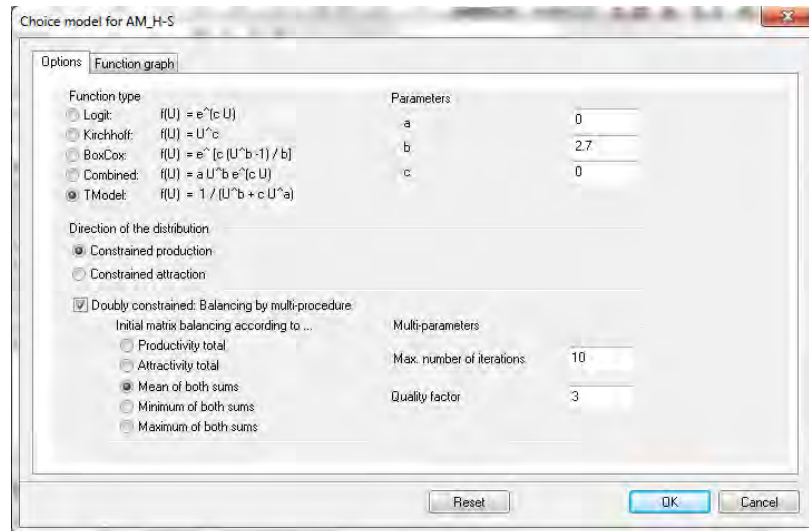
**Figure 8: AM PK HR Home-Based Other Gravity Model Functions**

Figure 9 below, displays the AM PK HR Non-Home-Based gravity model function parameters and other trip distribution characteristics.



**Figure 9: AM PK HR Non-Home-Based Gravity Model Functions**

Figure 10 below, displays the AM PK HR Home-Based School gravity model function parameters and other trip distribution characteristics.



**Figure 10: AM PK HR Home-Based School Gravity Model Functions**

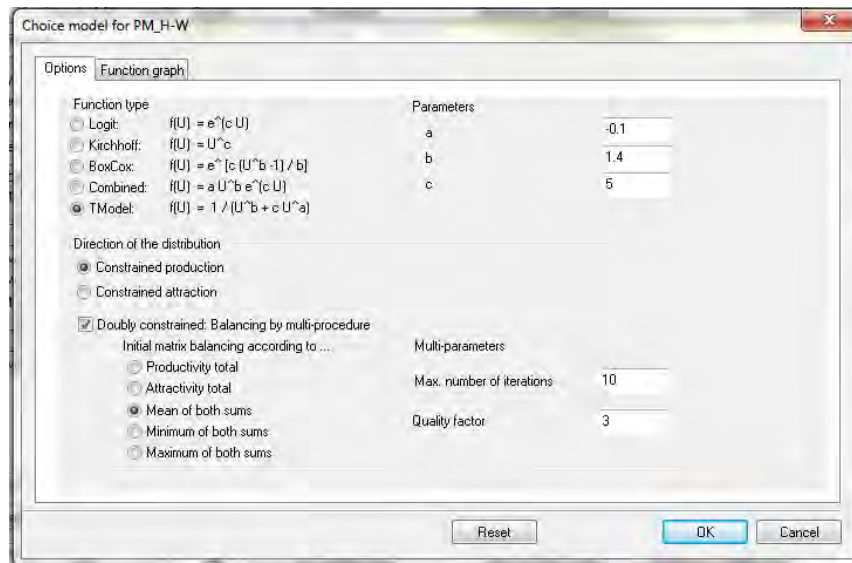
The trip distribution utility parameters are summarized in Table 12 below:

Trip Purpose	Trip Distribution Parameter		
	a	b	c
HB-Work	-0.1	1.7	5
HB-Retail	0	2.7	0
HB-Other	0	2.7	0
Non-Home Based	0	2.8	0
HB-School	0	2.7	0

**Table 12: Trip Distribution Utility Parameters AM PK HR**

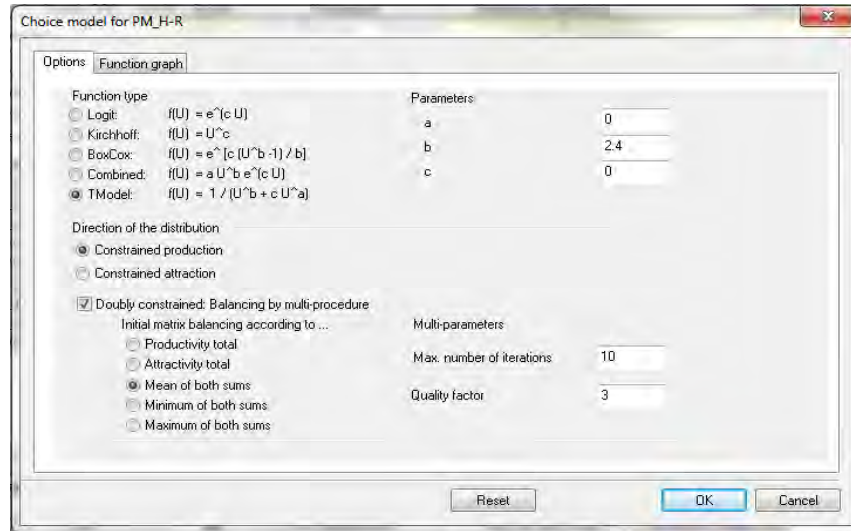
## 11.2 PM Peak Hour Gravity Model Parameters

Figure 11 displays the PM PK HR home-based work gravity model function parameters and other trip distribution characteristics, such as: direction of the trip distribution balance to production; doubly constrained balancing by Multi procedure; multi-parameters with maximum number of iterations being 10 and quality factor being 3.



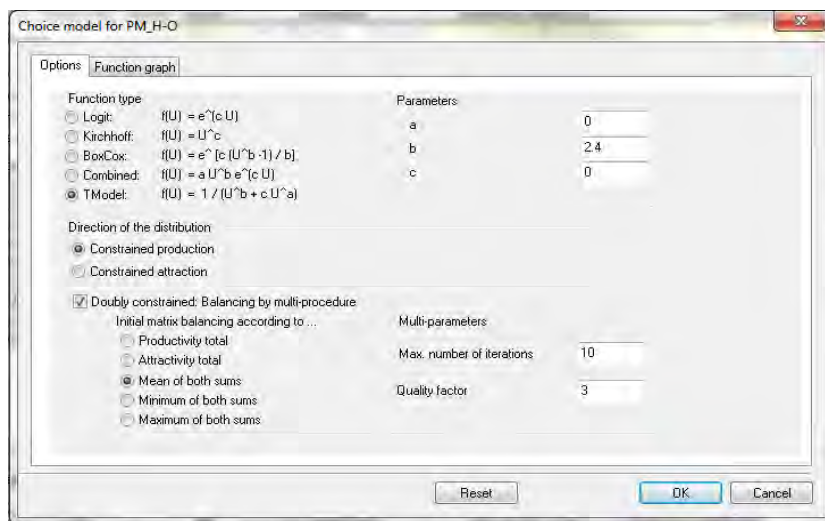
**Figure 11: PM PK HR Home-Based Work Gravity Model Functions**

Figure 12 displays the PM PK HR Home-Based Retail gravity model function parameters and other trip distribution characteristics discussed above.



**Figure 12: PM PK HR Home-Based Retail Gravity Model Functions**

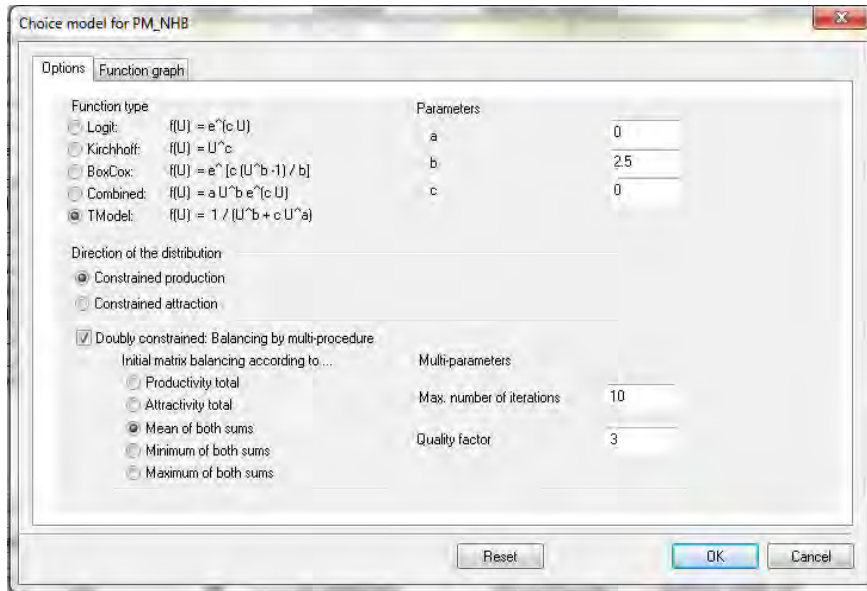
Figure 13 displays the PM PK HR Home-Based Other gravity model function parameters and other trip distribution characteristics.



**Figure 13: PM PK HR Home-Based Other Gravity Model Functions**

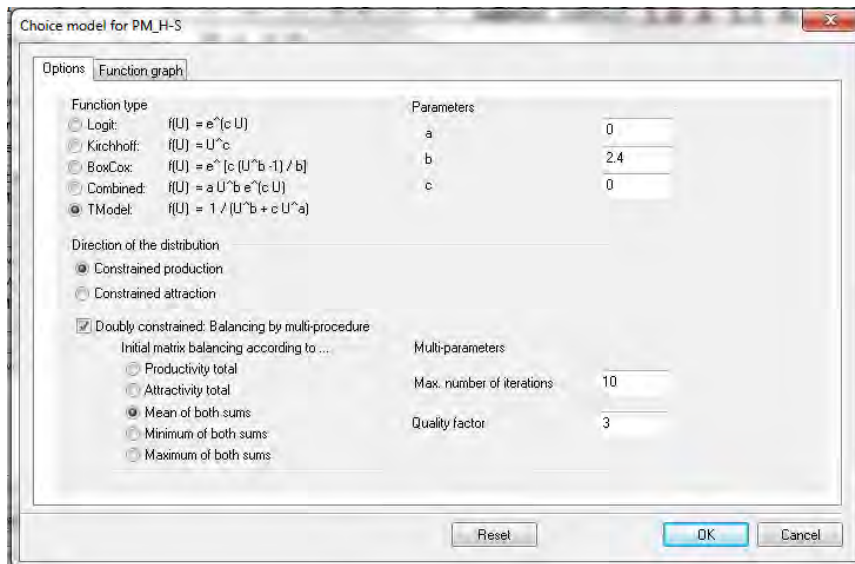


Figure 14 displays the PM PK HR Non-Home-Based gravity model function parameters and other trip distribution characteristics.



**Figure 14: PM PK HR Non-Home-Based Gravity Model Functions**

Figure 15 displays the PM PK HR Home-Based School gravity model function parameters and other trip distribution characteristics discussed above.



**Figure 15: PM PK HR Home-Based School Gravity Model Functions**

The trip distribution utility parameters are summarized in Table 13 below:

Trip Purpose	Trip Distribution Parameter		
	a	b	c
HB-Work	-0.1	1.4	5
HB-Retail	0	2.4	0
HB-Other	0	2.4	0
Non-Home Based	0	2.5	0
HB-School	0	2.4	0

**Table 13: Trip Distribution Utility Parameters PM PK HR**

### 11.3 Gravity Model Calibration/Validation Results

A random sampling of travel times from one traffic analysis zone (TAZ) to

another were extracted from the model using flow bundles. The same path was input into google map to estimate actual travel times during the AM PK hour and PM PK hours.

As shown in Table 14 and 15, the average model travel time roughly matches the average survey travel time for overall KMPO region-wide, despite some average travel time variations.

**Table 14: 2010 AM Peak Hour Average Travel Time (Minutes) – 2010 Base Model Vs. Google Estimated Travel Times (In Current Traffic when available)**

O Zone	D Zone	From Place	To Place	Length	T0	TCur	Google TT	Difference
401	20	Cabelas	Rathdrum	11.98mi	14min	16min	18min	2min
402	10	Cabelas	Silverwood Vic.	22.02mi	25min	37min	37min	0min
424	10	KMPO State	Silverwood Vic. Kootenai	19.98mi	23min	27min	27min	0min
589	161	Line State	Medical Center Kootenai East	13.05mi	12min	14min	13min	1min
589	581	Line State	Border	43.88mi	37min	39min	40min	0min
589	204	Line E/O	Worley	45.03mi	43min	48min	46min	2min
204	12	Worley Hauser	Athol	50.10mi	52min	61min	57min	4min
400	424	Lake	Downtown CDA	16.07mi	17min	24min	23min	1min

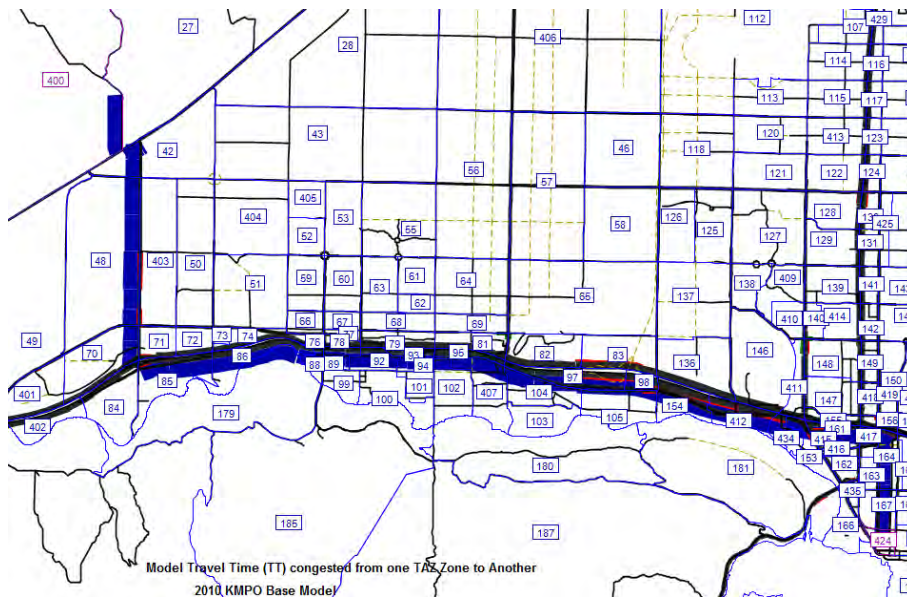
Legend: TT= Travel Time, O Zone = OriginZone, D Zone = Destination Zone, T0= Free flow TT, TCur (Congested TT).

**Table 15: 2010 PM Peak Hour Average Travel Time (Minutes) – 2010 Base Model Vs. Google Estimated Travel Times (In Current Traffic when available)**

O Zone	D Zone	From Place	To Place	Length	T0	TCur	Google TT	Difference
401	20	Cabelas	Rathdrum	11.98mi	15min	17min	19min	2min
402	10	Cabelas	Silverwood Vic.	22.02mi	25min	37min	40min	3min
424	10	KMPO	Silverwood Vic.	19.98mi	23min	29min	31min	2min
589	161	State Line	Medical Center Kootenai East	13.05mi	12min	16min	15min	1min
589	581	State Line	Border	43.88mi	37min	41min	40min	1min
589	204	State Line	E/O Worley	45.03mi	43min	52min	48min	3min
204	12	Worley Hauser	Athol	50.10mi	52min	65min	62min	3min
400	424	Lake	Downtown CDA	16.07mi	17min	24min	26min	2min

Legend: TT= Travel Time, O Zone = OriginZone, D Zone = Destination Zone, T0= Free flow TT, TCur (Congested TT).

**Figure 16 : Model Flow Bundle to Calculate Travel Time**



The model flow bundle path to calculate the congested average travel time (tCur) from one TAZ zone to another.

## 12.0 AM/PM Peak Hour Traffic Assignments

The 2010 AM peak hour KMPO Model traffic assignments are displayed in Figure 17 and the 2010 PM peak hour KMPO Model traffic assignments are displayed in Figure 18.

The traffic assignment figures, provide a snapshot of directional traffic volumes for the AM and PM peak hour in the urbanized KMPO area.

Since the directional traffic forecasts need to be evaluated for statistical accuracy and confidence, screenline validation analysis is performed for both AM and PM peak hour conditions. Appendix 1D and Appendix 1E show the 2010 KMPO Model AM/PM peak hour screenline spreadsheets, respectively.

## 13.0 AM/PM Peak Hour Traffic Screenline Validation

As shown in the following Figure 19 and Figure 20, twenty-eight screenlines are drawn to display ratios of the 2010 KMPO model AM and PM peak hour traffic modeled volumes over their corresponding traffic counts. Table 16 below, shows a summary of the screenline results.

**Table 16: 2010 KMPO Model AM/PM Peak Hour Screenline Summary Results**

<b>Screenline Location and No.</b>	<b><i>AM Peak Hour Model/Count Ratio</i></b>	<b><i>PM Peak Hour Model/Count Ratio</i></b>
Spokane River Crossing Screenline #1	1.51	1.21
Seltice Screenline #2	1.15	1.32
Harrison Avenue Screenline # 3	0.98	0.85
Appleway Ave/Best Screenline #4	1.20	1.06
Seltice/Mullan Rd/Kathleen Screenline #5	1.03	0.98
Poleline Rd Screenline #6	0.98	1.05
Prairie Rd. Screenline #7	1.14	1.11
Hayden Avenue Screenline #8	1.04	0.96
Lancaster Rd. Screenline #9	1.20	1.10
SH 53 – US 95 Screenline #10	0.81	0.72
Twin Lakes to National Forest Screenline #11	1.25	1.00
US 95 to SH 3 South Screenline #12	1.07	1.04
SH 95 to LaTour Creek Rd Screenline #13	1.91	1.77
Spirit Lake Pend'O Reille Screenline #14	1.13	1.06
Pleasant View Rd Screenline #15	1.24	1.24
McGuire Rd. Screenline #16	1.35	1.22
Chase Rd. Screenline #17	1.28	1.14
Spokane St. Screenline #18	1.07	0.93
Idaho St. Screenline #19	1.04	0.94
Greensferry Rd. Screenline #20	1.03	0.95
SH 41 Screenline #21	0.88	0.95
Huetter Rd. Screenline #22	0.99	1.01
Ramsey Rd. Screenline #23	0.95	0.90



US 95 Screenline #24	1.20	0.94
West Side KMPO Screenline #25	1.31	1.25
East Side KMPO Screenline #26	1.07	1.00
Government Way Screenline #27	1.19	0.96
I-90 Ramps Screenline #28	1.02	1.04
Overall Avg. Screenline	1.14	1.06

## 13.1 Allowable Deviation Standards

The closer the model/count ratios by screenlines approach 1.00, the better matches the screenline traffic volumes are compared with the traffic counts. The Federal Highway Administration (FHWA) developed a maximum allowable screenline validation error range and formula as shown below:

### % Allowable Deviation per TMIP FHA

For volumes less than 100,000:

$$\text{Tol (\%)} = 1/100 * [(-0.00005*(V)^3 + 0.013*(V)^2 - 1.1822*(V) + 65.465)]$$

For over 100,000:

$$\text{Tol (\%)} = 2.1783*(V)^{-0.4784}$$

Where V is volume in thousands

By using the formula, the screenlines can be evaluated to see if they meet the percent allowable deviation ranges. Figure 21 and Figure 22 display the screenline validations against FHWA Maximum Allowable Error Range (Source: Figure 7-2 Maximum Desirable Deviation in Total Screenline Volumes in the *Model Validation and Reasonableness Checking Manual* published by FHWA Travel Model Improvement Program).

By the FHWA standards, the 2010 KMPO Model is validated for both AM peak hour and PM peak hour, and can be used to build future year travel demand models in KMPO areas.

2010 KMPO VISUM TRAVEL DEMAND BASE MODEL AM PEAK HOUR VOLUMES

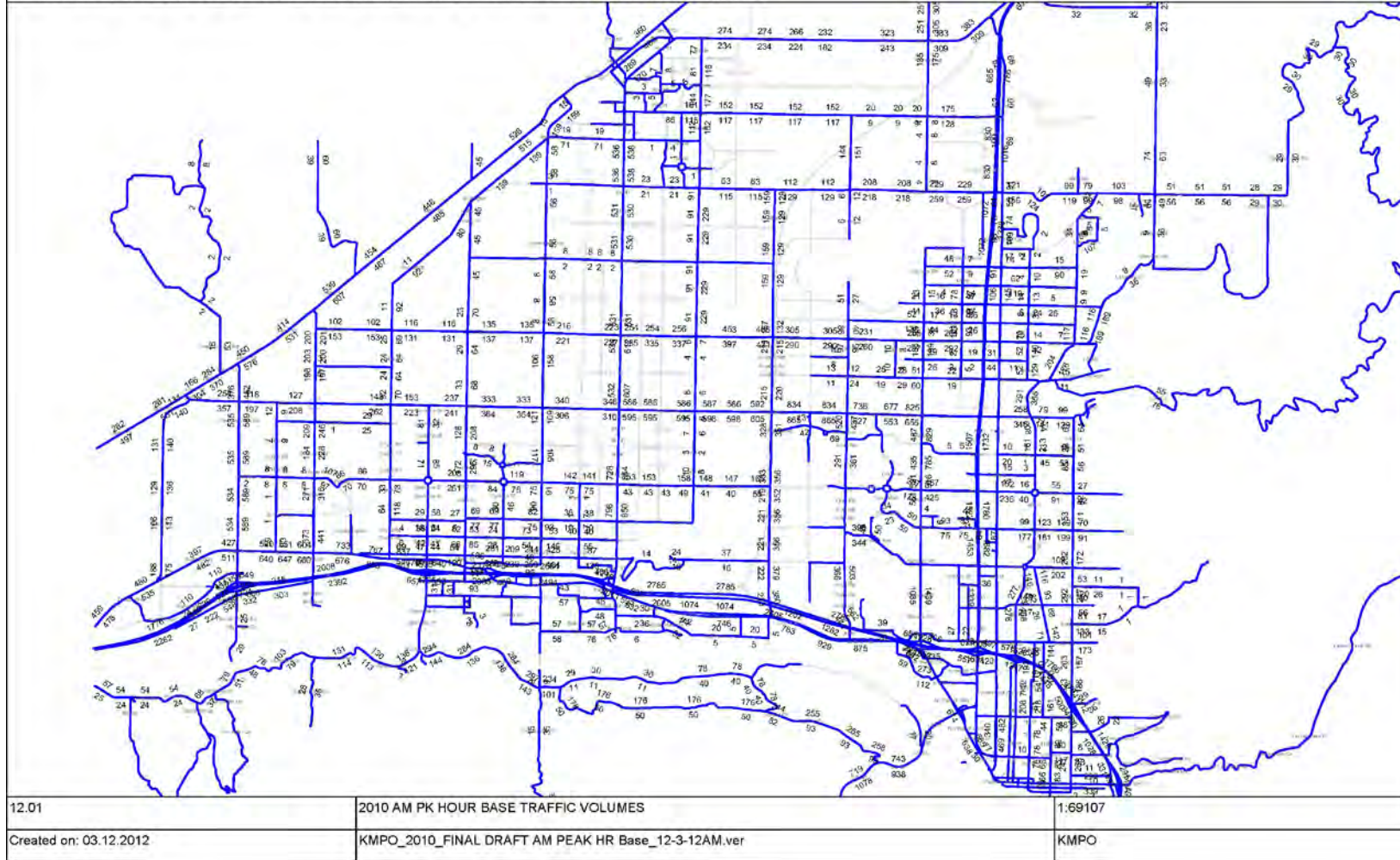
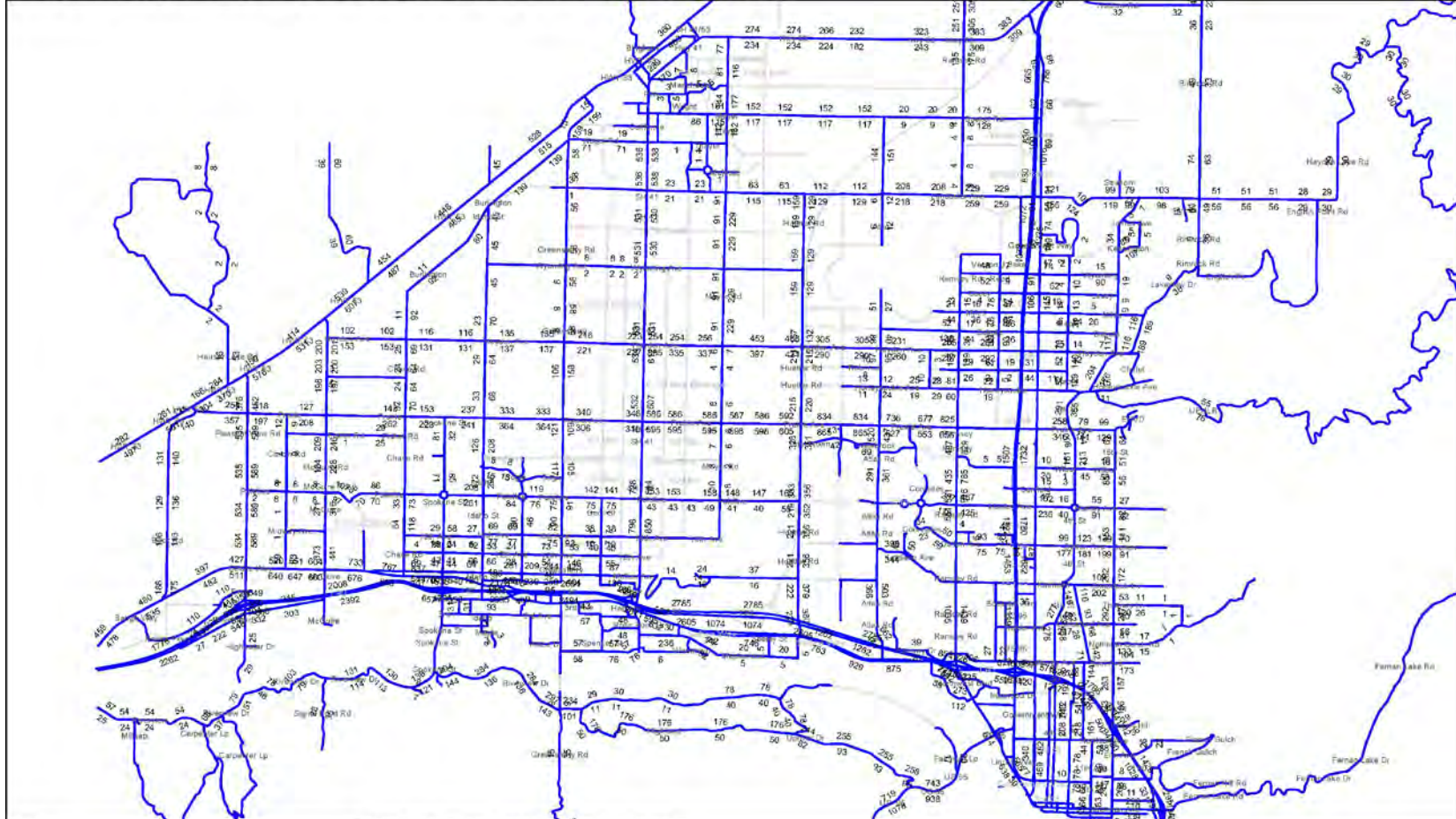


Figure 17: 2010 KMPO VISUM Model AM Peak Hour Traffic Assignment Results

2010 KMPO VISUM TRAVEL DEMAND BASE MODEL PM PEAK HOUR VOLUMES



12.01	2010 PM PK HOUR BASE TRAFFIC VOLUMES	1:69107
Created on: 03.12.2012	KMPO_2010_FINAL DRAFT PM PEAK HR Base_12-3-12PM.ver	KMPO

Figure 18: 2010 KMPO VISUM Model PM Peak Hour Traffic Assignment Results



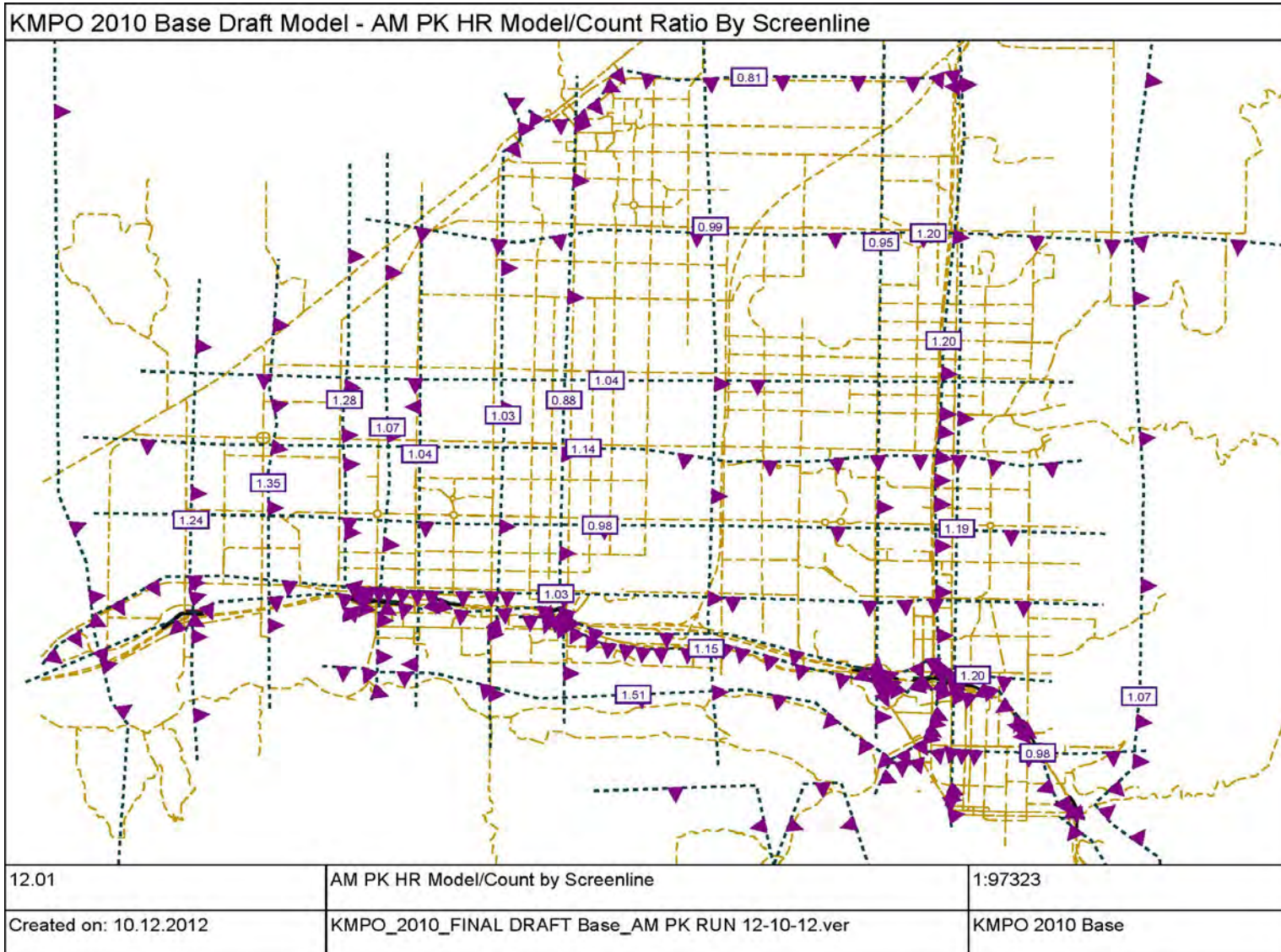


Figure 19 : 2010 KMPO VISUM Model AM Peak Hour Traffic Forecast Screenline Results

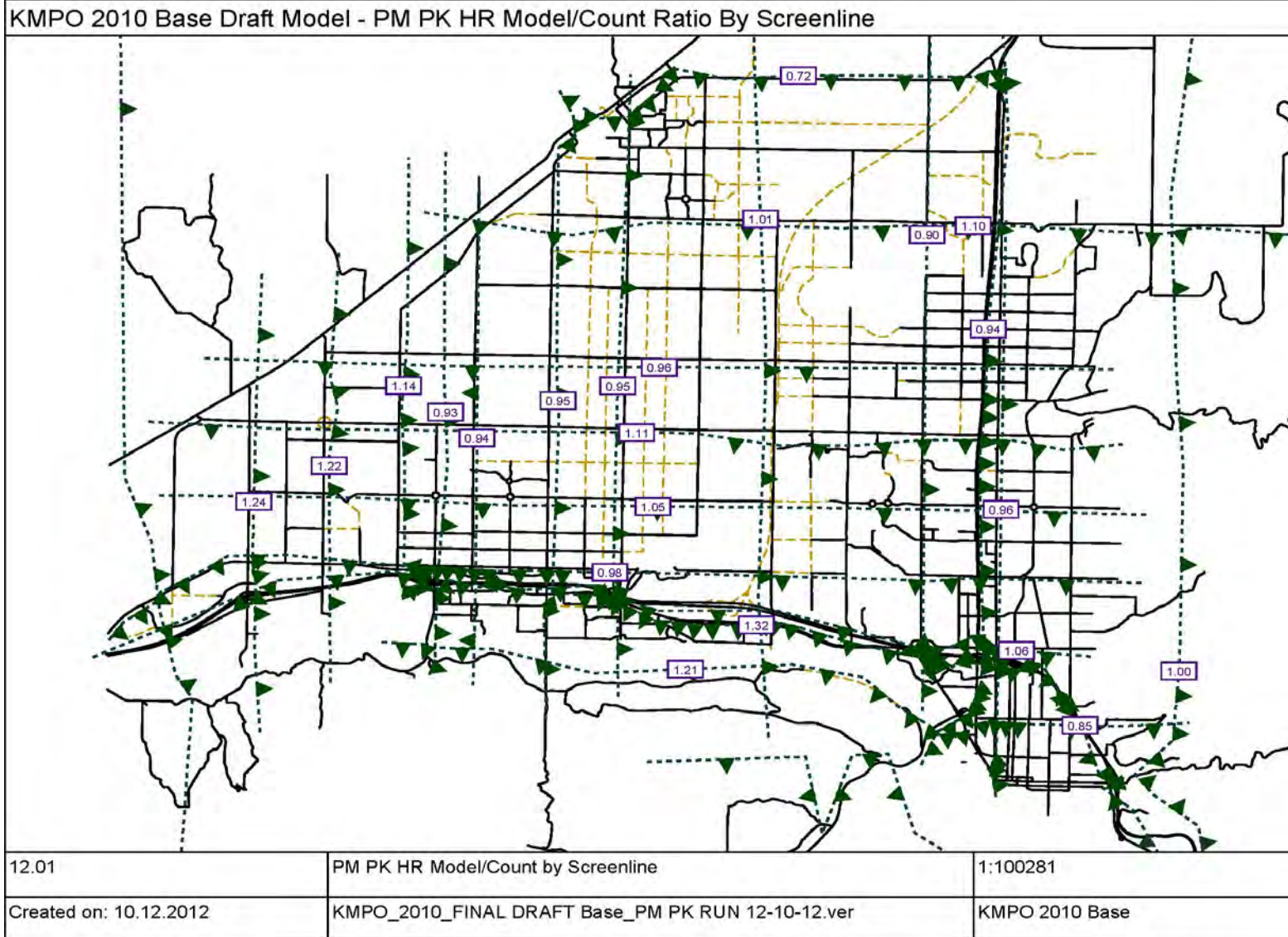


Figure 20: 2010 KMPO VISUM Model PM Peak Hour Traffic Forecast Screenline Results



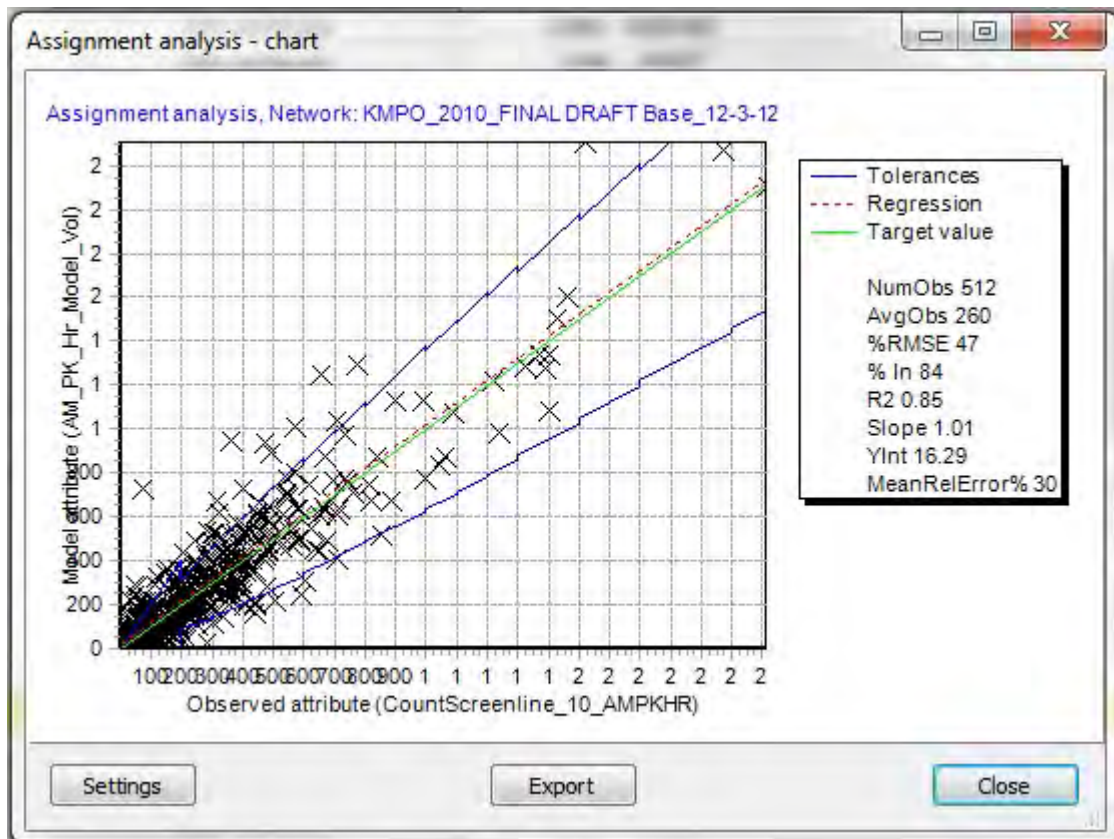


Figure 21: 2010 KMPO Model AM Peak Hour Screenline Error Range

Assignment analysis, Network: KMPO\_2010\_FINAL DRAFT Base\_PM PK RUN 12-10-12

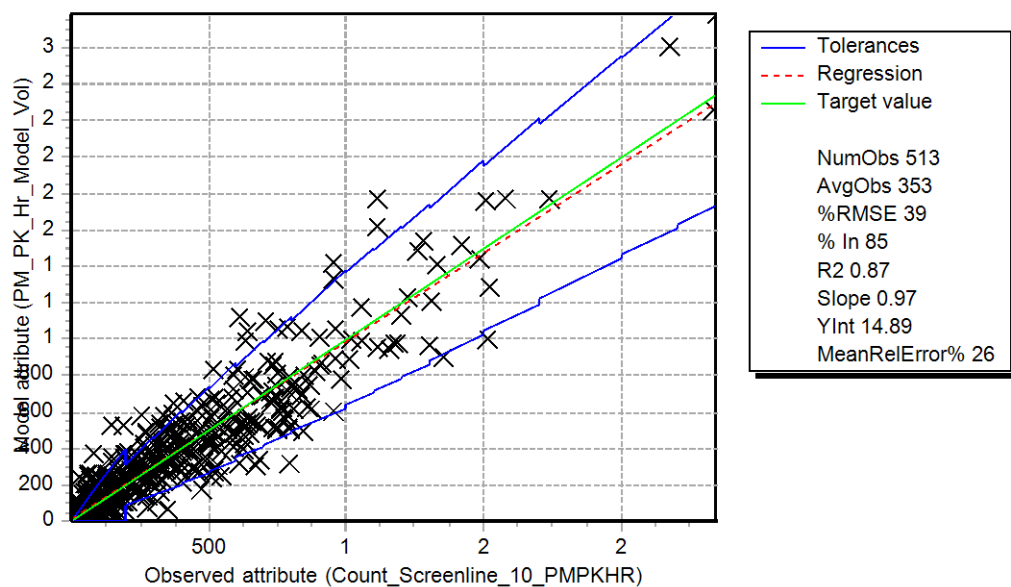


Figure 22: 2010 KMPO Model PM Peak Hour Screenline Error Range

## 14.0 Model Limitations and Improvements

The 2010 KMPO model has some limitations that lead to potential improvements in the future.

- The KMPO model is vehicle based travel demand forecasting model and does not have multimodal forecasting capability as the model only follows the three steps of the traditional four-step modeling procedures: trip generation, trip distribution, and trip assignment without the mode choice modeling step.
- The model trip generation rates are simply based on the ITE Trip Generation Manual but not based on the regional travel survey data, although the total trips generated by purpose are calibrated against the 2005 Kootenai/Spokane expanded travel survey results.
- The model produces better traffic forecasts in the urbanized area with higher traffic volume than in the rural area with lower traffic volumes possibly because of the larger zones and less street network in rural areas, or because the rural areas have lower trip generation rates than the ITE urban and suburban trip generation rates used in the KMPO model. Further statistical analysis of the rural and urban area travel behaviors will help evaluate this hypothesis.
- The trip distribution patterns roughly match with the 2005 regional travel survey; the statistical results were extracted from the travel survey for the AM and PM conditions, by NuStats as requested by KMPO staff during this 2010 model update; therefore, the statistical analysis results are based on the “2005 Spokane and Kootenai County Regional Travel Survey”.
- Intersection level of service calculation can be implemented by using the VISUM module TRAFFIX based on the Highway Capacity Manual but was not done at this update and should be implemented for operational analysis in the future.
- Some local zonal details or network details may not be sufficient to reflect the traffic forecast conditions in the local sub-area transportation study and planning, or project specific sites and should be enhanced further to meet the local travel demand modeling needs in the future.

# Appendices

## Appendix 1A: KMPO Project dir file.pfd – KMPO Project directory file that directs the model to the proper file directory location.

Edit project directories

Note: Several extensions can be separated by ','

	Type	Directory	Extension(s)
1	Project directories	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	pfd
2	Version	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	ver
3	Network	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	net
4	OD demand data	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	dmd
5	Matrix	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	mtx;mx;fma;*
6	Access database	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	mdb
7	Access 2007 database	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	accdb
8	Model transfer file	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	tra
9	ESRI shapefile	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	shp
10	Attributes	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	att
11	Active network objects	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	ane
12	Filter	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	fil
13	Procedure parameters	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	par;xml
14	VISUM add-in	%APPDATA%\Visum\120\AddIns\	vai
15	Script	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	vbs;js;py;py;rb;pl;td
16	Graphic parameters	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	gpa
17	Background	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	emf;wmf;bmp;dwg;dx;ecw;jp2;jpg;png;shp;sic
18	Texts	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	txt
19	Image	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	bmp;jpg;wmf;emf;gif;tiff;png
20	SVG file	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	svg
21	DXF file	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	dx;f
22	Screenshot	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	jpg;wmf;emf;bmp;gif;tiff;png
23	Exported turn volumes	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	jpg;png;gif;wmf;emf;bmp;tiff;svg
24	Legend parameters	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	lgd
25	Matrix editor graphic parame	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	gpm
26	Timetable editor layout	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	tly
27	List layout	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	lla
28	Quickview layout	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	qla
29	Matrix editor layout	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	mly
30	Survey data	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	*
31	PuT connections	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	con
32	PrT routes	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	rim
33	EMME project	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	emme
34	HAFAS project	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	put;haf
35	TModel project	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	tla
36	Network merge parameters	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	nmp
37	Parameters for 'Read networ	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	anrp
38	Parameters for 'Read deman	C:\Users\Bgow\Desktop\KMPO 2010 NEW Procedures\ ...	adro

## Appendix 1B: UpdateNodeLinkCapTWTL.par - A parameter file to update node/link capacity

Operation:	Procedure	Reference object(s)	Variant/file	Comment
1	Calculation - Calculate Procedures Updated	2 - 47		Capacity calculation - Calculate Procedures Updated
2	Initialize all filter settings			
3	Read filter		TSysCar.fil	
4	Edit attribute	Links - CapPrT		Set Link Capacity, Lanes * Cap/Lane
5	Edit attribute	Connectors - T0_TSYS(C)		Test to set Connector Time
6	Read filter		TWLT-3Lane.fil	3 Lane Road
7	Edit attribute	Links - CapPrT		Add 300 directional capacity
8	Read filter		TWLT-5Lane.fil	5 Lane Road
9	Edit attribute	Links - CapPrT		Add 150 directional capacity
10	Read filter		Fwy_GT_2_Lanes.fil	3+ Lane Fwy
11	Edit attribute	Links - CapPrT		Add Cap for 3 Lane + Fwy
12	Edit attribute	Nodes - K4		Set All K4 = 1.0
13	Read filter		ActiveLinksNodes.fil	Start Node Computations
14	Edit attribute	Nodes - CapPrT		Add all outbound link capacities
15	Read filter		ActiveLinksNodes-3plusLegs.fil	3 Plus Leg Nodes
16	Edit attribute	Nodes - K4		
17	Read filter		ActiveLinksNodes-2Leg.fil	
18	Edit attribute	Nodes - K4		
19	Read filter		ActiveLinksNodes-3Leg.fil	
20	Edit attribute	Nodes - K4		
21	Read filter		ActiveLinksNodes-4Leg.fil	
22	Edit attribute	Nodes - K4		
23	Read filter		ActiveLinksNodes-5Leg.fil	
24	Edit attribute	Nodes - K4		
25	Read filter		NodeCapacityFinalComputations.fil	
26	Edit attribute	Nodes - CapPrT		
27	Read filter		Turns-LT-TH-RT-Only.fil	Turns-LT-TH-RT-Only.fil
28	Edit attribute	Turns - CapPrT		Reset Turn Capacities
29	Edit attribute	Turns - t0PrT		Reset Turn T0=0
30	Read filter		SingleLeftTurnsSignalsTwoWayStops.fil	Single Left Turns
31	Edit attribute	Turns - t0PrT		T0=6Secs
32	Edit attribute	Turns - CapPrT		TurnCap=300
33	Read filter		DualLeftTurnsSignalsTwoWayStops.fil	Dual Left Turns
34	Edit attribute	Turns - CapPrT		TurnCap=275*NumLanes
35	Read filter		Uncontrolled_Intersections.fil	Set Uncontrolled Controls
36	Edit attribute	Nodes - ControlType		1-Uncontrolled
37	Read filter		Stop_2_Way_Intersections.fil	Set 2 Way Stop
38	Edit attribute	Nodes - ControlType		2-Partial Stop
39	Read filter		Yield_2_Way_Intersections.fil	Set Yield
40	Edit attribute	Nodes - ControlType		6-Yield
41	Read filter		Stop_All_Way_Intersections.fil	Set All Way Stop
42	Edit attribute	Nodes - ControlType		4-All Way Stop
43	Read filter		Signal_Intersections.fil	Set Signals
44	Edit attribute	Nodes - ControlType		3-Signals
45	Read filter		Roundabout_Intersections.fil	Set Roundabouts
46	Edit attribute	Nodes - ControlType		7-Roundabout
47	Read filter		TSysCar.fil	



## Appendix 1C: Final Calculate Procedures File AM\_PM\_12-3-12.par - An AM/PM combined parameter file for the AM/PM peak hour KMPO Model (Procedures 1 – 39).

Network: KMPO\_2010\_FINAL DRAFT PM PEAK HR Base\_12-3-12PM.ver\* - [Procedure sequence]

Lists Filters Calculate Graphics Network Demand Extras Scripts Window Help Procedure sequence

Select GPar... Procedure sequence

Operation	Active	Procedure	Reference object(s)	Variant/file	Comment
1	<input checked="" type="checkbox"/>	Simulation - Calculate Procedures Update	2 - 47		Capacity calculation - Calculate Procedure
2	<input checked="" type="checkbox"/>	Initialize all filter settings			
3	<input checked="" type="checkbox"/>	Read filter		TSysCar.fil	
4	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Set Link Capacity, Lanes * Cap/Lane
5	<input checked="" type="checkbox"/>	Edit attribute	Connectors - T0_TSYS(C)		Test to set Connector Time
6	<input checked="" type="checkbox"/>	Read filter		TWLT-3Lane.fil	3 Lane Road
7	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add 300 directional capacity
8	<input checked="" type="checkbox"/>	Read filter		TWLT-5Lane.fil	5 Lane Road
9	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add 150 directional capacity
10	<input checked="" type="checkbox"/>	Read filter		Fwy_GT_2_Lanes.fil	3+ Lane Fwy
11	<input checked="" type="checkbox"/>	Edit attribute	Links - CapPrT		Add Cap for 3 Lane + Fwy
12	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		Set All K4 = 1.0
13	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes.fil	Start Node Computations
14	<input checked="" type="checkbox"/>	Edit attribute	Nodes - CapPrT		Add all outbound link capacities
15	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-3plusLegs.fil	3 Plus Leg Nodes
16	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
17	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-2Leg.fil	
18	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
19	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-3Leg.fil	
20	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
21	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-4Leg.fil	
22	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
23	<input checked="" type="checkbox"/>	Read filter		ActiveLinksNodes-5Leg.fil	
24	<input checked="" type="checkbox"/>	Edit attribute	Nodes - K4		
25	<input checked="" type="checkbox"/>	Read filter		NodeCapacityFinalComputations.fil	
26	<input checked="" type="checkbox"/>	Edit attribute	Nodes - CapPrT		
27	<input checked="" type="checkbox"/>	Read filter		Turns-LT-TH-RT-Only.fil	Turns-LT-TH-RT-Only.fil
28	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		Reset Turn Capacities
29	<input checked="" type="checkbox"/>	Edit attribute	Turns - t0PrT		Reset Turn T0=0
30	<input checked="" type="checkbox"/>	Read filter		SingleLeftTurnsSignalsTwoWayStops.fil	Single Left Turns
31	<input checked="" type="checkbox"/>	Edit attribute	Turns - t0PrT		T0=6Secs
32	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		TurnCap=300
33	<input checked="" type="checkbox"/>	Read filter		DualLeftTurnsSignalsTwoWayStops.fil	Dual Left Turns
34	<input checked="" type="checkbox"/>	Edit attribute	Turns - CapPrT		TurnCap=275*NumLanes
35	<input checked="" type="checkbox"/>	Read filter		Uncontrolled_Intersections.fil	Set Uncontrolled Controls
36	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		1-Uncontrolled
37	<input checked="" type="checkbox"/>	Read filter		Stop_2_Way_Intersections.fil	Set 2 Way Stop
38	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		2-Partial Stop
39	<input checked="" type="checkbox"/>	Read filter		Yield_2_Way_Intersections.fil	Set Yield

## Appendix 1C (Continued): Final Calculate Procedures File AM\_PM\_12-3-12.par (Procedures 84-121).

40	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		6-Yield
41	<input checked="" type="checkbox"/>	Read filter		Stop_All_Way_Intersections.fil	Set All Way Stop
42	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		4-All Way Stop
43	<input checked="" type="checkbox"/>	Read filter		Signal_Intersections.fil	Set Signals
44	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		3-Signals
45	<input checked="" type="checkbox"/>	Read filter		Roundabout_Intersections.fil	Set Roundabouts
46	<input checked="" type="checkbox"/>	Edit attribute	Nodes - ControlType		7-Roundabout
47	<input checked="" type="checkbox"/>	Read filter		TSysCar.fil	
48	<input checked="" type="checkbox"/>	Group Set Land Use to 2010 for Base Y	49 - 77		Set Land Use to 2010 for Base Year
49	<input checked="" type="checkbox"/>	Edit attribute	Zones - SFDU_LU1		
50	<input checked="" type="checkbox"/>	Edit attribute	Zones - MFDU_LU2		
51	<input checked="" type="checkbox"/>	Edit attribute	Zones - RET_LU3		
52	<input checked="" type="checkbox"/>	Edit attribute	Zones - FIRES_LU4		
53	<input checked="" type="checkbox"/>	Edit attribute	Zones - INDUST_LU5		
54	<input checked="" type="checkbox"/>	Edit attribute	Zones - SCH_LU6		
55	<input checked="" type="checkbox"/>	Edit attribute	Zones - ACCOM_LU7		
56	<input checked="" type="checkbox"/>	Edit attribute	Zones - AER_LU8		
57	<input checked="" type="checkbox"/>	Edit attribute	Zones - OSFDU_LU9		
58	<input checked="" type="checkbox"/>	Edit attribute	Zones - PSS_LU10		
59	<input checked="" type="checkbox"/>	Edit attribute	Zones - AGRI_LU11		
60	<input checked="" type="checkbox"/>	Edit attribute	Zones - WFRT_LU12		
61	<input checked="" type="checkbox"/>	Edit attribute	Zones - POL_LU13		
62	<input checked="" type="checkbox"/>	Edit attribute	Zones - TRNWH_LU14		
63	<input checked="" type="checkbox"/>	Edit attribute	Zones - MED_LU15		
64	<input checked="" type="checkbox"/>	Edit attribute	Zones - GOVT_LU16		
65	<input checked="" type="checkbox"/>	Edit attribute	Zones - ASWMMR_LU17		
66	<input checked="" type="checkbox"/>	Edit attribute	Zones - PSTMC_LU18		
67	<input checked="" type="checkbox"/>	Edit attribute	Zones - EDUSRV_LU19		
68	<input checked="" type="checkbox"/>	Edit attribute	Zones - OTHER_LU20		
69	<input checked="" type="checkbox"/>	Edit attribute	Zones - INFO_LU21		
70	<input checked="" type="checkbox"/>	Edit attribute	Zones - UTLCONST_LU22		
71	<input checked="" type="checkbox"/>	Edit attribute	Zones - FS_LU23		
72	<input checked="" type="checkbox"/>	Edit attribute	Zones - XI-O-AM		
73	<input checked="" type="checkbox"/>	Edit attribute	Zones - IX-D-AM		
74	<input checked="" type="checkbox"/>	Edit attribute	Zones - XI-O-PM		
75	<input checked="" type="checkbox"/>	Edit attribute	Zones - IX-D-PM		
76	<input checked="" type="checkbox"/>	Edit attribute	Zones - TOTAL_DU		
77	<input checked="" type="checkbox"/>	Edit attribute	Zones - TOTAL_EMP		
78	<input checked="" type="checkbox"/>	Group AM Model Run	79 - 99		AM Model Run
79	<input checked="" type="checkbox"/>	Init assignment		All	Latest Update 5-8-12 Bonnie PTV Visit
80	<input checked="" type="checkbox"/>	Read filter		TSysCar.fil	TSysCarLinks.fil
81	<input checked="" type="checkbox"/>	Edit attribute	Links - AddVal2		ADDVALUE2=0 (sets value to zero)
82	<input checked="" type="checkbox"/>	Edit attribute	Links - AWDT		SETS AWDT To Zero
83	<input checked="" type="checkbox"/>	Trip generation	H-W, AM NHB AM NHB, AM C		

## Appendix 1C (Continued): Final Calculate Procedures File AM\_PM\_12-3-12.par (Procedures 84-121).

84	<input checked="" type="checkbox"/>	Calculate PrT skim matrix	AM_HBW AM_HBW		TT0
85	<input checked="" type="checkbox"/>	Calculate PrT skim matrix	AM_HBW AM_HBW		TTC
86	<input checked="" type="checkbox"/>	Combination of matrices and vectors	2 TT0 (AM_HBW AM_HBW)		$TT0=0.75*TTC+0.25*TT0$
87	<input checked="" type="checkbox"/>	Trip distribution	_H-W, AM_NHB AM_NHB, AM_C		
88	<input checked="" type="checkbox"/>	Combination of matrices and vectors	13 AM_HBW		
89	<input checked="" type="checkbox"/>	Combination of matrices and vectors	15 AM_HBR		
90	<input checked="" type="checkbox"/>	Combination of matrices and vectors	17 AM_HBO		
91	<input checked="" type="checkbox"/>	Combination of matrices and vectors	19 AM_HBS		
92	<input checked="" type="checkbox"/>	Combination of matrices and vectors	1 AM_Total		
93	<input checked="" type="checkbox"/>	PrT assignment	AM-Tot AM_Total	Equilibrium assignment	
94	<input checked="" type="checkbox"/>	Go to the procedure	Procedure 85		
95	<input checked="" type="checkbox"/>	Edit attribute	Links - AM_PK_HR_MODEL_VOL		AM_PK_HR_Model_Vol=VolVehPrT
96	<input checked="" type="checkbox"/>	Read filter		AMVolumeCount.fil	
97	<input checked="" type="checkbox"/>	Edit attribute	Links - AddVal2		AM Model Deviation
98	<input checked="" type="checkbox"/>	Assignment analysis			AM Analysis
99	<input checked="" type="checkbox"/>	Read filter		TSysCar.fil	TSysCarLinks.fil
100	<input checked="" type="checkbox"/>	Group PM Model Run	101 - 121		PM Model Run
101	<input checked="" type="checkbox"/>	Init assignment		All	
102	<input checked="" type="checkbox"/>	Read filter		TSysCarLinks.fil	TSysCarLinks.fil
103	<input checked="" type="checkbox"/>	Edit attribute	Links - AddVal3		ADDVALUE3=0 (Sets value to zero)
104	<input checked="" type="checkbox"/>	Edit attribute	Links - AWDT		SETS AWDT TO Zero
105	<input checked="" type="checkbox"/>	Trip generation	_H-W, PM_NHB PM_NHB, PM_C		Updated 10-10-12 R.5/B.G.
106	<input checked="" type="checkbox"/>	Calculate PrT skim matrix	PM_HBW PM_HBW		TT0
107	<input checked="" type="checkbox"/>	Calculate PrT skim matrix	PM_HBW PM_HBW		TTC
108	<input checked="" type="checkbox"/>	Combination of matrices and vectors	220 TT0 (PM_HBW PM_HBW)		$TT0=TTC+TT0$
109	<input checked="" type="checkbox"/>	Trip distribution	_H-W, PM_NHB PM_NHB, PM_C		
110	<input checked="" type="checkbox"/>	Combination of matrices and vectors	14 PM_HBW		
111	<input checked="" type="checkbox"/>	Combination of matrices and vectors	16 PM_HBR		
112	<input checked="" type="checkbox"/>	Combination of matrices and vectors	18 PM_HBO		
113	<input checked="" type="checkbox"/>	Combination of matrices and vectors	20 PM_HBS		
114	<input checked="" type="checkbox"/>	Combination of matrices and vectors	3 PM_Total		
115	<input checked="" type="checkbox"/>	PrT assignment	PM-Tot PM_Total	Equilibrium assignment	
116	<input checked="" type="checkbox"/>	Go to the procedure	Procedure 107		
117	<input checked="" type="checkbox"/>	Edit attribute	Links - PM_PK_HR_MODEL_VOL		PM_PK_HR_Model_Vol=VolVehPrT
118	<input checked="" type="checkbox"/>	Read filter		PMVolumeCount.fil	
119	<input checked="" type="checkbox"/>	Edit attribute	Links - AddVal3		PM Model Deviation
120	<input checked="" type="checkbox"/>	Assignment analysis			PM Analysis
121	<input checked="" type="checkbox"/>	Read filter		TSysCar.fil	TSysCarLinks.fil

## **Appendix 1D: 2010 KMPO Model AM Peak Hour Screenline Validation Spreadsheets**



Location	AM Total	AM Peak Time	AM Peak Count	Link #	From Node	To Node	Modeled AM Peak Volume	Modeled - Actual AM Peak Volume	Modeled-Actual / Actual AM Peak Count
<b>SOUTH - NORTH SCREENLINES - KMPO</b>									
<b>Spokane River Crossing Screenline #1</b>									
<b>Southbound</b>									
Spokane St	579	700	330	13273	11026	818	354	124	0.539180435
US 95 @ Spokane River Bridge	1300	800	474	13617	11201	10871	937	463	0.976793249
Northwest Blvd South of US 95	2953	800	1322	13909	896	11337	1287	-35	-0.026475038
<b>Totals</b>	<b>1879</b>	<b>700</b>	<b>704</b>				<b>1291</b>	<b>567</b>	<b>0.833806918</b>
<b>Northbound</b>									
Spokane St	512	800	208	13273	818	11026	238	30	0.144230769
US 95 @ Spokane River Bridge	1512	700	619	13617	10871	11201	744	125	0.201938811
Northwest Blvd South of US 95	773	700	363	13909	11337	896	411	48	0.132231405
<b>Totals</b>	<b>2024</b>	<b>700</b>	<b>827</b>				<b>962</b>	<b>155</b>	<b>0.187424426</b>
<b>Seltice Screenline #2</b>									
<b>Southbound</b>									
Ross Point Rd	287	800	135	9139	734	9272	180	45	0.333333333
Ramsey Rd	3297	800	1400	10413	943	9789	1338	-52	-0.044285714
Huetter Rd	468	700	191	10273	774	9814	202	11	0.067816233
Atlas Rd	890	700	353	10477	9388	9815	446	83	0.27850138
Cedar St	174	800	77	13219	10092	790	118	-41	-0.533467532
Saeley Rd	79	700	26	12719	793	10733	52	16	0.444444444
<b>Totals</b>	<b>5195</b>	<b>700</b>	<b>2202</b>				<b>2336</b>	<b>134</b>	<b>0.060853769</b>
<b>Northbound</b>									
Ross Point Rd	890	700	346	9139	9272	734	451	105	0.303468208
Ramsey Rd	1837	800	734	10413	9789	843	978	244	0.332425068
Huetter Rd	201	800	83	10473	9814	774	122	39	0.466879518
Atlas Rd	553	800	227	10477	9815	9388	273	46	0.202643172
Cedar St	448	700	186	13219	790	10995	142	-44	-0.23655914
Saeley Rd	103	700	46	12719	10733	793	32	-14	-0.304347826
<b>Totals</b>	<b>3902</b>	<b>700</b>	<b>1622</b>				<b>1998</b>	<b>-376</b>	<b>0.231612577</b>
<b>Harrison Ave. Screenline #3</b>									
<b>Southbound</b>									
3rd St	938	800	474	971	901	911	424	50	0.115485233
7th St	248	800	107	13875	904	11320	158	-17	-0.439252338
11th St	122	700	62	986	907	920	38	-24	-0.387066774
15th St	893	800	409	990	910	921	352	-57	-0.139864303
Government Way	416	800	206	8963	899	9144	253	147	0.713592233
<b>Totals</b>	<b>2617</b>	<b>800</b>	<b>1258</b>				<b>1321</b>	<b>63</b>	<b>0.050079491</b>
<b>Northbound</b>									
7th St	276	800	129	13875	11320	734	69	-10	-0.485116129
11th St	185	700	91	986	920	907	15	-76	-0.835164835
15th St	1450	700	496	990	921	910	493	-3	-0.006048387
4th St	736	800	366	10854	9988	902	350	-16	-0.043715847
Government Way	364	800	178	13762	11267	9812	225	40	0.25689324
<b>Totals</b>	<b>3011</b>	<b>800</b>	<b>1261</b>				<b>1152</b>	<b>109</b>	<b>0.096439334</b>
<b>Appleyway Ave/Best Screenline #4</b>									
<b>Southbound</b>									
Government Way	1241	800	573	11256	833	10820	1011	-438	0.764397906
15th St	953	800	402	889	841	866	263	-149	-0.370546766
SR 95 (N by Haycraft)	2606	700	969	9429	814	9113	1133	144	0.148601618
<b>Totals</b>	<b>4800</b>	<b>700</b>	<b>1964</b>				<b>2397</b>	<b>-433</b>	<b>0.230484837</b>
<b>Northbound</b>									
Government Way	740	800	475	11266	10820	833	526	-519	-1.03
15th St	601	800	237	889	866	841	107	124	0.595400844
SR 95 (North by Haycraft)	1675	700	709	10844	9276	9984	1042	1046	1.475317348
<b>Totals</b>	<b>3016</b>	<b>700</b>	<b>1421</b>				<b>1675</b>	<b>259</b>	<b>0.178147361</b>
<b>Seltice/Mulan Rd/Kathleen Screenline #5</b>									
<b>Southbound</b>									
Spokane St	1033	700	380	13768	658	11377	574	104	0.510526116
Isaho St	1368	800	642	13750	660	11278	698	156	0.287822878
Greensferry Rd	109	700	57	688	654	683	146	89	1.581403503
SR 41	3247	700	1236	13816	689	11340	988	-248	-0.200647349
Huetter Rd	490	700	225	891	895	790	202	-23	-0.102222722
Atlas Rd	673	800	273	693	687	739	218	55	-0.201465201
Ramsey Rd	3228	800	1401	13448	689	11129	1084	-317	-0.226269952
4th St	658	700	299	12931	10735	10813	292	-7	-0.023411371
15th St	793	700	353	711	698	716	281	-72	-0.203960006
US 95	3339	800	1389	9557	691	9421	1275	-114	-0.082073484
Baugh Rd	174	700	75	13224	10996	9815	46	-29	-0.388860667
Prosant View Rd	847	700	312	8830	9017	847	528	218	0.603507692



Location	AM Total	M Peak	Tin	M Peak	Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual	AM Peak Count
Government Way	1120	800	502	13820	10160	11292			560	58	0.115537649	
Totals	17119			7044					8992	-152	-0.021578648	
<b>Northbound</b>												
Spokane St	811	800	350	13753	11277	668			333	33	0.094236714	
Idaho St	583	800	383	13790	11278	660			380	-3	-0.007832868	
Government Way	890	800	394	13820	11292	10160			395	-9	-0.02284264	
Greensferry Rd	89	800	29	608	853	854			109	69	1.769230769	
SR 41	1736	700	715	13916	11340	859			641	74	0.10348503	
Huettner Rd	196	800	73	891	733	855			122	49	0.671232877	
Atlas Rd	734	800	291	693	739	887			280	-5	-0.017182111	
Ramsay Rd	2378	800	892	13448	11129	889			744	-153	-0.17068582	
4th St	536	700	227	17931	10813	10735			154	73	0.371585903	
15th St	807	700	381	711	716	698			352	-29	-0.076115486	
US 95	2341	800	846	12128	10486	10487			1128	283	0.334911243	
Baugh Rd	82	700	32	13224	9015	10998			118	86	2.6875	
Pleasant View Rd	531	800	184	8830	647	9017			366	162	0.689130435	
Totals	11994		4811						5167	356	0.07399709	
<b>Location</b>												
<b>Poleline Rd Screenline #6</b>												
<b>Southbound</b>												
Pleasant View Rd	703	700	301	496	544	550			528	227	0.754152824	
Chase Rd	271	800	118	507	550	579			79	-39	-0.330508475	
Spokane St	731	800	291	13865	552	11319			329	32	0.109965636	
Idaho St	810	700	340	13864	554	11314			257	-63	-0.244117647	
Greensferry Rd	256	800	116	520	558	583			62	-54	-0.488517241	
SR41	2653	800	1042	526	562	535			836	-206	-0.197686737	
Ramsay Rd	1890	700	689	536	560	590			676	-13	-0.018867925	
Government Way	1279	700	534	542	573	592			687	153	0.289516854	
15th St	531	700	260	549	577	594			146	134	0.478571429	
Huettner Rd	402	700	157	559	4100	587			180	23	0.146468815	
US 95	3816	700	1461	1671	571	615			1501	100	0.071377587	
4th St	739	700	333	13483	11143	9052			149	-184	-0.532525533	
Atlas Rd	1230	700	822	13855	9458	11309			465	-57	-0.108195402	
Totals	14981		6124						5389	-235	-0.038273612	
<b>Northbound</b>												
Pleasant View Rd	444	700	163	486	546	544			366	118	0.324198833	
Chase Rd	432	800	172	507	579	550			29	-143	-0.831395249	
Spokane St	412	800	169	13865	11315	552			125	-88	-0.23138884	
Idaho St	478	800	188	13864	11314	654			183	-23	-0.128854914	
Greensferry Rd	347	700	159	520	583	558			35	-124	-0.779874214	
SR41	1624	700	676	526	585	562			491	-185	-0.273688639	
Ramsay Rd	1250	800	478	536	590	569			450	-28	-0.058577406	
Government Way	834	800	345	542	592	573			830	-15	-0.043478261	
15th St	531	700	260	548	594	577			49	201	0.825	
Huettner Rd	219	700	86	559	587	1100			116	30	0.348837209	
US 95	2076	700	758	1671	615	571			1460	704	0.931216931	
4th St	387	700	189	13483	9052	11142			52	117	0.862307682	
Atlas Rd	731	700	312	13855	11309	9458			237	-25	-0.080128205	
Totals	9765		3935						3953	18	0.004574333	
<b>Location</b>												
<b>Prairie Rd. Screenline #7</b>												
<b>Southbound</b>												
Idaho Rd	211	700	95	13202	483	10998			93	-3	-0.021052632	
Huettner Rd	293	800	110	434	491	522			286	186	1.619301991	
Ramsay Rd	1561	700	686	13947	498	11305			625	-41	-0.061561562	
US 95	3766	700	1459	13855	500	11325			1805	147	0.100753941	
Government Way	1116	700	455	13796	502	11291			579	124	0.272527473	
4th St	896	700	413	452	504	512			200	213	0.515738499	
Atlas Rd	850	700	303	9330	496	9061			297	-60	-0.181818182	
McGuire Rd	116	800	47	13592	11190	11188			293	246	5.234042553	
15th St	348	700	173	10600	9878	513			68	105	0.608938416	
Spokane St	139	700	56	10684	480	9911			76	20	0.357142857	
Chase Rd	258	800	103	10686	478	9912			83	-20	-0.194174757	
Greensferry Rd	271	700	125	10696	488	9917			54	-71	-0.58	
SR 41	1955	800	739	10698	488	9918			756	17	0.02300406	
Totals	11740		4804						5026	222	0.04621149	
<b>Northbound</b>												
Idaho Rd	234	700	89	13202	10980	482			152	63	0.107885169	
Government Way	650	800	262	13796	11281	502			191	-91	-0.322695035	
4th St	544	700	230	452	512	504			120	-110	-0.47826087	
Huettner Rd	345	700	133	434	522	491			129	-4	-0.030075188	
Ramsay Rd	350	800	392	13947	11305	498			321	81	0.159853034	
Atlas Rd	636	700	286	9330	9061	496			370	104	0.358977444	
McGuire Rd	56	800	28	13592	11188	11190			124	96	3.438571429	
15th St	36	700	41	10600	513	9878			36	-5	-0.12195122	
Spokane St	177	700	72	10684	9911	480			47	-25	-0.347222222	
Chase Rd	263	700	103	10696	9912	478			131	28	0.27184466	
Greensferry Rd	223	700	80	10698	9917	486			96	16	0.2	
SR 41	1270	700	474	10698	9918	488			523	49	0.103375527	
US 95	1747	800	658	12162	10027	10491			1246	508	0.893917021	
Totals	7181		2838						3486	648	0.22832981	
<b>Location</b>												
<b>Hayden Ave. Screenline #8</b>												
<b>Southbound</b>												
Chase Rd	140	700	53	13941	411	11352			21	-32	-0.603773585	
Idaho St	119	700	52	313	412	1103			10	-36	-0.692307692	
SR 41	1942	700	706	13861	415	11313			611	-95	-0.13460907	
Huettner Rd	167	700	57	326	418	435			208	151	2.649123807	

Location	AM Total	M Peak Tr	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count	
Hausser Lake Rd north of SH 53	299	700	129	13239	11006	445	35	-96	0.744186047	
Greensferry Rd	160	800	69	6343	413	448	37	-32	-0.463768116	
Totals	2817		1066				926	-140	-0.131332083	
<b>Northbound</b>										
Chase Rd	187	700	53	13941	11352	411	70	17	0.320754717	
Idaho St	105	700	39	313	1163	412	53	14	0.35974339	
SR 41	1068	700	390	13661	11815	415	410	20	0.051262051	
Huetter Rd	124	700	49	326	435	418	112	83	1.285714286	
Hausser Lake Rd north of 53	69	800	28	13239	445	11006	19	-9	-0.371428571	
Greensferry Rd	100	700	43	6343	448	413	85	22	0.511627907	
Totals	1606		602				729	127	0.210293455	
<b>Lancaster Rd. Screenline # 9</b>										
<b>Southbound</b>										
Greensferry Rd	158	700	57	194	330	1144	0	-57	-1	
Government Way	329	700	147	13442	339	11126	29	-118	-0.802721088	
Strahom Rd	34	800	15	13461	341	11135	29	14	0.933333333	
Rimrock Rd/Meadowood Ln	42	800	19	221	244	351	24	5	0.263157895	
Meyer Rd	430	700	175	13634	1093	11207	123	-52	-0.297142857	
English Point Rd	16	700	7	1279	9000	357	0	-7	-1	
Huetter Rd	2757	600	30	9472	334	9412	133	103	3.433333333	
US 95	2663	700	1091	9551	338	9418	1072	-19	-0.017415215	
Totals	6634		1541				1410	-131	-0.065009734	
<b>Northbound</b>										
Greensferry Rd	91	700	37	194	1144	330	40	3	0.081081081	
Government Way	168	800	73	13442	11126	339	60	-13	-0.178082192	
Strahom Rd	95	700	47	13461	11135	341	8	-39	-0.829787234	
Rimrock Rd/Meadowood Ln	125	700	58	221	351	334	44	-14	-0.34137931	
Meyer Rd	158	700	70	13634	11207	1093	109	39	0.557142857	
English Point Rd	11	800	5	1279	357	9000	0	-6	-1	
Huetter Rd	64	700	24	3472	9412	334	50	28	1.063333333	
US 95	1411	700	403	13638	9483	11210	895	403	0.817444219	
Totals	2120		808				1207	398	0.493811681	
<b>SH 63 - US 95 Screenline # 10</b>										
<b>Eastbound</b>										
BNSF RR Bridge in Rathdrum	933	700	352	13998	263	11331	227	-125	-0.955113636	
Ramsay Rd	530	800	185	104	1137	269	230	45	0.242343243	
US 95 n/o SH63	2340	700	851	1306	252	271	515	-336	-0.394823612	
Govt Way n/o US95	101	700	44	13643	11211	300	32	-12	-0.272727273	
Totals	3804		1432				1004	-428	-0.298882682	
<b>Westbound</b>										
BNSF RR Bridge in Rathdrum	1502	700	589	13998	11331	263	242	-347	-0.589134126	
Ramsay Rd	229	800	109	104	269	1137	217	108	0.990826688	
US 95 n/o SH63	1227	700	425	13654	11211	11218	526	101	0.237647056	
Govt Way n/o US95	110	800	48	13643	300	11211	84	36	0.750000000	
Totals	3068		1171				1069	102	-0.687105938	
<b>Twin Lakes to Nat. Forest. Screenline # 11</b>										
<b>Southbound</b>										
Ramsey Rd south of Brunner	196	700	71	44	226	237	86	18	0.253521127	
Diagonal Rd south of Brunner	44	700	18	9610	230	1099	70	52	2.888888889	
SH 41 south of Seasons Rd	1004	600	384	13078	10914	239	380	-4	0.010416667	
East Twin Lake Rd near SH 41	78	800	49	10385	9776	239	170	121	2.489387755	
US 95 south of Brunner Rd	1758	700	647	13717	11245	9902	451	-196	-0.302936631	
Totals	3078		1169				1160	-9	-0.007698888	
<b>Northbound</b>										
Ramsey Rd south of Brunner	69	800	28	44	237	226	180	132	4.714285714	
SH 41 south of Seasons Rd	422	700	180	13078	239	10914	281	101	0.561111111	
East Twin Lake Rd near SH 41	250	700	101	10385	239	9776	188	85	0.841554158	
Diagonal Rd south of Brunner Rd	98	700	39	9610	1099	230	52	13	0.333333333	
US 95 south of Brunner Rd	1045	800	375	13717	9902	11245	417	42	0.112000000	
Totals	1884		723				1086	373	0.518905447	
<b>US 95 to SH 3 South Screenline # 12</b>										
<b>Southbound</b>										
SH 97 north of Harrison	32	700	17	13052	1061	10899	75	58	3.411764706	
Cave Bay Rd @ Rock Creek	62	800	25	1206	1073	10015	0	-25	-1	
SH 97 north of SH 3	72	800	28	1213	1077	1078	42	14	0.500000000	
US 95 S/O Worley	483	700	210	1217	1079	1085	232	22	0.104761905	
SH 3 @ Benawah Co. Line	319	700	136	1220	1081	1083	70	65	0.485294119	
US 95 N/O Worley	444	700	200	13614	11168	11199	279	79	0.395000000	
Ogara Rd west of SH 97	106	800	44	10283	926	9264	88	22	0.500000000	
Totals	1518		650				764	104	0.187575758	
<b>Northbound</b>										
SH 97 north of Harrison	70	600	37	13052	10899	1061	52	15	0.405405405	
Cave Bay Rd @ Rock Creek	52	700	22	1206	10015	1073	4	-18	-0.818181818	
SH 97 north of SH 3	52	600	18	1213	1078	1077	51	33	1.833333333	
US 95 S/O Worley	435	700	182	1217	1085	1079	174	8	-0.043956044	
SH 3 @ Benawah Co. Line	179	700	78	1220	1083	1081	52	-26	-0.333333333	
Ogara Rd west of SH 97	96	700	43	10283	9264	9276	27	-16	-0.372094023	
US 95 N/O Worley	460	800	183	13614	11199	11168	190	7	0.038251366	
Totals	1344		563				550	113	0.023050586	
Location	AM Total	M Peak Tr	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count	



Location	AM Total	M Peak Tr	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count
<b>SH 93 to LaTour Creek Rd Screenline # 13</b>									
<b>Southbound</b>									
UpRiver Dr west of US 95	54	800	28	13235	11004	940	94	66	2.357142857
SH 3 S/O 190	147	700	52	1148	1030	1034	282	230	4.423076923
SH 97 N/O Burma	193	600	76	13759	1017	11266	104	28	0.368421053
Cougar Gulch Rd west of US 95	71	700	32	9644	969	9457	41	9	0.281250000
LaTour Creek Rd south of 190	10	800	5	11687	10339	1057	20	15	0.000000000
Totals	475		193				541	348	1.803108808
<b>Northbound</b>									
Sh 3 S/O 190	237	700	95	1148	1034	1030	168	73	0.768421053
SH 97 N/O Burma	393	700	173	13759	11266	1017	144	29	0.167630058
Cougar Gulch Rd west of US 95	235	800	114	9644	9457	969	77	37	0.324561404
LaTour Creek Rd south of 190	33	600	16	11687	1057	10339	13	3	0.187500000
Totals	898		398				402	142	0.610050251
<b>Spirit Lake Pend'O Reille Screenline #14</b>									
<b>Southbound</b>									
SH 41 south of Spirit Lake	899	800	351	13597	11191	213	357	36	0.102564103
Perimeter Rd north of SH 54	46	600	18	13462	202	11136	39	21	1.166666667
US 95 north of Athol	694	700	254	10563	201	9857	308	54	0.212598425
SH 41 north of Spirit Lake	674	600	246	13900	11192	198	200	46	-0.186991870
Totals	2413		869				934	85	0.07473619
<b>Northbound</b>									
SH 41 south of Spirit Lake	448	800	184	13597	213	11191	203	109	0.592391804
Perimeter Rd north of SH 54	17	700	6	13462	11136	202	16	10	1.666666667
US 95 north of Athol	803	800	286	10563	9857	201	291	5	0.01782517
SH 41 north of Spirit Lake	296	600	138	13900	198	11192	127	11	-0.079710145
Totals	1562		614				727	113	0.168039088
<b>EAST - WEST SCREENLINES - KMPO</b>									
<b>Pleasant View Rd. Screenline # 15</b>									
<b>Eastbound</b>									
SH 53	997	700	366	13930	440	11347	299	-77	0.210392514
Seltice Way	564	800	231	13164	647	10965	200	-31	-0.184189134
Prairie Rd	256	700	98	8834	473	9019	90	-9	-0.081632653
Riverbend Ave	92	800	41	9371	9222	9226	81	-13	-0.210000000
SH 53 (W/O Prairie Ave)	762	700	273	10750	9945	471	207	-66	-0.341758242
Poleline Ave	29	900	11	13161	544	10964	1	-10	-0.909090909
Totals	2690		1020				898	-152	-0.149019608
<b>Westbound</b>									
SH 53	1174	600	487	13930	11347	440	548	161	0.330595483
Seltice Way	893	700	242	13164	10965	647	469	347	1.020661157
Prairie Rd	339	700	133	8834	473	9019	125	-8	-0.060150376
Riverbend Ave	189	700	74	9371	9226	9222	727	653	8.624324324
SH 53 (W/O Prairie Ave)	1444	600	544	10750	471	9945	470	-74	-0.136029412
Poleline Ave	88	700	34	13161	10964	544	1	-33	-0.970588235
Totals	3927		1514				2460	946	0.626834876
<b>McGuire Rd. Screenline # 16</b>									
<b>Eastbound</b>									
SH 53	829	800	308	248	401	366	344	36	0.116883117
Seltice Way	864	800	405	13231	651	9672	406	-1	0.002469136
Poleline Ave	114	700	44	16168	547	9672	44	0	0.000000000
Prairie Rd	300	700	120	13591	478	9907	122	-31	-0.017602637
Totals	2207		877				916	39	0.044607883
<b>Westbound</b>									
SH 53	1658	700	553	248	366	401	709	156	0.282057649
Seltice Way	746	800	321	13231	11002	651	621	-300	-0.934579439
Poleline Ave	107	700	39	16168	9672	547	145	106	2.71948718
Prairie Rd	317	700	119	13591	9907	11199	226	108	0.915254237
Totals	2638		1031				1701	670	0.649854510
<b>Chase Rd. Screenline # 17</b>									
<b>Eastbound</b>									
Hayden Rd.	251	700	101	306	411	1148	89	-32	-0.318831683
Prairie Rd	392	700	163	13173	478	479	107	-56	-0.343568282
Poleline Ave	217	700	98	506	550	551	134	36	0.367346939
Seltice Way	1282	800	548	12744	9439	10635	495	-53	-0.096715328
Totals	2142		910				805	-105	-0.115384615
<b>Westbound</b>									
Hayden Rd.	260	700	100	308	411	1148	141	41	0.410000000
Prairie Rd.	323	700	119	13173	10970	478	205	86	0.722689076
Poleline Rd.	222	800	87	506	551	550	216	129	1.462786271
Seltice Way	870	800	403	12744	10635	9439	627	224	0.555831286
Totals	1675		709				1189	480	0.677009673
<b>Spokane St. Screenline # 18</b>									
<b>Eastbound</b>									
Prairie Rd.	504	700	213	410	480	481	153	-60	-0.281690141

Location	AM Total	M Peak Trm	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count
<b>Poeline Ave</b>	547	700	249	13478	11141	553	160	-89	0.357429719
4th St	277	700	120	743	753	721	105	-15	-0.125000000
Seltice Way	1010	800	482	13899	9004	11332	453	-29	-0.060165975
3rd St	282	800	124	10721	765	9930	141	17	0.137096774
Totals	2620		1188				1012	-176	-0.148148148
<b>Westbound</b>									
Prairie Rd	416	700	153	410	481	460	275	122	0.207385821
<b>Poeline Ave</b>	529	800	217	13478	553	11141	238	21	0.096774194
4th St	168	800	73	743	721	753	55	-18	-0.246575342
Seltice Way	1019	800	425	13899	11332	9004	597	162	0.391176471
3rd St	463	700	183	10721	9930	765	196	13	0.071038251
Totals	2595		1051				1351	100	0.285442436
<b>Location</b>	<b>AM Total</b>	<b>M Peak Trm</b>	<b>M Peak Cou</b>	<b>Link #</b>	<b>From Node</b>	<b>To Node</b>	<b>Peak Volume</b>	<b>Peak Volume</b>	<b>Actual AM Peak Count</b>
<b>Idaho St. Screenline # 19</b>									
<b>Eastbound</b>									
Prairie Rd	584	700	240	413	482	483	217	-23	-0.095833333
Poeline	851	700	304	13802	554	11283	116	-188	-0.619421053
Seltice Way	1542	700	661	689	682	709	646	-15	-0.022692890
4th St	142	700	58	747	724	725	35	-23	-0.396551724
Totals	2919		1263				1014	-249	-0.197149644
<b>Westbound</b>									
Prairie Rd	444	700	176	413	483	482	311	135	0.167045465
Poeline	577	700	226	13802	11283	554	164	-44	-0.192962456
Seltice Way	973	800	449	689	709	682	611	162	0.350201762
4th St	24	700	15	747	725	724	7	-3	-0.633333333
Totals	2018		668				1113	245	0.282268665
<b>Location</b>	<b>AM Total</b>	<b>M Peak Trm</b>	<b>M Peak Cou</b>	<b>Link #</b>	<b>From Node</b>	<b>To Node</b>	<b>Peak Volume</b>	<b>Peak Volume</b>	<b>Actual AM Peak Count</b>
<b>Greensferry Rd. Screenline # 20</b>									
<b>Eastbound</b>									
Prairie Rd	644	700	252	421	486	487	221	-31	-0.123015873
Poeline Ave	1030	700	482	519	558	559	287	-195	-0.40454315
16th	151	700	73	587	606	607	144	71	0.972602740
12th	136	700	57	626	635	636	81	24	0.421052632
Mullan Ave	635	800	276	667	664	665	316	40	0.144927538
Seltice Way	1070	800	430	13807	11285	728	461	31	0.072053023
Wyoming Ave	54	700	18	1246	1101	1164	1	-17	-0.944444444
Hayden Rd	343	700	132	6343	413	414	103	30	0.227272727
SH 53	716	700	289	884	309	9029	428	140	0.435111111
3rd St	240	800	95	10720	9929	771	57	-38	-0.400000000
Totals	5019		2103				2098	-5	-0.002377556
<b>Westbound</b>									
Prairie Rd	443	800	177	421	487	486	297	120	0.67968102
<b>Poeline Ave</b>	471	800	202	519	559	558	121	-81	-0.400990069
16th	151	700	77	587	607	606	119	42	0.545454545
12th	131	700	52	626	636	635	24	-28	-0.538461538
Mullan Ave	592	800	282	667	665	664	235	-47	-0.166666667
Seltice Way	860	800	427	13807	728	11285	408	-19	-0.044496497
Wyoming Ave	58	700	28	1246	1154	1101	10	-18	-0.642857143
Hayden Rd	330	700	118	6343	414	413	185	67	0.567768610
SH 53	1352	600	564	8854	9029	309	638	74	0.131205674
3rd St	228	800	88	10720	771	9929	92	4	0.045454545
Totals	4616		2015				2129	114	0.056575682
<b>Location</b>	<b>AM Total</b>	<b>M Peak Trm</b>	<b>M Peak Cou</b>	<b>Link #</b>	<b>From Node</b>	<b>To Node</b>	<b>Peak Volume</b>	<b>Peak Volume</b>	<b>Actual AM Peak Count</b>
<b>SH 41 Screenline # 21</b>									
<b>Eastbound</b>									
McCarney St N/O SR41	91	800	40	128	287	293	31	-9	-0.225
Poeline Rd	662	700	254	13301	561	562	170	-84	-0.330708611
Mullan Ave	863	800	351	672	668	669	349	-27	-0.005698006
Seltice Way	2333	800	847	9318	2382	734	679	-168	-0.193347107
Lancaster	16	700	8	9346	1151	332	0	-6	-1.000000000
Wyoming	161	800	65	9449	9037	1094	1	-64	-0.984615385
Seltice Way (Duplicate - new count)	2145	700	870	10417	731	9382	679	-191	-0.219540230
Nagel Ln	231	800	102	13703	11238	324	186	84	0.623529412
Prairie Rd	629	700	232	10990	10057	488	225	-7	-0.090172414
Hayden Rd	340	700	131	11241	10138	415	108	-22	-0.167938931
Boekei Rd	87	700	33	11679	10335	310	98	65	1.96968970
Totals	7958		2931				2527	-404	-0.137836916
<b>Westbound</b>									
McCarney St N/O SR41	133	800	52	126	293	287	7	-45	-0.665264615
Poeline Rd	542	700	261	13301	562	561	190	-71	-0.272030687
Mullan Ave	723	800	343	672	669	668	306	-37	-0.107877720
Seltice Way	912	800	443	9318	734	9352	165	-278	-0.627639503
Lancaster	21	800	8	9346	332	1151	2	-6	-0.750000000
Wyoming	125	800	55	9449	1094	9037	10	-45	-0.818181818
Seltice Way (Duplicate - new count)	797	800	341	10417	9382	731	413	72	0.21143695
Nagel Ln	161	800	108	13703	324	11238	69	-39	-0.361111111
Prairie Rd	438	800	175	10990	488	10057	299	124	0.708571429
Hayden Rd	330	700	120	11241	415	10138	168	68	0.566666667
Boekei Rd	32	800	15	11679	301	10335	72	57	3.800000000
Totals	4214		1921				1721	200	-0.104112441
<b>Location</b>	<b>AM Total</b>	<b>M Peak Trm</b>	<b>M Peak Cou</b>	<b>Link #</b>	<b>From Node</b>	<b>To Node</b>	<b>Peak Volume</b>	<b>Peak Volume</b>	<b>Actual AM Peak Count</b>
<b>Huetter Rd Screenline # 22</b>									
<b>Eastbound</b>									
Wyoming Ave	3	700	2	250	1160	367	0	-2	-1
Hayden Rd	848	700	325	323	417	418	338	13	0.04
Prairie Rd	1185	700	465	432	494	491	409	-56	-0.120430108



Location	AM Total	M Peak Trn	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count
<b>Ramsey Rd Screenline # 23</b>									
<b>Eastbound</b>									
<b>Ohio Match Rd</b>	29	800	13	65	245	1139	22	9	0.692307692
Garwood Rd	277	800	101	76	251	1140	31	-70	-0.693121683
Hwy 53	981	800	348	103	269	270	269	-80	-0.22885057
Lancaster Ave	148	700	51	207	336	337	181	130	2.549019608
Wyoming Ave	221	700	85	251	368	369	20	-65	-0.764705882
Miles Ave	52	800	22	276	387	388	10	-12	-0.545454545
Hayden Ave	769	700	289	332	422	423	196	-93	-0.321799308
Honeysuckle Ave	226	800	103	13457	450	11133	52	-51	-0.495145831
Frairie Ave	2092	700	574	13926	496	11345	505	-69	-0.120290959
Appleway	782	800	350	8917	813	9097	204	-146	-0.417142857
Kathleen Ave	1629	700	692	9440	680	9087	406	-286	-0.413294798
Dalton Ave	397	700	189	13949	613	11309	50	-131	-0.693121683
Hanley Ave	766	700	274	9492	569	9100	433	158	0.578642336
Ironwood Dr	1512	800	600	10300	857	9734	540	-60	-0.100000000
Boakel Rd	288	800	109	11559	9032	10375	136	27	0.247708422
Wilbur Ave Pinegrove	181	700	76	12891	524	10788	195	119	1.565789474
Totals	10290		3876				3256	-620	-0.159958720
<b>Westbound</b>									
<b>Ohio Match Rd</b>	55	700	22	65	1139	245	15	-7	-0.318181818
Garwood Rd	114	800	60	76	1140	251	24	-86	-0.6
Hwy 53	677	700	240	103	270	269	306	68	0.283333333
Lancaster Ave	75	700	36	207	337	336	218	182	5.055555556
Wyoming Ave	252	700	100	251	369	368	42	-58	-0.580000000
Miles Ave	134	800	48	276	388	387	32	-16	-0.333333333
Hayden Ave	780	800	303	332	422	422	292	-11	-0.036203620
Honeysuckle Ave	194	800	80	13457	451	450	84	4	0.050000000
Frairie Ave	1068	700	397	13926	9050	498	560	163	0.410579345
Appleway	808	800	347	8917	9097	813	205	-142	-0.409221902
Kathleen Ave	1133	800	495	9440	9087	689	218	-277	-0.559595960
Dalton Ave	360	700	189	13949	9053	613	67	-82	-0.485707101
Hanley Ave	562	700	264	9492	9100	569	278	14	0.053030303
Boakel Rd	141	800	55	11559	10275	9032	100	45	0.818181818
Wilbur Ave Pinegrove	197	700	74	12891	10788	524	119	45	0.638108108
Ironwood Dr	503	800	235	10300	9734	857	520	295	1.212765957
Totals	7051		2925				3102	177	0.060512821
<b>US 95 Screenline # 24</b>									
<b>Eastbound</b>									
<b>Ohio Match Rd</b>	31	800	16	66	246	247	13	-3	-0.1875
Garwood Rd	100	800	54	13750	252	253	66	2	0.037037037
Lancaster Ave	171	800	69	13640	338	339	87	18	0.260869565
Hayden Ave	816	800	260	12169	10494	427	271	11	0.042307692
Honeysuckle Ave	540	800	230	13841	10493	11302	338	108	0.469565217
Frairie Ave	833	800	359	12159	10491	501	335	-24	-0.068852368
Dalton Ave	657	700	307	12129	10488	616	318	11	0.035830619
Kathleen Ave	802	800	354	12917	10487	10803	302	38	0.107344633
Naird Ave	560	800	270	11795	10485	762	333	63	0.233333333
Appleway Ave	1004	800	458	874	831	832	439	-10	-0.041484716
Ironwood Blvd	608	800	282	13002	868	10867	307	25	0.088652482
Walnut St	282	700	116	970	892	898	101	-15	-0.129310345
Hanley Ave	749	700	292	12132	10495	9054	411	119	0.407634247
US 95 S by Spokane River	918	800	380	10949	891	8993	300	60	0.189926687
Old US 95 n/o SH53	241	700	88	10666	9821	9903	87	-11	-0.011363636
Miles Ave	331	700	145	10833	9952	392	58	-87	-0.000000000
Wyoming Ave	159	800	71	10838	9983	373	107	36	0.507042254
Totals	8902		3731				3953	222	0.058501474
<b>Westbound</b>									
<b>Ohio Match Rd</b>	101	700	45	66	247	246	7	-38	-0.844444444
Garwood Rd	355	700	153	13750	253	252	117	-86	-0.235294118
Lancaster Ave	125	800	44	13640	339	338	249	205	4.669090909
Hayden Ave	914	800	359	12169	427	10494	251	-108	-0.300835655
Honeysuckle Ave	587	800	250	13841	11302	10493	245	-5	-0.020000000
Frairie Ave	738	700	288	12159	501	10491	491	203	0.704861111
Dalton Ave	486	700	202	12129	616	10488	268	66	0.326732673
Kathleen Ave	873	700	369	12917	10803	10487	385	16	0.043360434
Naird Ave	438	800	195	11795	762	10485	275	80	0.410256410
Appleway Ave	1013	800	392	874	832	831	525	133	0.339285714
Ironwood Blvd	928	800	442	13002	10867	868	665	223	0.504524887
Walnut St	207	800	77	970	898	892	177	100	1.298701299
Hanley Ave	862	700	260	12132	9054	10495	209	-51	-0.196153946
US 95	912	800	395	10949	8995	891	946	-51	1.394936709
Old US 95 n/o SH53	458	700	182	10666	9903	9821	133	-49	-0.282307692



Location	AM Total	M Peak Tr	M Peak Cou	Link #	From Node	To Node	Peak Volume	Peak Volume	Actual AM Peak Count
Miles Ave	264	700	101	10833	392	9982	62	39	0.386138614
Wyoming Ave	231	700	92	10838	373	9983	123	31	0.336956522
Totals	9288		3846				-128	1262	0.333333333
<b>West Side KMPO Screenline # 25</b>									
<b>Eastbound</b>									
Seltice Way W/O Beck Rd	377	700	142	8826	9015	717	347	205	1.443661972
Rockford Bay Rd east of US 95	205	800	92	9001	1046	9177	16	-76	-0.826089957
Elder Rd @ Washington Line	61	600	25	9274	1049	9355	0	-25	-1.000000000
SH 58 @ Washington Line	241	700	82	9283	1068	9302	102	20	0.243902439
Conkling Rd east of US 95	23	800	8	13365	1079	11081	56	48	6.000000000
SH 53 @ Washington State Line	499	700	178	13244	514	11008	184	6	0.033707865
Totals	1406		527				705	178	0.337760911
<b>Westbound</b>									
Seltice Way W/O Beck Rd	564	700	199	8826	717	9015	441	242	1.216080402
Rockford Bay Rd east of US 95	116	700	41	9001	9177	1046	12	-29	-0.707317073
Elder Rd @ Washington Line	60	700	28	9274	9355	1049	0	-28	-1.000000000
SH 58 @ Washington Line	141	800	59	9283	9362	1068	62	3	0.058474585
Conkling Rd east of US 95	34	700	16	13365	11081	1079	52	36	2.250000000
SH 53 @ Washington State Line	1191	600	478	13244	514	11008	480	2	0.004184100
Totals	2106		821				1047	226	0.279274166
<b>East Side KMPO Screenline # 26</b>									
<b>Eastbound</b>									
Bunco Rd @ Nunn Rd	8	700	4	13713	231	11243	7	3	0.75
Ohio Match Rd East of Rimrock Rd	39	800	15	13950	249	250	16	1	0.099666667
Mullan Trail Rd north of I 90	48	800	24	1075	980	976	74	50	2.083333333
Sunnyside Rd south of Mullan Trail	21	800	10	1089	990	987	20	10	1.000000000
I 90 @ Shoshone Co. Line	1095	700	416	1160	1040	1042	275	-141	-0.338942308
Fernan Lake Rd @ CoA City Limit	28	800	11	10296	949	9965	28	17	1.545454545
SH 54 West of Farragut Park Entrance	180	600	81	10875	9999	200	110	29	0.258024691
Lancaster Rd east of Rimrock	116	700	51	11515	344	10253	33	19	-0.352941176
Totals	1505		612				563	-40	-0.030065359
<b>Westbound</b>									
Bunco Rd @ Nunn Rd	55	700	21	13713	11243	231	7	-14	-0.666666667
Ohio Match Rd East of Rimrock Rd	26	800	9	13950	11357	249	6	-3	-0.333333333
Mullan Trail Rd north of I 90	186	700	86	1075	976	980	103	7	0.072916667
Sunnyside Rd south of Mullan Trail	30	800	26	1089	987	990	39	13	0.500000000
I 90 @ Shoshone Co. Line	763	700	280	1160	1037	1041	264	-26	-0.089655172
Fernan Lake Rd @ CoA City Limit	28	700	10	10296	9965	949	155	145	14.500000000
SH 54 West of Farragut Park Entrance	235	700	102	10875	200	9999	87	-5	-0.048119808
Lancaster Rd east of Rimrock	139	800	55	11515	10253	344	70	15	0.273727273
Totals	1458		609				741	122	0.216748788
<b>Government Way Screenline # 27</b>									
<b>Eastbound</b>									
Lancaster Ave	169	800	80	13640	11210	339	87	7	0.0875
Miles Ave	141	800	60	285	393	354	20	-40	-0.666666667
Hayden Ave	305	800	132	341	428	429	96	-36	-0.272727273
Honeysuckle Ave	233	800	108	13929	456	457	150	50	0.462962963
Prairie Ave	413	800	170	448	502	503	191	21	0.122629412
Wilbur Ave	67	700	31	475	527	528	4	-27	-0.870967742
Hanley Ave	255	800	117	13792	573	11279	80	-27	-0.230789231
Dalton Ave	633	700	317	602	617	618	285	-32	-0.100946372
Appleway/Best Ave	839	800	401	877	833	634	302	-9	-0.022443890
Neider Ave	317	800	157	816	777	779	136	-21	-0.133757962
N/O Sherman Ave	1062	800	443	1032	944	951	542	99	0.223476298
Wyoming Ave	31	900	15	8875	373	9044	66	51	3.400000000
Government Way	232	800	114	10297	944	9733	160	46	0.403508772
Harrison Ave	437	800	196	10468	9872	900	227	236	2.622222222
Foster Ave	107	700	48	13015	825	10875	134	31	0.158163265
Margaret Ave	539	800	231	11310	10160	694	156	86	1.791686667
Totals	5780		2620				2744	124	0.047328244
<b>Westbound</b>									
Lancaster Ave	348	700	139	13640	339	11210	249	110	0.791386306
Miles Ave	287	700	114	285	394	393	52	62	0.543859449
Hayden Ave	684	800	242	341	429	428	186	-56	-0.231404959
Honeysuckle Ave	466	800	190	13829	456	456	323	133	0.700000000
Prairie Ave	1075	700	458	448	503	502	610	152	0.331877729
Wilbur Ave	109	700	43	475	528	527	11	-32	-0.744186047
Hanley Ave	482	700	196	13792	573	11279	182	-14	-0.071428571
Dalton Ave	589	700	258	602	617	618	332	74	0.266821705
Neider Ave	567	800	230	816	779	777	325	95	0.413043478
Appleway/Best Ave	1112	800	440	877	834	833	595	165	0.362272727
N/O Sherman Ave	790	800	350	1032	951	944	527	177	0.505714286
Wyoming Ave	110	700	46	8875	374	9044	98	52	1.130434783
Government Way	174	800	90	10297	9733	944	326	133	0.536290323
Harrison Ave	600	800	248	10468	900	9812	361	144	1.920000000
Foster Ave	153	800	75	13015	10875	825	219	-115	-0.283217153
Margaret Ave	844	700	398	11310	694	10160	213	182	0.337020205
Totals	8286		3507				4689	1162	0.337040205
<b>I 90 Ramps Screenline # 28</b>									
<b>Eastbound</b>									
I 90 Ramp @ Spokane St EB Off	698	700	279	713	701	703	231	-48	-0.172043011

I 90 Ramp @ Spokane St EB On	1158	700	466	717	703	704	461	-5	0.010729614
I 90 Ramp @ Seltice Way EB On	860	700	361	749	726	712	436	75	0.207756733
SR 90 @ Pleasant View Rd	795	700	312	786	752	719	357	45	0.144230769
SR 90 @ Pleasant View Rd EB Off	787	700	285	785	751	752	412	127	0.444614035
I 90 Ramp @ NW Blvd/Ramsey EB Off	2557	700	996	886	820	843	774	-222	-0.222891566
I 90 Ramp @ NW Blvd/Ramsey EB On	790	700	305	892	843	844	268	-37	-0.121311475
I 90 Ramp @ US 95 EB Off	1736	700	843	1370	847	859	610	35	0.059611975
I 90 Ramp @ US 95 EB On Ramp	523	800	194	915	859	849	311	117	0.003002784
I 90 Ramp @ 2nd/4th St EB On	353	700	134	919	851	862	181	47	0.350746269
I 90 Ramp @ SH 41 EB Off	1050	700	407	1273	1074	731	203	-204	-0.501228501
I 90 Ramp @ 23rd St EB On	195	700	73	881	861	968	117	44	0.602739726
I 90 Ramp @ SH 41 EB On	1483	700	586	1025	970	736	642	58	0.085563140
I 90 Ramp @ 3rd/4th St EB Off	1247	700	520	1048	860	978	527	7	0.012461538
I 90 Ramp @ 15th St EB On	177	800	68	1042	975	912	120	52	0.764705882
I 90 Ramp @ 19th St EB Off	596	700	241	1043	855	976	248	-7	0.029045643
I 90 Ramp @ 23rd St (One Way) EB Off	825	800	239	1075	947	994	166	-73	-0.306439331
Totals	15835		6114				6064	50	0.008177852
<b>Westbound</b>									
I 90 Ramp @ Spokane St WB On	1551	700	639	684	679	677	459	-180	-0.281690141
I 90 Ramp @ Spokane St WB Off	574	800	232	720	705	679	377	145	0.625
I 90 Ramp @ Seltice Way WB Off	603	800	234	729	713	711	187	-37	-0.158119658
I 90 Ramp @ SH 41 WB On	1667	700	623	731	714	733	549	-74	-0.118760096
SR 90 @ Pleasant View Rd WB On	935	600	335	737	718	750	441	106	0.316417910
SR 90 @ Pleasant View Rd WB Off	873	700	315	740	730	718	676	361	1.142031746
I 90 Ramp @ NW Blvd/Ramsey WB On	1495	700	570	891	829	827	803	-23	0.408771030
I 90 Ramp @ NW Blvd/Ramsey WB Off	928	700	437	896	845	828	209	928	0.521739130
I 90 Ramp @ US 95 WB On	1151	800	431	900	848	848	342	89	0.208496320
I 90 Ramp @ US 95 WB Off	874	700	316	904	850	848	433	117	0.370233185
I 90 Ramp @ 3rd/4th St WB On	1164	700	452	907	853	852	567	115	-0.254424779
I 90 Ramp @ 3rd/4th St WB Off	505	700	201	923	863	853	140	61	-0.308432587
I 90 Ramp @ 23rd St WB On	677	700	275	1059	964	948	206	-69	-0.250909091
I 90 Ramp @ 23rd St WB Off	202	700	83	1061	965	964	83	0	0.000000000
I 90 Ramp @ 19th St WB Off to Hazel	124	700	55	8814	911	9009	5	-50	-0.909090909
I 90 Ramp @ SH 41 WB Off	666	800	326	1042	737	979	399	73	0.223926380
I 90 Ramp @ 19th St WB On	1314	700	558	1043	979	878	506	-52	-0.093189964
Totals	15501		6082				6392	310	0.050970076



Screenline	Peak Actual Directional Count	Peak Modeled Directional	Modeled - Actual AM Peak Count	(Modeled - Actual) / Actual AM Peak Count * 100	Peak Actual Br. Directional	Peak Modeled Br. Directional	Peak Volume - Actual Br. Directional	(Actual) / Allowable Deviation	Allowable Deviation per TMS	Within Allowable Deviation?
<b>SSAB Screenline Screenlines</b>										
<b>Spokane River Crossing Screenline # 1</b>										
Southbound	704	1291	507	63	1531	2273	742	48.46500	63	Y
Northbound	877	802	-155	-18						
<b>Seltice Screenline # 2</b>										
Southbound	2202	2138	-134	-6	3824	4334	510	13	61	Y
Northbound	1672	1980	378	23						
<b>Harrison Ave Screenline # 3</b>										
Southbound	1259	1321	63	5	2519	2473	-46	-2	63	Y
Northbound	1261	1152	-109	-9						
<b>Appleway Ave/Beaf Screenline # 4</b>										
Southbound	1064	2207	1333	125	3385	4072	687	20	61	Y
Northbound	1421	1675	254	18						
<b>Seltice Way/Mullan Rd/Kathleen Screenline # 5</b>										
Southbound	7044	6850	-152	-2	11955	12059	104	2	63	Y
Northbound	4811	5167	356	7						
<b>Poleline Rd Screenline # 6</b>										
Southbound	6124	5883	-235	-4	10299	9942	-217	-2	65	Y
Northbound	3935	3953	18	0						
<b>Prairie Rd. Screenline # 7</b>										
Southbound	4814	5026	222	5	7542	8512	970	11	66	Y
Northbound	2839	3486	648	23						
<b>Hayden Ave Screenline # 8</b>										
Southbound	1095	926	-140	-13	1668	1655	-13	-1	64	Y
Northbound	502	728	127	21						
<b>Lancaster Rd. Screenline # 9</b>										
Southbound	1541	1410	-131	-9	2349	2617	268	11	62	Y
Northbound	906	1207	399	49						
<b>SH 53 - US 95 Screenline # 10</b>										
Southbound	1432	1004	-428	-30	2603	2073	-530	-20.3611	63	Y
Northbound	1171	1029	-102	-9						
<b>Twila Lake Nat. Forest Screenline # 11</b>										
Southbound	1159	1160	1	0	1892	2256	364	19	63	Y
Northbound	723	1098	373	52						
<b>US 95 to SH 3 Screenline # 12</b>										
Southbound	660	764	104	16	1223	1314	91	7	64	Y
Northbound	663	550	-113	-17						
<b>SH 93 to LaTour Creek Screenline # 13</b>										
Southbound	185	541	346	188	591	943	352	60	64	Y
Northbound	398	402	4	1						
<b>Spirit Lake/Pend O'Reille Screenline # 14</b>										
Southbound	869	934	65	7	1483	1661	178	12	64	Y
Northbound	614	727	113	18						
<b>E B/W Screenline Screenline</b>										
<b>Pleasant View Rd. Screenline # 15</b>										
Eastbound	1020	899	-152	-15	2534	3328	794	31.33386	62	Y
Westbound	1514	2460	946	62						
<b>McGuire Rd. Screenline # 16</b>										
Eastbound	877	916	39	4	1908	2617	709	37	62	Y
Westbound	1041	1701	670	65						
<b>Chase Rd. Screenline # 17</b>										
Eastbound	910	805	-105	-12	1619	1994	375	23	63	Y
Westbound	709	1189	480	68						
<b>Spokane St. Screenline # 18</b>										
Eastbound	1188	1012	-176	-15	2239	2363	124	6	63	Y
Westbound	1051	1351	300	29						
<b>Idaho St. Screenline # 19</b>										
Eastbound	1263	1014	-249	-20	2131	2127	-4	0	63	Y
Westbound	660	1113	445	68						
<b>Greenferry Screenline # 20</b>										
Eastbound	2103	2096	-5	0	4118	4227	109	3	61	Y
Westbound	2015	2129	114	6						
<b>SH 41 Screenline # 21</b>										
Eastbound	2931	2627	-404	-14	4852	4248	-604	-12.4485	61	Y
Westbound	1921	1721	-200	-10						
<b>Huatter Rd. Screenline # 22</b>										
Eastbound	1522	890	-632	-42	2631	2432	-199	-7.56366	63	Y
Westbound	1109	1542	433	39						
<b>Ramsey Rd. Screenline # 23</b>										
Eastbound	3878	3256	-620	-16	8921	8368	-443	-6.51376	66	Y
Westbound	2929	3102	177	6						
<b>US 95 Screenline # 24</b>										
Eastbound	3731	3953	222	6	7577	9081	1504	19.84954	66	Y
Westbound	3846	5128	1282	33						
<b>West Side KMPO Screenline # 25</b>										
Eastbound	537	708	178	34	1348	1752	404	29.92033	63	Y
Westbound	831	1047	216	26						
<b>East Side KMPO Screenline # 26</b>										
Eastbound	612	563	-49	-8	1221	1304	83	6.797707	64	Y
Westbound	609	741	132	22						
<b>Government Way Screenline # 27</b>										
Eastbound	2640	2744	124	5	5127	7437	2310	45.231549	67	Y
Westbound	3507	4659	1152	33						
<b>190 Ramps Screenline # 28</b>										
Eastbound	6114	6064	-50	-1	12196	12456	260	2.131847	63	Y
Westbound	6082	6392	310	5						
<b>Total Screenlines</b>										
<b>All North-South Screenlines</b>										
Southbound	31030	31801	861	3	63524	66054	2460	3.578047	61	Y
Northbound	21594	24193	2599	12						
<b>All East-West Screenline</b>										
Eastbound	29284	27415	-1873	-6	67302	67120	-4418	-8	30	Y
Westbound	28008	34305	6297	22	109926	117804	7878	7	66	Y

## Appendix 1E: 2010 KMPO Model PM Peak Hour Screenline Validation Spreadsheets

**SOUTH - NORTH SCREENLINES  
- KMPO**

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Spokane River Crossing Screenline #1</b>									
<b>Southbound</b>									
Spokane St	1102	1700	400	13273	818	11026	305	-95	-0.2375
US 95 @ Spokane River Bridge	1818	1600	637	13617	11201	10871	797	160	0.251177394
Northwest Blvd South of US 95	2764	1600	1017	13909	11337	896	784	-233	-0.229105211
<b>Totals</b>	<b>2920</b>		<b>1037</b>				<b>1102</b>	<b>65</b>	<b>0.06268081</b>
<b>Northbound</b>									
Spokane St	595	1500	413	13273	11026	818	433	20	0.04842615
US 95 @ Spokane River Bridge	1780	1500	630	13617	10871	11201	991	361	0.573015873
Northwest Blvd South of US 95	2826	1500	983	13909	896	11337	1004	21	0.021363174
<b>Totals</b>	<b>2375</b>		<b>1043</b>				<b>1424</b>	<b>381</b>	<b>0.365292426</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Seltice Screenline #2</b>									
<b>Southbound</b>									
Ross Point Rd	1084	1700	403	9139	734	9272	435	32	0.079404467
Ramsey Rd	1979	1500	1058	10413	843	9789	1173	115	0.108695652
Huetter Rd	354	1700	122	10473	774	9814	223	101	0.827868852
Atlas Rd	928	1600	331	10477	9388	9815	441	110	0.332326284
Cedar St	594	1700	220	13219	10995	790	179	-41	-0.186363636
Seeley Rd	114	1600	48	12719	793	10733	46	-2	-0.041666667
<b>Totals</b>	<b>5053</b>		<b>2182</b>				<b>2497</b>	<b>315</b>	<b>0.14436297</b>
<b>Northbound</b>									

Ross Point Rd	970	1600	355	9139	9272	734	321	-34	-0.095774648
Ramsey Rd	3125	1600	1111	10413	9789	843	1775	664	0.597659766
Huetter Rd	565	1700	208	10473	9814	774	380	172	0.826923077
Atlas Rd	1082	1600	409	10477	9815	9388	664	255	0.623471883
Cedar St	349	1700	123	13219	790	10995	171	48	0.390243902
Seeley Rd	110	1600	46	12719	10733	793	62	16	0.347826087
<b>Totals</b>	<b>6201</b>		<b>2252</b>				<b>3373</b>	<b>1121</b>	<b>0.497779751</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Harrison Ave. Screenline #3</b>									
<b>Southbound</b>									
3rd St	1666	1500	597	977	901	917	482	-115	-0.192629816
7th St	460	1500	161	13875	904	11320	166	5	0.031055901
11th St	254	1700	88	986	907	920	44	-44	-0.5
15th St	2061	1700	790	990	910	921	520	-270	-0.341772152
Government Way	1056	1600	370	8963	899	9144	364	-6	-0.016216216
<b>Totals</b>	<b>5497</b>		<b>2006</b>				<b>1576</b>	<b>-430</b>	<b>-0.214356929</b>
<b>Northbound</b>									
7th St	482	1500	185	13875	11320	904	111	-74	-0.4
11th St	247	1600	95	986	920	907	53	-42	-0.442105263
15th St	1450	1500	496	990	921	910	550	54	0.108870968
4th St	2551	1600	872	10954	9988	902	622	-250	-0.286697248
Government Way	1163	1600	404	13762	11267	9812	556	152	0.376237624
<b>Totals</b>	<b>5893</b>		<b>2052</b>				<b>1692</b>	<b>-160</b>	<b>-0.07797271</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Appleway Ave/Best Screenline #4</b>									
<b>Southbound</b>									



KMPO PM Total Screenline  
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KMPO 2010 Base Model DRAFT Final 12-5-12.ver

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Government Way	1997	1700	705	12956	833	10830	1099	394	0.558865248
15th St	1333	1700	466	889	841	866	316	-150	-0.321888412
SR 95 (North by Haycraft)	3408	1700	1307	9429	814	9113	1209	-98	-0.074980872
<b>Totals</b>	<b>6738</b>		<b>2478</b>				<b>2624</b>	<b>146</b>	<b>0.058918483</b>
<b>Northbound</b>									
Government Way	2716	1600	952	12956	10830	833	1329	377	0.396008403
15th St	1382	1700	475	889	866	841	181	-294	-0.618947368
SR 95 (North by Haycraft)	1675	1700	1331	10844	9975	9984	1413	82	0.061607814
<b>Totals</b>	<b>5773</b>		<b>2758</b>				<b>2923</b>	<b>165</b>	<b>0.059825961</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Seltice/Mullan Rd/Kathleen Screenline #5</b>									
<b>Southbound</b>									
Spokane St.	1454	1500	526	13788	658	11277	490	-36	-0.068441065
Idaho St.	1701	1500	593	13790	660	11278	560	-33	-0.055649241
Greensferry Rd	125	1600	53	688	664	683	168	115	2.169811321
SR 41	3777	1500	1300	13916	669	11340	967	-333	-0.256153846
Huetter Rd	291	1500	98	691	685	738	222	124	1.265306122
Atlas Rd	673	1600	273	693	687	739	366	93	0.340659341
Ramsey Rd	4436	1600	1522	13448	689	11129	1003	-519	-0.340986866
4th St	953	1600	352	12931	10735	10813	254	-98	-0.278409091
15th St	1112	1600	393	711	698	716	402	9	0.022900763
Pleasant View Rd,	395	1500	145	8830	9017	647	533	388	2.675862069
US 95	4180	1600	1434	9557	691	9421	1287	-147	-0.10251046
Baugh Rd	304	1500	116	13224	10998	9015	166	50	0.431034483
Government Way	2307	1500	790	13820	10160	11292	710	-80	-0.101265823
<b>Totals</b>	<b>21708</b>		<b>7595</b>				<b>7128</b>	<b>-467</b>	<b>-0.061487821</b>
<b>Northbound</b>									
Spokane St.	2043	1700	743	13788	11277	658	883	140	0.188425303
Idaho St	2653	1600	962	13790	11278	660	897	-65	-0.067567568
Greensferry Rd	328	1600	125	688	683	664	253	128	1.024
SR 41	3902	1700	1356	13916	11340	669	901	-455	-0.335545723
Huetter Rd	522	1600	201	691	738	685	379	178	0.885572139
Atlas Rd	734	1600	291	693	739	687	505	214	0.735395189
Ramsey Rd	4303	1600	1481	13448	11129	689	1538	57	0.038487508
4th St	1299	1500	499	12931	10813	10735	424	-75	-0.150300601
15th St	1240	1700	452	711	716	698	270	-182	-0.402654867
Pleasant View Rd	664	1600	257	8830	647	9017	589	332	1.291828794
US 95	4055	1500	1396	12128	10486	10487	1447	51	0.038532951
Baugh Rd	389	1500	150	13224	9015	10998	134	-16	-0.106666667
Government Way	2647	1600	912	13820	11292	10160	874	-38	-0.041666667
<b>Totals</b>	<b>24777</b>		<b>8825</b>				<b>9094</b>	<b>269</b>	<b>0.030481586</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Poleline Rd Screenline #6</b>									
<b>Southbound</b>									
Pleasant View Rd	529	1600	189	496	544	595	533	344	1.82010582
Chase Rd.	539	1600	184	507	550	579	33	-151	-0.820652174
Spokane St	697	1600	238	13865	552	11315	267	-29	0.121848739
Idaho St	1027	1600	354	13864	554	11314	257	-97	-0.274011289
Greensferry Rd.	332	120	113	520	558	583	75	-38	-0.336283186
SR41	2154	747	704	526	562	585	812	108	0.153409091
Ramsey Rd	1829	1500	652	536	569	590	550	-102	-0.156441718
Government Way	2126	1500	768	542	573	592	777	9	0.01171875
15th St	580	1600	199	548	577	594	113	-86	-0.432160804
Huetter Rd	334	1500	115	559	1100	587	219	104	0.904347826
US 95	3983	1500	1392	1671	571	615	1523	131	0.094109195
4th St	906	1500	317	13483	11142	9052	115	-202	-0.637223975
Atlas Rd	1029	1600	355	13855	9458	11309	499	144	0.405633803
<b>Totals</b>	<b>16065</b>		<b>5580</b>				<b>5773</b>	<b>193</b>	<b>0.034587814</b>
<b>Northbound</b>									
Pleasant View Rd	962	1600	335	496	595	544	589	254	0.758208955
Chase Rd	416	1500	144	507	579	550	73	-71	-0.493055556



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Spokane St	1028	1700	382	13865	11315	552	482	100	0.261780105
Idaho St	1192	1700	435	13864	11314	554	381	-54	-0.124137931
Greensferry Rd	386	1700	137	520	583	558	91	-46	-0.335766423
SR41	2754	1010	952	526	585	562	890	-62	-0.06512805
Ramsey Rd	2646	1600	905	536	590	589	1017	112	0.123756906
Government Way	2242	1600	776	542	592	573	797	21	0.027061856
15th St	768	1700	270	548	594	577	82	-188	-0.696296296
Huetter Rd	505	1600	190	559	587	1100	351	161	0.847368421
US 95	4510	1600	1545	1671	615	571	1802	257	0.166343042
4th St	1128	1700	401	13483	9052	11142	221	-180	-0.448877805
Atlas Rd	1431	1600	508	13855	11309	9458	674	166	0.326771654
Totals	19968		6980				7450	470	0.067335244

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Prairie Rd. Screenline #7</b>									
<b>Southbound</b>									
Idaho Rd.	460	1600	170	13202	482	10986	168	-2	-0.011764706
Huetter Rd	553	1600	197	434	491	522	328	131	0.664974619
Ramsey Rd	1551	1600	666	13847	498	11305	548	-118	-0.177177177
US 95	3564	1500	1256	13885	500	11325	1489	233	0.185509554
Government Way	1554	1500	581	13796	502	11281	541	-40	-0.068846816
4th St	823	1600	305	452	504	512	208	-97	-0.318032787
Atlas Rd	880	1700	300	9330	496	9061	521	221	0.736666667
McGuire Rd	157	1700	56	13592	11190	11188	208	152	2.714285714
15th St	235	1500	82	10600	9878	513	61	-21	-0.256097561
Spokane St.	306	1700	120	10684	480	9911	92	-28	-0.233333333
Chase Rd.	331	1600	122	10686	478	9912	136	14	0.114754098
Greensferry Rd.	327	1600	116	10896	486	9917	121	5	0.043103448
SR 41	1856	1600	642	10698	488	9918	709	67	0.104361371
Totals	12597		4613				5130	517	0.112074572
<b>Northbound</b>									
Idaho Rd.	470	1700	170	13202	10986	482	230	80	0.352941178
Huetter Rd	396	1600	147	434	522	491	351	204	1.387755102
Ramsey Rd	2104	1600	735	13847	11305	498	857	122	0.185986395
Government Way	2033	1600	701	13796	11281	502	683	-18	-0.025677803
4th St	1307	1700	483	452	512	504	246	-237	-0.49068323
Atlas Rd	1026	1600	357	9330	9061	496	437	80	0.224089636
McGuire Rd	80	1700	28	13592	11188	11190	247	219	7.821428571
15th St	343	1700	122	10600	513	9878	64	-58	-0.475409836
Spokane St.	270	1500	96	10684	9911	480	32	-64	-0.666666667
Chase Rd.	346	1600	122	10686	9912	478	128	6	0.049180328
Greensferry Rd.	299	1700	105	10896	9917	486	108	3	0.028571429
SR 41	2366	1600	839	10698	9918	488	829	-10	-0.011918951
US 95	4392	1700	1504	12162	10027	10491	1761	257	0.17087766
Totals	15432		5409				5973	564	0.10427086

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Hayden Ave. Screenline # 8</b>									
<b>Southbound</b>									
Chase Rd	155	1600	55	13941	411	11352	25	-30	-0.545454545
Idaho St	173	1700	68	313	412	1163	29	-39	-0.573529412
SR 41	1791	1600	638	13861	415	11313	535	-103	-0.181442006
Huetter Rd	149	1600	58	326	418	435	209	151	2.603448276
Hauser Lake Rd north of SH 53	174	1700	70	13239	11006	445	16	-54	-0.771428571
Greensferry Rd	180	1500	64	6343	413	446	107	43	0.671875
Totals	2622		953				921	-32	-0.033578174
<b>Northbound</b>									
Chase Rd	224	1600	79	13941	11352	411	70	-9	-0.113924051
Idaho St	220	1700	81	313	1163	412	61	-20	-0.24891358
SR 41	2171	1600	783	13861	11313	415	612	-151	-0.197903014
Huetter Rd	258	1600	89	326	435	418	215	126	1.415730337
Hauser Lake Rd north of 53	329	1700	128	13239	445	11006	53	-75	-0.5859375



Greensferry Rd	274	1700	95	6343	446	413	158	63	0.663157895
<b>Totals</b>	<b>3476</b>		<b>1235</b>				<b>1169</b>	<b>-66</b>	<b>-0.053441296</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Lancaster Rd. Screenline # 9</b>									
<b>Southbound</b>									
Greensferry Rd	139	1500	49	194	330	1144	0	-49	-1.000000000
Meyer Rd.	289	1600	104	13634	1093	11207	91	-13	-0.125000000
Huetter Rd	92	1600	35	9472	334	9412	159	124	3.542857143
US 95	2177	1500	785	9551	338	9418	1072	287	0.365605096
Government Way	373	1600	136	13442	339	11126	61	-75	-0.551470588
Rimrock Rd/Meadowwood Ln	120	1500	42	221	344	351	41	-1	-0.023809524
Strahorn Rd	116	1700	43	13461	341	11135	32	-11	-0.255813953
English Point Rd	22	1500	8	1279	9000	357	0	-8	-1.000000000
<b>Totals</b>	<b>3328</b>		<b>1202</b>				<b>1456</b>	<b>254</b>	<b>0.211314476</b>
<b>Northbound</b>									
Greensferry Rd	180	1600	61	194	1144	330	56	-5	-0.081967213
Meyer Rd.	500	1700	185	13634	11207	1093	230	45	0.243243243
Huetter Rd	171	1600	63	9472	334	9412	129	66	1.047619048
US 95	3487	1700	1224	13638	9983	11210	1238	14	0.011437908
Government Way	536	1600	187	13442	11126	339	55	-132	-0.705882353
Rimrock Rd/Meadowwood Ln	95	1500	33	221	351	334	49	16	0.484848485
Strahorn Rd	95	1500	33	13461	11135	341	7	-26	-0.787878788
English Point Rd	24	1500	10	1279	357	9000	0	-10	-1.000000000
<b>Totals</b>	<b>5088</b>		<b>1796</b>				<b>1764</b>	<b>-32</b>	<b>-0.017817372</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>SH 53 - US 95 Screenline # 10</b>									
<b>Eastbound</b>									
BNSF RR Bridge in Rathdrum	1904	1600	671	13898	263	11331	308	-363	-0.540983607
Ramsey Rd	376	1500	148	104	1137	269	251	103	0.695945946
US 95 n/o SH53	1798	1500	677	1308	252	271	526	-151	-0.223042836
Govt Way e/o US95	126	1500	46	13643	11211	300	62	16	0.347826087
<b>Totals</b>	<b>4204</b>		<b>1542</b>				<b>1147</b>	<b>-395</b>	<b>-0.256160830</b>
<b>Westbound</b>									
BNSF RR Bridge in Rathdrum	1485	1500	514	13898	11331	263	278	-236	-0.459143969
Ramsey Rd	597	1500	210	104	269	1137	305	95	0.452380952
US 95 n/o SH53	2687	1600	953	13654	11211	11215	609	-344	-0.360965373
Govt Way e/o US95	392	1700	134	13643	300	11211	66	-68	-0.507462687
<b>Totals</b>	<b>5161</b>		<b>1811</b>				<b>1258</b>	<b>-553</b>	<b>-0.305356157</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Twin Lakes to Nat. Forest. Screenline # 11</b>									
<b>Southbound</b>									
Ramsey Rd south of Brunner	91	1500	33	44	226	237	100	67	2.030303030
Diagonal Rd south of Brunner	74	1500	26	9610	230	1099	71	45	1.730769231
SH 41 south of Seasons Rd	542	1500	209	13078	10914	239	266	77	0.368421053
East Twin Lake Rd near SH 41	258	1700	105	10385	9776	239	211	106	1.009523810
US 95 south of Brunner Rd	1758	1700	647	13717	11245	9902	472	-175	-0.270479134
<b>Totals</b>	<b>2723</b>		<b>1020</b>				<b>1140</b>	<b>120</b>	<b>0.117647059</b>
<b>Northbound</b>									
Ramsey Rd south of Brunner	259	1700	99	44	237	226	102	3	0.030303030
Diagonal Rd south of Brunner Rd	57	1700	23	9610	1099	230	103	80	3.478260870
SH 41 south of Seasons Rd	1288	1700	506	13078	239	10914	425	-81	-0.160079051
East Twin Lake Rd near SH 41	130	1600	52	10385	239	9776	157	105	2.019230768
US 95 south of Brunner Rd	2321	1600	792	13717	9902	11245	507	-285	-0.359848485
<b>Totals</b>	<b>4055</b>		<b>1472</b>				<b>1294</b>	<b>-178</b>	<b>-0.120923913</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>US 95 to SH 3 South Screenline # 12</b>									
<b>Southbound</b>									
SH 97 north of Harrison	94	1500	42	13052	1061	10899	57	15	0.357142857
Cave Bay Rd @ Rock Creek	72	1500	25	1206	1073	10015	5	-20	-0.800000000
SH 97 north of SH 3	86	1500	40	1213	1077	1078	41	1	0.025000000
US 95 S/O Worley	669	1500	261	1217	1079	1085	261	0	0.000000000
SH 3 @ Benewah Co. Line	274	1500	112	1220	1081	1083	51	-61	-0.544642857
Ogara Rd west of SH 97	57	1700	28	10283	9726	9364	24	-4	-0.142857143
US 95 N/O Worley	591	1700	213	13614	11168	11199	234	21	0.098591549
<b>Totals</b>	<b>1843</b>		<b>721</b>				<b>673</b>	<b>-48</b>	<b>-0.066574202</b>
<b>Northbound</b>									
SH 97 north of Harrison	48	1700	18	13052	10899	1061	95	77	4.277777778
Cave Bay Rd @ Rock Creek	78	1700	28	1206	10015	1073	1	-27	-0.964285714
SH 97 north of SH 3	125	1500	54	1213	1078	1077	39	-15	-0.277777778
US 95 S/O Worley	716	1600	258	1217	1085	1079	325	67	0.259689922
SH 3 @ Benewah Co. Line	366	1700	130	1220	1083	1081	94	-36	-0.276923077
Ogara Rd west of SH 97	102	1600	60	10283	9364	9726	65	5	0.083333333
US 95 N/O Worley	691	1500	283	13614	11199	11168	338	55	0.194346290
<b>Totals</b>	<b>2126</b>		<b>831</b>				<b>957</b>	<b>126</b>	<b>0.151624549</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>SH 93 to LaTour Creek Rd Screenline # 13</b>									
<b>Southbound</b>									
SH 3 S/O I 90	328	1700	114	1148	1030	1034	141	27	0.236842105
SH 97 N/O Burma	413	1700	220	13759	1017	11266	193	-27	-0.122727273
Cougar Gulch Rd west of US 95	249	1500	101	9644	969	9457	65	-36	-0.356435644
LaTour Creek Rd south of I 90	34	1700	15	11687	10339	1057	12	-3	-0.200000000
<b>Totals</b>	<b>1024</b>		<b>450</b>				<b>411</b>	<b>-39</b>	<b>-0.086666667</b>
<b>Northbound</b>									
Sh 3 S/O I 90	246	1600	82	1148	1034	1030	372	290	3.536585366
SH 97 N/O Burma	200	1500	70	13759	11266	1017	104	34	0.485714286
Cougar Gulch Rd west of US 95	127	1600	54	9644	9457	969	61	7	0.129629630
LaTour Creek Rd south of I 90	17	1500	8	11687	1057	10339	27	19	2.375000000
<b>Totals</b>	<b>590</b>		<b>214</b>				<b>564</b>	<b>350</b>	<b>1.635514019</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Spirit Lake Pend'O Reille Screenline #14</b>									
<b>Southbound</b>									
Perimeter Rd north of SH 545	43	1600	18	13462	202	11136	40	22	1.222222222
SH 41 south of Spirit Lake	738	1500	276	13597	11191	213	286	10	0.036231884
US 95 north of Athol	765	1600	270	10563	201	9857	353	83	0.307407407
SH 41 north of Spirit Lake	429	1500	154	13600	11192	198	170	16	0.103896104
<b>Totals</b>	<b>1975</b>		<b>718</b>				<b>849</b>	<b>131</b>	<b>0.182451253</b>
<b>Northbound</b>									
Perimeter Rd north of SH 54	50	1600	20	13462	11136	202	30	10	0.500000000
SH 41 south of Spirit Lake	1256	1700	496	13597	213	11191	436	-60	-0.120967742
US 95 north of Athol	1158	1600	426	10563	9857	201	428	2	0.004694836
SH 41 north of Spirit Lake	754	1700	268	13600	198	11192	247	-21	-0.078358209
<b>Totals</b>	<b>3218</b>		<b>1210</b>				<b>1141</b>	<b>-69</b>	<b>-0.057024793</b>

**EAST - WEST SCREENLINES - KMPO**

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count



Pleasant View Rd. Screenline # 15									
<b>Eastbound</b>									
SH 53	1808	1600	651	13930	440	11347	575	-76	-0.116743472
Seltice Way	1060	1600	367	13164	647	10965	595	228	0.621253406
Prairie Rd.	475	1500	162	8834	473	9019	196	34	0.209876543
Riverbend Ave	393	1600	144	9371	9222	9226	332	188	1.305555556
SH 53 (W/O Prairie Ave)	916	1600	330	10750	9945	471	501	171	0.518181818
Poleline Ave.	102	1600	38	13161	544	10964	2	-36	-0.947368421
<b>Totals</b>	<b>4754</b>		<b>1692</b>				<b>2201</b>	<b>509</b>	<b>0.300827423</b>
<b>Westbound</b>									

SH 53	784	1500	295	13930	401	440	450	155	0.525423729
Seltice Way	1109	1500	385	13164	10965	647	460	75	0.194805195
Prairie Rd.	375	1600	140	8834	9019	473	116	-24	-0.171428571
Riverbend Ave	251	1700	87	9371	9226	9222	250	163	1.873563218
SH 53 W/O Prairie Ave	732	1600	381	10750	471	9945	281	-100	-0.262467192
Poleline Ave.	64	1700	22	13161	10964	544	0	-22	-1.000000000
<b>Totals</b>	<b>2531</b>		<b>1310</b>				<b>1557</b>	<b>247</b>	<b>0.188549618</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>McGuire Rd. Screenline # 16</b>									
<b>Eastbound</b>									
SH 53	1616	1600	585	248	401	366	612	27	0.046153846
Seltice Way	1557	1600	533	13231	651	11002	651	118	0.221398368
Poleline Ave.	166	1700	59	10168	547	9672	97	38	0.644067797
Prairie Rd.	484	1600	169	13591	11189	9907	274	105	0.621301775
<b>Totals</b>	<b>3823</b>		<b>1346</b>				<b>1634</b>	<b>288</b>	<b>0.213967311</b>
<b>Westbound</b>									
SH 53	1032	1500	388	248	366	401	538	150	0.386597938
Seltice Way	1703	1600	583	13231	11002	651	686	103	0.176672384
Poleline Ave.	261	1700	101	10168	9672	547	107	6	0.059405941
Prairie Rd.	369	1600	137	13591	9907	11189	153	16	0.116788321
<b>Totals</b>	<b>3365</b>		<b>1209</b>				<b>1484</b>	<b>275</b>	<b>0.227460711</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Chase Rd. Screenline # 17</b>									
<b>Eastbound</b>									
Hayden Rd.	278	1500	97	308	411	1148	131	34	0.350515464
Prairie Rd.	536	1600	193	13173	478	479	228	35	0.181347150
Poleline Ave.	306	1600	110	506	550	551	196	86	0.781818182
Seltice Way	1886	1500	661	12744	9439	9004	701	40	0.060514372
<b>Totals</b>	<b>3006</b>		<b>1061</b>				<b>1256</b>	<b>195</b>	<b>0.183788878</b>
<b>Westbound</b>									
Hayden Rd.	347	1600	128	308	1148	411	116	-12	-0.093750000
Prairie Rd.	516	1600	201	13173	479	478	154	-47	-0.233830846
Poleline Rd.	478	1700	176	506	551	550	215	39	0.221590909
Seltice Way	2046	1700	710	12744	9004	9439	837	127	0.178873239
<b>Totals</b>	<b>3387</b>		<b>1215</b>				<b>1322</b>	<b>107</b>	<b>0.088065844</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Spokane St. Screenline # 18</b>									
<b>Eastbound</b>									
Prairie Rd.	674	1500	236	410	480	481	255	19	0.080508475
Poleline Ave.	722	1700	259	13478	11141	553	337	78	0.301158301
4th St.	381	1500	128	743	753	721	237	109	0.851562500
Seltice Way	2127	1600	747	13899	9004	11332	521	-226	-0.302543507
3rd St	576	1600	205	10721	765	9930	254	49	0.239024390
<b>Totals</b>	<b>4480</b>		<b>1575</b>				<b>1604</b>	<b>29</b>	<b>0.018412698</b>
<b>Westbound</b>									
Prairie Rd.	721	1600	283	410	481	480	243	-40	-0.141342756



Poleline Ave.	815	1600	290	13478	553	11141	252	-38	-0.131034483
4th St.	266	1500	114	743	721	753	129	15	0.131578947
Seltice Way	2180	1600	760	13899	11332	9004	622	-138	-0.181578947
3rd St	634	1600	232	10721	9930	765	165	-67	-0.288793103
<b>Totals</b>	<b>4616</b>		<b>1679</b>				<b>1411</b>	<b>-268</b>	<b>-0.159618821</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Idaho St. Screenline # 19</b>									
<b>Eastbound</b>									
Prairie Rd.	700	1600	245	413	482	483	364	119	0.485714286
Poleline	733	1700	281	13802	554	11283	221	-60	-0.213523132
Seltice Way	2535	1600	868	689	682	709	754	-114	-0.131336406
4th St.	260	1500	98	747	724	725	93	-5	-0.051020408
<b>Totals</b>	<b>4228</b>		<b>1492</b>				<b>1432</b>	<b>-60</b>	<b>-0.040214477</b>
<b>Westbound</b>									
Prairie Rd.	807	1600	305	413	483	482	330	25	0.081967213
Poleline	727	1600	264	13802	11283	554	167	-97	-0.367424242
Seltice Way	2993	1600	1053	689	709	682	988	-65	-0.081728395
4th St.	57	1500	37	747	725	724	47	10	0.270270270
<b>Totals</b>	<b>4584</b>		<b>1659</b>				<b>1532</b>	<b>-127</b>	<b>-0.07655214</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Greensferry Rd. Screenline # 20</b>									
<b>Eastbound</b>									
Prairie Rd.	698	1600	251	421	486	487	309	58	0.231075697
Poleline Ave.	745	1700	282	519	558	559	139	-123	-0.469465649
16th	189	1500	67	587	606	607	93	26	0.388059701
12th	228	1600	78	628	635	636	147	69	0.884615385
Mullan Ave	1685	1600	589	667	664	665	404	-185	-0.314091681
Seltice Way	1853	1500	643	13807	11285	728	557	-86	-0.133748056
Wyoming Ave	67	1500	33	1246	1101	1154	2	-31	-0.939393939
Hayden Rd.	379	1600	132	6243	413	414	218	86	0.651515152
SH 53	1524	1600	558	8854	309	9029	618	60	0.107526882
3rd St.	453	1700	162	10720	11285	728	117	-45	-0.277777778
<b>Totals</b>	<b>7821</b>		<b>2775</b>				<b>2604</b>	<b>-171</b>	<b>-0.061621622</b>
<b>Westbound</b>									
Prairie Rd.	844	1600	325	421	487	486	339	14	0.043076923
Poleline Ave.	868	1500	310	519	559	558	250	-60	-0.193548387
16th	236	1500	82	587	607	606	138	56	0.682926829
12th	224	1500	82	628	636	635	53	-29	-0.353658537
Mullan Ave	1427	1600	502	667	665	664	420	-82	-0.163346614
Seltice Way	2343	1600	837	13807	11285	728	695	-142	-0.169653524
Wyoming Ave	80	1500	39	1246	1154	1101	8	-31	-0.794871795
Hayden Rd.	469	1600	182	6243	414	413	216	34	0.186813187
SH 53	948	1500	342	8854	9029	309	487	145	0.423976608
3rd St.	377	1700	127	10720	771	9929	113	-14	-0.110236220
<b>Totals</b>	<b>7816</b>		<b>2828</b>				<b>2719</b>	<b>-109</b>	<b>-0.03854314</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>SH 41 Screenline # 21</b>									
<b>Eastbound</b>									
McCamey St N/O SR41	163	1600	61	128	287	293	65	4	0.065573770
Poleline Rd.	778	1500	278	13801	10348	562	141	-137	-0.492805755
Mullan Ave	2056	1600	732	672	668	669	516	-216	-0.295081967
Seltice Way	3424	1600	1182	9318	9382	734	981	-201	-0.170050761
Lancaster	18	1500	8	9346	1151	332	0	-8	-1.000000000
Wyoming	146	1500	71	9449	9037	1094	2	-69	-0.971830986
Seltice Way (Duplicate - new count)	3338	1600	1148	10417	731	9382	981	-187	-0.145470383
Nagel Ln	196	1700	72	13703	11238	323	142	70	0.972222222



Prairie Rd.	676	1600	235	10990	10057	488	313	78	0.331914894
Hayden Rd.	376	1600	127	11241	10138	415	224	97	0.783779528
Boekel Rd	89	1700	33	11679	10335	10335	84	51	1.545454545
<b>Totals</b>	<b>11260</b>		<b>3947</b>				<b>3449</b>	<b>-498</b>	<b>-0.126171776</b>
<b>Westbound</b>									
McCamey St N/O SR41	168	1600	59	128	293	287	44	-15	-0.254237288
Poleline Rd.	744	1600	259	13801	562	10348	213	-46	-0.177606178
Mullan Ave	1609	1600	546	872	669	868	387	-159	-0.291208791
Seltice Way	2198	1600	200	9318	734	9382	322	122	0.610000000
Lancaster	22	1500	10	9346	332	1151	0	-10	-1.000000000
Wyoming	143	1500	58	9449	1094	9037	8	-50	-0.862068966
Seltice Way (Duplicate - new count)	2077	1600	724	10417	9382	731	750	26	0.035911602
Nagel Ln	302	1700	103	13703	323	11239	173	70	0.679611650
Prairie Rd.	856	1600	318	10990	488	10057	345	27	0.084905660
Hayden Rd.	468	1600	183	11241	415	10138	223	40	0.218579235
Boekel Rd	127	1700	44	11679	310	10335	107	63	1.431818182
<b>Totals</b>	<b>8714</b>		<b>2504</b>				<b>2572</b>	<b>68</b>	<b>0.02715665</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Huetter Rd Screenline # 22</b>									
<b>Eastbound</b>									
Wyoming Ave	7	1500	4	250	1160	367	0	-4	-1.000000000
Hayden Rd.	848	1500	325	323	417	418	418	93	0.286153846
Prairie Rd.	1319	1600	458	432	494	491	608	150	0.327510917
Seltice Way	1617	1600	567	13954	793	794	0	-587	-1.000000000
Mullan Ave	114	1500	36	8873	9043	685	16	-20	-0.555555556
Maplewood	150	1500	52	10753	9766	9946	5	-47	-0.903846154
Boekel Ave	307	1500	113	11233	10036	1096	117	4	0.035398230
<b>Totals</b>	<b>4362</b>		<b>1575</b>				<b>1164</b>	<b>-411</b>	<b>-0.260952381</b>
<b>Westbound</b>									
Wyoming Ave	6	1600	4	250	367	1160	0	-4	-1.000000000
Hayden Rd.	1257	1600	473	323	418	417	488	-5	-0.010570825
Prairie Rd.	975	1600	516	432	491	494	590	74	0.143410853
Mullan Ave	209	1600	71	8873	685	9043	38	-33	-0.464788732
Seltice Way	1727	1500	611	12732	9814	10738	1121	510	0.834697218
Maplewood	177	1600	61	10753	9946	9766	20	-41	-0.672131148
Boekel Ave	370	1700	138	11233	1096	10036	152	14	0.101449275
<b>Totals</b>	<b>4721</b>		<b>1874</b>				<b>2389</b>	<b>515</b>	<b>0.274813234</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Ramsay Rd Screenline # 23</b>									
<b>Eastbound</b>									
Ohio Match Rd	69	1700	25	65	245	1139	19	-6	-0.240000000
Garwood Rd	176	1500	80	76	251	1140	27	-53	-0.662500000
Hwy 53	851	1600	301	103	269	270	308	7	0.023255814
Lancaster Ave	312	1600	128	207	336	337	269	131	1.023437500
Wyoming Ave	304	1600	114	251	368	369	29	-85	-0.745614035
Miles Ave	153	1600	59	276	387	388	36	-23	-0.389830508
Hayden Ave	1190	1500	416	332	422	423	395	-21	-0.050480769
Honeysuckle Ave	435	1600	155	13457	450	11133	107	-48	-0.309677419
Prairie Ave	2091	1500	714	13926	498	11345	712	-2	-0.002801120
Appleway	1501	1600	533	8917	813	9097	250	-283	-0.530956848
Kathleen Ave	2130	1500	780	9440	689	9087	315	-465	-0.596153846
Dalton Ave	331	1500	126	13849	613	11306	53	-73	-0.579365079
Hanley Ave	1088	1500	386	9482	569	9100	425	39	0.101036269
Ironwood Dr	1176	1500	478	10300	857	9734	627	149	0.311715481
Boekel Rd	205	1500	88	11559	9032	10275	129	41	0.465909091
Wilbur Ave Pinegrove	294	1700	105	12891	524	10788	240	135	1.285714286
<b>Totals</b>	<b>12306</b>		<b>4488</b>				<b>3931</b>	<b>-557</b>	<b>-0.124108734</b>
<b>Westbound</b>									
Ohio Match Rd	52	1500	18	65	1139	245	18	0	0.000000000
Garwood Rd	279	1700	105	76	1140	251	27	-78	-0.742857143
Hwy 53	1133	1700	392	103	270	269	383	-9	-0.022959184



Lancaster Ave	187	1600	69	207	337	336	229	160	2.318840580
Wyoming Ave	287	1600	116	251	369	368	29	-87	-0.750000000
Miles Ave	95	1500	40	276	388	387	16	-24	-0.600000000
Hayden Ave	955	1500	333	332	423	422	281	-52	-0.156156156
Honeysuckle Ave	406	1600	142	13457	11133	450	87	-55	-0.387323944
Prairie Ave	2183	1700	785	13926	11345	498	750	-35	-0.044585987
Appleway	1713	1600	603	8917	9097	813	324	-279	-0.462686567
Kathleen Ave	2407	1500	825	9440	9087	689	492	-333	-0.403636364
Dalton Ave	366	1600	137	13849	11306	613	102	-35	-0.255474453
Hanley Ave	1169	1600	432	9492	9100	569	466	34	0.078703704
Ironwood Dr	2087	1600	741	10300	9734	857	1044	303	0.408906883
Boekel Rd	395	1600	168	11559	10275	9032	175	7	0.041666667
Wilbur Ave Pinegrove	359	1600	155	12891	10788	524	233	78	0.503225806
Totals	14073		5061				4656	-405	-0.080023711

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>US 95 Screenline # 24</b>									
<b>Eastbound</b>									
Ohio Match Rd	132	1700	53	66	246	247	19	-34	-0.641509434
Garwood Rd	338	1700	117	13780	253	11215	78	-41	-0.350427350
Lancaster Ave	283	1600	101	13640	338	339	162	61	0.603960396
Hayden Ave	1309	1600	458	12169	10494	427	276	-182	-0.397379913
Honeysuckle Ave	963	1600	351	13841	10493	455	318	-33	-0.094017094
Prairie Ave	2122	1600	734	12159	10491	501	505	-229	-0.311989101
Dalton Ave	595	1600	310	12129	10488	616	303	-7	-0.022580645
Kathleen Ave	1678	1600	611	12917	10487	692	521	-90	-0.147299509
Neider Ave	1596	1600	557	11795	10485	762	504	-53	-0.095152603
Appleway Ave	2133	1600	716	874	831	832	855	-61	-0.085195531
Ironwood Blvd	2159	1600	765	13002	868	1172	558	-207	-0.270588235
Walnut St	457	1600	163	970	892	9129	217	54	0.331288344
Hanley Ave	1386	1500	476	12132	10495	9054	436	-40	-0.084033613
US 95	1509	1700	517	10649	891	8895	452	-65	-0.125725338
Old US 95 n/o SH53	522	1600	188	10666	9821	9903	108	-13	-0.084967320
Miles Ave	304	1500	124	10833	9982	392	68	-56	-0.451612903
Wyoming Ave	450	1600	167	10838	9983	373	213	46	0.275449102
Totals	17936		6408				5391	-1017	-0.158707865
<b>Westbound</b>									
Ohio Match Rd	51	1600	21	66	247	246	5	-16	-0.761904762
Garwood Rd	213	1600	84	13780	11215	253	76	-8	-0.095238095
Lancaster Ave	127	1600	46	13640	339	338	162	116	2.521739130
Hayden Ave	1369	1500	482	12169	427	10494	333	-149	-0.309128631
Honeysuckle Ave	1212	1600	438	13841	11302	10493	296	-142	-0.324200913
Prairie Ave	1286	1700	447	12159	501	10491	552	105	0.234899329
Dalton Ave	871	1600	303	12129	616	10488	353	50	0.165016502
Kathleen Ave	1541	1700	516	12917	10803	10487	680	164	0.317829457
Neider Ave	1694	1600	567	11795	762	10485	467	-100	-0.176366843
Appleway Ave	2215	1600	756	874	832	831	602	-154	-0.203703704
Ironwood Blvd	1902	1600	644	13002	10867	868	778	134	0.208074534
Walnut St	343	1600	117	970	898	892	120	3	0.025641026
Hanley Ave	1406	1600	487	12132	9054	10495	455	-32	-0.065708419
US 95	1478	1600	522	10649	8995	891	832	310	0.593869732
Old US 95 n/o SH53	388	1600	153	10666	9903	9821	140	-80	-0.425531915
Miles Ave	291	1500	136	10833	392	9982	66	-70	-0.514705882
Wyoming Ave	238	1700	90	10838	373	9983	102	12	0.133333333
Totals	16625		5809				6019	210	0.0361508

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>West Side KMPO Screenline # 25</b>									
<b>Eastbound</b>									
Seltice Way W/O Beck Rd	912	1600	312	8826	9015	717	534	222	0.711538462
Rockford Bay Rd east of US 95	122	1600	44	9001	1046	9177	14	-30	-0.681818182
Elder Rd @ Washington Line	61	1700	26	9274	1049	9355	0	-26	-1.000000000
SH 58 @ Washington Line	271	1700	93	9283	1068	9362	107	14	0.150537634



Conkling Rd east of US 95	55	1700	23	13365	1079	11081	47	24	1.043478261
SH 53 @ Washington State Line	1123	1600	395	13244	514	11008	497	102	0.258227848
<b>Totals</b>	<b>2544</b>		<b>893</b>				<b>1199</b>	<b>306</b>	<b>0.342665174</b>
<b>Westbound</b>									
Seltice Way W/O Beck Rd	752	1500	267	8826	717	9015	480	213	0.797752809
Rockford Bay Rd east of I90	190	1500	100	8001	9177	1046	19	-81	-0.810000000
Elder Rd @ Washington Line	87	1700	35	9274	9355	1049	0	-35	-1.000000000
SH 58 @ Washington Line	377	1500	141	9283	9362	1068	161	20	0.141843972
Conkling Rd east of US 95	45	1500	16	13365	11081	1079	59	43	2.687500000
SH 53 @ Washington State Line	856	1600	301	13244	11008	514	282	-19	-0.063122924
<b>Totals</b>	<b>2307</b>		<b>880</b>				<b>1001</b>	<b>141</b>	<b>0.163953488</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>East Side KMPO Screenline # 26</b>									
<b>Eastbound</b>									
Bunco Rd @ Nunn Rd	61	1700	25	13713	231	11243	6	-19	-0.780000000
Ohio Match Rd East of Rimrock Rd	55	1500	24	13950	249	250	20	-4	-0.186868687
Mullan Trail Rd north of I 90	146	1600	52	1075	980	976	86	34	0.653846154
Sunnyside Rd south of Mullan Trail	91	1600	33	1089	990	987	34	1	0.030303030
I 90 @ Shoshone Co. Line	1560	1500	542	1160	1040	1042	413	-129	-0.238007380
Feman Lake Rd @ CdA City Limit	59	1700	25	10296	949	9965	120	95	3.800000000
SH 54 West of Farragut Park Entrance	270	1500	99	10875	9999	200	110	11	0.111111111
Lancaster Rd east of Rimrock	157	1600	56	11515	344	10253	56	0	0.000000000
<b>Totals</b>	<b>2399</b>		<b>856</b>				<b>845</b>	<b>-11</b>	<b>-0.012850467</b>
<b>Westbound</b>									
Bunco Rd @ Nunn Rd	84	1500	31	13713	11243	231	9	-22	-0.709677419
Ohio Match Rd East of Rimrock Rd	25	1500	11	13950	11357	249	9	-2	-0.181818182
Mullan Trail Rd north of I 90	77	1600	27	1075	976	980	112	85	3.148148148
Sunnyside Rd south of Mullan Trail	55	1600	25	1089	987	990	30	5	0.200000000
I 90 @ Shoshone Co. Line	1411	1500	506	1157	1037	1041	396	-110	-0.217391304
Feman Lake Rd @ CdA City Limit	68	1700	28	10296	9965	949	117	89	3.178571429
SH 54 West of Farragut Park Entrance	320	1500	133	10875	200	9999	100	-33	-0.248120301
Lancaster Rd east of Rimrock	135	1500	55	11515	10253	344	51	-4	-0.072727273
<b>Totals</b>	<b>2175</b>		<b>816</b>				<b>824</b>	<b>8</b>	<b>0.009803922</b>

Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>Government Way Screenline # 27</b>									
<b>Eastbound</b>									
Lancaster Ave	407	1700	149	13640	11210	339	172	23	0.154362416
Miles Ave	356	1700	122	285	393	394	57	-85	-0.532786885
Hayden Ave	871	1700	317	341	428	429	166	-151	-0.476340694
Honeysuckle Ave	724	1700	280	13829	456	11296	344	64	0.228571429
Prairie Ave	1344	1700	502	448	502	11102	568	66	0.131474104
Wilbur Ave	186	1500	68	475	527	528	20	-48	-0.705882353
Hanley Ave	609	1600	210	13792	573	11279	237	27	0.128571429
Dalton Ave	1033	1600	361	802	617	618	359	-2	-0.005540168
Neider Ave	1541	1600	524	816	777	779	411	-113	-0.215648855
Appleway/Best Ave	2419	1700	827	877	833	834	800	-27	-0.032648126
N/O Sherman Ave	2019	1600	684	1032	944	951	693	9	0.013157895
Wyoming Ave	154	1700	58	8875	374	9044	176	118	2.034482759
Government Way	486	1600	173	10297	944	9733	377	204	1.179190751
Harrison Ave	1192	1600	430	10468	9812	900	366	-64	-0.148837209
Foster Ave	256	1700	93	13015	9825	10875	217	124	1.333333333
Margaret Ave	1358	1600	480	11310	10160	694	353	-127	-0.264583333
<b>Totals</b>	<b>14955</b>		<b>5278</b>				<b>5316</b>	<b>38</b>	<b>0.007199697</b>
<b>Westbound</b>									
Lancaster Ave	297	1600	105	13640	339	11210	162	57	0.542857143
Miles Ave	284	1500	118	285	394	393	33	-85	-0.720338983
Hayden Ave	688	1500	245	341	429	428	145	-100	-0.408163265
Honeysuckle Ave	632	1600	237	13829	11296	456	253	16	0.067510549
Prairie Ave	1097	1600	373	448	11102	502	396	23	0.061662198
Wilbur Ave	122	1600	44	475	528	527	10	-34	-0.772727273
Hanley Ave	678	1500	258	13792	11279	573	152	-106	-0.410852713



Dalton Ave	793	1500	286	802	618	617	286	0	0.00000000
Neider Ave	1493	1500	520	816	779	777	309	-211	-0.405769231
Appleway/Best Ave	1963	1500	677	877	834	833	520	-157	-0.231905465
N/O Sherman Ave	2006	1500	676	1032	951	944	699	23	0.034023669
Wyoming Ave	90	1700	34	8875	9044	374	74	40	1.176470588
Government Way	533	1500	194	10297	9733	944	228	34	0.175257732
Harrison Ave	901	1500	343	10468	900	9812	380	37	0.107871720
Foster Ave	180	1500	69	13015	10875	9825	264	195	2.826086957
Margaret Ave	1102	1600	380	11310	694	10160	292	-88	-0.231578947
Totals	12859		4559				4203	-356	-0.079087300

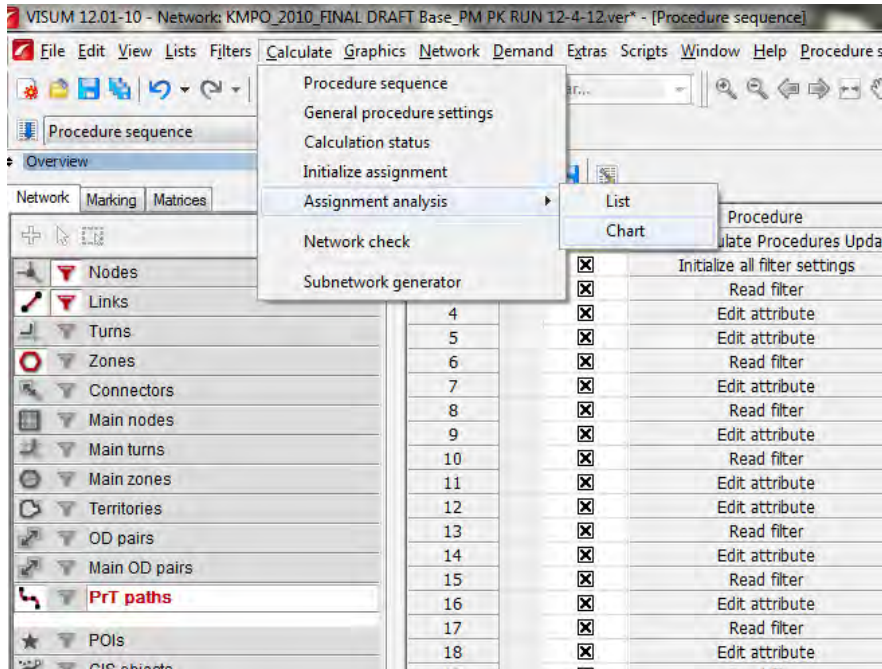
Location	PM Total	PM Peak Time	PM Peak Count	Link #	From Node	To Node	Modeled PM Peak Volume	Modeled - Actual PM Peak Count	Modeled-Actual / Actual PM Peak Count
<b>I 90 Ramps Screenline # 28</b>									
<b>Eastbound</b>									
I 90 Ramp @ Spokane St EB Off	2015	1700	734	713	701	703	857	-77	-0.104904632
I 90 Ramp @ Spokane St EB Off	930	1500	328	717	703	704	349	21	0.064024390
I 90 Ramp @ Seltice Way EB On	816	1600	276	749	726	712	412	136	0.492753623
SR 90 @ Pleasant View Rd EB Off	1195	1600	426	786	752	719	688	262	0.615023474
SR 90 @ Pleasant View Rd	1218	1600	458	785	751	752	558	100	0.218340611
I 90 Ramp @ NW Blvd/Ramsey EB Off	2382	1500	815	866	828	843	757	-58	-0.071165644
I 90 Ramp @ NW Blvd/Ramsey EB On	1015	1700	342	892	843	844	336	-6	-0.017543880
I 90 Ramp @ US 95 EB Off	1863	1600	668	12707	847	859	556	-112	-0.167664671
I 90 Ramp @ US 95	982	1700	338	915	859	849	422	84	0.248520710
I 90 Ramp @ 3rd/4th St EB On	901	1700	330	919	861	862	232	-98	-0.296969697
I 90 Ramp @ SH 41 EB Off	1807	1700	648	12739	10742	731	483	-165	-0.254629630
I 90 Ramp @ 23rd St EB On	259	1500	92	8818	9011	968	123	31	0.336956522
I 90 Ramp @ SH 41 EB On	1580	1500	569	10250	9709	736	595	26	0.045694200
I 90 Ramp @ 3rd/4th St EB Off	1715	1700	606	10408	860	9788	832	226	0.372937294
I 90 Ramp @ 15th St EB On	214	1700	74	10428	9795	912	80	6	0.081081081
I 90 Ramp @ 15th St EB Off	1241	1700	458	10430	885	9796	501	43	0.093886463
I 90 Ramp @ 23rd St (One Way)	1014	1700	361	10758	947	9948	334	-27	-0.074792244
<b>Totals</b>	<b>21147</b>		<b>7523</b>				<b>7915</b>	<b>392</b>	<b>0.052106872</b>
<b>Westbound</b>									
I 90 Ramp @ Spokane St WB On	1169	1500	392	684	679	677	471	79	0.201530612
I 90 Ramp @ Spokane St Off	1257	1600	435	720	705	679	641	206	0.473563218
I 90 Ramp @ Seltice Way Off Ramp	1399	1700	472	729	713	711	504	32	0.067796610
I 90 Ramp @ SH 41WB On	1769	1600	629	731	714	733	469	-160	-0.254372019
SR 90 @ Pleasant View Rd WB On	961	1600	329	737	718	750	417	88	0.267477204
SR 90 @ Pleasant View Rd WB Off	1070	1600	374	740	720	718	651	277	0.740641711
I 90 Ramp @ NW Blvd/Ramsey WB On	2642	1600	903	869	828	827	858	-45	-0.049833887
I 90 Ramp @ NW Blvd/Ramsey WB Off	981	1500	360	896	845	828	308	-52	-0.144444444
I 90 Ramp @ US 95 WB On	1142	1700	271	900	848	846	623	352	1.298892989
I 90 Ramp @ US 95 EB On Ramp	2506	1500	859	904	850	848	496	-363	-0.422584400
I 90 Ramp @ 3rd/4th St WB On	1698	1700	586	907	853	852	578	-8	-0.013651877
I 90 Ramp @ 3rd/4th St WB Off	675	1500	248	923	863	853	258	10	0.040322581
I 90 Ramp @ 23rd St WB On	882	1500	332	1059	964	948	297	-35	-0.105421687
I 90 Ramp @ 23rd St WB Off	226	1600	91	1061	965	964	152	61	0.670329670
I 90 Ramp @ 15th St to Hazel	262	1500	98	8914	911	9009	12	-86	-0.877551020
I 90 Ramp @ SH 41 WB Off	2206	1700	773	10422	737	9792	570	-203	-0.262613195
I 90 Ramp @ 15th St WB On	950	1600	331	10432	9797	878	370	39	0.117824773
<b>Totals</b>	<b>21795</b>		<b>7483</b>				<b>7675</b>	<b>192</b>	<b>0.025658158</b>

	Total PM Peak Actual Directional Count	Total PM Peak Modeled Directional Volume	Modeled - Actual PM Peak Count	((Modeled - Actual) / Actual PM Peak Count)*100	Total PM Peak Actual Bi-Directional Count	Total PM Peak Modeled Bi-Directional Volume	Total PM Peak Volume - Actual Bi-Directional I Count	((Modeled - Actual) / Actual Bi-Directional Peak Count)*100	% Allowable Deviation per TMP FEA	Within Allowable Deviation?
<b>SRMB Screenlines Screenlines</b>										
<b>Spokane River Crossing Screenline # 1</b>										
Southbound	1037	1103	66	6.3	2080	2136	446	21	63	Y
Northbound	1643	1424	-219	-13.3	4434	5870	1436	32	58	Y
<b>Saltice Screenline # 2</b>										
Southbound	2182	2407	225	10.3	4050	4368	318	7.8	63	Y
Northbound	2292	2373	-81	-3.5	4050	4368	318	7.8	63	Y
<b>Harrison Ave Screenline # 3</b>										
Southbound	4008	1518	-2490	-62.1	4050	2468	-1582	-39.3	63	Y
Northbound	4392	1862	-2530	-57.6	4050	2468	-1582	-39.3	63	Y
<b>Appleyway Ave/Bmt Screenline # 4</b>										
Southbound	2478	2624	146	5.9	5236	5547	311	6	58	Y
Northbound	2758	2923	165	6	5236	5547	311	6	58	Y
<b>Saltice Way/Bullan Rd/Walton Screenline # 5</b>										
Southbound	7595	7128	-467	-6.1	16420	16222	-198	-1	49	Y
Northbound	8625	9004	379	4.4	16420	16222	-198	-1	49	Y
<b>Palatine Rd Screenline # 6</b>										
Southbound	5683	5773	90	1.6	12992	13223	231	1.8	52	Y
Northbound	6883	7450	567	8.2	12992	13223	231	1.8	52	Y
<b>Prairie Rd. Screenline # 7</b>										
Southbound	4613	5120	507	11	10024	11103	1079	11	54	Y
Northbound	5469	5973	504	9.2	10024	11103	1079	11	54	Y
<b>Hayden Ave Screenline # 8</b>										
Southbound	963	921	-42	-4.3	2180	2090	-90	-4	63	Y
Northbound	1235	1185	-50	-4	2180	2090	-90	-4	63	Y
<b>Sanctuary Rd. Screenline # 9</b>										
Southbound	1700	1456	-244	-14.3	2980	3200	220	7	62	Y
Northbound	1796	1764	-32	-1.8	2980	3200	220	7	62	Y
<b>SH 95 - US 95 Screenline # 10</b>										
Southbound	1542	1147	-395	-25.6	3393	2405	-988	-29	63	Y
Northbound	1811	1258	-553	-30.5	3393	2405	-988	-29	63	Y
<b>Twain Lakes Nat. Forest Screenline # 11</b>										
Southbound	1020	1181	161	15.8	2462	2434	-28	-1	63	Y
Northbound	1472	1294	-178	-12.1	2462	2434	-28	-1	63	Y
<b>US 95 to SH 95 Screenline # 12</b>										
Southbound	721	673	-48	-6.7	1562	1630	68	4	64	Y
Northbound	1311	967	-344	-26.2	1562	1630	68	4	64	Y
<b>SH 93 to LaFour Creek Screenline # 13</b>										
Southbound	460	411	-49	-10.7	684	975	291	43	64	Y
Northbound	214	264	50	23.4	684	975	291	43	64	Y
<b>Spit Lake/Pond O'Robin Screenline # 14</b>										
Southbound	718	849	131	18.4	1920	1900	-20	-1	63	Y
Northbound	1203	1141	-62	-5.2	1920	1900	-20	-1	63	Y
<b>FDWB Screenlines Screenlines</b>										
<b>Pleasant View Rd. Screenline # 15</b>										
Eastbound	1650	2201	551	33.4	3002	3798	796	26	61	Y
Westbound	1310	1507	197	15	3002	3798	796	26	61	Y
<b>McGuire Rd. Screenline # 16</b>										
Eastbound	1348	1634	286	21.2	2655	3118	463	17	62	Y
Westbound	1260	1484	224	17.8	2655	3118	463	17	62	Y
<b>Chase Rd. Screenline # 17</b>										
Eastbound	1061	1254	193	18.2	2276	2578	302	13	63	Y
Westbound	1218	1320	102	8.3	2276	2578	302	13	63	Y
<b>Spokane St. Screenline # 18</b>										
Eastbound	1172	1008	-164	-14	3254	3015	-239	-7.4	62	Y
Westbound	1679	1411	-268	-16	3254	3015	-239	-7.4	62	Y
<b>Idaho St. Screenline # 19</b>										
Eastbound	1482	1432	-50	-3.4	3151	2984	-167	-5.3	62	Y
Westbound	1650	1552	-98	-6	3151	2984	-167	-5.3	62	Y
<b>Greenoak Screenline # 20</b>										
Eastbound	2775	2604	-171	-6.1	5803	5523	-280	-4.8	60	Y
Westbound	2623	2718	95	3.6	5803	5523	-280	-4.8	60	Y
<b>SH 43 Screenline # 21</b>										
Eastbound	3947	3488	-459	-11.6	6451	6021	-430	-6.7	59	Y
Westbound	2504	2572	68	2.7	6451	6021	-430	-6.7	59	Y
<b>Huettner Rd. Screenline # 22</b>										
Eastbound	1575	1184	-391	-24.8	3449	3553	104	3	61	Y
Westbound	1870	2382	512	27.4	3449	3553	104	3	61	Y
<b>Ramsay Rd Screenline # 23</b>										
Eastbound	4483	3831	-652	-14.5	9545	8887	-658	-6.9	56	Y
Westbound	5061	4556	-505	-10	9545	8887	-658	-6.9	56	Y
<b>US 95 Screenline # 24</b>										
Eastbound	8408	8281	-127	-1.5	12217	11410	-807	-6.6	54	Y
Westbound	5003	6013	1010	20.2	12217	11410	-807	-6.6	54	Y
<b>West Side KMPO Screenline # 25</b>										
Eastbound	893	1135	242	27.1	1752	2200	447	25	63	Y
Westbound	860	1001	141	16.3	1752	2200	447	25	63	Y
<b>East Side KMPO Screenline # 26</b>										
Eastbound	852	848	-4	-0.5	1672	1669	-3	0	64	Y
Westbound	810	824	14	1.7	1672	1669	-3	0	64	Y
<b>Government Way Screenline # 27</b>										
Eastbound	520	2512	1992	383.3	5007	3615	-1392	-27.8	55	Y
Westbound	4550	4200	-350	-7.7	5007	3615	-1392	-27.8	55	Y
<b>190 Ramps Screenline # 28</b>										
Eastbound	7523	7816	293	3.9	15005	15090	84	0.6	60	Y
Westbound	7483	7678	195	2.6	15005	15090	84	0.6	60	Y
<b>Total Screenlines</b>										
<b>All North-South Screenlines</b>										
Southbound	32037	32427	390	1.2	66623	67073	450	0.7	59	Y
Northbound	31886	42076	10190	31.9	66623	67073	450	0.7	59	Y
<b>All East-West Screenline</b>										
Eastbound	40909	39441	-1468	-3.6	149769	152000	2231	1.5	58	Y
Westbound	33554	33364	-190	-0.6	149769	152000	2231	1.5	58	Y



## Appendix 1F : Final Model Results Assignment Analysis Comparison

The 2010 KMPO Base Model PM PK HR “**assignment analysis**” is reported internally within the model and shows the final AM/ PM PK HR model results. The formula the program measures the observed traffic counts against the modeled traffic volumes.



The (GEH) formula used was created by Geoffrey E. Havers, is a statistical mathematical formula that is used internally within the VISUM assignment analysis graph calculations that checks the model calibration. The assignment analysis uses this formula and graphs a plot that tells you how accurately the traffic volumes match the modeled volumes.

This widely accepted approach compares the actual traffic counts taken in the field to the modeled output volumes using the GEH formula:

For hourly flows, the GEH formula is:

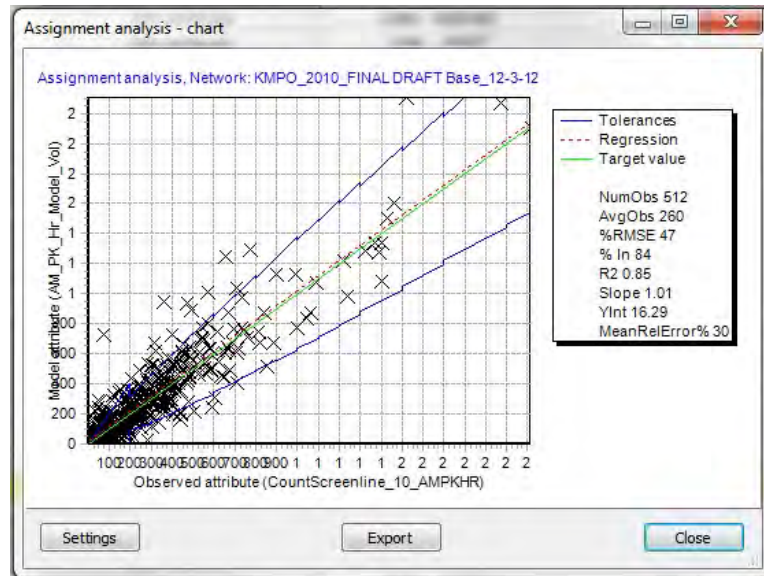
$$GEH = \sqrt{\frac{2(m - c)^2}{m + c}}$$

Notes:

m = output traffic volume from the simulation model (vph)

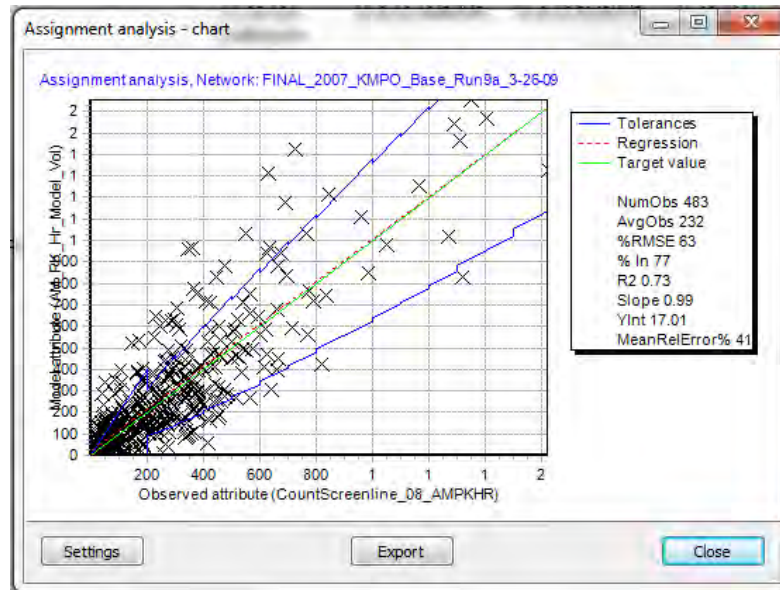
$c$  = input traffic volume (vph)

The graph below displays the final 2010 KMPO Base Model PM PK HR “assignment analysis” of the network reported inside the model for PM PK HR results.



**2010 KMPO AM PK HR Final Base Model Assignment Analysis Chart**

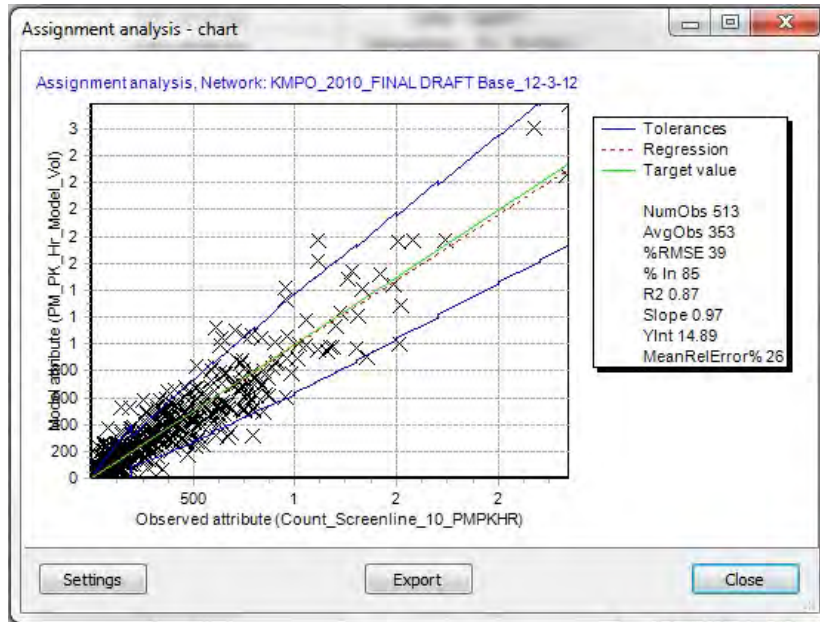
The final 2007 KMPO Base Model AM PK HR “assignment analysis” of the network is reported inside the model for AM PK HR results. This is used for comparison only to the previous 2007 model version. Comparison of the two assignment results shows that there is improvement from the previous 2007 base model to the updated 2010 base model.



**2007 KMPO Previous AM PK HR Final Base Model Assignment Analysis Chart (for comparison only)**

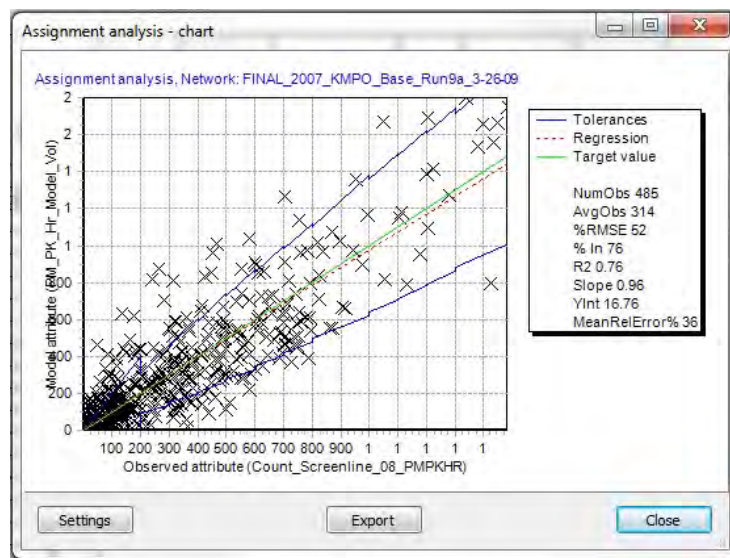
The final 2010 KMPO Base Model PM PK HR “assignment analysis” of the network is reported inside the model for PM PK HR results.





**2010 KMPO PM PK HR Final Base Model Assignment Analysis Chart**

The graph above is from the final 2007 KMPO Base Model PM PK HR “assignment analysis” of the network is reported inside the model for PM PK HR results. This is used for comparison only to the previous 2007 model version. Comparison of the two assignment results shows that there is improvement from the previous 2007 base model to the updated 2010 base model.



**2007 Previous PM PK HR Final Base Model Assignment Analysis Chart (for comparison only)**

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**Appendix B - Post Falls Sub-Model Final Land Use**

Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2014	LU2_2014	LU3_2014	LU4_2014	LU5_2014	LU6_2014	LU7_2014	LU8_2014	LU9_2014	LU10_2014	LU11_2014	LU12_2014	LU13_2014	LU14_2014	LU15_2014	LU16_2014	LU17_2014
28	600	2801	24	0	1	0	0	0	0	163	0	0	190	0	90	0	0	0	5
28	601	2802	12	15	0	0	3	0	0	0	100	0	1726	0	358	0	0	0	0
28	602	2803	35	0	0	0	2	0	0	0	0	0	190	0	90	0	15	0	0
42	42	42	0	0	0	0	24	0	0	0	1	0	521	0	136	0	0	0	0
43	606	4301	0	0	3	0	72	0	0	0	67	0	446	0	138	16	2	0	0
43	607	4302	178	0	0	0	0	0	0	0	26	0	446	0	138	0	0	0	0
43	608	4303	0	0	0	0	0	0	0	0	35	0	446	0	138	0	0	0	0
46	46	46	0	0	0	2	0	0	0	0	39	0	777	0	25	2	0	0	0
48	612	4801	0	0	0	0	50	0	0	0	0	0	889	0	147	0	0	0	0
48	622	4802	0	0	11	0	50	0	0	0	1	0	890	0	147	0	0	0	5
49	611	4901	0	0	0	0	0	0	0	0	1	0	472	0	20	0	0	0	0
49	621	4902	16	0	17	0	0	0	0	838	21	0	943	0	40	0	0	0	0
50	614	5001	0	0	0	0	0	0	0	0	52	0	69	0	0	0	0	0	0
50	625	5002	0	0	0	0	0	0	0	0	36	0	34	0	0	0	0	0	0
50	626	5003	55	0	3	2	27	0	0	0	22	0	34	0	0	7	9	0	18
51	627	5101	12	133	0	0	0	481	0	19	0	0	373	0	0	0	0	0	0
51	628	5102	597	0	0	0	1	0	0	0	0	0	36	0	23	0	2	0	0
51	629	5103	0	0	0	8	395	226	0	0	0	0	150	0	0	0	12	0	0
52	52	52	535	0	0	0	0	0	0	0	0	0	0	0	15	0	2	0	1
53	53	53	410	0	0	0	1	0	0	163	0	0	77	0	4	0	13	0	3
55	615	5501	0	0	0	0	0	0	0	0	7	0	547	0	0	0	0	0	0
55	616	5502	773	0	0	0	0	0	0	5	0	0	0	0	28	0	3	0	0
56	609	5601	5	0	18	0	2	0	0	0	8	0	604	0	0	0	16	0	0
56	617	5602	26	0	0	0	0	0	0	0	28	0	200	0	32	0	0	0	0
56	618	5603	388	226	9	9	13	0	0	0	0	0	200	0	32	0	0	0	0
57	610	5701	6	0	4	0	0	0	0	0	12	0	642	0	0	0	0	0	0
57	619	5702	4	0	0	0	0	0	0	0	5	0	225	0	22	0	4	0	0
57	620	5703	43	0	2	0	6	0	0	0	6	0	191	0	22	0	0	0	0
58	58	58	0	0	0	0	0	0	0	0	82	0	217	0	10	0	1	0	0
59	630	5901	360	120	0	0	0	558	0	6	0	0	0	0	35	0	1	0	8
59	631	5902	160	32	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
60	632	6001	309	111	0	0	2	804	0	23	0	0	0	0	41	0	0	0	0
60	633	6002	161	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	61	61	149	0	0	0	1	0	0	0	88	0	10	0	1	0	0	0	0
62	62	62	8	0	0	0	0	0	0	0	49	0	8	0	5	2	0	0	0
63	634	6301	312	0	0	0	0	0	0	5	0	0	0	0	23	1	1	0	1
63	635	6302	42	130	27	16	0	0	0	34	56	0	6	0	0	2	39	0	0
64	638	6401	20	0	0	0	0	2270	0	0	6	0	45	0	144	0	0	0	0
64	641	6402	50	59	24	0	20	99	0	0	138	0	18	0	0	17	0	0	2
64	639	6403	182	0	0	0	0	0	0	0	12	0	3	0	0	0	0	0	2
64	642	6404	93	0	0	2	0	0	0	0	20	0	0	0	0	11	0	0	0
65	644	6501	0	0	18	9	0	0	0	0	0	0	10	0	0	0	3	0	28
65	645	6502	10	1	1	0	0	0	0	0	85	0	21	0	0	0	0	0	0
65	646	6503	0	0	0	0	0	0	0	0	81	0	220	0	18	0	0	0	2
65	647	6504	0	0	0	0	0	0	0	0	75	0	40	0	0	0	0	0	0
65	648	6505	0	0	0	0	0	0	0	0	125	0	130	0	18	0	0	0	0

Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2014	LU2_2014	LU3_2014	LU4_2014	LU5_2014	LU6_2014	LU7_2014	LU8_2014	LU9_2014	LU10_2014	LU11_2014	LU12_2014	LU13_2014	LU14_2014	LU15_2014	LU16_2014	LU17_2014
65	649	6506	0	0	0	0	1	0	0	0	18	0	31	0	0	0	0	0	0
65	650	6507	0	0	0	0	0	0	0	0	27	0	130	0	0	0	0	0	0
65	651	6508	0	0	0	0	0	0	0	0	2	0	481	0	0	0	0	0	0
66	66	66	86	38	4	2	0	1561	0	0	0	17	0	0	34	56	37	0	10
67	67	67	210	59	1	0	0	0	0	0	0	0	0	0	0	0	43	0	0
68	636	6801	139	77	0	0	1	0	0	0	5	0	0	0	1	0	0	0	0
68	637	6802	99	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
69	640	6901	194	94	0	0	0	28	0	0	0	0	0	0	13	0	0	0	5
69	643	6902	100	0	9	15	0	0	0	0	86	0	0	0	0	3	0	0	0
70	652	7001	260	0	36	0	15	0	0	5	0	0	0	0	8	23	6	0	45
70	653	7002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	71	71	204	66	13	19	3	0	112	125	0	0	17	0	1	3	18	0	67
72	72	72	226	0	1	0	18	0	0	0	0	0	0	0	1	0	59	0	0
73	73	73	144	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	74	74	56	0	52	2	0	0	0	128	0	0	0	0	37	0	0	0	0
76	76	76	36	11	16	0	0	0	0	0	0	0	0	0	5	0	0	0	0
77	77	77	25	8	24	64	53	141	0	63	0	0	0	0	0	0	179	0	1
78	78	78	25	0	81	21	7	0	0	2	0	0	0	0	0	0	5	0	0
79	79	79	2	0	318	30	0	0	0	0	0	0	0	0	5	0	419	0	0
81	81	81	81	0	827	163	70	0	0	216	9	0	0	0	2	0	290	0	5
82	82	82	222	0	6	0	2	0	0	163	6	113	0	0	5	3	0	0	0
83	83	83	0	0	0	0	0	0	0	0	3	0	442	0	22	0	0	0	0
84	84	84	0	0	151	105	477	70	80	0	0	7495	67	0	21	0	0	0	690
85	85	85	77	24	10	0	13	0	95	47	105	0	39	0	39	1	0	0	0
86	86	86	94	30	0	2	0	0	0	0	89	0	14	0	36	0	0	0	0
88	88	88	11	19	8	8	0	0	0	15	0	0	0	0	21	0	38	0	0
89	89	89	49	16	86	14	50	220	0	2	0	0	0	0	4	0	2	282	0
92	92	92	32	10	3	5	0	0	0	0	0	0	0	0	5	0	20	0	49
93	93	93	1	0	120	58	2	0	0	0	0	0	0	0	0	0	15	0	54
94	94	94	147	48	29	7	0	0	0	0	0	0	0	0	4	54	15	0	0
95	95	95	2	0	28	13	53	0	53	103	0	0	0	0	0	0	13	0	1
97	97	97	5	0	3	1	75	0	0	0	4	0	15	0	40	0	0	65	0
98	98	98	0	0	0	0	2	0	0	0	12	0	0	0	0	0	0	0	2
99	99	99	179	58	0	0	0	0	184	101	0	0	0	0	11	0	3	0	6
100	100	100	236	76	1	0	15	0	0	32	1	0	0	0	70	7	2	0	0
101	101	101	286	93	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
102	102	102	303	98	11	14	7	0	53	1	33	0	47	0	28	0	1	0	4
103	103	103	407	0	19	1	0	0	0	3	29	0	0	0	5	0	0	0	10
104	104	104	203	65	32	0	10	0	0	0	196	0	0	0	2	12	1	0	2
105	105	105	20	6	23	0	239	0	0	0	77	0	96	0	7	0	0	0	68
179	655	17901	0	0	0	0	0	0	0	108	124	0	0	0	67	0	0	0	0
179	654	17902	0	0	0	2	0	0	0	42	0	0	584	0	0	0	4	0	0
401	401	401	4	0	120	0	93	0	0	0	0	0	0	0	2	17	0	0	0
402	402	402	0	0	0	0	80	0	0	264	0	0	0	0	11	0	0	0	0
403	613	40301	0	0	0	2	0	0	0	0	16	0	370	0	43	0	0	0	0
403	623	40302	0	0	0	0	0	0	0	0	12	0	92	0	11	0	0	0	0



Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2014	LU2_2014	LU3_2014	LU4_2014	LU5_2014	LU6_2014	LU7_2014	LU8_2014	LU9_2014	LU10_2014	LU11_2014	LU12_2014	LU13_2014	LU14_2014	LU15_2014	LU16_2014	LU17_2014
403	624	40303	62	20	17	3	19	0	0	0	165	0	92	0	11	0	0	0	2
404	404	404	379	0	8	4	2	0	0	5	32	0	28	0	39	0	2	0	7
405	405	405	163	0	0	0	0	0	0	0	18	0	71	0	7	0	15	0	0
406	603	40601	51	21	4	0	0	370	0	0	38	202	4938	0	306	0	0	0	26
406	604	40602	0	0	0	0	0	0	0	0	0	0	494	0	30	0	0	0	0
406	605	40603	0	0	0	0	0	0	0	0	1	0	494	0	30	0	0	0	0
407	407	407	440	140	0	29	0	629	0	1	3	0	10	0	21	0	14	0	0

Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2014	LU19_2014	LU20_2014	LU21_2014	LU22_2014	LU23_2014
28	600	2801	0	0	0	0	0	0
28	601	2802	0	0	0	0	25	0
28	602	2803	0	2	0	0	10	0
42	42	42	0	0	0	0	32	0
43	606	4301	0	0	0	0	6	0
43	607	4302	1	0	0	0	7	0
43	608	4303	0	0	0	0	5	0
46	46	46	0	0	0	0	15	1
48	612	4801	0	0	0	0	33	0
48	622	4802	0	0	0	0	0	0
49	611	4901	0	0	0	0	0	0
49	621	4902	0	0	0	0	2	28
50	614	5001	0	0	0	0	6	0
50	625	5002	0	0	0	0	0	0
50	626	5003	3	0	0	0	14	0
51	627	5101	0	0	0	0	0	0
51	628	5102	3	51	0	0	10	0
51	629	5103	0	25	0	0	13	0
52	52	52	1	0	0	0	3	0
53	53	53	0	0	0	0	0	0
55	615	5501	0	0	0	1	0	0
55	616	5502	1	0	0	1	1	0
56	609	5601	0	0	0	0	7	0
56	617	5602	0	0	0	0	2	0
56	618	5603	0	0	0	0	9	0
57	610	5701	0	0	0	0	7	5
57	619	5702	0	0	0	0	30	0
57	620	5703	0	0	0	0	0	0
58	58	58	3	0	3	0	20	2
59	630	5901	0	78	0	0	1	0
59	631	5902	0	0	0	0	1	0
60	632	6001	1	93	0	0	2	0
60	633	6002	2	0	0	0	0	0
61	61	61	0	0	0	0	0	0
62	62	62	0	0	0	0	0	0
63	634	6301	1	0	0	0	8	0
63	635	6302	0	0	0	0	0	0
64	638	6401	0	194	0	0	0	0
64	641	6402	1	18	0	0	0	0
64	639	6403	0	0	1	0	0	0
64	642	6404	0	47	75	0	13	0
65	644	6501	0	0	0	6	0	0
65	645	6502	0	0	6	0	0	36
65	646	6503	0	0	0	0	8	0
65	647	6504	0	0	0	0	0	0
65	648	6505	0	0	0	0	2	0

Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2014	LU19_2014	LU20_2014	LU21_2014	LU22_2014	LU23_2014
65	649	6506	0	0	0	0	8	0
65	650	6507	0	0	0	0	9	0
65	651	6508	0	0	0	0	0	0
66	66	66	4	299	0	0	0	18
67	67	67	2	0	1	0	4	2
68	636	6801	0	0	0	0	6	0
68	637	6802	0	0	2	0	1	0
69	640	6901	0	7	0	0	0	0
69	643	6902	4	0	0	0	11	0
70	652	7001	0	0	0	0	102	0
70	653	7002	0	0	0	0	0	0
71	71	71	14	0	13	0	0	79
72	72	72	20	0	0	0	3	4
73	73	73	0	0	0	0	0	0
74	74	74	0	0	3	21	0	15
76	76	76	1	0	0	0	0	76
77	77	77	13	12	2	0	2	10
78	78	78	4	0	12	0	0	140
79	79	79	25	0	0	1	0	48
81	81	81	32	0	29	0	27	121
82	82	82	8	49	2	1	1	49
83	83	83	0	0	0	0	0	0
84	84	84	106	20	35	0	93	23
85	85	85	0	0	0	0	7	16
86	86	86	0	0	0	1	0	0
88	88	88	0	0	0	0	0	0
89	89	89	19	42	34	0	55	12
92	92	92	0	0	0	0	10	20
93	93	93	13	20	0	0	11	206
94	94	94	23	6	1	0	15	22
95	95	95	0	0	18	0	0	10
97	97	97	0	0	0	0	26	0
98	98	98	6	0	0	0	0	0
99	99	99	0	0	5	0	2	0
100	100	100	0	0	0	0	22	0
101	101	101	0	0	0	0	0	0
102	102	102	22	78	12	0	2	25
103	103	103	0	0	12	2	2	0
104	104	104	2	0	11	1	20	4
105	105	105	53	2	10	8	88	0
179	655	17901	0	0	0	0	0	0
179	654	17902	0	0	0	0	0	0
401	401	401	0	0	0	0	14	0
402	402	402	0	0	0	0	0	43
403	613	40301	0	0	0	0	4	0
403	623	40302	0	0	0	0	0	0

Post Falls Sub-Area Model 2014 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2014	LU19_2014	LU20_2014	LU21_2014	LU22_2014	LU23_2014
403	624	40303	1	0	0	0	8	0
404	404	404	31	1	0	0	63	0
405	405	405	0	0	0	0	7	0
406	603	40601	1	0	0	0	0	0
406	604	40602	0	0	0	0	0	0
406	605	40603	0	0	0	0	0	0
407	407	407	29	0	0	0	16	8



Post Falls Sub-Area Model 2020 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2020	LU2_2020	LU3_2020	LU4_2020	LU5_2020	LU6_2020	LU7_2020	LU8_2020	LU9_2020	LU10_2020	LU11_2020	LU12_2020	LU13_2020	LU14_2020	LU15_2020	LU16_2020	LU17_2020
28	600	2801	24	0	3	0	7	0	0	98	0	0	190	0	90	0	17	0	6
28	601	2802	12	38	3	0	7	0	0	0	100	0	1710	0	358	0	17	0	6
28	602	2803	105	0	3	0	7	0	0	0	0	0	190	0	90	0	17	0	6
42	42	42	0	0	0	0	29	0	0	0	1	0	517	0	136	0	0	0	0
43	606	4301	0	0	6	0	85	0	0	0	67	0	443	0	138	16	4	0	0
43	607	4302	450	40	6	0	85	0	0	0	26	0	443	0	138	2	4	0	0
43	608	4303	0	0	6	0	85	0	0	0	35	0	443	0	138	0	4	0	0
46	46	46	0	0	0	3	0	0	0	0	39	0	771	0	25	3	0	0	0
48	612	4801	0	0	6	0	58	0	0	0	0	0	883	0	147	0	0	0	3
48	622	4802	0	0	7	0	59	0	0	0	1	0	883	0	147	0	0	0	3
49	611	4901	0	0	0	0	0	0	0	0	1	0	468	0	20	0	0	0	0
49	621	4902	16	0	19	0	0	0	0	982	21	0	937	0	40	0	0	0	0
50	614	5001	0	0	4	3	31	0	0	0	52	0	69	0	0	0	10	0	21
50	625	5002	0	0	4	3	31	0	0	0	36	0	34	0	0	0	10	0	21
50	626	5003	55	0	4	3	31	0	0	0	22	0	34	0	0	8	10	0	21
51	627	5101	363	173	0	10	0	481	0	19	0	0	389	0	0	0	17	0	0
51	628	5102	634	0	0	10	0	0	0	0	0	0	16	0	23	0	17	0	0
51	629	5103	0	0	0	10	464	226	69	8	0	0	150	0	0	0	17	0	0
52	52	52	535	0	0	0	0	0	0	0	0	0	0	0	15	0	2	0	1
53	53	53	529	0	0	0	1	0	0	191	0	0	77	0	4	0	15	0	4
55	615	5501	0	208	0	0	0	0	0	0	7	0	543	0	0	0	0	0	0
55	616	5502	922	0	0	0	0	0	0	5	0	0	0	0	28	0	4	0	0
56	609	5601	5	0	42	11	18	0	0	0	8	0	600	0	0	0	40	0	0
56	617	5602	26	0	42	11	18	0	0	0	28	0	198	0	32	0	40	0	0
56	618	5603	618	406	42	11	18	0	0	0	0	0	198	0	32	0	40	0	0
57	610	5701	6	0	0	0	0	0	0	0	12	0	665	0	0	0	1	0	0
57	619	5702	4	20	6	0	3	0	0	0	5	0	225	0	22	0	2	0	0
57	620	5703	300	20	7	0	4	0	0	0	6	0	161	0	22	0	2	0	0
58	58	58	0	0	0	0	0	0	0	0	82	0	216	0	10	0	1	0	0
59	630	5901	360	120	0	0	3	654	0	7	0	0	0	0	35	0	1	0	1
59	631	5902	160	32	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0
60	632	6001	309	111	0	0	3	942	0	26	0	0	0	0	41	0	0	0	0
60	633	6002	161	42	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
61	61	61	204	0	0	0	1	0	0	0	88	0	10	0	1	0	0	0	0
62	62	62	20	0	0	0	0	0	0	0	49	0	8	0	5	3	0	0	0
63	634	6301	314	0	30	19	0	0	0	5	0	0	0	0	23	1	45	0	1
63	635	6302	63	134	30	19	0	0	0	40	56	0	6	0	0	2	45	0	1
64	638	6401	122	0	27	3	23	2943	0	0	6	0	45	0	144	0	0	0	5
64	641	6402	50	109	27	3	23	99	0	0	138	0	18	0	0	19	0	0	5
64	639	6403	241	0	27	3	23	0	0	0	12	0	3	0	0	0	0	0	5
64	642	6404	100	0	27	3	23	0	0	0	20	0	0	0	0	14	0	0	5
65	644	6501	0	0	25	11	1	0	0	0	0	0	8	0	0	0	8	0	35
65	645	6502	30	51	25	11	1	0	0	0	85	0	16	0	0	0	8	0	35
65	646	6503	0	0	25	11	1	0	0	0	81	0	220	0	18	0	8	0	35
65	647	6504	0	0	25	11	1	0	0	0	75	0	40	0	0	0	8	0	35
65	648	6505	0	0	25	11	1	0	0	0	125	0	130	0	18	0	8	0	35

Post Falls Sub-Area Model 2020 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2020	LU2_2020	LU3_2020	LU4_2020	LU5_2020	LU6_2020	LU7_2020	LU8_2020	LU9_2020	LU10_2020	LU11_2020	LU12_2020	LU13_2020	LU14_2020	LU15_2020	LU16_2020	LU17_2020
65	649	6506	0	0	13	3	0	0	0	0	18	0	30	0	0	0	5	0	12
65	650	6507	0	0	12	4	1	0	0	0	27	0	130	0	0	0	3	0	11
65	651	6508	0	0	0	4	0	0	0	0	2	0	481	0	0	0	0	0	12
66	66	66	86	52	5	3	0	1829	0	0	0	20	0	0	34	65	41	0	12
67	67	67	210	59	1	0	0	0	0	0	0	0	0	0	0	0	48	0	0
68	636	6801	139	77	0	0	1	0	0	0	5	0	0	0	1	0	0	0	0
68	637	6802	99	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
69	640	6901	194	0	11	18	0	28	0	0	0	0	0	0	13	0	0	0	5
69	643	6902	100	100	11	18	0	5	0	0	86	0	0	0	0	4	0	0	5
70	652	7001	260	0	90	0	17	0	0	5	0	0	0	0	8	23	16	0	53
70	653	7002	0	100	90	0	17	0	0	0	0	0	0	0	0	4	16	0	53
71	71	71	204	116	14	23	4	0	131	147	0	0	17	0	1	4	20	0	79
72	72	72	226	0	2	0	22	0	0	0	0	0	0	0	1	0	66	0	0
73	73	73	144	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	74	74	56	0	58	2	0	0	0	149	0	0	0	0	37	0	0	0	0
76	76	76	36	11	18	0	0	0	0	0	0	0	0	0	5	0	0	0	0
77	77	77	25	8	27	75	62	165	0	74	0	0	0	0	0	0	201	0	1
78	78	78	25	0	91	25	8	0	0	3	0	0	0	0	0	0	5	0	0
79	79	79	2	0	361	35	0	0	0	0	0	0	0	0	5	0	498	0	0
81	81	81	81	0	934	192	82	0	0	253	9	0	0	0	2	0	335	0	6
82	82	82	222	0	7	0	3	0	0	191	6	132	0	0	5	4	0	0	0
83	83	83	0	0	0	0	0	0	0	0	3	0	439	0	22	0	0	0	0
84	84	84	0	0	170	123	559	82	94	0	0	8784	66	0	21	0	0	0	808
85	85	85	77	60	11	0	15	0	111	56	105	0	39	0	39	1	0	0	0
86	86	86	94	30	0	3	0	0	0	0	89	0	14	0	36	0	0	0	0
88	88	88	11	43	19	9	0	0	0	17	0	0	0	0	21	0	47	0	0
89	89	89	49	16	97	17	58	258	0	3	0	0	0	0	4	0	2	331	0
92	92	92	32	10	6	5	0	0	0	0	0	0	0	0	5	0	30	0	57
93	93	93	1	0	135	68	3	0	0	0	0	0	0	0	0	0	17	0	63
94	94	94	147	48	33	8	0	0	0	0	0	0	0	0	4	63	17	0	0
95	95	95	2	0	32	15	62	0	62	121	0	0	0	0	0	0	15	0	1
97	97	97	5	0	3	1	87	0	0	0	4	0	15	0	40	0	0	76	0
98	98	98	0	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	3
99	99	99	179	58	0	0	0	0	216	118	0	0	0	0	11	0	3	0	7
100	100	100	236	76	1	0	18	0	0	37	1	0	0	0	70	8	2	0	0
101	101	101	286	93	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
102	102	102	303	98	12	17	8	0	62	1	33	0	47	0	28	0	1	0	5
103	103	103	407	0	21	1	0	0	0	0	29	0	0	0	5	0	0	0	12
104	104	104	203	65	36	0	12	0	0	0	196	0	0	0	2	14	1	0	2
105	105	105	20	6	26	0	280	0	0	0	77	0	95	0	7	0	0	0	80
179	655	17901	0	0	0	3	0	0	0	134	125	0	0	0	67	0	0	0	0
179	654	17902	0	0	0	0	0	0	0	42	0	0	580	0	0	0	5	0	0
401	401	401	4	100	241	0	109	0	0	0	0	0	0	0	2	20	0	0	0
402	402	402	0	0	0	0	94	0	0	310	0	0	0	0	11	0	0	0	0
403	613	40301	0	0	20	7	23	0	0	0	16	0	366	0	43	0	0	0	2
403	623	40302	0	0	20	7	23	0	0	0	12	0	92	0	11	0	0	0	2

Post Falls Sub-Area Model 2020 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2020	LU2_2020	LU3_2020	LU4_2020	LU5_2020	LU6_2020	LU7_2020	LU8_2020	LU9_2020	LU10_2020	LU11_2020	LU12_2020	LU13_2020	LU14_2020	LU15_2020	LU16_2020	LU17_2020
403	624	40303	62	20	20	7	23	0	0	0	165	0	92	0	11	0	0	0	2
404	404	404	440	0	9	4	3	0	0	0	32	0	28	0	39	0	2	0	8
405	405	405	208	0	0	0	0	0	0	0	18	0	71	0	7	0	17	0	0
406	603	40601	128	21	0	0	0	0	0	0	38	0	4903	0	306	0	0	0	30
406	604	40602	0	0	5	0	0	0	0	0	0	0	490	0	30	0	0	0	30
406	605	40603	0	0	5	0	0	0	0	0	1	0	490	0	30	0	0	0	30
407	407	407	440	180	0	34	0	737	0	4	3	0	10	0	21	0	16	0	0

Post Falls Sub-Area Model 2020 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2020	LU19_2020	LU20_2020	LU21_2020	LU22_2020	LU23_2020
28	600	2801	0	0	0	0	0	0
28	601	2802	0	1	0	0	28	0
28	602	2803	0	1	0	0	13	0
42	42	42	0	0	0	0	38	0
43	606	4301	1	0	0	0	6	0
43	607	4302	1	0	0	0	9	0
43	608	4303	1	0	0	0	5	0
46	46	46	0	0	0	0	17	4
48	612	4801	0	0	0	0	19	0
48	622	4802	0	0	0	0	20	0
49	611	4901	0	0	0	0	0	0
49	621	4902	0	0	0	0	2	32
50	614	5001	4	0	0	0	6	0
50	625	5002	4	0	0	0	0	0
50	626	5003	4	0	0	0	19	0
51	627	5101	3	13	0	0	0	0
51	628	5102	3	51	0	0	10	0
51	629	5103	3	25	0	0	16	0
52	52	52	1	0	0	0	4	0
53	53	53	0	0	0	0	0	0
55	615	5501	1	0	0	0	0	0
55	616	5502	1	0	0	3	1	0
56	609	5601	0	0	0	0	7	0
56	617	5602	0	0	0	0	4	0
56	618	5603	0	0	0	0	9	0
57	610	5701	0	0	0	0	14	0
57	619	5702	0	0	0	0	30	0
57	620	5703	0	0	0	0	0	12
58	58	58	4	0	3	0	23	6
59	630	5901	0	92	0	0	1	0
59	631	5902	0	0	0	0	1	0
60	632	6001	2	108	0	0	3	0
60	633	6002	2	0	0	0	0	0
61	61	61	0	0	0	0	1	0
62	62	62	0	0	0	0	0	0
63	634	6301	1	0	0	0	9	0
63	635	6302	1	0	0	0	0	0
64	638	6401	1	239	8	0	0	0
64	641	6402	1	18	0	0	3	0
64	639	6403	1	0	2	0	0	0
64	642	6404	1	47	79	0	13	0
65	644	6501	0	0	1	7	2	41
65	645	6502	0	0	6	0	0	41
65	646	6503	0	0	0	0	8	41
65	647	6504	0	0	0	0	0	41
65	648	6505	0	0	0	0	4	41



OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2020	LU19_2020	LU20_2020	LU21_2020	LU22_2020	LU23_2020
65	649	6506	0	0	0	0	8	21
65	650	6507	0	0	0	0	9	20
65	651	6508	0	0	0	0	0	8
66	66	66	4	351	0	0	0	22
67	67	67	3	0	1	0	4	2
68	636	6801	0	0	0	0	6	0
68	637	6802	0	0	2	0	2	0
69	640	6901	4	8	0	0	0	0
69	643	6902	4	0	0	0	12	0
70	652	7001	0	0	0	0	102	0
70	653	7002	0	0	0	0	17	0
71	71	71	16	0	15	0	0	116
72	72	72	23	0	0	0	4	5
73	73	73	0	0	0	0	0	0
74	74	74	0	0	4	25	0	17
76	76	76	1	0	0	0	0	85
77	77	77	15	14	3	0	2	11
78	78	78	5	0	14	0	0	157
79	79	79	29	0	0	1	0	54
81	81	81	37	0	34	0	32	138
82	82	82	9	58	3	1	1	59
83	83	83	0	0	0	0	0	0
84	84	84	124	23	42	0	109	26
85	85	85	0	0	0	0	8	18
86	86	86	0	0	0	1	0	0
88	88	88	0	0	0	0	0	0
89	89	89	23	50	39	0	64	19
92	92	92	0	0	0	0	12	23
93	93	93	15	23	0	0	12	234
94	94	94	26	7	1	0	17	25
95	95	95	0	0	21	0	0	11
97	97	97	0	0	0	0	31	0
98	98	98	7	0	0	0	0	0
99	99	99	0	0	5	0	3	0
100	100	100	0	0	0	0	26	0
101	101	101	0	0	0	0	0	0
102	102	102	26	92	15	0	2	29
103	103	103	1	0	14	3	3	0
104	104	104	3	0	13	1	24	4
105	105	105	62	3	12	10	104	0
179	655	17901	0	0	0	0	0	0
179	654	17902	0	0	0	0	0	0
401	401	401	0	0	0	0	16	0
402	402	402	0	0	0	0	0	108
403	613	40301	1	0	0	0	5	0
403	623	40302	1	0	0	0	5	0

Post Falls Sub-Area Model 2020 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2020	LU19_2020	LU20_2020	LU21_2020	LU22_2020	LU23_2020
403	624	40303	1	0	0	0	5	0
404	404	404	37	1	0	0	74	0
405	405	405	0	0	0	0	8	0
406	603	40601	1	0	0	0	0	0
406	604	40602	1	0	0	0	0	0
406	605	40603	1	0	0	0	0	0
407	407	407	34	0	0	0	23	12

Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2025	LU2_2025	LU3_2025	LU4_2025	LU5_2025	LU6_2025	LU7_2025	LU8_2025	LU9_2025	LU10_2025	LU11_2025	LU12_2025	LU13_2025	LU14_2025	LU15_2025	LU16_2025	LU17_2025
28	600	2801	24	0	3	0	5	0	0	152	0	0	185	0	90	0	12	0	4
28	601	2802	58	57	3	0	6	0	0	0	100	0	1707	0	358	0	12	0	7
28	602	2803	117	0	2	0	6	0	0	0	0	0	185	0	90	0	17	0	4
42	42	42	0	0	0	0	32	0	0	0	1	0	514	0	136	0	0	0	0
43	606	4301	0	0	6	0	85	0	0	0	67	0	440	0	138	17	4	0	0
43	607	4302	800	119	6	0	62	0	0	0	26	0	440	0	138	2	4	0	0
43	608	4303	0	0	5	0	61	0	0	0	35	0	440	0	138	1	3	0	0
46	46	46	0	0	0	3	0	0	0	0	39	0	766	0	25	3	0	0	0
48	612	4801	0	0	7	0	65	0	0	0	0	0	878	0	147	0	0	0	3
48	622	4802	0	0	7	0	66	0	0	0	1	0	878	0	147	0	0	0	3
49	611	4901	0	0	0	0	0	0	0	0	1	0	465	0	20	0	0	0	0
49	621	4902	16	0	21	0	0	0	0	1102	21	0	931	0	40	0	0	0	0
50	614	5001	27	22	3	2	22	0	0	0	52	0	69	0	0	0	7	0	14
50	625	5002	29	22	3	2	22	0	0	0	36	0	34	0	0	1	7	0	14
50	626	5003	66	23	4	3	32	0	0	0	22	0	34	0	0	8	11	0	24
51	627	5101	386	203	0	7	0	578	0	19	0	0	391	0	0	0	12	0	0
51	628	5102	644	7	0	7	0	0	0	0	0	0	11	0	23	0	12	0	0
51	629	5103	5	33	0	11	520	226	69	11	0	0	150	0	0	0	16	0	0
52	52	52	535	0	0	0	0	0	0	0	0	0	0	0	15	0	2	0	1
53	53	53	549	0	0	0	1	0	0	214	0	0	76	0	4	0	16	0	4
55	615	5501	207	208	0	0	0	0	0	1	7	0	540	0	0	0	0	0	0
55	616	5502	922	31	0	0	0	257	0	5	0	0	0	0	28	0	4	0	0
56	609	5601	362	207	43	8	14	0	0	0	8	0	600	0	0	0	27	0	0
56	617	5602	332	67	28	8	13	0	0	0	28	0	195	0	32	0	27	0	0
56	618	5603	665	423	40	11	18	0	0	0	0	0	195	0	32	0	60	0	0
57	610	5701	356	350	3	0	0	0	0	0	12	0	658	0	0	0	1	0	0
57	619	5702	285	47	7	0	2	0	0	0	5	0	225	0	22	0	2	0	0
57	620	5703	537	47	8	0	6	0	0	0	6	0	161	0	22	0	2	0	0
58	58	58	0	0	0	0	0	0	0	0	82	0	215	0	10	0	1	0	0
59	630	5901	360	120	0	0	2	734	0	8	0	0	0	0	35	0	1	0	5
59	631	5902	160	32	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0
60	632	6001	309	111	0	0	3	1057	0	29	0	0	0	0	41	0	0	0	0
60	633	6002	161	42	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
61	61	61	219	0	0	0	1	0	0	0	88	0	10	0	1	0	0	0	0
62	62	62	30	0	0	0	0	0	0	0	49	0	8	0	5	3	0	0	0
63	634	6301	314	0	20	13	0	0	0	5	0	0	0	0	23	1	30	0	1
63	635	6302	69	146	33	21	0	0	0	46	56	0	6	0	0	3	49	0	1
64	638	6401	156	0	18	2	15	2982	0	0	6	0	45	0	144	0	0	0	4
64	641	6402	50	126	29	3	26	99	0	0	138	0	18	0	0	23	0	0	5
64	639	6403	251	0	18	2	15	0	0	0	12	0	3	0	0	0	0	0	4
64	642	6404	100	0	19	3	15	0	0	0	20	0	0	0	0	14	0	0	3
65	644	6501	0	0	26	11	1	0	0	0	0	0	5	0	0	0	9	0	35
65	645	6502	30	68	20	8	1	0	0	0	85	0	12	0	0	0	9	0	25
65	646	6503	140	0	17	8	1	0	0	0	81	0	220	0	18	0	5	0	26
65	647	6504	53	0	17	8	1	0	0	0	75	0	40	0	0	0	5	0	23
65	648	6505	53	0	17	7	1	0	0	0	125	0	130	0	18	0	5	0	23

Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2025	LU2_2025	LU3_2025	LU4_2025	LU5_2025	LU6_2025	LU7_2025	LU8_2025	LU9_2025	LU10_2025	LU11_2025	LU12_2025	LU13_2025	LU14_2025	LU15_2025	LU16_2025	LU17_2025
65	649	6506	13	0	9	2	0	0	0	0	18	0	30	0	0	0	3	0	8
65	650	6507	0	0	8	3	1	0	0	0	27	0	130	0	0	0	2	0	7
65	651	6508	282	0	0	3	0	0	0	0	2	0	481	0	0	0	0	0	8
66	66	66	89	64	5	3	0	2053	0	0	0	22	0	0	34	73	45	0	13
67	67	67	210	59	1	0	0	0	0	0	0	0	0	0	0	0	53	0	0
68	636	6801	139	77	0	0	1	0	0	0	5	0	0	0	1	0	0	0	0
68	637	6802	99	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
69	640	6901	194	31	8	14	0	31	0	0	0	0	0	0	13	0	0	0	6
69	643	6902	100	67	11	18	0	6	0	0	86	0	0	0	0	4	0	0	4
70	652	7001	260	10	72	0	18	0	0	5	0	0	0	0	8	24	13	0	50
70	653	7002	50	157	123	0	13	0	0	1	0	0	0	0	0	6	22	0	44
71	71	71	204	153	16	26	4	0	147	165	0	0	17	0	1	4	22	0	89
72	72	72	226	0	2	0	25	0	0	0	0	0	0	0	1	0	72	0	0
73	73	73	144	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	74	74	56	0	63	2	0	0	0	167	0	0	0	0	37	0	0	0	0
76	76	76	36	11	20	0	0	0	0	0	0	0	0	0	5	0	0	0	0
77	77	77	25	8	29	84	69	185	0	83	0	0	0	0	0	0	220	0	1
78	78	78	25	0	99	28	9	0	0	3	0	0	0	0	0	0	5	0	0
79	79	79	2	0	397	39	0	0	0	0	0	0	0	0	5	0	563	0	0
81	81	81	81	0	1023	215	92	0	0	284	9	0	0	0	2	0	372	0	7
82	82	82	222	0	7	0	3	0	0	214	6	148	0	0	5	4	0	0	0
83	83	83	150	0	0	0	0	0	0	0	3	0	436	0	22	0	0	0	0
84	84	84	0	0	186	138	627	92	105	0	0	9858	66	0	21	0	0	0	907
85	85	85	127	90	12	0	17	0	125	63	105	0	39	0	39	1	0	0	0
86	86	86	94	30	0	3	0	0	0	0	89	0	14	0	36	0	0	0	0
88	88	88	11	63	29	10	0	0	0	19	0	0	0	0	21	0	55	0	0
89	89	89	56	16	106	19	65	290	0	3	0	0	0	0	4	0	2	371	0
92	92	92	74	110	9	6	0	0	0	0	0	0	0	0	5	0	38	0	64
93	93	93	1	0	147	76	3	0	0	0	0	0	0	0	0	0	19	0	71
94	94	94	147	48	36	9	0	0	0	0	0	0	0	0	4	71	18	0	0
95	95	95	2	0	35	17	70	0	70	136	0	0	0	0	0	0	16	0	1
97	97	97	5	0	4	1	98	0	0	0	4	0	15	0	40	0	0	85	0
98	98	98	0	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	3
99	99	99	179	58	0	0	0	0	242	132	0	0	0	0	11	0	4	0	8
100	100	100	236	76	1	0	20	0	0	42	1	0	0	0	70	9	2	0	0
101	101	101	286	93	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
102	102	102	303	98	13	19	9	0	70	1	33	0	47	0	28	0	1	0	6
103	103	103	407	0	23	1	0	0	0	0	29	0	0	0	5	0	0	0	13
104	104	104	203	65	39	0	13	0	0	0	196	0	0	0	2	16	1	0	2
105	105	105	20	6	28	0	314	0	0	0	77	0	94	0	7	0	0	0	90
179	655	17901	0	0	0	3	0	0	0	147	126	0	0	0	67	0	0	0	0
179	654	17902	0	0	0	1	0	0	0	50	0	0	576	0	0	0	5	0	0
401	401	401	5	176	359	0	122	0	0	0	0	0	0	0	2	23	0	0	0
402	402	402	0	67	0	0	105	0	0	348	0	0	0	0	11	0	0	0	0
403	613	40301	0	0	13	6	17	0	0	0	16	0	364	0	43	0	0	0	1
403	623	40302	0	0	15	5	16	0	0	0	12	0	91	0	11	0	0	0	2



Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2025	LU2_2025	LU3_2025	LU4_2025	LU5_2025	LU6_2025	LU7_2025	LU8_2025	LU9_2025	LU10_2025	LU11_2025	LU12_2025	LU13_2025	LU14_2025	LU15_2025	LU16_2025	LU17_2025
403	624	40303	62	20	20	6	23	0	0	0	165	0	91	0	11	0	0	0	2
404	404	404	453	0	10	5	3	0	0	0	32	0	28	0	39	0	2	0	9
405	405	405	229	0	0	0	0	0	0	0	18	0	70	0	7	0	19	0	0
406	603	40601	734	131	2	0	0	123	0	0	38	107	4873	0	306	0	0	0	30
406	604	40602	208	125	7	0	0	0	0	0	0	0	487	0	30	0	0	0	22
406	605	40603	283	235	7	0	0	0	0	0	1	0	487	0	30	0	0	0	22
407	407	407	440	233	0	38	0	827	0	4	3	0	10	0	21	0	17	0	0

Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2025	LU19_2025	LU20_2025	LU21_2025	LU22_2025	LU23_2025
28	600	2801	0	0	0	0	2	0
28	601	2802	0	1	0	0	29	0
28	602	2803	0	1	0	0	14	0
42	42	42	0	0	0	0	43	0
43	606	4301	1	0	0	0	7	0
43	607	4302	1	0	0	0	10	0
43	608	4303	1	0	0	0	6	0
46	46	46	0	0	0	0	19	6
48	612	4801	0	0	0	0	21	0
48	622	4802	0	0	0	0	22	0
49	611	4901	0	0	0	0	0	0
49	621	4902	0	0	0	0	2	35
50	614	5001	3	0	0	0	7	0
50	625	5002	3	0	0	0	2	0
50	626	5003	3	0	0	0	19	0
51	627	5101	3	24	0	0	1	0
51	628	5102	3	51	0	0	10	0
51	629	5103	3	25	0	0	18	0
52	52	52	1	0	0	0	5	0
53	53	53	0	0	0	0	0	0
55	615	5501	1	0	0	0	0	0
55	616	5502	1	44	0	3	2	0
56	609	5601	0	0	0	0	9	0
56	617	5602	0	0	0	0	4	0
56	618	5603	0	0	0	0	10	0
57	610	5701	0	0	0	0	14	0
57	619	5702	0	0	0	0	32	0
57	620	5703	0	0	0	0	2	18
58	58	58	4	0	3	0	26	9
59	630	5901	0	103	0	0	1	0
59	631	5902	0	0	0	0	1	0
60	632	6001	2	121	0	0	3	0
60	633	6002	2	0	0	0	0	0
61	61	61	0	0	0	0	1	0
62	62	62	0	0	0	0	0	0
63	634	6301	1	0	0	0	9	0
63	635	6302	1	0	0	0	1	0
64	638	6401	1	232	8	0	0	0
64	641	6402	1	18	10	0	4	0
64	639	6403	1	0	2	0	0	0
64	642	6404	1	47	80	0	14	0
65	644	6501	0	0	2	7	2	30
65	645	6502	0	0	6	1	1	42
65	646	6503	0	0	0	0	9	27
65	647	6504	0	0	0	0	0	27
65	648	6505	0	0	0	0	4	27

Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2025	LU19_2025	LU20_2025	LU21_2025	LU22_2025	LU23_2025
65	649	6506	0	0	0	0	8	14
65	650	6507	0	0	0	0	10	13
65	651	6508	0	0	0	0	1	5
66	66	66	5	394	0	0	0	25
67	67	67	3	0	1	0	5	2
68	636	6801	0	0	0	0	6	0
68	637	6802	0	0	2	0	3	0
69	640	6901	3	8	0	0	1	0
69	643	6902	3	1	0	0	13	0
70	652	7001	0	0	0	0	105	0
70	653	7002	0	0	0	0	28	0
71	71	71	18	0	17	0	0	147
72	72	72	26	0	0	0	4	5
73	73	73	0	0	0	0	0	0
74	74	74	0	0	4	28	0	19
76	76	76	1	0	0	0	0	93
77	77	77	17	16	3	0	2	12
78	78	78	6	0	16	0	0	172
79	79	79	33	0	0	1	0	59
81	81	81	42	0	38	0	36	152
82	82	82	10	65	3	1	1	66
83	83	83	0	0	0	0	0	0
84	84	84	139	26	47	0	122	28
85	85	85	0	0	0	0	9	19
86	86	86	0	0	0	1	0	0
88	88	88	0	0	0	0	0	0
89	89	89	26	56	44	0	72	25
92	92	92	0	0	0	0	13	25
93	93	93	17	26	0	0	14	257
94	94	94	29	8	1	0	19	27
95	95	95	0	0	24	0	0	12
97	97	97	0	0	0	0	35	0
98	98	98	8	0	0	0	0	0
99	99	99	0	0	6	0	3	0
100	100	100	0	0	0	0	29	0
101	101	101	0	0	0	0	0	0
102	102	102	29	103	17	0	2	31
103	103	103	1	0	16	3	3	0
104	104	104	3	0	15	1	27	4
105	105	105	69	3	13	11	117	0
179	655	17901	0	0	0	0	0	0
179	654	17902	0	0	0	0	0	0
401	401	401	0	0	0	0	18	0
402	402	402	0	0	0	0	0	162
403	613	40301	1	0	0	0	6	0
403	623	40302	1	0	0	0	5	0

Post Falls Sub-Area Model 2025 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2025	LU19_2025	LU20_2025	LU21_2025	LU22_2025	LU23_2025
403	624	40303	1	0	0	0	5	0
404	404	404	41	1	0	0	83	0
405	405	405	0	0	0	0	9	0
406	603	40601	1	0	0	0	0	0
406	604	40602	1	0	0	0	0	0
406	605	40603	1	0	0	0	0	0
407	407	407	38	0	0	0	26	15



Post Falls Sub-Area Model 2035 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2035	LU2_2035	LU3_2035	LU4_2035	LU5_2035	LU6_2035	LU7_2035	LU8_2035	LU9_2035	LU10_2035	LU11_2035	LU12_2035	LU13_2035	LU14_2035	LU15_2035	LU16_2035	LU17_2035
28	600	2801	24	0	2	0	1	0	0	261	0	0	175	0	90	0	2	0	0
28	601	2802	150	95	3	0	4	0	0	0	100	0	1702	0	358	0	2	0	8
28	602	2803	141	0	1	0	4	0	0	0	0	0	175	0	90	0	17	0	0
42	42	42	0	0	0	0	39	0	0	0	1	0	508	0	136	0	0	0	0
43	606	4301	0	0	7	0	86	0	0	0	67	0	435	0	138	19	4	0	0
43	607	4302	1500	276	5	0	16	0	0	0	26	0	435	0	138	3	4	0	0
43	608	4303	0	0	4	0	14	0	0	0	35	0	435	0	138	3	2	0	0
46	46	46	0	0	0	4	0	0	0	0	39	0	757	0	25	4	0	0	0
48	612	4801	0	0	8	0	80	0	0	0	0	0	867	0	147	0	0	0	4
48	622	4802	0	0	8	0	80	0	0	0	1	0	867	0	147	0	0	0	4
49	611	4901	0	0	0	0	0	0	0	0	1	0	460	0	20	0	0	0	0
49	621	4902	16	0	24	0	0	0	0	1342	21	0	919	0	40	0	0	0	0
50	614	5001	81	66	0	0	3	0	0	0	52	0	68	0	0	0	0	0	0
50	625	5002	87	66	1	0	5	0	0	0	36	0	33	0	0	2	0	0	0
50	626	5003	87	68	4	4	35	0	0	0	22	0	33	0	0	9	13	0	29
51	627	5101	433	263	0	1	0	771	0	20	0	0	395	0	0	0	3	0	0
51	628	5102	664	20	0	0	1	0	0	0	0	0	0	0	23	0	3	0	0
51	629	5103	15	100	0	12	633	226	69	16	0	0	150	0	0	0	15	0	0
52	52	52	535	0	0	0	0	0	0	0	0	0	0	0	15	0	3	0	2
53	53	53	589	0	0	0	2	0	0	261	0	0	75	0	4	0	19	0	5
55	615	5501	621	208	0	0	0	0	0	2	7	0	533	0	0	0	1	0	0
55	616	5502	922	92	0	0	0	771	0	5	0	0	0	0	28	0	4	0	0
56	609	5601	1077	620	44	2	5	0	0	0	8	0	600	0	0	0	0	0	0
56	617	5602	944	200	0	2	3	0	0	0	28	0	189	0	32	0	0	0	0
56	618	5603	758	456	36	11	17	0	0	0	0	0	189	0	32	0	100	0	0
57	610	5701	1055	1050	10	0	0	0	0	0	12	0	645	0	0	0	1	0	0
57	619	5702	848	100	10	0	0	0	0	0	5	0	225	0	22	0	3	0	0
57	620	5703	1011	100	9	0	9	0	0	0	6	0	161	0	22	0	2	0	0
58	58	58	0	0	0	0	0	0	0	0	82	0	212	0	10	0	2	0	0
59	630	5901	360	120	0	0	1	894	0	9	0	0	0	0	35	0	2	0	12
59	631	5902	160	32	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
60	632	6001	309	111	0	0	4	1288	0	36	0	0	0	0	41	0	0	0	0
60	633	6002	161	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	61	61	249	0	0	0	1	0	0	0	88	0	9	0	1	0	0	0	0
62	62	62	50	0	0	0	0	0	0	0	49	0	8	0	5	4	0	0	0
63	634	6301	314	0	0	1	0	0	0	5	0	0	0	0	23	1	1	0	1
63	635	6302	81	170	39	25	0	0	0	58	56	0	6	0	0	4	56	0	1
64	638	6401	225	0	0	0	0	3061	0	0	6	0	45	0	144	0	0	0	1
64	641	6402	50	159	32	4	31	99	0	0	138	0	17	0	0	31	0	0	4
64	639	6403	271	0	0	0	0	0	0	0	12	0	2	0	0	0	0	0	2
64	642	6404	100	0	2	2	0	0	0	0	20	0	0	0	0	14	0	0	0
65	644	6501	0	0	29	11	0	0	0	0	0	0	0	0	0	0	10	0	34
65	645	6502	30	101	10	2	0	0	0	0	85	0	5	0	0	0	10	0	6
65	646	6503	420	0	0	1	0	0	0	0	81	0	220	0	18	0	0	0	8
65	647	6504	160	0	0	1	0	0	0	0	75	0	40	0	0	0	0	0	0
65	648	6505	160	0	0	0	0	0	0	0	125	0	130	0	18	0	0	0	0

Post Falls Sub-Area Model 2035 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2035	LU2_2035	LU3_2035	LU4_2035	LU5_2035	LU6_2035	LU7_2035	LU8_2035	LU9_2035	LU10_2035	LU11_2035	LU12_2035	LU13_2035	LU14_2035	LU15_2035	LU16_2035	LU17_2035
65	649	6506	40	0	0	0	1	0	0	0	18	0	30	0	0	0	0	0	0
65	650	6507	0	0	0	0	0	0	0	0	27	0	130	0	0	0	0	0	0
65	651	6508	845	0	0	0	0	0	0	0	2	0	481	0	0	0	0	0	0
66	66	66	94	88	6	4	0	2500	0	0	0	27	0	0	34	89	53	0	16
67	67	67	210	59	2	0	0	0	0	0	0	0	0	0	0	0	0	62	0
68	636	6801	139	77	0	0	2	0	0	0	5	0	0	0	1	0	0	0	0
68	637	6802	99	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
69	640	6901	194	94	3	5	0	37	0	0	0	0	0	0	13	1	0	0	7
69	643	6902	100	0	11	19	0	8	0	0	86	0	0	0	0	4	0	0	1
70	652	7001	260	30	36	0	20	0	0	5	0	0	0	0	8	27	6	0	45
70	653	7002	150	270	189	0	4	0	0	2	0	0	0	0	0	10	34	0	27
71	71	71	204	226	19	31	5	0	179	201	0	0	17	0	1	5	25	0	108
72	72	72	226	0	2	0	30	0	0	0	0	0	0	0	1	0	85	0	0
73	73	73	144	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	74	74	56	0	74	3	0	0	0	204	0	0	0	0	37	0	0	0	0
76	76	76	36	11	23	0	0	0	0	0	0	0	0	0	5	0	0	0	0
77	77	77	25	8	34	103	84	226	0	101	0	0	0	0	0	0	257	0	2
78	78	78	25	0	116	34	11	0	0	4	0	0	0	0	0	0	6	0	0
79	79	79	2	0	469	48	0	0	0	0	0	0	0	0	5	0	694	0	0
81	81	81	81	0	1200	262	112	0	0	346	9	0	0	0	2	0	447	0	8
82	82	82	222	0	8	0	4	0	0	261	6	181	0	0	5	5	0	0	0
83	83	83	450	0	0	0	0	0	0	0	3	0	431	0	22	0	0	0	0
84	84	84	0	0	218	168	764	112	128	0	0	12006	65	0	21	0	0	0	1105
85	85	85	227	150	14	0	21	0	152	76	105	0	38	0	39	2	0	0	0
86	86	86	94	30	0	4	0	0	0	0	89	0	14	0	36	0	0	0	0
88	88	88	11	103	48	13	0	0	0	24	0	0	0	0	21	0	70	0	0
89	89	89	69	16	124	23	80	353	0	4	0	0	0	0	4	0	3	452	0
92	92	92	159	310	16	7	0	0	0	0	0	0	0	0	5	0	55	0	78
93	93	93	1	0	172	93	4	0	0	0	0	0	0	0	0	0	22	0	86
94	94	94	147	48	42	11	0	0	0	0	0	0	0	0	4	86	21	0	0
95	95	95	2	0	41	21	85	0	85	165	0	0	0	0	0	0	19	0	1
97	97	97	5	0	5	2	119	0	0	0	4	0	15	0	40	0	0	104	0
98	98	98	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	4
99	99	99	179	58	0	0	0	0	295	161	0	0	0	0	11	0	5	0	9
100	100	100	236	76	2	0	24	0	0	51	1	0	0	0	70	11	3	0	0
101	101	101	286	93	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
102	102	102	303	98	15	23	11	0	85	2	33	0	46	0	28	0	2	0	7
103	103	103	407	0	27	2	0	0	0	0	29	0	0	0	5	0	0	0	16
104	104	104	203	65	46	0	16	0	0	0	196	0	0	0	2	19	2	0	2
105	105	105	21	6	33	0	383	0	0	0	77	0	93	0	7	0	0	0	109
179	655	17901	0	0	0	3	0	0	0	174	129	0	0	0	67	0	0	0	0
179	654	17902	0	0	0	3	0	0	0	67	0	0	569	0	0	0	6	0	0
401	401	401	6	328	594	0	149	0	0	0	0	0	0	0	2	28	0	0	0
402	402	402	0	200	0	0	128	0	0	423	0	0	0	0	11	0	0	0	0
403	613	40301	0	0	0	4	6	0	0	0	16	0	360	0	43	0	0	0	0
403	623	40302	0	0	4	1	3	0	0	0	12	0	90	0	11	0	0	0	1

Post Falls Sub-Area Model 2035 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU1_2035	LU2_2035	LU3_2035	LU4_2035	LU5_2035	LU6_2035	LU7_2035	LU8_2035	LU9_2035	LU10_2035	LU11_2035	LU12_2035	LU13_2035	LU14_2035	LU15_2035	LU16_2035	LU17_2035
403	624	40303	62	20	21	3	22	0	0	0	165	0	90	0	11	0	0	0	2
404	404	404	478	0	11	6	4	0	0	0	32	0	28	0	39	0	3	0	11
405	405	405	272	0	0	0	0	0	0	0	18	0	69	0	7	0	22	0	0
406	603	40601	1945	350	6	0	0	370	0	0	38	321	4814	0	306	0	0	0	31
406	604	40602	625	375	10	0	0	0	0	0	0	0	481	0	30	0	0	0	5
406	605	40603	850	705	10	0	0	0	0	0	1	0	481	0	30	0	0	0	5
407	407	407	440	340	0	47	0	1008	0	5	3	0	10	0	21	0	20	0	0

Post Falls Sub-Area Model 2035 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2035	LU19_2035	LU20_2035	LU21_2035	LU22_2035	LU23_2035
28	600	2801	0	0	0	0	7	0
28	601	2802	0	1	0	0	32	0
28	602	2803	0	2	0	0	17	0
42	42	42	0	0	0	0	52	0
43	606	4301	0	0	0	0	9	0
43	607	4302	1	0	0	0	12	0
43	608	4303	0	0	0	0	8	0
46	46	46	0	0	0	0	24	9
48	612	4801	0	0	0	0	26	0
48	622	4802	0	0	0	0	27	0
49	611	4901	0	0	0	0	0	0
49	621	4902	0	0	0	0	3	41
50	614	5001	0	0	0	0	9	0
50	625	5002	1	0	0	0	5	0
50	626	5003	1	0	0	0	19	0
51	627	5101	4	46	0	0	4	0
51	628	5102	4	51	0	0	10	0
51	629	5103	4	25	0	0	23	0
52	52	52	2	0	0	0	6	0
53	53	53	0	0	0	0	0	0
55	615	5501	2	0	0	1	0	0
55	616	5502	2	132	0	3	3	0
56	609	5601	0	0	0	0	12	0
56	617	5602	0	0	0	0	4	0
56	618	5603	0	0	0	0	11	0
57	610	5701	0	0	0	0	14	0
57	619	5702	0	0	0	0	37	0
57	620	5703	0	0	0	0	7	31
58	58	58	5	0	4	0	32	14
59	630	5901	0	125	0	0	2	0
59	631	5902	0	0	0	0	1	0
60	632	6001	1	148	0	0	4	0
60	633	6002	2	0	0	0	0	0
61	61	61	0	0	0	0	1	0
62	62	62	0	0	0	0	0	0
63	634	6301	1	0	0	0	9	0
63	635	6302	1	0	0	0	4	0
64	638	6401	0	219	8	0	0	0
64	641	6402	2	18	30	0	6	0
64	639	6403	0	0	2	0	0	0
64	642	6404	0	47	83	0	15	0
65	644	6501	0	0	4	7	2	8
65	645	6502	0	0	6	2	2	44
65	646	6503	0	0	0	0	12	0
65	647	6504	0	0	0	0	0	0
65	648	6505	0	0	0	0	4	0

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2035	LU19_2035	LU20_2035	LU21_2035	LU22_2035	LU23_2035
65	649	6506	0	0	0	0	8	0
65	650	6507	0	0	0	0	11	0
65	651	6508	0	0	0	0	4	0
66	66	66	6	479	0	0	0	32
67	67	67	4	0	2	0	6	3
68	636	6801	0	0	0	0	6	0
68	637	6802	0	0	2	0	5	0
69	640	6901	1	9	0	0	3	0
69	643	6902	1	2	0	0	14	0
70	652	7001	0	0	0	0	112	0
70	653	7002	0	0	0	0	51	0
71	71	71	22	0	21	0	0	210
72	72	72	31	0	0	0	5	6
73	73	73	0	0	0	0	0	0
74	74	74	0	0	5	34	0	22
76	76	76	2	0	0	0	0	108
77	77	77	21	19	4	0	2	14
78	78	78	7	0	19	0	0	201
79	79	79	40	0	0	2	0	69
81	81	81	51	0	46	0	43	180
82	82	82	13	79	4	2	2	80
83	83	83	0	0	0	0	0	0
84	84	84	169	31	57	0	149	33
85	85	85	0	0	0	0	11	22
86	86	86	0	0	0	2	0	0
88	88	88	0	0	0	0	0	0
89	89	89	31	68	54	0	88	38
92	92	92	0	0	0	0	16	30
93	93	93	21	31	0	0	17	303
94	94	94	36	9	2	0	24	32
95	95	95	0	0	29	0	0	14
97	97	97	0	0	0	0	42	0
98	98	98	10	0	0	0	0	0
99	99	99	0	0	7	0	4	0
100	100	100	0	0	0	0	35	0
101	101	101	0	0	0	0	0	0
102	102	102	36	125	20	0	2	36
103	103	103	1	0	19	4	4	0
104	104	104	4	0	18	2	33	5
105	105	105	84	4	16	13	142	0
179	655	17901	0	0	0	0	0	0
179	654	17902	0	0	0	0	0	0
401	401	401	0	0	0	0	22	0
402	402	402	0	0	0	0	0	271
403	613	40301	0	0	0	0	7	0
403	623	40302	0	0	0	0	6	0



Post Falls Sub-Area Model 2035 Land Use

OrigTAZno	KMPOnewTAZ	DEAnewTAZ	LU18_2035	LU19_2035	LU20_2035	LU21_2035	LU22_2035	LU23_2035
403	624	40303	1	0	0	0	6	0
404	404	404	50	2	0	0	101	0
405	405	405	0	0	0	0	11	0
406	603	40601	1	0	0	0	0	0
406	604	40602	0	0	0	0	0	0
406	605	40603	0	0	0	0	0	0
407	407	407	46	0	0	0	31	22

Post Falls Sub-Area Model Land Use Summary

	<b>2014</b>	<b>2020</b>	<b>2025</b>	<b>2035</b>
LU1_SFDD	10235	12181	16549	25288
LU2_MFDD	1946	2951	4888	8749
LU3_RET	2201	3172	3429	3942
LU4_FIRES	638	912	949	1028
LU5_INDUST	1980	2748	2885	3173
LU6_SCH	7459	8449	9540	11724
LU7_ACCOM	577	745	828	993
LU8_AER	2680	3046	3459	4291
LU9_OSFDD	2515	2516	2517	2520
LU10_PSS	7827	8936	10135	12535
LU11_AGRI	20598	20452	20326	20077
LU12_WFRT	0	0	0	0
LU13_POL	2945	2945	2945	2945
LU14_TRNWH	238	278	311	381
LU15_MED	1324	1852	1964	2201
LU16_GOVT	347	407	456	556
LU17_ASWMR	1127	1681	1723	1807
LU18_PSTMC	450	555	611	722
LU19_EDUSRV	1044	1225	1374	1672
LU20_OTHER	288	337	378	462
LU21_INFO	44	52	57	72
LU22_UTLCONS	929	1095	1226	1498
LU23_FS	1023	1483	1610	1878

Land Use definitions:  
 2010 KMPO Base Calibratation Travel Demand Model Update  
 Final Documentation March 20, 2013



Figure 3 KMPO Land Use Classifications

KMPO Land Use Updated Classifications (Continued)

2010 KMPO Land Use Update

**LU1 - (SFDU) Single Family Residential** includes those lands occupied by a single family home, duplex, or a manufactured home on a single lot. During calibration, this category was divided and single family uses in "outer zones" moved to Land Use category LU9 - Outer SFDU. LU1 is measured in single family dwelling units.

**LU2 - (MFDU) Multi-Family Residential** uses contain five or more residential units on a parcel of land. This category also includes mobile home parks, apartment buildings, and condominiums. LU2 is measured in multi-family dwelling units.

**LU3 - (RET) Retail** includes a broad range of establishments which sell goods directly to the general public, such as general commercial, home furnishings, food stores, direct selling establishments or other products. NAICS codes: 441110 - 448320 & 451110 - 454390. LU3 is measured in employees.

**LU4 - (FIRE) Finance, Insurance, Real Estate Rental & Leasing** includes Commercial banking, financing, investment brokers, savings institutions, credit unions, investment advice, insurance carriers, real estate, rental and leasing, passenger car rental, recreational rentals, commercial air rail and water transportation, video tape and disc rental and other related companies. NAICS codes 521110 - 525990 & 531110 - 533110. LU4 is measured in employees.

**LU5 - (INDUST) Industrial** includes Mining, Manufacturing and Wholesale sectors which comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. This also includes the wholesale trade sector which comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. The categories are mining operations, processing plants, packaging, mills, foundries, machining, wholesale goods merchants and wholesale trade agents and brokers. NAICS codes include 211111 - 213115, 311111 - 316998, 321113 - 322999, 331110 - 339999 & 423110 - 425920. LU5 is measured in number of employees.

**LU6 - (HOSP) Hospital** includes hospitals and health care facilities.

**LU7 - (HOTEL) Accommodations** includes hotels, motels, and other transient lodging facilities.

**LU8 - (RE) Arts, Entertainment, and Recreation** includes amusement parks, theaters, sports stadiums, and other recreational facilities.

**LU9 - (OSFDU) Outer Single Family Residential** includes single family homes located in designated outer zones.

**LU10 - (PK) Post-Secondary School** includes colleges, universities, and other post-secondary educational institutions.

**LU11 - (AG) Agriculture** includes agricultural lands and operations.

**LU12 - (SFR) Recreation Area** includes parks, recreation areas, and other recreational facilities.

**LU13 - (PK) Public owned land** includes lands owned by the public, such as parks, recreation areas, and other public facilities.

**LU14 - (GROW) Occupation & Manufacturing** includes lands used for occupation and manufacturing purposes.

**LU15 - (MED) Medical** includes medical facilities and services.

2010 KMPO Land Use Update

Center -HMC Employees are not reported under this section by DOL, but instead are under LU 18 Government. In the travel demand model, HMC employees will remain in LU 15 (MED) to maintain the same trip generation rates. LU15 is measured in number of employees.

**LU16 - (GOVT) Government** includes establishments of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area (HMC medical employees are reported under this LU, by Idaho DOL). Measured in number of employees. NAICS codes 921110 - 926120.

**LU17 - (ASWMR) Administrative and Support and Waste Management and Remediation Services** includes office administrative services, temporary help services, telemarketing, collection agencies, janitor's bureaus, locksmiths, landscaping services, solid waste collection, landfills, incinerators, septic tank services and related industries. Measured in number of employees. NAICS codes 561110 - 562998.

**LU18 - (PSTMC) Professional, Scientific & Technical Services & Management of Companies & Enterprises** includes Offices of Notaries, Payroll services, testing laboratories, technical design services, outdoor advertising, etc. Measured in number of employees. NAICS codes 541110 - 541990 & 551111 - 551114.

**LU19 - (EDUSRV) Education Services** include support staff in elementary and secondary schools, junior colleges, business and vocational schools, miscellaneous training schools and education support services. Measured in number of employees. NAICS codes 611110 - 611710.

**LU20 - OTHER Services (Except Public Administration)** includes automotive repair, appliance repair and maintenance, diet centers, funeral homes, laundry services, photo finishing laboratories, religious organizations, civic and social organizations, business associations, political organizations, parking lots and garages and other miscellaneous services. NAICS codes 811111 - 814110. Measured in employees.

**LU21 - (INFO) Information** includes newspaper companies, software publishers, recording studios, radio stations, telecommunications and libraries. Measured in number of employees. NAICS codes 511110 - 519190.

**LU22 - (UTLCONST) Utilities & Construction** includes power generation, transmission and distribution by hydroelectric, fossil, solar, wind, geothermal, biomass, electric, gas and other. Also, includes water supply, steam and air-conditioning supply and sewage treatment facilities, construction of new homes, highway, street and bridge construction, contractors for structural steel framing, roofing, siding, painting, flooring, site preparation and all other specialty trade contractors. NAICS codes 221111 - 221330 & 236115 - 238990. Measured in number of employees.

**LU23 - (FS) Food Services** includes caterers, mobile food services, full service restaurants, drive thru's, bars, cafeterias and buffets. NAICS codes 722110 - 722410, measured by number of employees.

Final Board Approved Land Use August 9, 2012

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**Appendix C - Travel Demand Modeling**

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## Appendix C: Travel Demand Modeling

According to the *2010 KMPO Base Calibration Travel Demand Model Update Final Documentation*, “The KMPO Model provides the existing 2010 AM and PM peak hour traffic volumes and is used as a base model to project future traffic forecasts for the AM and PM peak hour traffic in the Kootenai County-wide area.” The KMPO model is typically updated every five years. The TMP update was occurring at the end of the KMPO model lifecycle, but the update to the KMPO model had not begun and would not be complete for a number of years. For this reason, KMPO’s base (2010) and forecast (2020 and 2035) year travel demand models were used as the basis for the City of Post Falls sub-area models. As provided for this project, the 2010 land use values were projected to 2014 by KMPO, which coincides with the 2014 turning movement counts that were used for calibration and validation of the model.

### **Local Traffic Analysis Zone Structure**

In order to address future traffic impacts in the City, the KMPO regional model was refined, enhanced and calibrated within the city limits to address the city’s local transportation issues. The 2014 Post Falls travel demand model is a representation of the Post Falls area transportation facilities and travel patterns found on those facilities in 2014. The 2014 Post Falls travel demand model contains inventories of the existing roadway facilities and of housing, shopping, and employment in the area. These elements are contained within traffic analysis zones (TAZ), which are geometric areas used for transportation modeling.

As part of the process to create the Post Falls sub-area model, the existing roadway network was updated and verified. This included updating number of lanes, speeds, roadway classification, intersection control, and intersection geometry. Additionally, the regional model TAZs are generally too large to allow for meaningful analysis within the city’s localized planning area; as such, it is appropriate to sub-divide some of the KMPO’s TAZs that typically covered a larger geographic area into smaller TAZs in order to create a model with appropriate local-level accuracy and to better replicate local travel patterns. The sub-divisions were generally changed based on:

1. Census Block Boundaries
2. ACI Boundary
3. Physical barriers such as railroads or valleys/drainages
4. Existing or proposed roadway accesses

New TAZ numbers were created for those TAZs that were subdivided while the TAZ number for those undivided remained the same as the KMPO model. New TAZ numbers were based on the original TAZ number. The first 2 or 3 numbers are the original TAZ number while the last 2 numbers are the number of new polygons. For example, KMPO TAZ 403 was split into three new TAZs. The new TAZ numbers are 40301, 40302, and 40303. The 403 stands for the original TAZ number while the 01, 02, and 03 indicate the number of new polygons. The figure below shows the original and new TAZs.





This land use allocation is different than in the KMPO model TAZs because a number of factors have altered the location of future land use since the KMPO future model was finalized. City staff utilized known development requests, plats, PUDs, and other local plans to allocate the land use within the Sub-TAZs. The 2020 model land use was allocated using a similar method. Unlike the 2035 land use values, however, those for 2020 were not required to match the KMPO, as long as they were within the range of the 2014 through 2035 values. The 2025 land use was a straight line projection between 2020 and 2035. Overall, most of the land uses modeled by the KMPO were shown to grow with the exception of agricultural acreage. Appendix B provides detailed information on total values in each land use category by TAZ for each of the four years modeled.

***Calibration and Modeling***

When the travel demand model volumes match the traffic counts within acceptable margins, the model can then be used to predict future volumes and test future scenarios. These future scenarios may vary in land use such as number of housing units, retail centers, office buildings, and roadway improvements. A transportation engineer or planner may use the travel demand model to help evaluate forecasted roadway capacity deficiencies and intersection level of service (LOS)/delay; and then make informed decisions about investing in specific roadway improvement projects.

After updating/creating the Post Falls sub-area model with network features, sub-divided TAZs, and land use, the model was calibrated. Although there are no national standards for calibration statistics for travel demand models, the FHWA provides guidelines for travel demand model calibration. Table C-1 shows that the 2014 Post Falls sub-area travel demand base model calibration meets the recommended values of the FHWA guidelines. The *Post Falls 2014 Travel Demand Model Update Summary Technical Memorandum* is provided in this Appendix for greater detail of the changes to the model.

**Table C-1. Calibration Statistic Summary**

<b>Calibration Statistics</b>	<b>FHWA Recommended Values</b>	<b>2014 Model Statistics</b>
R <sup>2</sup>	≥ 0.88	0.99
%RMSE	≤ 35%	9%
%In	≥ 75%	98%



## Technical Memorandum

**DATE:** June 24, 2015

**TO:** Kevin J. Picanco, P.E.  
Associate / Senior Transportation Engineer  
DEA Spokane Office

**FROM:** Min Luo, P.E., PTOE, PTP  
Associate

**SUBJECT:** Post Falls 2014 Travel Demand Model Update Summary

**PROJECT:** Post Falls Transportation Master Plan

**PROJECT NO.:** POST0000-0022

**COPIES:** File

In accordance with the request from the City of Post Falls (City), ID, David Evans and Associates, Inc. (DEA) has updated the City's travel demand model from the 2010 condition to the 2014 condition for the PM peak hour based on the updated 2014 land use, 2014 traffic counts, and roadway projects completed by 2014.

This Technical Memorandum (Memo) summarizes the 2014 travel demand model update components and model calibration results. The Memo may serve as a supplement to the *2010 KMPO Base Model Calibration Travel Demand Model Update Final Documentation* revised on September 2, 2014.

### 1. INTRODUCTION

The 2014 City of Post Falls travel demand model was built upon from the Kootenai Metropolitan Organization (KMPO) travel demand forecasting VISUM model. KMPO updated the travel demand model in 2010. The KMPO 2010 base model was used to project future traffic for the AM and PM peak hours in the Kootenai County-wide area.

In order to address future traffic impacts in the City, the KMPO regional model needs to be refined, enhanced and calibrated within the city limits to address the city's local transportation issues. The 2014 Post Falls travel demand model is a representation of the Post Falls area transportation facilities and the travel patterns found on those facilities in the 2014 condition. The 2014 Post Falls travel demand model contains inventories of the existing roadway facilities and of housing, shopping, and employment in the area.

When the travel demand model volumes match the traffic counts within acceptable margins, the model can then be used to predict future volumes and test future scenarios. These future scenarios may vary in land use such as number of housing units, retail centers, office buildings, and roadway improvements. A transportation engineer or planner may use the travel demand model to help evaluate forecasted roadway capacity deficiencies and intersection level of service (LOS)/delay; and then make informed decisions about investing in specific roadway improvement projects.



## **2. POST FALLS TRAVEL DEMAND MODEL COMPONENT UPDATE**

The 2014 Post Falls travel demand model was updated to simulate the weekday PM peak hour traffic on the roadway system in the Post Falls area in 2014. The VISUM program (VISUM 14-12) was used for the update.

The major areas of revision that have been made to the 2014 Post Fall travel demand model include the following elements, which are described in greater detail in the following subsections:

- Roadway Network
- Traffic Analysis Zones
- Land Use
- Traffic Counts
- Demand Model Procedure Steps

### **2.1 Roadway Network Updates**

Existing intersection geometry, intersection control types such as two-way stop-controlled (TWSC), signal, all-way stop-controlled (AWSC) and roundabout, and posted speed information was provided by the City. DEA used internet based mapping, images and Avista imagery to confirm field conditions. Additionally, DEA performed a general field review to check and confirm existing field conditions and made those changes in the 2014 travel demand model.

The KMPO functional classification map for the urbanized area was used as a basis to establish the roadway classification, then the Post Falls Road Classifications revised on January 2015 was used to update the roadway classification within the city limits. The posted speeds, number of lanes, and two-way left-turn lane (TWLTL) of roadways were verified from the field and updated in the 2014 travel demand model.

More local street grids have been added in the central city area to achieve better traffic assignment results.

### **2.2 Traffic Analysis Zone and Connector Updates**

A Traffic Analysis Zone (TAZ) is an area defined within a travel demand model using geographic features and demographic characteristics as logical boundaries or constraints. The KMPO regional model TAZs are generally too large to allow for meaningful analysis within the city localized planning area; as such, it is appropriate to sub-divide some of the KMPO's TAZs that typically covered a larger geographic area into smaller TAZs in order to create a model with appropriate local-level accuracy and to better replicate local travel patterns.

The sub-divided TAZ boundaries were generally changed based on the following considerations:

- Census Block Boundaries
- ACI Boundary
- Physical barriers such as railroads or valleys/drainages
- Existing or proposed roadway accesses.

A new Sub-TAZ number was created for the Post Falls model. The TAZ numbers for un-split TAZs remained the same as the KMPO model. TAZs that were split were given a new number based on the original TAZ number and the number of new polygons. The first 2 or 3 numbers are the original TAZ number while the last 2 numbers are the number of new polygons. For example, KMPO TAZ 403 was



split into three new TAZs. The new TAZ numbers are 40301, 40302, and 40303. The 403 stands for the original TAZ number while the 01, 02, and 03 indicate the number of new polygons. All Sub-TAZ numbering follows the same structure.

**Figure 1** shows the sub-divided TAZ's within the city limits. The black lines are the original TAZ boundaries and the green lines are the new boundaries for the new sub-divided TAZ's. **Table 1** shows the sub-divided TAZ numbers split from the original TAZ numbers.

New connectors were added to the sub-divided TAZ and more zone connectors were also added to better reflect traffic accessing traffic analysis zones.

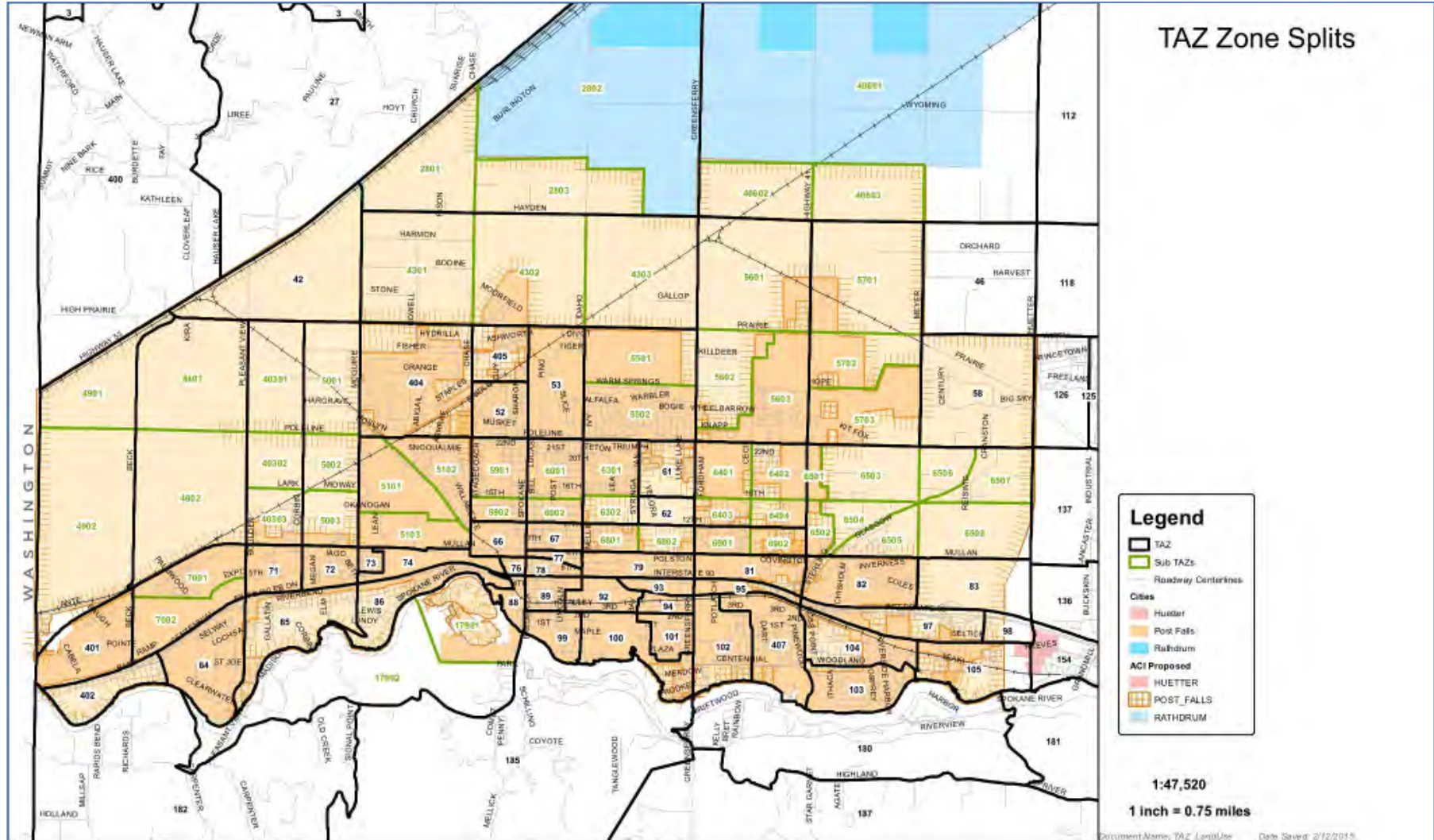
**Table 1. Post Falls Sub-TAZ Numbering**

Original TAZ Number	Number of Sub-divided TAZ	Sub-divided TAZ Number
28	3	2801, 2802, 2803
43	3	4301, 4302, 4303
48	2	4801, 4802
49	2	4901, 4902
50	3	5001, 5002, 5003
51	3	5101, 5102, 5103
55	2	5501, 5502
56	3	5601, 5602, 5603
57	3	5701, 5702, 5703
59	2	5901, 5902
60	2	6001, 6002
63	2	6301, 6302
64	4	6401, 6402, 6403, 6404
65	8	6501, 6502, 6503, 6504, 6505, 6506, 6507, 6508
68	2	6801, 6802
69	2	6901, 6902
70	2	7001, 7002
179	2	17901, 17902
403	3	40301, 40302, 40303
406	3	40601, 40602, 40603





Figure 1. Post Fall Sub-TAZ





### **2.3 Land Use Updates**

Since the TAZ boundaries were split, it was necessary to update the land use based on these new boundaries. The summary totals for each land use in the KMPO model for the years 2014 were to remain the same before and after TAZs split.

The City reviewed and updated the housing unit information for 2014. The land uses included Single Family Residential (SFDU), Multi-Family Residential (MFDU), and Outer Single Family Residential (OSFDU). The city split the housing unit information to the Sub-TAZ based on existing housing units.

The 2014 employment data was provided by KMPO based on the new Sub-TAZ structure. The City re-distributed the employment data into the smaller Sub-TAZs based on a control total for employment before TAZs split and after TAZs split. DEA then updated the land use in the 2014 Post Falls Travel Demand Model.

### **2.4 Traffic Count Updates**

Intersection turning movement counts were collected for 48 intersections of two major collector streets or higher classification intersections citywide during a weekday PM peak hour in early November 2014. Some recent traffic counts were also obtained from KMPO.

The 2014 intersection turning movement counts were input into the 2014 Post Fall travel demand model. The sum of the intersection entering approach counts or the exiting approach counts were aggregated to obtain the roadway counts. These intersection turning movement counts and roadway counts in the PM peak hour were used for the 2014 travel demand model calibration and validation.

### **2.5 Demand Model Procedure Steps Updates**

The travel demand model procedure steps were slightly updated to achieve better calibration results. Turn delay and capacity was revised for the right-turn and through movements and updated in the procedure steps.

## **3. 2014 TRAVEL DEMAND MODEL CALIBRATION AND VALIDATION**

After the roadway network, land use data, traffic counts, and the travel demand forecast procedure was updated in the 2014 travel demand base model, model calibration and validation was conducted.

Calibration of a travel demand model consists of assembling the model data for a known condition of land use and the road system, defining the trip generation rates and trip length frequency parameters, and setting other detailed formula assumptions within the model, to best represent local traffic and other conditions. Validation consists of comparing the resulting traffic assignments to actual traffic counts, and possibly other available survey data, to show the degree of correlation between the base-year model and base-year survey information.

A well-calibrated model will provide a close correlation to existing counts when it is populated with existing land use and roadway network information. Calibration errors should be minimal and evenly distributed to consider a model “validated” and therefore suitable for use in concurrency tests, planning, and design studies.



The most common statistical measure of “goodness of fit” in the calibration process is the R-Squared statistic. This measures the overall degree to which the model raw volumes correspond to observed count data. Perfection would be 100 percent correlation of model raw volumes to counts. Values above 88 percent are desired, according to the Federal Highway Administration’s (FHWA) guidebook titled *Model Validation and Reasonableness Checking Manual*, February, 1997.

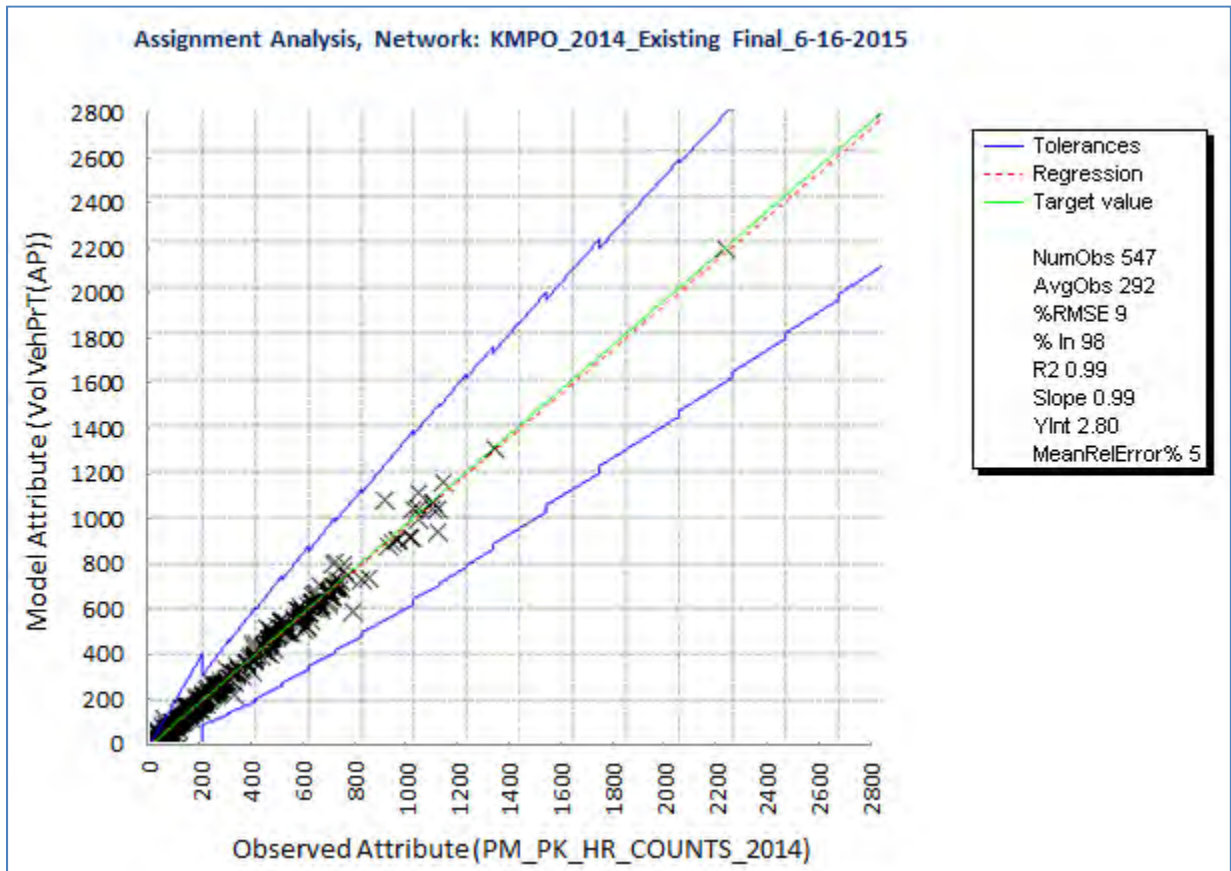
The 2014 intersection turning movement counts were aggregated to obtain 547 link counts. The link counts were initially used as reference points to start the model calibration. The 2014 travel model traffic volumes were checked against the base-year 2014 traffic counts for the PM peak hour for the 547 links throughout the Post Falls area. Based on traffic counts and local travel characteristics, trips originating outside the planning area and destined within the planning area (External-to-Internal or “X-I”) and trips originating within the planning area and destined outside the planning area (Internal-to-External or “I-X”) was adjusted at external zones 589 and 590 to reduce extra amount of the external traffic based on the available counts. During the calibration process, traffic shares of some connectors within the planning were adjusted based on the land use characteristic, local access features, and initial traffic assignment results compared to the base year traffic counts.

The calibration iterations were carried on until the overall link volume differences between the model link volume results and the base-year 2014 link traffic counts for the PM peak hour were acceptable in terms of the statistical measure of “goodness of fit”. The acceptable minor differences were further post-processed and assembled into a correction matrix. The correction matrix was incorporated in the total trip table, and assigned into the roadway network to obtain the final post-processed 2014 model volumes. The final model link volumes were again compared to the base year 2014 counts to validate the calibration,

**Figure 2** shows the model validation graph. The observed link counts on the X-axis, and the model-assigned volumes on the Y-axis. The “Tolerances” blue curves show the maximum allowable errors according to the graph discussed in the National Cooperative Highway Research Program (NCHRP) 255. The linear “Regression” red dashed line shows the best straight-line estimate of the assignment volume for any counts. On the “Target value” (goal) green line, the assignment volume is equal to the observed count.



Figure 2. 2014 Post Falls Model Validation for the PM Peak Hour



The statistics calculated are:

- NumObs: the number of count observations (locations) included in the analysis.
- AvgObs: the average values of observed counts for all analyzed links.
- %RMSE: the percent root mean square error, a summary statistic representing the average assignment error, disregarding sign, in percent; the smaller the value, the better.

$$\% \text{ RMSE} = 100 \times \sqrt{\frac{\sum(\text{Assignment Errors})^2}{\text{Number of Links}}}$$

Average Count

- % In: the percent of assigned volumes within the recommended allowable error curves from NCHRP 255. The maximum value is 100 percent; the higher the percentage, the better.
- R<sup>2</sup>: the coefficient of determination or 'goodness of fit' statistic, showing how well the regression line represents the assignment data. The maximum value is 1; the higher the value, the better.
- Slope: the slope corresponding to the equation of the correlation line.



- YInt: the Y-Intercept corresponding to the equation of the correlation line.
- MeanRelError%: the percentage by which the model volumes differ from the volume counts; the smaller the value, the better.

There are no national standards for calibration statistics such as  $R^2$  or RMSE. However, the FHWA provides guidelines for travel demand model calibration. **Table 2** shows that the 2014 travel demand base model calibration meets the recommended values of the FHWA guidelines.

**Table 2. Calibration Statistic Summary**

<b>Calibration Statistics</b>	<b>FHWA Recommended Values</b>	<b>2014 Model Statistics</b>
$R^2$	$\geq 0.88$	0.99
%RMSE	$\leq 35\%$	9%
%In	$\geq 75\%$	98%

Although the Post Falls 2014 travel demand base model was well calibrated within the planning area, there were still some minor differences between the 2014 final model volumes and the base-year 2014 traffic counts. Those differences are overall very minimal and acceptable.

The 2014 Post Falls travel demand model has been enhanced and re-calibrated to the 2014 condition for the PM peak hour. The calibrated 2014 model will be used as a base model to develop the Post Falls short-term in 2020 and 2025 and long-range in 2035 travel demand model in the PM peak hour.

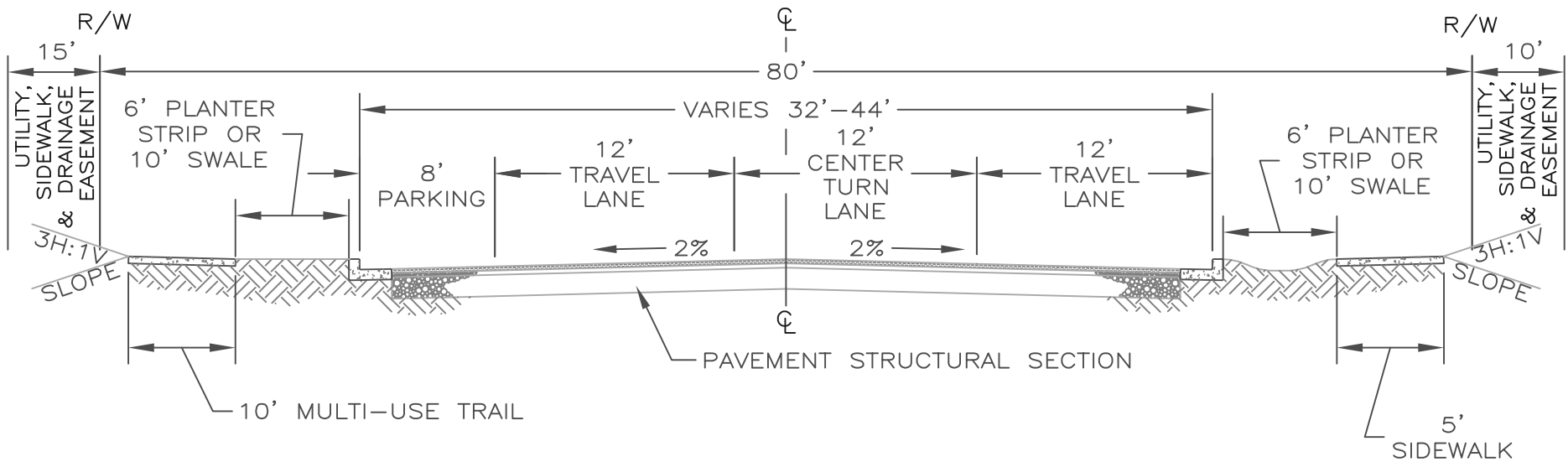
MXLU:

M:\P\POST00000022\0600INFO\TT\Travel Demand Modeling\Documentation\TM\_15-0624\_Post Falls 2014 Base Model Update Summary.docx



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**Appendix D - Typical Sections and TWLTL Matrix**



\*PRESENCE OF CONTINUOUS CENTER TURN LANE SHOULD BE DETERMINED BY ENGINEER, SEE TWLTL DECISION MATRIX.

ALTERNATE SECTIONS

PARKING	BIKE	TRAVEL
1-8' LANE	2-5' LANES	2-13' TRAVEL
2-8' LANES	NONE	2-14' TRAVEL
1-8' LANE	NONE	2-12' TRAVEL 1-12' TURN (*)
NONE	2-5' LANES	2-11' TRAVEL 1-12' TURN (*)

APPROVED BY:

7/2/13

CITY ENGINEER, P.E.

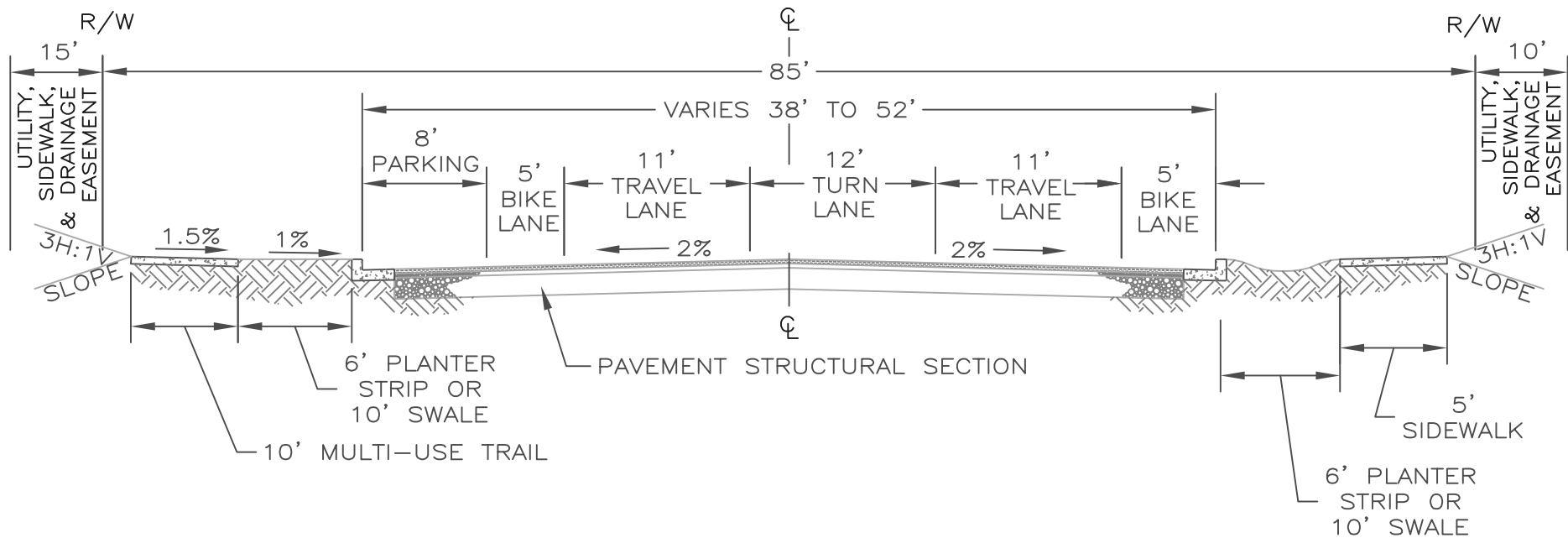
DATE:

POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

**TYPICAL STREET SECTION,  
MINOR COLLECTOR**

STANDARD DRAWING

NO. **SD 2003**



\*PRESENCE OF CONTINUOUS TURN LANE SHALL BE DETERMINED BY ENGINEER, SEE TWLTL DECISION MATRIX.

ALTERNATE SECTIONS

PARKING	BIKE	TRAVEL
1-8' LANE	2-5' LANES	2-11' TRAVEL 1- 12' TURN (*)
2-8' LANES	2-6' LANES	2-12' TRAVEL
NONE	2-7' LANES	2-12' TRAVEL 1- 14' TURN (*)

APPROVED BY:

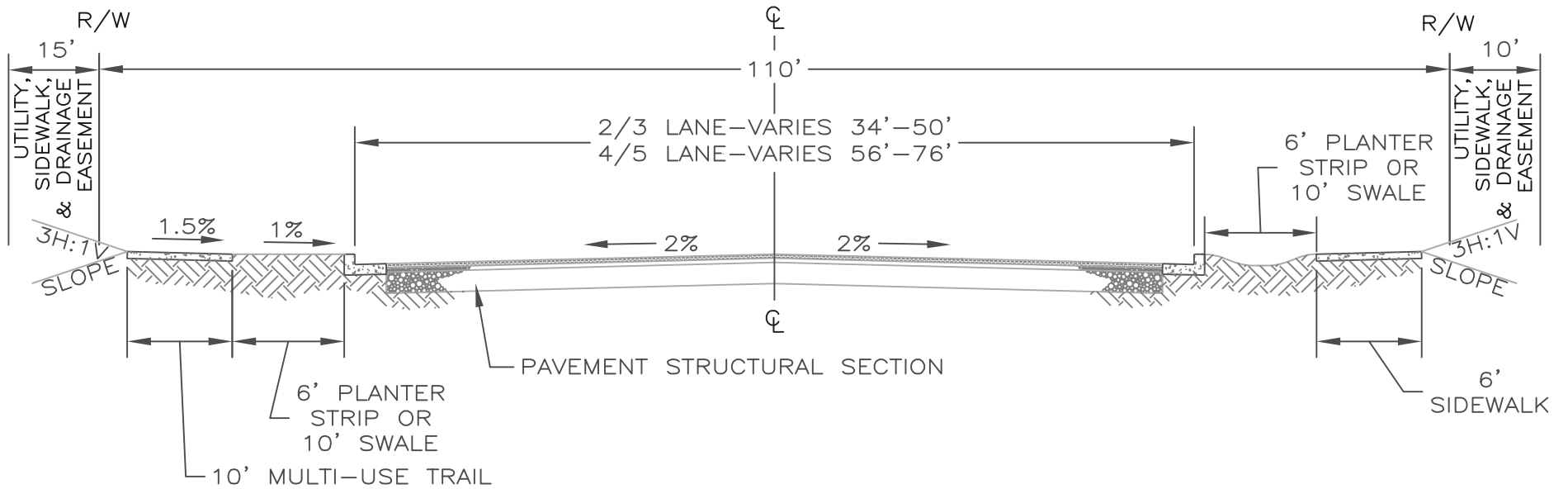
CITY ENGINEER, P.E.

DATE:

POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

**TYPICAL STREET SECTION,  
MAJOR COLLECTOR**

STANDARD DRAWING  
NO. **SD 2004**



\*PRESENCE OF CONTINUOUS TURN LANE SHALL BE DETERMINED BY ENGINEER, SEE TWLTL DECISION MATRIX.

ALTERNATE SECTIONS

PAVED WIDTH	BIKE	TRAVEL
34'-50'	2-5' LANES	2-12' TRAVEL 1-14' TURN (*)
	2-5' BUFFERED	2-11' TRAVEL 1-14' TURN (*)
56'-76'	2-5' LANES	2-11' TRAVEL 2-12' TRAVEL 1-14' TURN (*)
	2-5' BUFFERED	2-12' TRAVEL 2-12' TRAVEL 1-14' TURN (*)

APPROVED BY:

POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

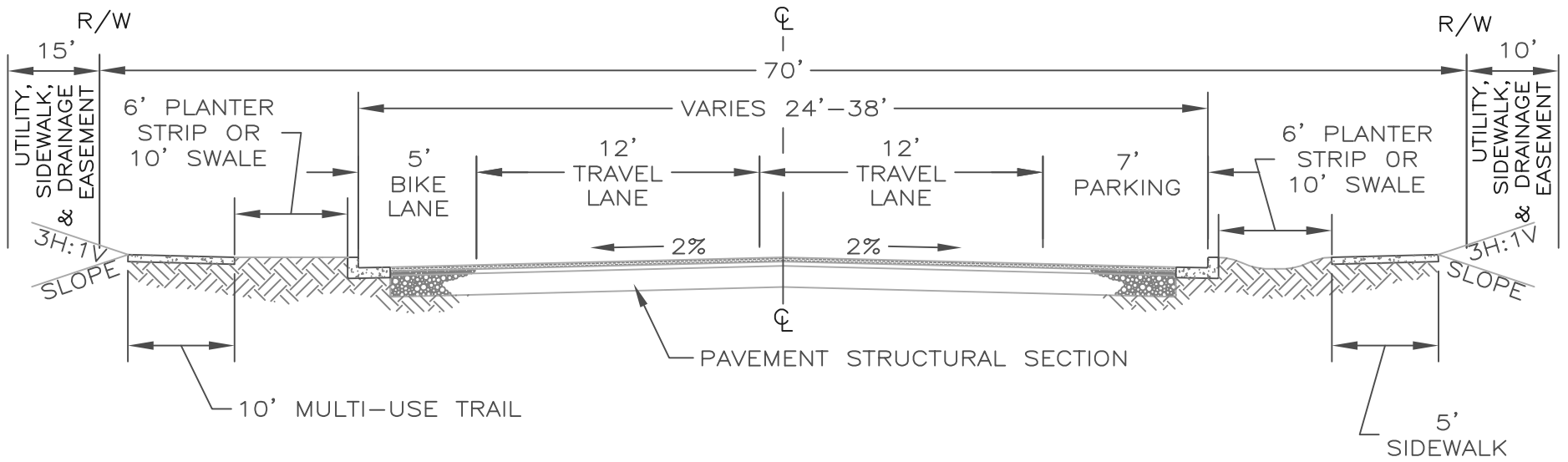
STANDARD DRAWING

**TYPICAL STREET SECTION,  
MINOR ARTERIAL**

NO. **SD 2005**

CITY ENGINEER, P.E.

DATE:



ALTERNATE SECTIONS\*

PARKING	BIKE	TRAVEL
NONE	NONE	2-12' TRAVEL
2-7' LANES	NONE	2-12' TRAVEL
NONE	2-5' LANES	2-14' TRAVEL

APPROVED BY:

7/2/13

CITY ENGINEER, P.E.

DATE:

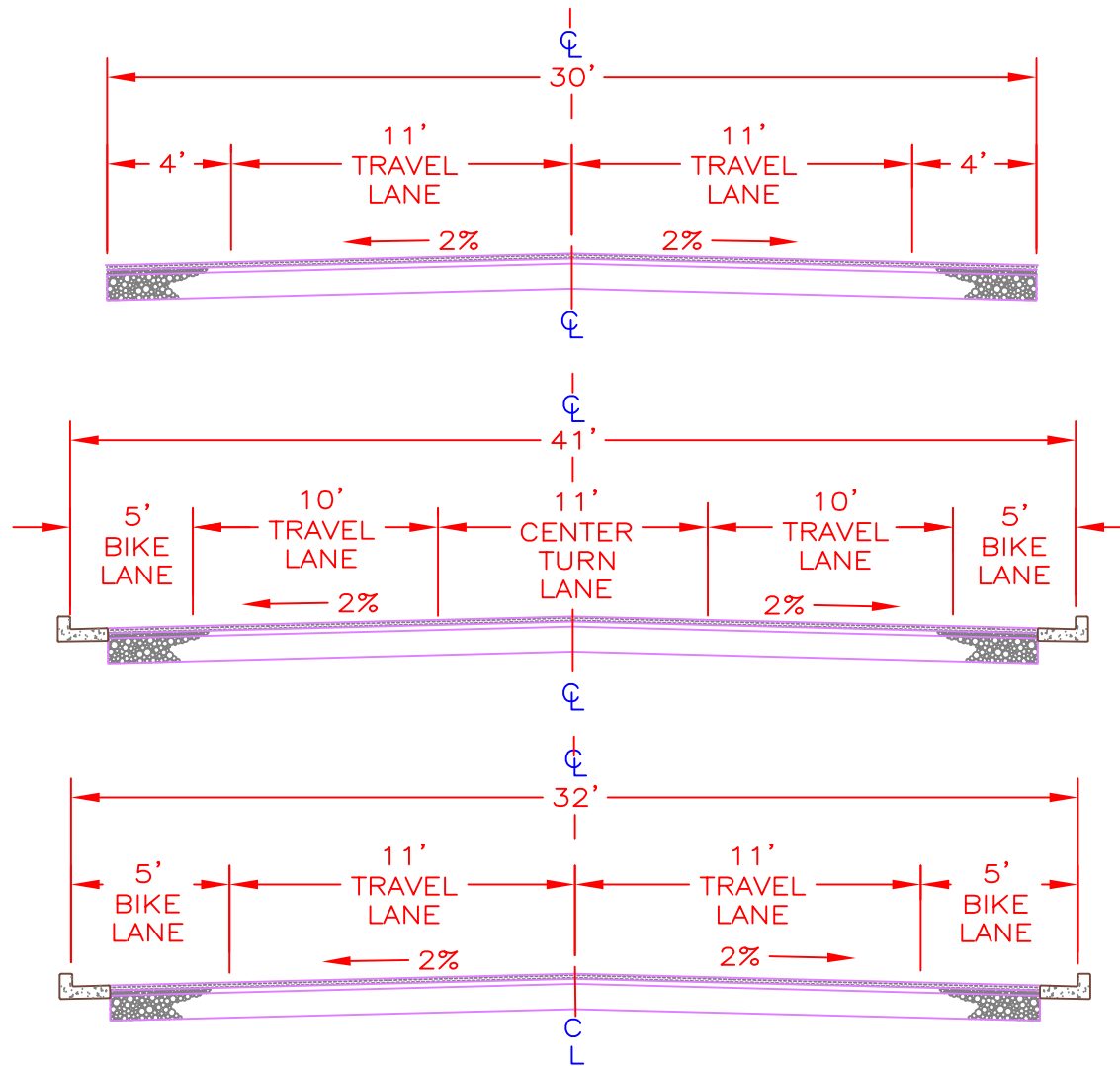
POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

**TYPICAL STREET SECTION,  
RESIDENTIAL COLLECTOR**

STANDARD DRAWING

NO. **SD 20XX**





**NOTES:**

1. LANE WIDTHS SHOWN ARE MINIMUM REQUIREMENTS.
2. PAVED WIDTH IS MEASURED FROM CURB FLOW LINE TO CURB FLOW LINE.
3. ALL ROADWAY MARKINGS SHALL BE INSTALLED AS SHOWN ON THE APPROVED PLANS AND IN CONFORMANCE WITH STANDARD DETAIL SD 2018 AND SD 2019.

APPROVED BY:

POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

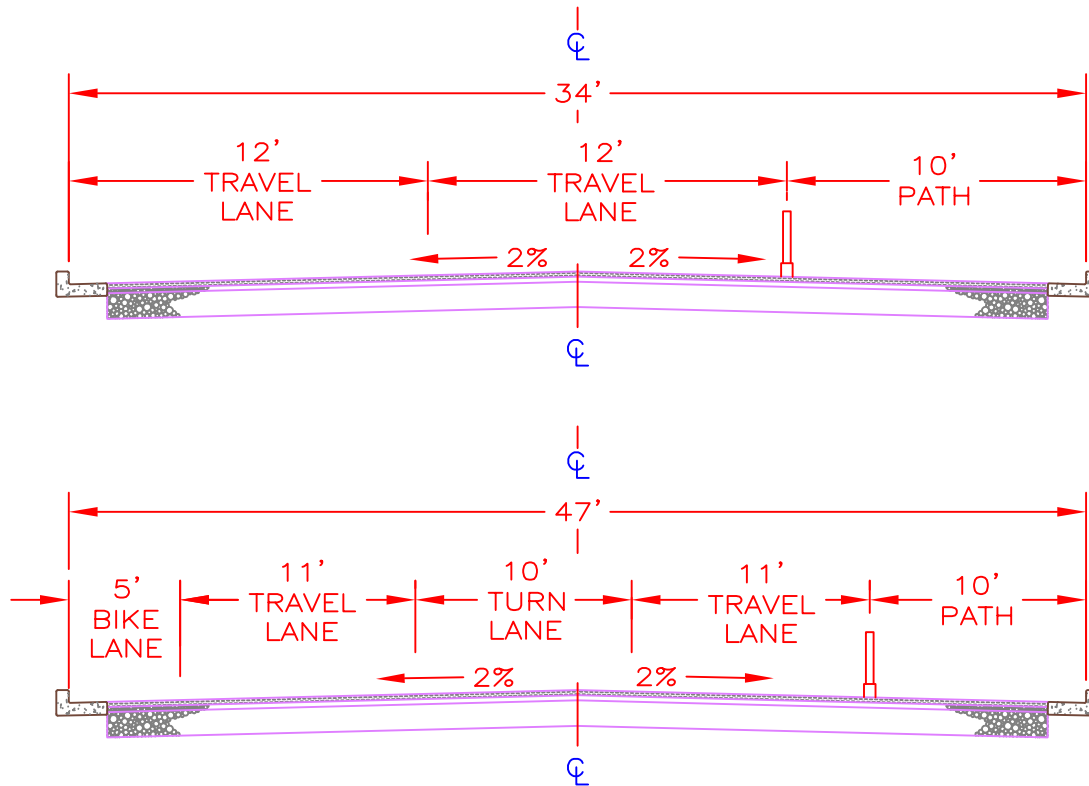
STANDARD DRAWING

CITY ENGINEER, P.E.

DATE:

**OPTIONAL SECTIONS  
FOR MULTIMODAL RETROFITS**

NO. SD 20XX



**NOTES:**

1. LANE WIDTHS SHOWN ARE MINIMUM REQUIREMENTS.
2. PAVED WIDTH IS MEASURED FROM CURB FLOW LINE TO CURB FLOW LINE.
3. ALL ROADWAY MARKINGS SHALL BE INSTALLED AS SHOWN ON THE APPROVED PLANS AND IN CONFORMANCE WITH STANDARD DETAIL SD 2018 AND SD 2019.

APPROVED BY:

CITY ENGINEER, P.E.

DATE:

POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION

**OPTIONAL SECTIONS  
FOR MULTIMODAL RETROFITS**

STANDARD DRAWING

NO. SD 20XX

### Decision Matrix to Assist in the Selection of Continuous Two-Way Left-Turn Lanes

		Posted Speed				Access Points Per Mile (Driveway Spacing)				No. of Lanes (total)			
		<30	30-35	40	45+	<10 (<500')	10-20 (500'-260')	21-40 (260'-130')	>40 (>130')	2	4		
ADT Volume	<6000	N	P	P	P	N	N	N	P	P	N		
	6000-8,000	N	P	P	P	N	P	P	P	P	N		
	8000-10,000	N	Y	Y	Y	N	P	Y	Y	Y	P		
	>10,000*	P	Y	Y	Y	P	Y	Y	Y	Y	Y		
		Posted Speed				<30	N	N	P	P	N	N	
Recommended Installation, pending associated criteria						Y	30-35	N	N	P	Y	P	P
Permitted Installation, pending associated criteria						P	40	N	P	Y	Y	P	Y
Not Recommended for Installation						N	45+	N	Y	Y	Y	Y	Y

\*:Maximum volume for a 3-lane arterial is 17,500

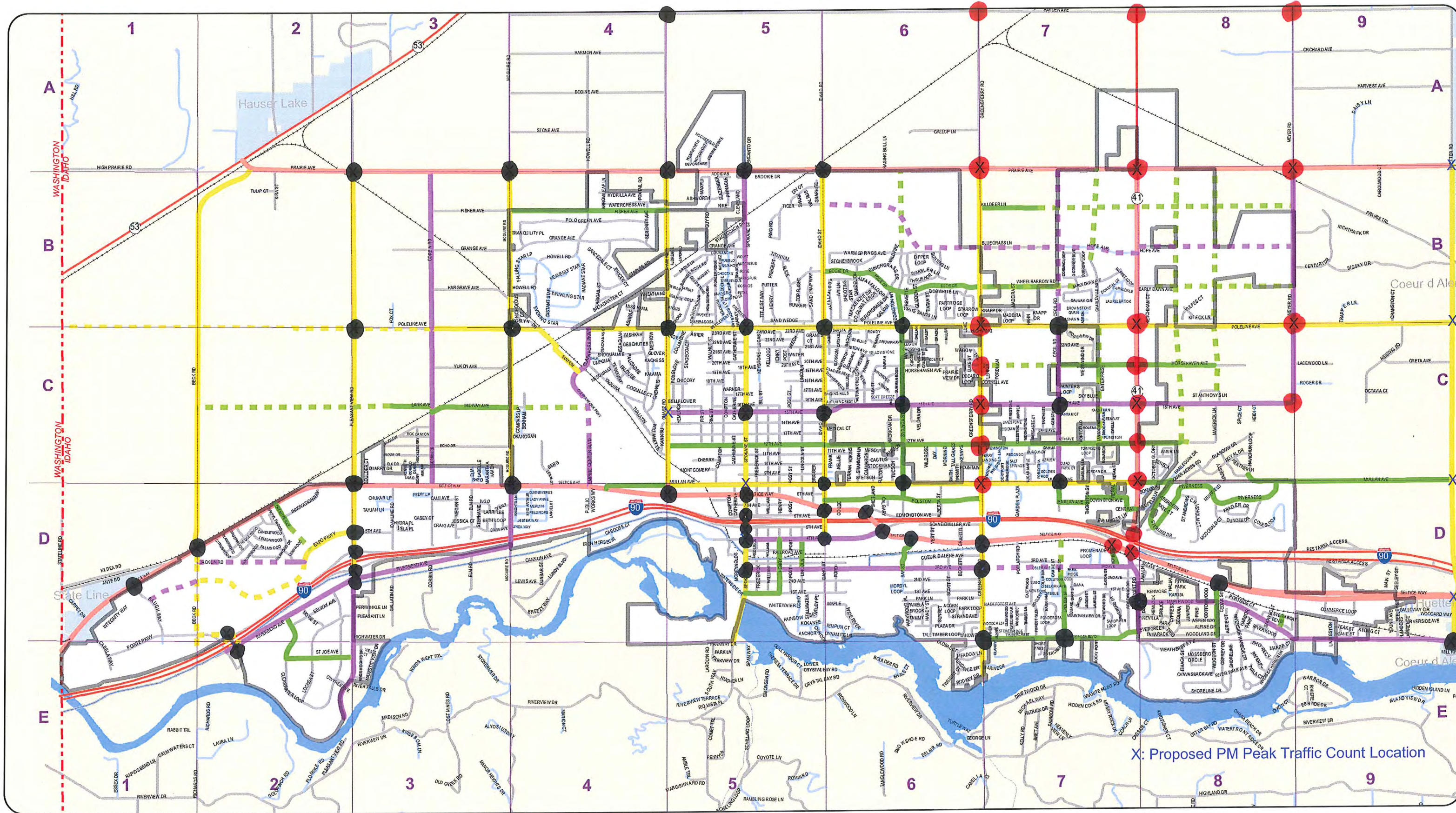
APPROVED BY:  _____ CITY ENGINEER, P.E.	POST FALLS STANDARDS FOR PUBLIC WORKS CONSTRUCTION <b>DECISION MATRIX TO ASSIST IN THE SELECTION OF CONTINUOUS TWO-WAY LEFT-TURN LANES</b>	STANDARD DRAWING NO. <b>SD XXXX</b>
_____ DATE:		

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## Appendix E - Turning Movement Counts

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X: Proposed PM Peak Traffic Count Location

# Post Falls Road Classifications

Disclaimer:  
The information contained in this map is intended for reference purposes only, please check with the Engineering/Planning Departments to verify current status of the information contained herein.

Prepared By: Post Falls Mapping Team (mappingteam@postfallsidaho.org)  
Online Map Link:  
[http://gis.postfallsidaho.org/GIS\\_Docs/PDFs/PostFallsRoadClassifications.pdf](http://gis.postfallsidaho.org/GIS_Docs/PDFs/PostFallsRoadClassifications.pdf)

● CITY  
● KMPO

Legend					
	City Boundary (solid)		PRINCIPAL ARTERIAL		MAJOR COLLECTOR
	PRIVATE		PROPOSED PRINCIPAL ARTERIAL		PROPOSED MAJOR COLLECTOR
	PUBLIC		MINOR ARTERIAL		MINOR COLLECTOR
	Not categorized		PROPOSED MINOR ARTERIAL		PROPOSED MINOR COLLECTOR

**CITY OF POST FALLS**  
 408 N Spokane St, Post Falls Idaho, 83854  
 Phone (208)773-3511 Toll Free: (888) 925-9961  
<http://www.postfallsidaho.org>

0 0.25 0.5 1 Miles

Revision Date: April 2014

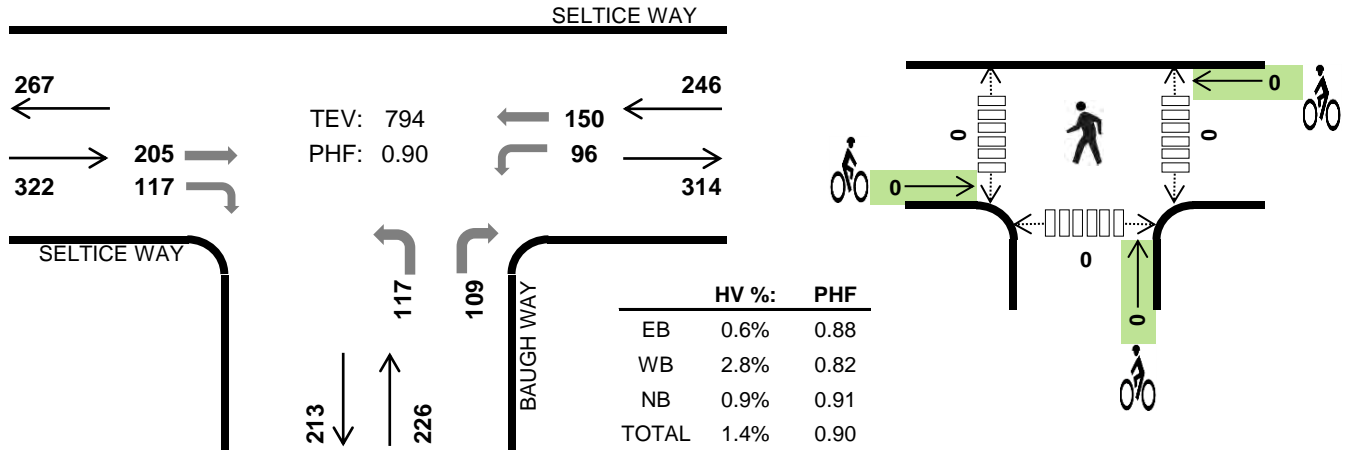


# BAUGH WAY SELTICE WAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



## Two-Hour Count Summaries

Interval Start	SELTICE WAY			SELTICE WAY			BAUGH WAY			BAUGH WAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	55	36	20	38	0	26	0	29	0	0	0	204	
4:15 PM	0	53	30	30	45	0	35	0	27	0	0	0	220	
4:30 PM	0	48	25	21	34	0	33	0	29	0	0	0	190	
4:45 PM	0	49	26	25	33	0	23	0	24	0	0	0	180	794
5:00 PM	0	47	24	26	32	0	38	0	36	0	0	0	203	793
5:15 PM	0	56	21	19	26	0	34	0	32	0	0	0	188	761
5:30 PM	0	29	13	13	28	0	20	0	24	0	0	0	127	698
5:45 PM	0	29	24	20	18	0	25	0	18	0	0	0	134	652
Count Total	0	366	199	174	254	0	234	0	219	0	0	0	1,446	
Peak Hr	0	205	117	96	150	0	117	0	109	0	0	0	794	

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

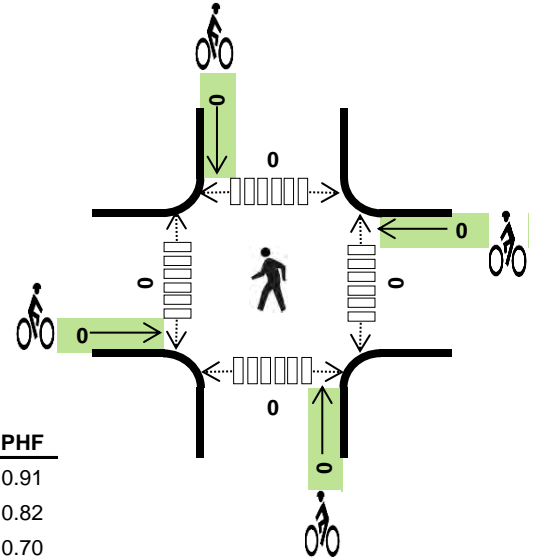
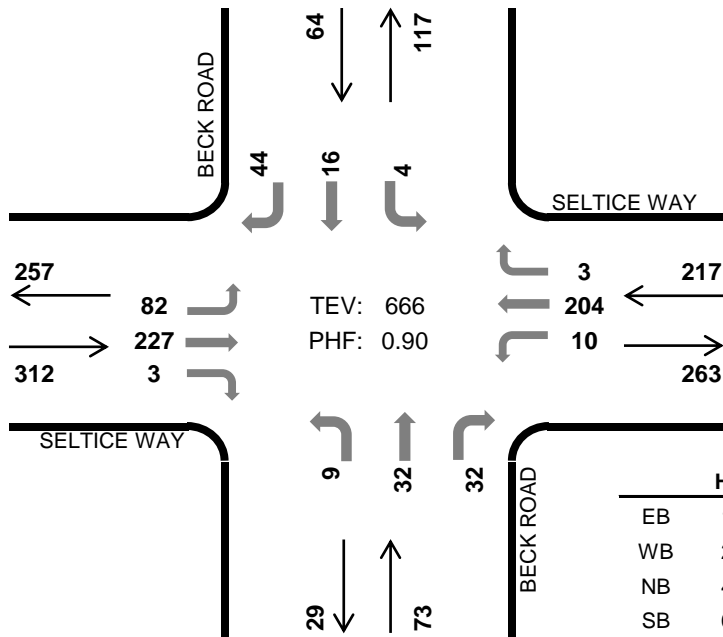
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	2	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0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

# BECK ROAD SELTICE WAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.6%	0.91
WB	2.3%	0.82
NB	4.1%	0.70
SB	0.0%	0.80
TOTAL	2.0%	0.90

## Two-Hour Count Summaries

Interval Start	SELTICE WAY Eastbound			SELTICE WAY Westbound			BECK ROAD Northbound			BECK ROAD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	15	70	1	0	46	1	3	9	6	2	3	10	166	
4:15 PM	26	57	1	3	62	1	1	4	9	2	4	14	184	
4:30 PM	24	48	1	3	47	0	3	14	9	0	3	8	160	
4:45 PM	17	52	0	4	49	1	2	5	8	0	6	12	156	666
5:00 PM	20	59	2	1	43	0	2	9	7	2	2	9	156	656
5:15 PM	36	63	1	3	40	0	3	15	10	0	3	5	179	651
5:30 PM	12	47	2	1	35	1	4	10	7	0	1	4	124	615
5:45 PM	14	30	0	2	36	0	2	10	7	3	2	7	113	572
Count Total	164	426	8	17	358	4	20	76	63	9	24	69	1,238	
Peak Hr	82	227	3	10	204	3	9	32	32	4	16	44	666	

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

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

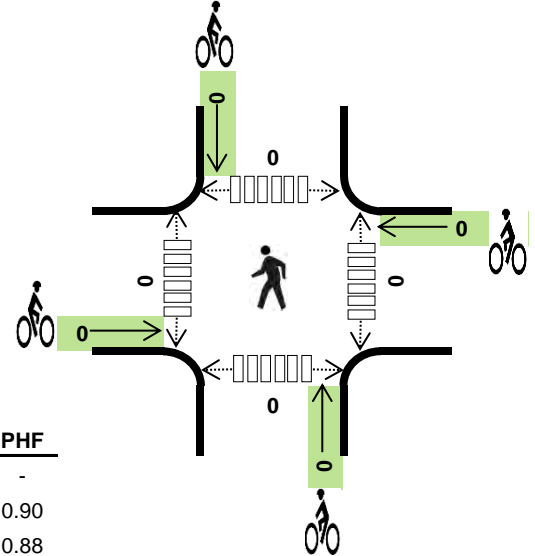
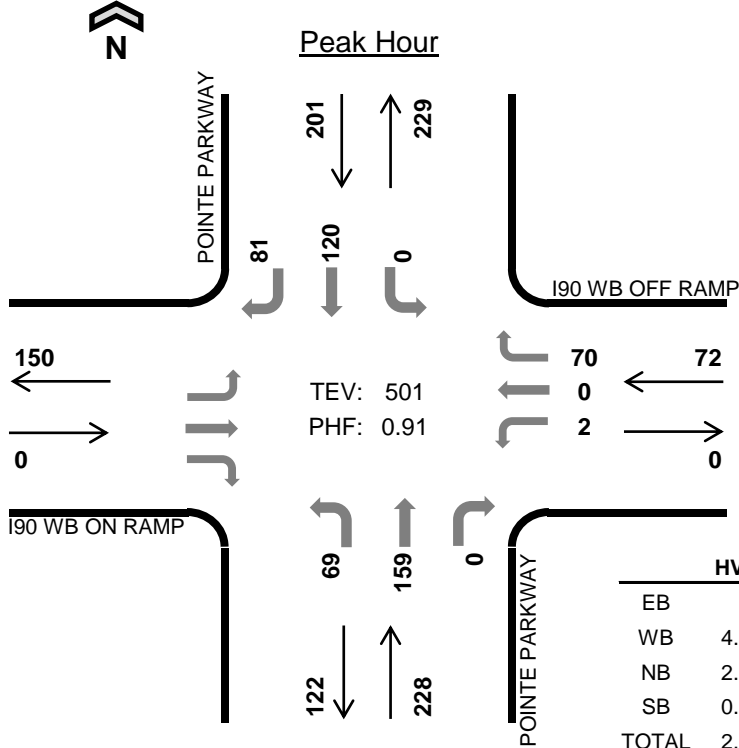
# POINTE PARKWAY I90 WB OFF RAMP



Date: Tue, Nov 04, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	4.2%	0.90
NB	2.6%	0.88
SB	0.5%	0.75
TOTAL	2.0%	0.91

## Two-Hour Count Summaries

Interval Start	I90 WB ON RAMP			I90 WB OFF RAMP			POINTE PARKWAY			POINTE PARKWAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	15	32	31	0	0	19	19	116	
4:15 PM	0	0	0	0	0	17	16	36	0	0	34	25	128	
4:30 PM	0	0	0	1	0	16	16	42	0	0	32	20	127	
4:45 PM	0	0	0	0	0	19	18	32	0	0	35	15	119	490
5:00 PM	0	0	0	1	0	19	22	43	0	0	19	13	117	491
5:15 PM	0	0	0	0	0	16	13	42	0	0	34	33	138	501
5:30 PM	0	0	0	0	0	19	10	36	0	0	29	21	115	489
5:45 PM	0	0	0	2	0	20	10	23	0	0	26	16	97	467
Count Total	0	0	0	4	0	141	137	285	0	0	228	162	957	
Peak Hr	0	0	0	2	0	70	69	159	0	0	120	81	501	

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

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

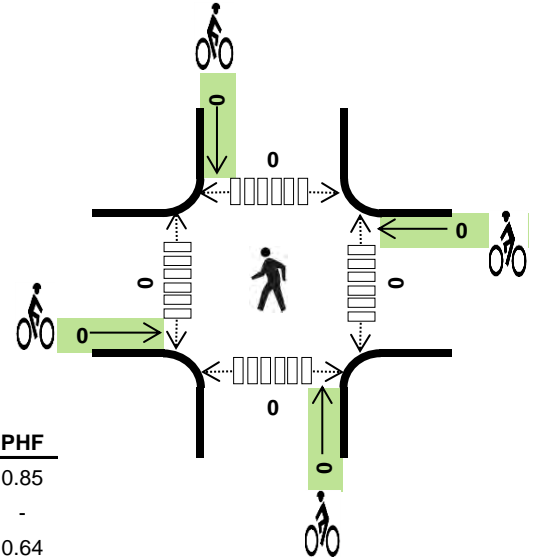
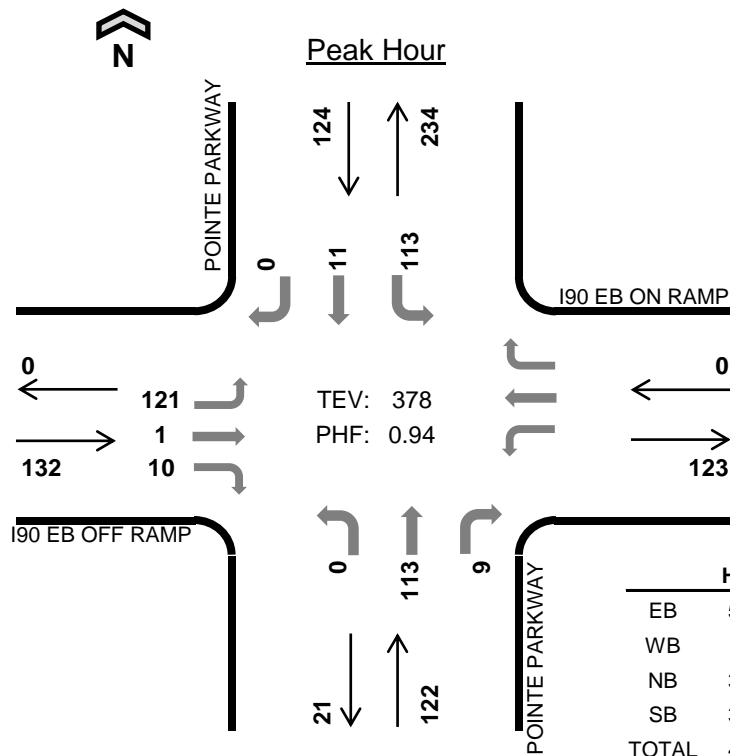
# POINTE PARKWAY I90 EB ON RAMP



Date: Tue, Nov 04, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	5.3%	0.85
WB	-	-
NB	3.3%	0.64
SB	3.2%	0.82
TOTAL	4.0%	0.94

## Two-Hour Count Summaries

Interval Start	I90 EB OFF RAMP			I90 EB ON RAMP			POINTE PARKWAY			POINTE PARKWAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	24	0	2	0	0	0	0	43	5	17	3	0	94	
4:15 PM	27	1	3	0	0	0	0	25	1	30	3	0	90	
4:30 PM	37	0	2	0	0	0	0	26	3	30	3	0	101	
4:45 PM	33	0	3	0	0	0	0	19	0	36	2	0	93	378
5:00 PM	40	0	6	0	0	0	0	24	0	20	1	0	91	375
5:15 PM	39	1	1	0	0	0	0	16	0	26	8	0	91	376
5:30 PM	32	0	0	0	0	0	0	12	0	26	2	0	72	347
5:45 PM	22	0	4	0	0	0	0	13	0	25	3	0	67	321
Count Total	254	2	21	0	0	0	0	178	9	210	25	0	699	
Peak Hr	121	1	10	0	0	0	0	113	9	113	11	0	378	

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

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



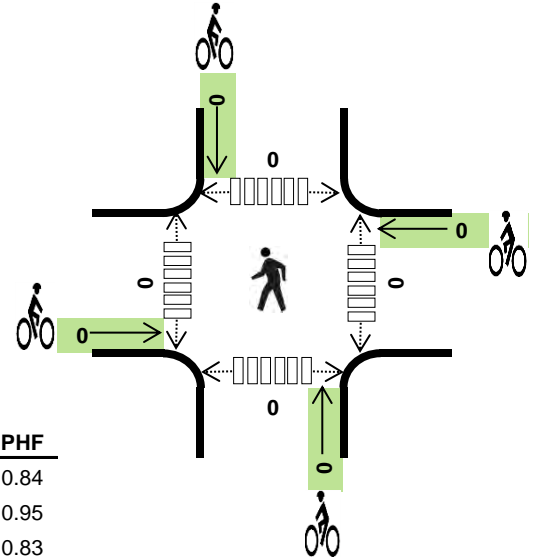
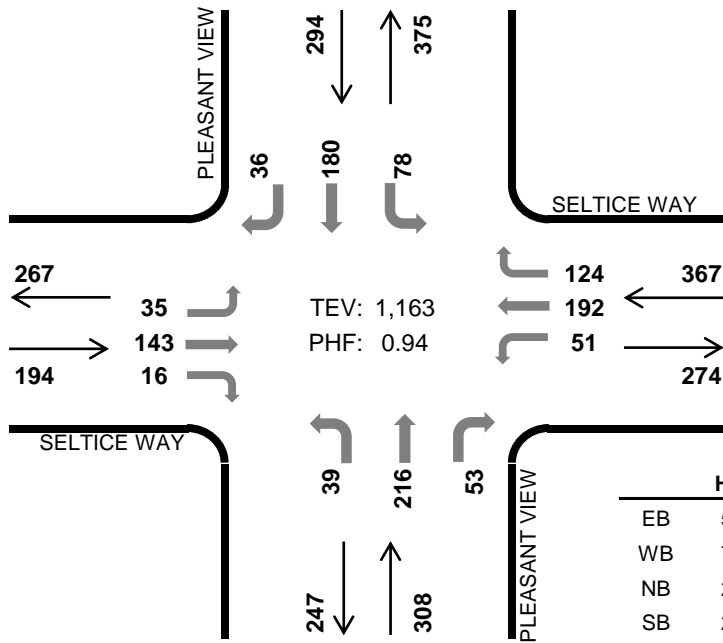


# PLEASANT VIEW SELTICE WAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	5.2%	0.84
WB	7.1%	0.95
NB	2.3%	0.83
SB	2.7%	0.92
TOTAL	4.4%	0.94

## Two-Hour Count Summaries

Interval Start	SELTICE WAY			SELTICE WAY			PLEASANT VIEW			PLEASANT VIEW			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	34	4	19	44	31	16	63	14	19	43	11	309	
4:15 PM	10	43	5	10	43	34	7	56	9	20	51	9	297	
4:30 PM	8	32	2	7	52	30	9	46	17	22	45	8	278	
4:45 PM	6	34	5	15	53	29	7	51	13	17	41	8	279	1,163
5:00 PM	6	36	6	9	55	36	5	51	16	16	41	15	292	1,146
5:15 PM	6	41	7	11	42	30	12	39	13	17	40	7	265	1,114
5:30 PM	6	32	1	13	33	19	8	40	12	11	28	8	211	1,047
5:45 PM	6	29	1	6	36	22	3	31	8	18	30	6	196	964
Count Total	59	281	31	90	358	231	67	377	102	140	319	72	2,127	
Peak Hr	35	143	16	51	192	124	39	216	53	78	180	36	1,163	

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

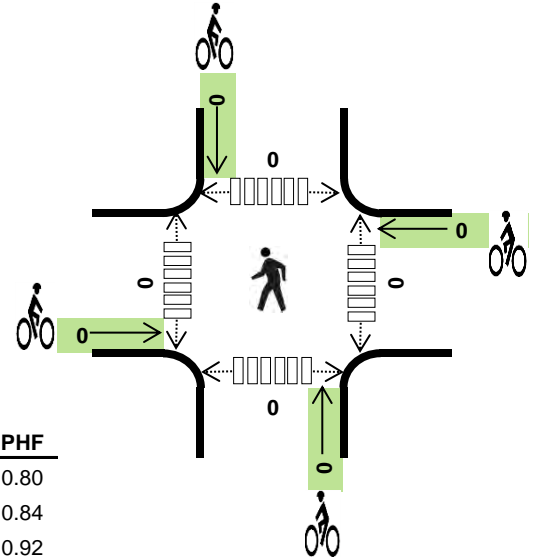
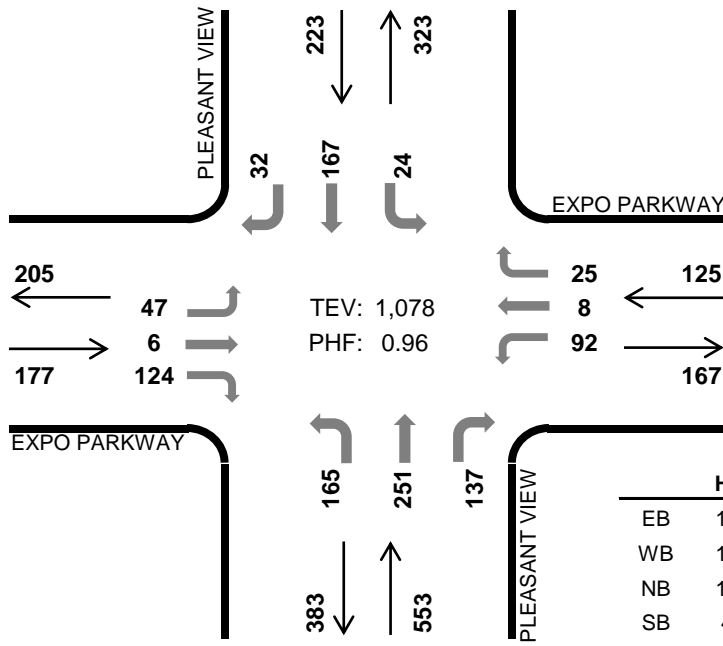
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	7	2	3	13	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	5	0	1	9	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	7	5	2	19	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	7	0	2	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	5	1	1	8	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	14	43	8	9	74	0	0	0	0	0	0	0	0	0	0
Peak Hr	10	26	7	8	51	0	0	0	0	0	0	0	0	0	0

# PLEASANT VIEW EXPO PARKWAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	11.9%	0.80
WB	12.0%	0.84
NB	10.7%	0.92
SB	4.5%	0.87
TOTAL	9.7%	0.96

## Two-Hour Count Summaries

Interval Start	EXPO PARKWAY Eastbound			EXPO PARKWAY Westbound			PLEASANT VIEW Northbound			PLEASANT VIEW Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	11	3	29	21	1	8	42	70	28	4	43	8	268	
4:15 PM	9	2	29	20	0	2	32	57	28	3	48	9	239	
4:30 PM	12	3	24	21	3	11	33	59	34	9	43	12	264	
4:45 PM	14	0	41	26	2	9	55	57	30	4	37	7	282	1,053
5:00 PM	14	0	30	21	1	3	39	73	39	7	38	6	271	1,056
5:15 PM	7	3	29	24	2	2	38	62	34	4	49	7	261	1,078
5:30 PM	9	4	26	24	4	5	25	38	24	3	31	9	202	1,016
5:45 PM	10	3	25	19	4	6	34	42	29	11	27	9	219	953
Count Total	86	18	233	176	17	46	298	458	246	45	316	67	2,006	
Peak Hr	47	6	124	92	8	25	165	251	137	24	167	32	1,078	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	7	13	2	27	0	0	1	0	1	0	0	1	0	1
4:15 PM	5	4	12	3	24	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	7	14	7	31	0	0	0	0	0	0	0	0	0	0
4:45 PM	7	3	19	1	30	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	2	20	2	30	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	3	6	0	14	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	10	17	1	30	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	4	19	2	31	0	0	0	0	0	0	0	0	0	0
Count Total	39	40	120	18	217	0	0	1	0	1	0	0	1	0	1
Peak Hr	21	15	59	10	105	0	0	0	0	0	0	0	0	0	0

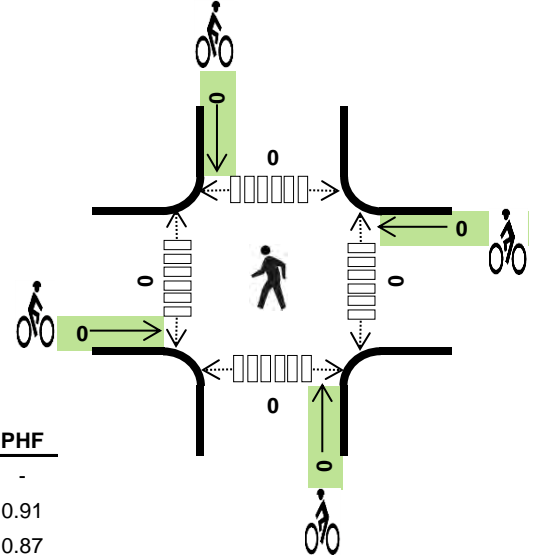
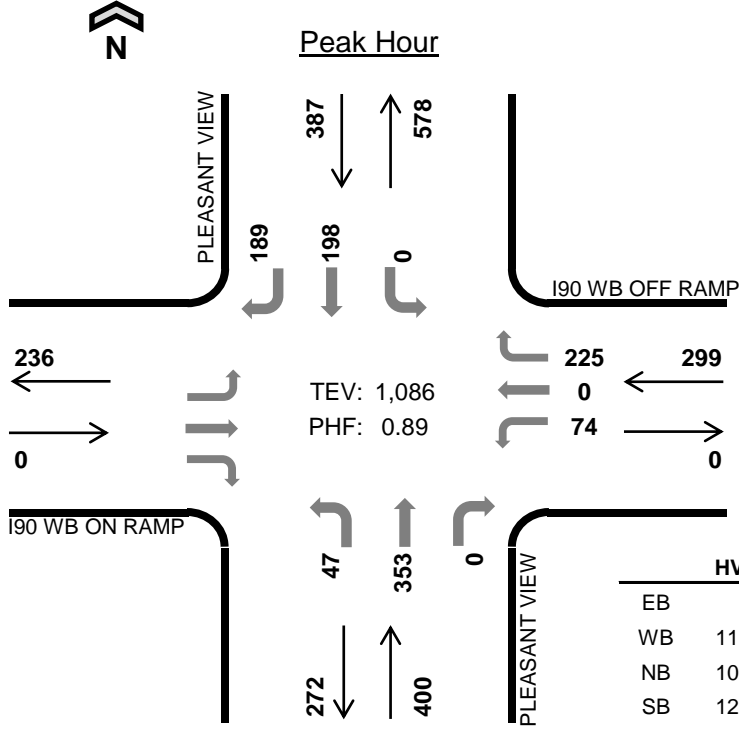
# PLEASANT VIEW I90 WB OFF RAMP



Date: Tue, Nov 04, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	11.0%	0.91
NB	10.0%	0.87
SB	12.4%	0.85
TOTAL	11.1%	0.89

## Two-Hour Count Summaries

Interval Start	I90 WB ON RAMP			I90 WB OFF RAMP			PLEASANT VIEW Northbound			PLEASANT VIEW Southbound			15-min Total	Rolling One Hour
	Eastbound			Westbound										
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	22	0	48	12	103	0	0	45	49	279	
4:15 PM	0	0	0	19	0	49	10	82	0	0	47	51	258	
4:30 PM	0	0	0	20	0	62	14	68	0	0	43	38	245	
4:45 PM	0	0	0	13	0	66	11	100	0	0	63	51	304	1,086
5:00 PM	0	0	0	15	0	69	8	79	0	0	49	46	266	1,073
5:15 PM	0	0	0	14	0	62	4	75	0	0	58	56	269	1,084
5:30 PM	0	0	0	5	0	46	9	43	0	0	35	39	177	1,016
5:45 PM	0	0	0	20	0	46	7	58	0	0	46	38	215	927
Count Total	0	0	0	128	0	448	75	608	0	0	386	368	2,013	
Peak Hr	0	0	0	74	0	225	47	353	0	0	198	189	1,086	

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

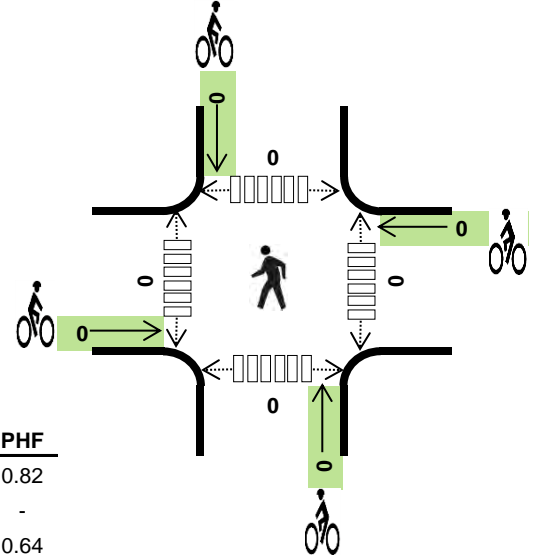
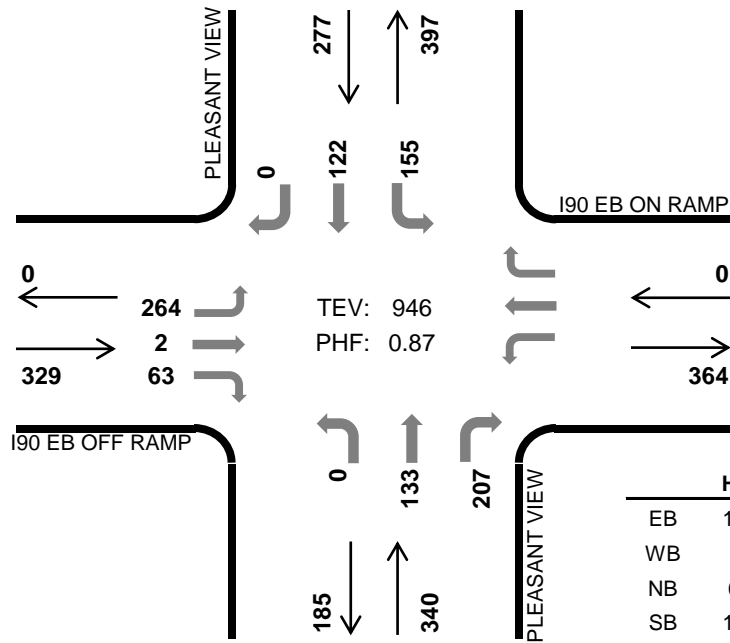
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	6	9	12	27	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	11	12	15	38	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	4	8	12	24	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	12	11	9	32	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	9	8	8	25	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	7	7	16	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	10	7	12	29	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	9	8	11	28	0	0	0	0	0	0	0	0	0	0
Count Total	0	63	70	86	219	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	33	40	48	121	0	0	0	0	0	0	0	0	0	0

# PLEASANT VIEW I90 EB ON RAMP



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	10.9%	0.82
WB	-	-
NB	0.6%	0.64
SB	12.3%	0.88
TOTAL	7.6%	0.87

## Two-Hour Count Summaries

Interval Start	I90 EB OFF RAMP			I90 EB ON RAMP			PLEASANT VIEW			PLEASANT VIEW			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	56	1	16	0	0	0	0	56	76	34	34	0	273	
4:15 PM	62	0	20	0	0	0	0	26	59	38	23	0	228	
4:30 PM	61	0	13	0	0	0	0	30	45	34	35	0	218	
4:45 PM	85	1	14	0	0	0	0	21	27	49	30	0	227	946
5:00 PM	65	1	14	0	0	0	0	29	55	39	23	0	226	899
5:15 PM	67	0	26	0	0	0	0	14	27	45	27	0	206	877
5:30 PM	37	0	12	0	0	0	0	15	20	26	14	0	124	783
5:45 PM	55	0	16	0	0	0	0	14	14	33	31	0	163	719
Count Total	488	3	131	0	0	0	0	205	323	298	217	0	1,665	
Peak Hr	264	2	63	0	0	0	0	133	207	155	122	0	946	

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

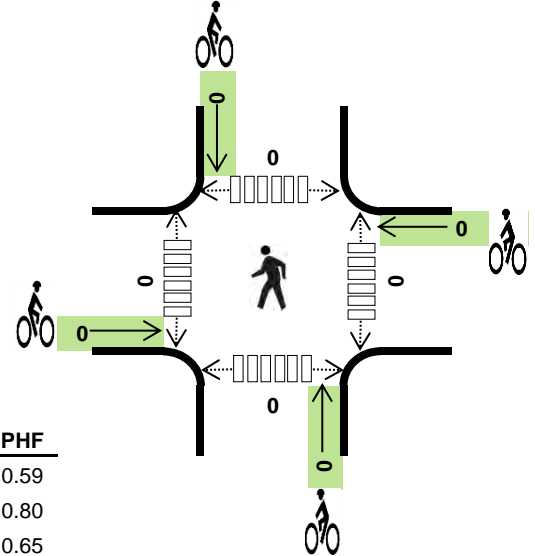
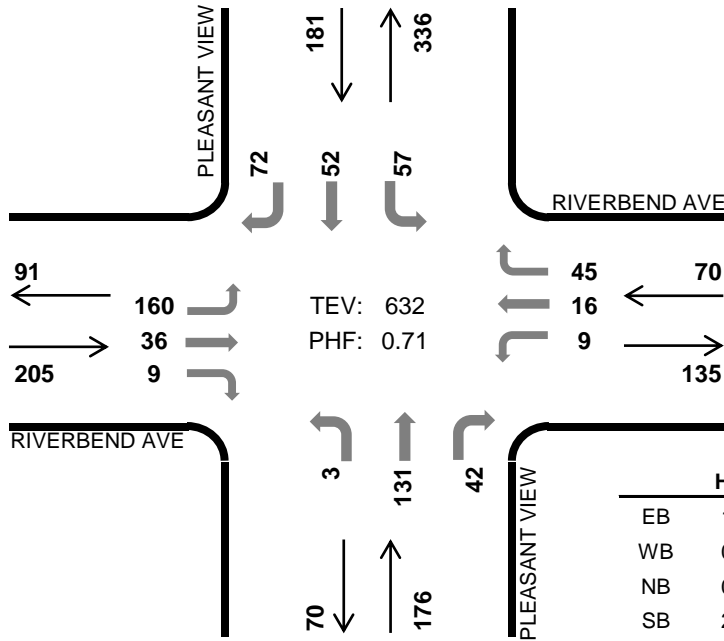
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	0	0	9	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	11	0	1	11	23	0	0	0	0	0	0	0	0	0	0
4:30 PM	9	0	0	5	14	0	0	0	0	0	0	0	0	0	0
4:45 PM	9	0	1	9	19	0	0	0	0	0	0	0	0	0	0
5:00 PM	10	0	0	4	14	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	0	0	3	7	0	0	0	0	0	0	0	0	0	0
5:30 PM	7	0	1	5	13	0	0	0	0	0	0	0	0	0	0
5:45 PM	8	0	0	6	14	0	0	0	0	0	0	0	0	0	0
Count Total	65	0	3	52	120	0	0	0	0	0	0	0	0	0	0
Peak Hr	36	0	2	34	72	0	0	0	0	0	0	0	0	0	0

# PLEASANT VIEW RIVERBEND AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.5%	0.59
WB	0.0%	0.80
NB	0.6%	0.65
SB	2.2%	0.89
TOTAL	1.3%	0.71

## Two-Hour Count Summaries

Interval Start	RIVERBEND AVE			RIVERBEND AVE			PLEASANT VIEW			PLEASANT VIEW			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	66	17	4	2	5	8	0	52	16	13	14	24	221	
4:15 PM	35	4	3	3	2	11	1	39	11	18	13	12	152	
4:30 PM	38	10	1	1	4	12	1	26	8	14	14	19	148	
4:45 PM	21	5	1	3	5	14	1	14	7	12	11	17	111	632
5:00 PM	49	9	1	1	1	5	0	27	11	16	14	10	144	555
5:15 PM	21	7	2	3	3	5	1	16	4	24	10	17	113	516
5:30 PM	20	1	1	2	4	5	1	12	2	13	6	7	74	442
5:45 PM	12	4	2	2	2	8	0	5	2	15	13	18	83	414
Count Total	262	57	15	17	26	68	5	191	61	125	95	124	1,046	
Peak Hr	160	36	9	9	16	45	3	131	42	57	52	72	632	

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

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

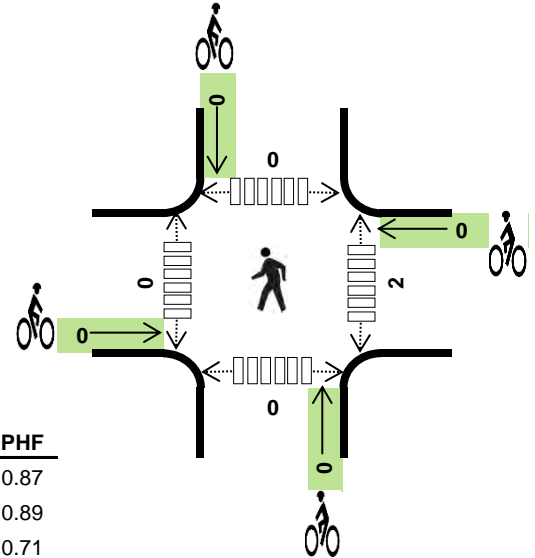
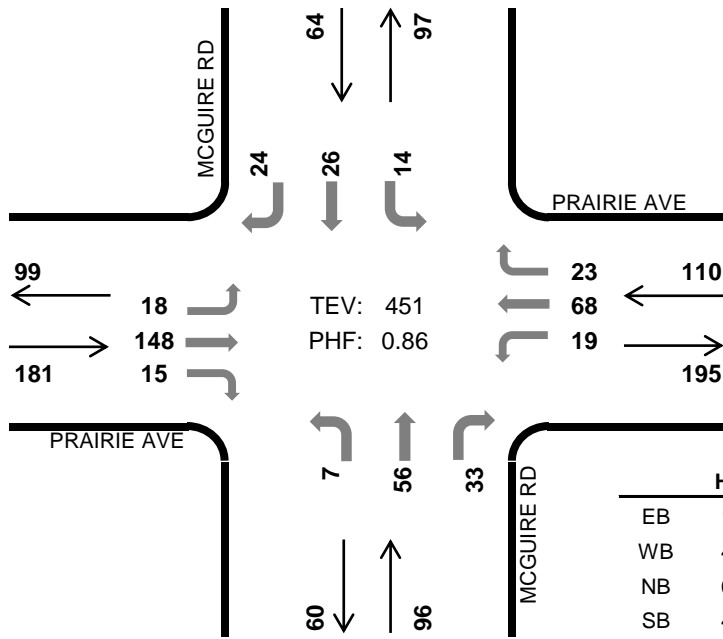


# MCGUIRE RD PRAIRIE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.1%	0.87
WB	4.5%	0.89
NB	0.0%	0.71
SB	4.7%	0.89
TOTAL	2.2%	0.86

## Two-Hour Count Summaries

Interval Start	PRAIRIE AVE Eastbound			PRAIRIE AVE Westbound			MCGUIRE RD Northbound			MCGUIRE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	42	2	5	15	7	2	25	7	4	9	5	131	
4:15 PM	3	30	3	4	18	4	2	17	12	2	6	10	111	
4:30 PM	2	41	7	3	16	7	2	10	5	4	4	5	106	
4:45 PM	5	35	3	7	19	5	1	4	9	4	7	4	103	451
5:00 PM	5	32	7	5	24	4	1	18	9	4	5	5	119	439
5:15 PM	10	30	5	6	18	5	0	12	4	4	8	2	104	432
5:30 PM	5	29	3	4	22	3	3	11	7	3	8	6	104	430
5:45 PM	1	17	3	4	12	2	1	4	4	1	10	1	60	387
Count Total	39	256	33	38	144	37	12	101	57	26	57	38	838	
Peak Hr	18	148	15	19	68	23	7	56	33	14	26	24	451	

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

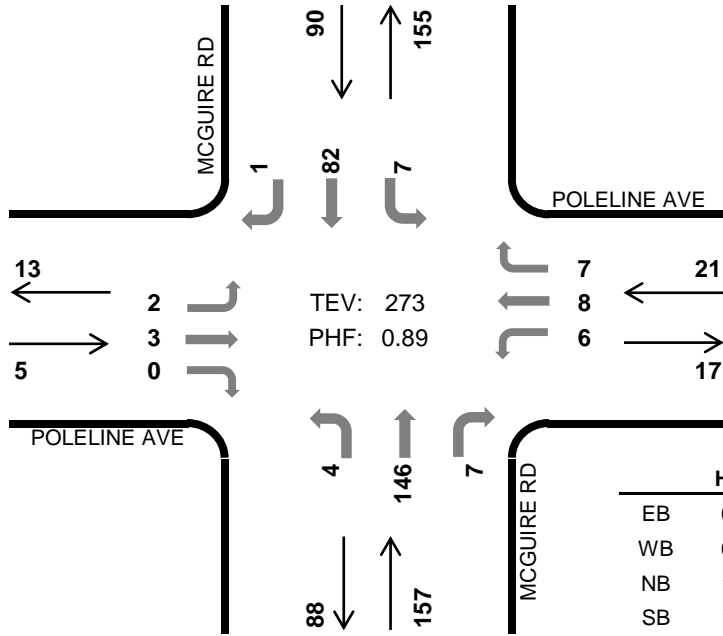
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	0	0	3	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	7	0	4	13	0	0	0	0	0	2	0	0	0	2
Peak Hr	2	5	0	3	10	0	0	0	0	0	2	0	0	0	2

# MCGUIRE RD POLELINE AVE

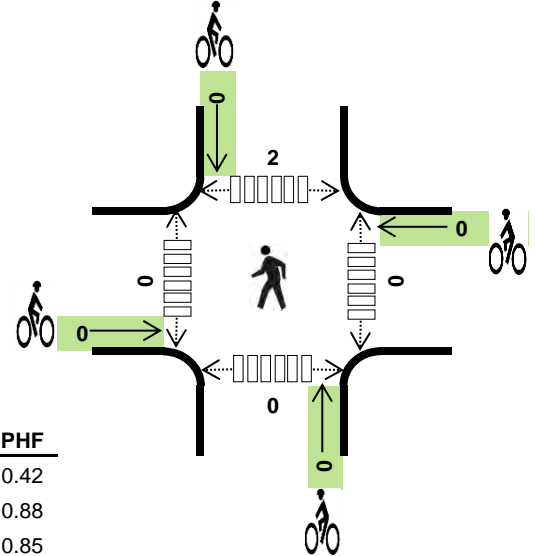


Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 273  
 PHF: 0.89



	HV %:	PHF
EB	0.0%	0.42
WB	0.0%	0.88
NB	1.9%	0.85
SB	1.1%	0.83
TOTAL	1.5%	0.89

## Two-Hour Count Summaries

Interval Start	POLELINE AVE Eastbound			POLELINE AVE Westbound			MCGUIRE RD Northbound			MCGUIRE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	1	0	2	2	1	0	42	2	1	25	0	77	
4:15 PM	1	2	0	2	1	3	1	43	2	4	16	1	76	
4:30 PM	0	0	0	1	2	1	2	30	1	2	25	0	64	
4:45 PM	0	0	0	1	3	2	1	31	2	0	16	0	56	273
5:00 PM	2	0	1	1	5	1	2	31	3	5	20	0	71	267
5:15 PM	1	6	1	6	1	0	1	32	2	2	25	0	77	268
5:30 PM	1	1	2	0	0	1	1	35	4	3	15	0	63	267
5:45 PM	1	2	1	2	0	1	2	20	4	1	19	1	54	265
Count Total	7	12	5	15	14	10	10	264	20	18	161	2	538	
Peak Hr	2	3	0	6	8	7	4	146	7	7	82	1	273	

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

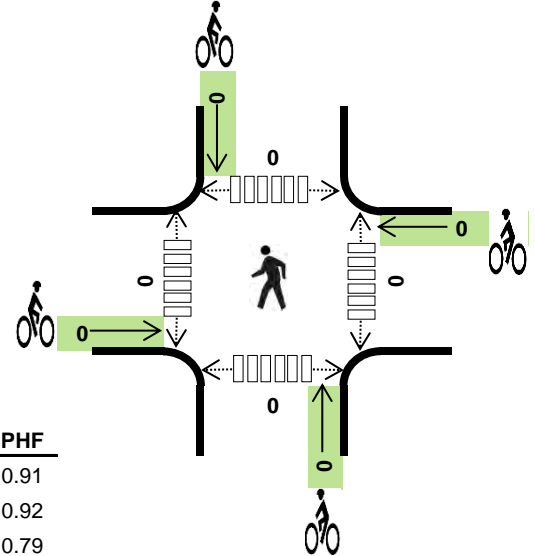
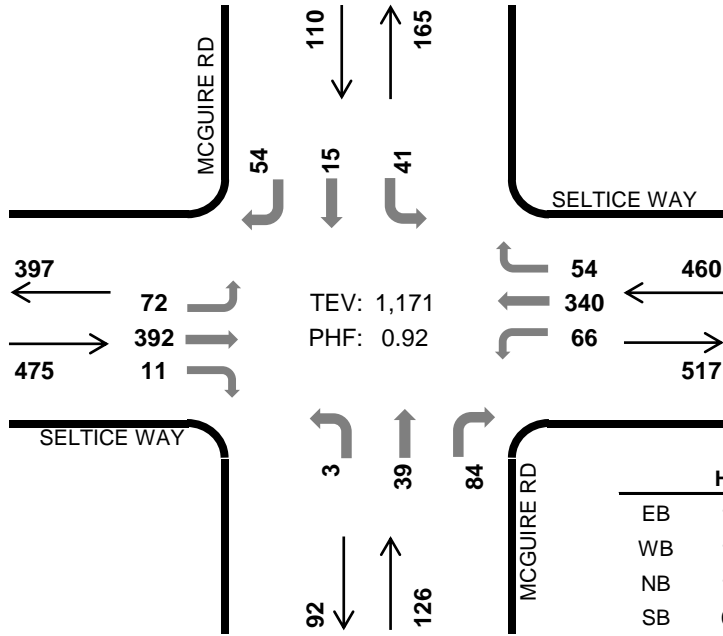
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

# MCGUIRE RD SELTICE WAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.7%	0.91
WB	1.5%	0.92
NB	1.6%	0.79
SB	0.9%	0.76
TOTAL	1.5%	0.92

## Two-Hour Count Summaries

Interval Start	SELTICE WAY Eastbound			SELTICE WAY Westbound			MCGUIRE RD Northbound			MCGUIRE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	18	100	0	16	80	16	2	9	28	10	4	14	297	
4:15 PM	22	106	3	13	99	13	0	15	25	9	1	12	318	
4:30 PM	15	94	3	16	82	14	0	9	13	13	8	15	282	
4:45 PM	17	92	5	21	79	11	1	6	18	9	2	13	274	1,171
5:00 PM	16	71	1	14	89	15	2	10	26	13	2	8	267	1,141
5:15 PM	16	70	4	24	76	26	1	3	15	17	10	12	274	1,097
5:30 PM	9	63	3	10	62	17	2	9	9	9	2	12	207	1,022
5:45 PM	12	52	2	10	58	13	1	4	10	8	2	11	183	931
Count Total	125	648	21	124	625	125	9	65	144	88	31	97	2,102	
Peak Hr	72	392	11	66	340	54	3	39	84	41	15	54	1,171	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	3	1	1	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	8	8	2	1	19	0	0	0	0	0	0	0	1	0	1
Peak Hr	8	7	2	1	18	0	0	0	0	0	0	0	0	0	0

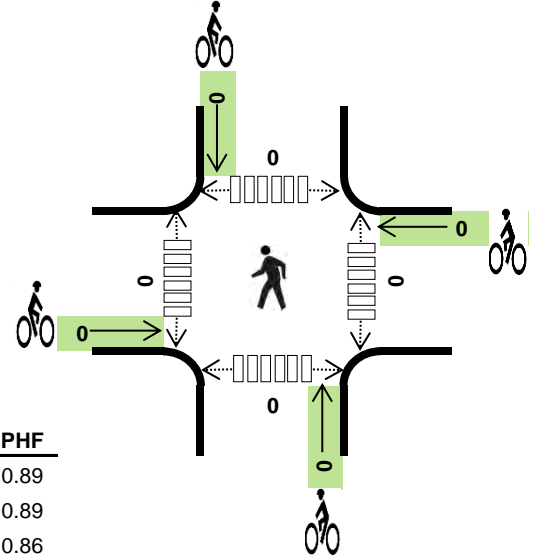
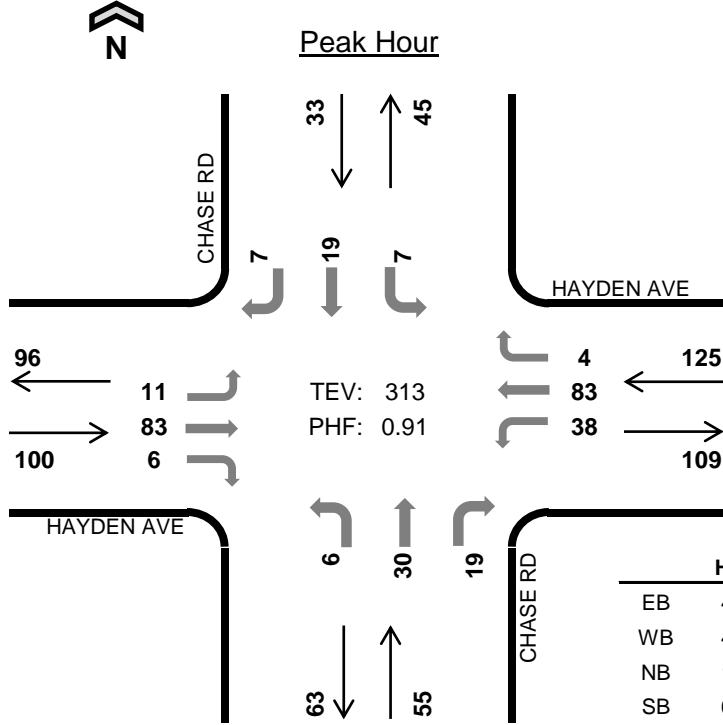
# CHASE RD HAYDEN AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	4.0%	0.89
WB	4.0%	0.89
NB	1.8%	0.86
SB	6.1%	0.83
TOTAL	3.8%	0.91

## Two-Hour Count Summaries

Interval Start	HAYDEN AVE Eastbound			HAYDEN AVE Westbound			CHASE RD Northbound			CHASE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	18	2	6	16	2	2	3	3	0	4	2	61	
4:15 PM	8	16	4	13	20	2	3	8	1	3	6	1	85	
4:30 PM	1	25	2	11	23	1	1	3	9	2	5	3	86	
4:45 PM	1	18	0	6	19	1	1	6	7	1	3	0	63	295
5:00 PM	1	24	0	8	21	0	1	13	2	1	5	3	79	313
5:15 PM	3	22	3	10	27	1	2	6	3	0	4	0	81	309
5:30 PM	2	20	0	7	24	1	1	4	8	0	5	2	74	297
5:45 PM	3	9	1	5	23	1	2	3	3	1	8	0	59	293
Count Total	22	152	12	66	173	9	13	46	36	8	40	11	588	
Peak Hr	11	83	6	38	83	4	6	30	19	7	19	7	313	

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

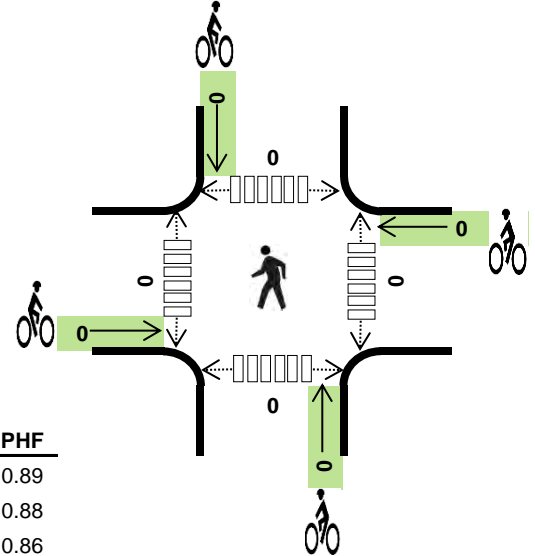
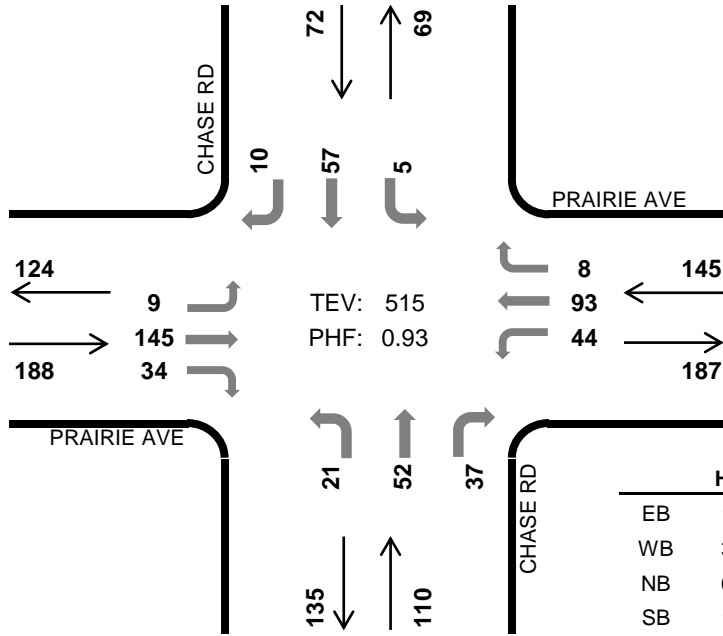
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	0	0	3	0	0	1	1	2	0	0	0	1	1
4:15 PM	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	6	11	1	2	20	0	0	1	1	2	0	0	0	1	1
Peak Hr	4	5	1	2	12	0	0	0	0	0	0	0	0	0	0

# CHASE RD PRAIRIE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.1%	0.89
WB	3.4%	0.88
NB	0.0%	0.86
SB	1.4%	0.82
TOTAL	1.6%	0.93

## Two-Hour Count Summaries

Interval Start	PRAIRIE AVE Eastbound			PRAIRIE AVE Westbound			CHASE RD Northbound			CHASE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	34	8	15	18	1	7	15	10	2	16	2	129	
4:15 PM	2	40	11	11	21	2	7	14	9	1	19	2	139	
4:30 PM	1	45	4	5	27	4	4	16	12	1	12	2	133	
4:45 PM	5	26	11	13	27	1	3	7	6	1	10	4	114	515
5:00 PM	2	42	7	14	27	4	6	6	2	0	9	2	121	507
5:15 PM	2	24	11	13	27	3	8	10	8	1	11	1	119	487
5:30 PM	2	23	12	10	25	0	7	10	7	0	13	1	110	464
5:45 PM	0	21	7	13	16	1	3	7	8	1	14	0	91	441
Count Total	15	255	71	94	188	16	45	85	62	7	104	14	956	
Peak Hr	9	145	34	44	93	8	21	52	37	5	57	10	515	

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

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

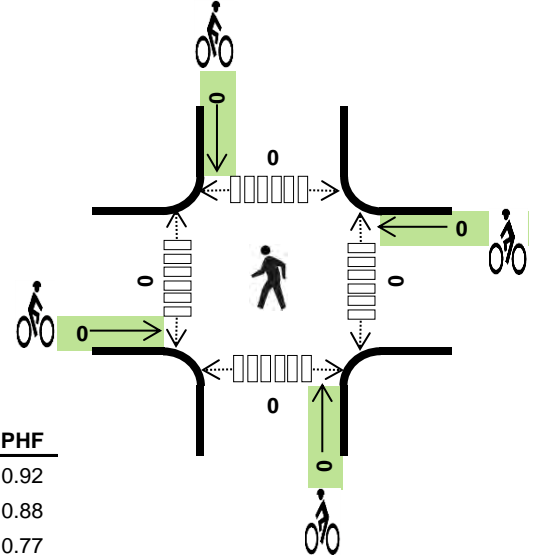
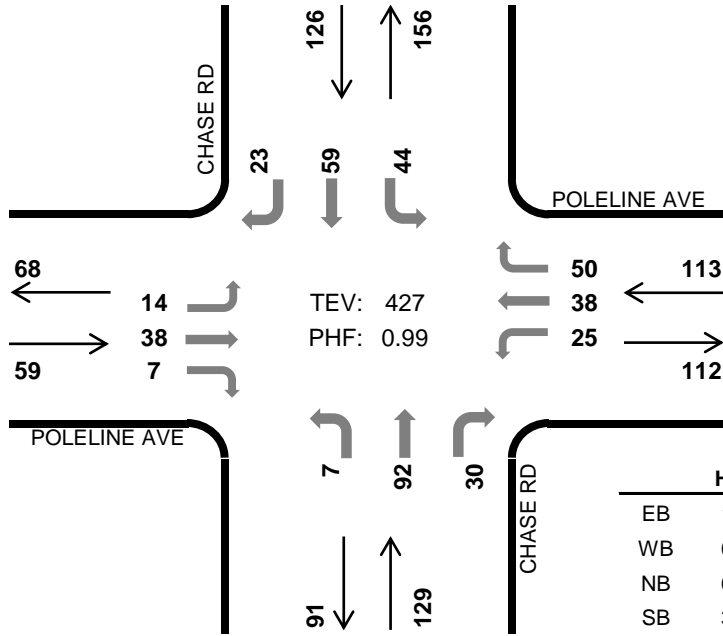


# CHASE RD POLELINE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.7%	0.92
WB	0.9%	0.88
NB	0.8%	0.77
SB	3.2%	0.88
TOTAL	1.6%	0.99

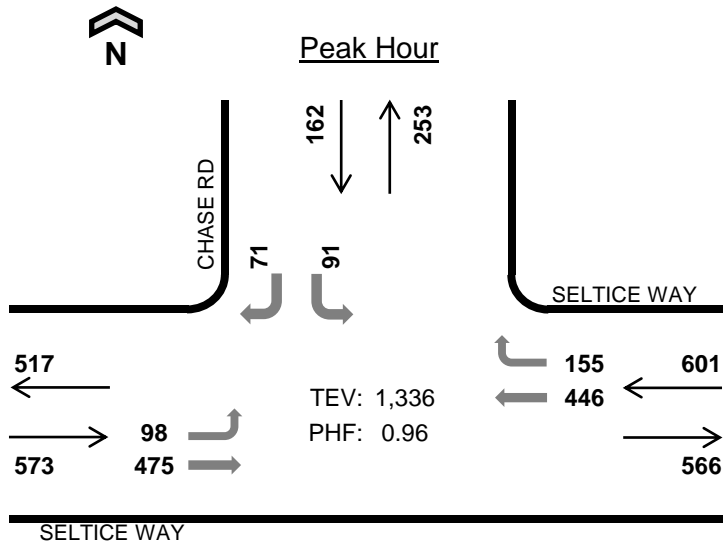
## Two-Hour Count Summaries

Interval Start	POLELINE AVE Eastbound			POLELINE AVE Westbound			CHASE RD Northbound			CHASE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	5	8	2	5	5	12	4	30	8	11	13	5	108	
4:15 PM	3	9	4	5	11	13	1	18	8	19	10	7	108	
4:30 PM	6	8	1	9	8	13	0	26	8	8	13	7	107	
4:45 PM	0	13	0	6	14	12	2	18	6	6	23	4	104	427
5:00 PM	2	5	1	3	11	11	0	20	3	7	13	7	83	402
5:15 PM	4	10	3	3	16	9	1	15	11	6	9	8	95	389
5:30 PM	4	9	1	4	9	15	0	15	6	11	13	4	91	373
5:45 PM	1	12	0	5	10	12	1	13	3	15	18	6	96	365
Count Total	25	74	12	40	84	97	9	155	53	83	112	48	792	
Peak Hr	14	38	7	25	38	50	7	92	30	44	59	23	427	

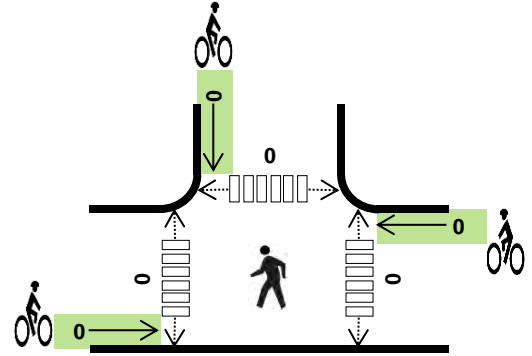
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	1	2	1	6	10	0	0	0	0	0	0	0	0	0	0
Peak Hr	1	1	1	4	7	0	0	0	0	0	0	0	0	0	0

# CHASE RD SELTICE WAY



Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.6%	0.91
WB	0.8%	0.92
SB	0.6%	0.88
TOTAL	1.1%	0.96

## Two-Hour Count Summaries

Interval Start	SELTICE WAY Eastbound			SELTICE WAY Westbound			CHASE RD Northbound			CHASE RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	25	133	0	0	107	46	0	0	0	21	0	15	347	
4:15 PM	22	126	0	0	113	36	0	0	0	21	0	16	334	
4:30 PM	28	112	0	0	103	33	0	0	0	25	0	21	322	
4:45 PM	23	104	0	0	123	40	0	0	0	24	0	19	333	1,336
5:00 PM	23	106	0	0	113	44	0	0	0	26	0	14	326	1,315
5:15 PM	28	95	0	0	114	40	0	0	0	18	0	21	316	1,297
5:30 PM	10	85	0	0	84	51	0	0	0	25	0	12	267	1,242
5:45 PM	7	70	0	0	71	38	0	0	0	15	0	16	217	1,126
Count Total	166	831	0	0	828	328	0	0	0	175	0	134	2,462	
Peak Hr	98	475	0	0	446	155	0	0	0	91	0	71	1,336	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	11	7	0	1	19	0	0	0	0	0	0	0	0	0	0
Peak Hr	9	5	0	1	15	0	0	0	0	0	0	0	0	0	0

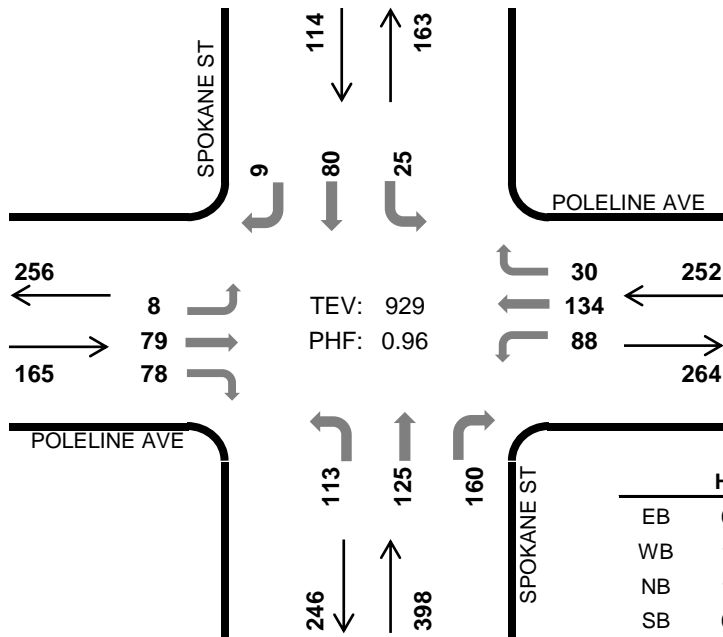


# SPOKANE ST POLELINE AVE



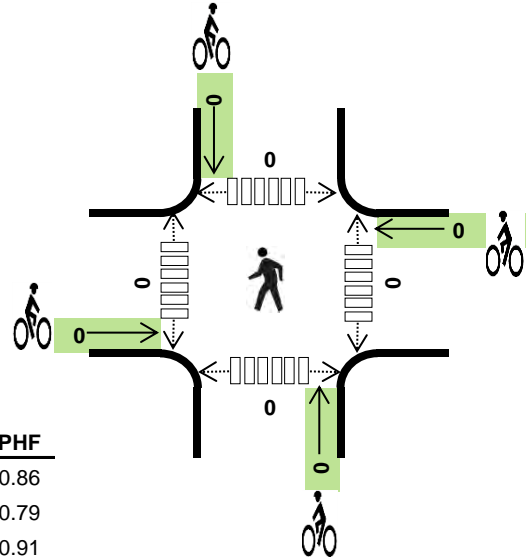
Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 929  
 PHF: 0.96

	HV %:	PHF
EB	0.0%	0.86
WB	1.2%	0.79
NB	1.3%	0.91
SB	0.9%	0.89
TOTAL	1.0%	0.96



## Two-Hour Count Summaries

Interval Start	POLELINE AVE			POLELINE AVE			SPOKANE ST			SPOKANE ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	19	18	19	27	6	27	32	39	9	18	4	218	
4:15 PM	5	19	24	20	32	2	27	37	45	6	26	0	243	
4:30 PM	2	18	23	21	36	9	26	30	40	2	18	2	227	
4:45 PM	1	23	13	28	39	13	33	26	36	8	18	3	241	929
5:00 PM	0	15	15	8	29	11	23	24	39	10	22	2	198	909
5:15 PM	2	21	20	14	32	9	32	33	44	5	15	0	227	893
5:30 PM	0	22	15	14	19	10	30	29	43	4	21	1	208	874
5:45 PM	1	34	23	14	18	9	27	25	35	3	17	2	208	841
Count Total	11	171	151	138	232	69	225	236	321	47	155	14	1,770	
Peak Hr	8	79	78	88	134	30	113	125	160	25	80	9	929	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	3	1	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	1	6	6	1	14	0	0	0	0	0	0	0	1	0	1
Peak Hr	0	3	5	1	9	0	0	0	0	0	0	0	0	0	0

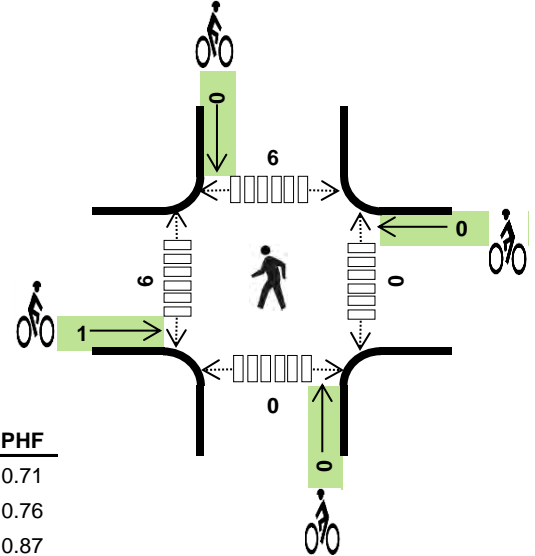
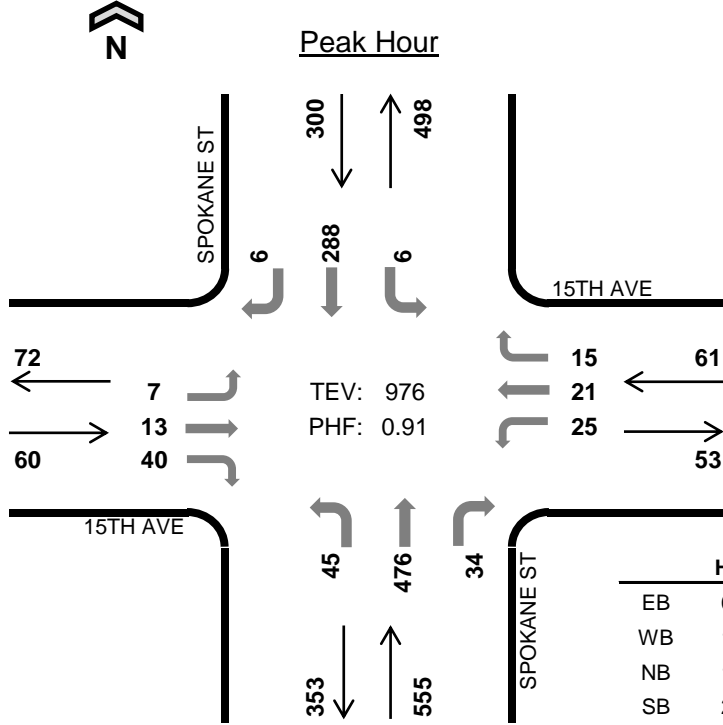
# SPOKANE ST 15TH AVE



Date: Tue, Nov 04, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.71
WB	1.6%	0.76
NB	1.1%	0.87
SB	2.0%	0.89
TOTAL	1.3%	0.91

## Two-Hour Count Summaries

Interval Start	15TH AVE Eastbound			15TH AVE Westbound			SPOKANE ST Northbound			SPOKANE ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	4	15	8	2	4	5	106	7	1	72	2	228	
4:15 PM	1	2	8	7	11	2	17	134	8	4	74	0	268	
4:30 PM	4	5	9	5	4	3	16	119	7	0	81	3	256	
4:45 PM	0	2	8	5	4	6	7	117	12	1	61	1	224	976
5:00 PM	0	1	6	4	2	4	9	105	10	1	59	0	201	949
5:15 PM	0	0	5	1	5	2	18	151	7	1	58	3	251	932
5:30 PM	0	0	4	5	6	6	6	122	11	4	67	0	231	907
5:45 PM	4	2	6	9	4	3	10	115	12	1	63	0	229	912
Count Total	11	16	61	44	38	30	88	969	74	13	535	9	1,888	
Peak Hr	7	13	40	25	21	15	45	476	34	6	288	6	976	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	3	4	0	0	0	0	0	0	2	3	0	5
4:15 PM	0	0	2	2	4	0	0	0	0	0	0	1	1	0	2
4:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	2	0	2	1	0	0	0	1	0	3	1	0	4
5:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	8	10	19	1	0	0	0	1	0	6	6	0	12
Peak Hr	0	1	6	6	13	1	0	0	0	1	0	6	6	0	12

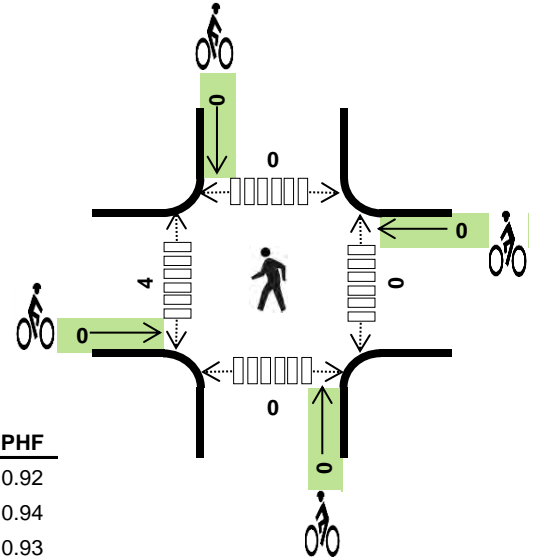
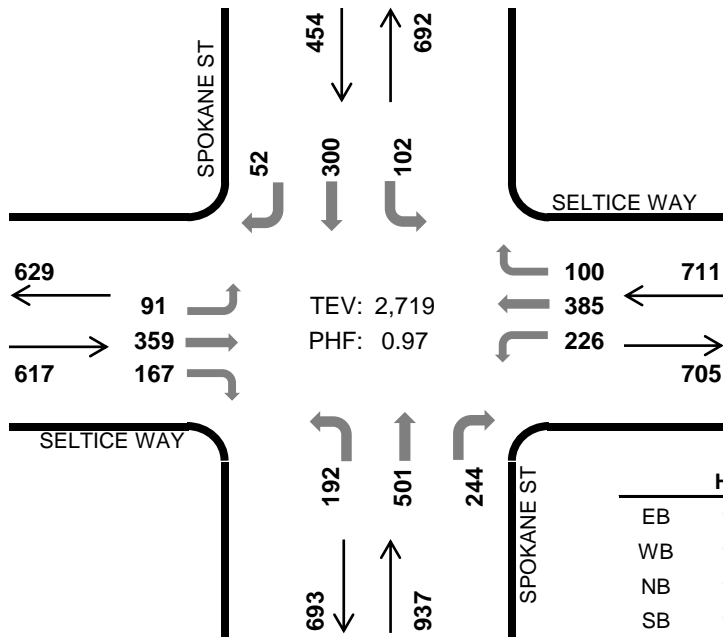


# SPOKANE ST SELTICE WAY



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.0%	0.92
WB	1.4%	0.94
NB	1.1%	0.93
SB	1.5%	0.88
TOTAL	1.2%	0.97

## Two-Hour Count Summaries

Interval Start	SELTICE WAY			SELTICE WAY			SPOKANE ST			SPOKANE ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	23	94	39	68	99	22	46	122	66	30	77	11	697	
4:15 PM	24	102	41	52	102	22	47	143	61	21	78	9	702	
4:30 PM	18	84	43	56	83	28	50	109	63	25	87	17	663	
4:45 PM	26	79	44	50	101	28	49	127	54	26	58	15	657	2,719
5:00 PM	24	89	40	60	99	24	66	117	42	19	60	11	651	2,673
5:15 PM	14	72	35	47	77	39	67	163	49	22	55	9	649	2,620
5:30 PM	31	68	25	61	74	25	59	126	62	22	61	16	630	2,587
5:45 PM	17	52	35	39	61	23	26	120	38	18	68	11	508	2,438
Count Total	177	640	302	433	696	211	410	1,027	435	183	544	99	5,157	
Peak Hr	91	359	167	226	385	100	192	501	244	102	300	52	2,719	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	4	5	1	10	0	0	0	0	0	0	1	0	0	1
4:15 PM	2	2	3	2	9	0	0	0	0	0	0	1	0	0	1
4:30 PM	2	3	1	4	10	0	0	0	0	0	0	1	0	0	1
4:45 PM	2	1	1	0	4	0	0	0	0	0	0	1	0	0	1
5:00 PM	1	2	1	2	6	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	7	13	15	13	48	0	0	0	0	0	1	4	0	1	6
Peak Hr	6	10	10	7	33	0	0	0	0	0	0	4	0	0	4

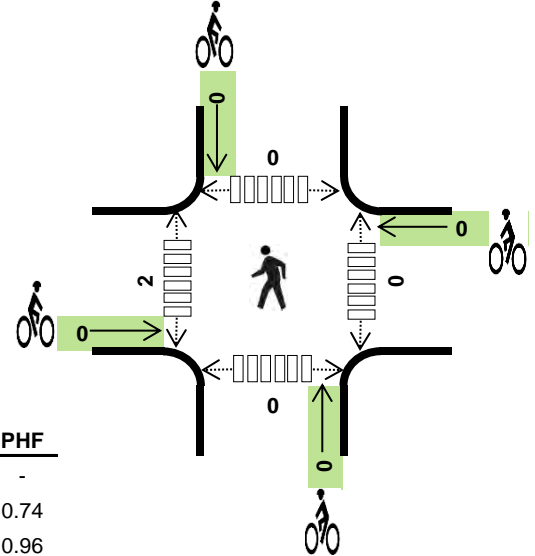
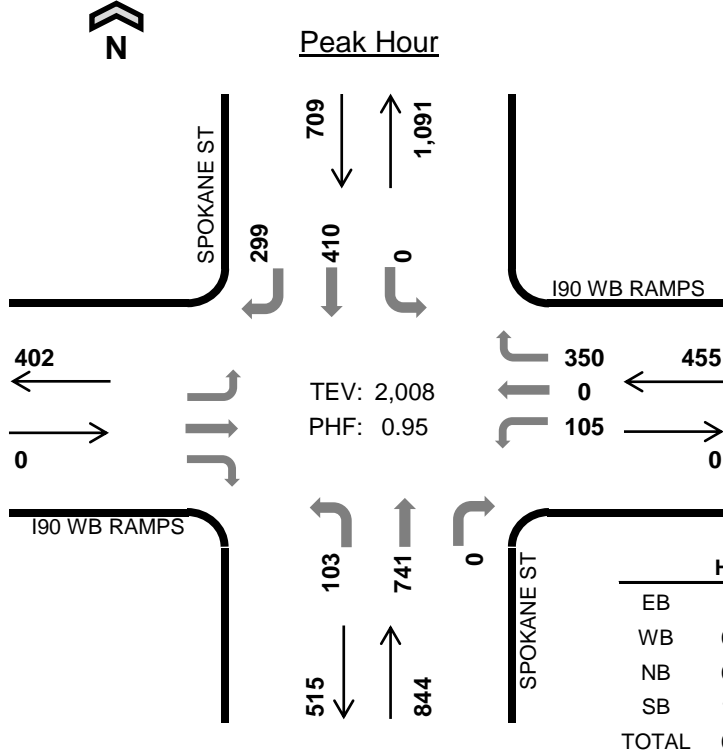
# SPOKANE ST I90 WB RAMPS



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	0.4%	0.74
NB	0.9%	0.96
SB	1.0%	0.85
TOTAL	0.8%	0.95

## Two-Hour Count Summaries

Interval Start	I90 WB RAMPS			I90 WB RAMPS			SPOKANE ST			SPOKANE ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	21	1	64	23	174	0	0	110	64	457	
4:15 PM	0	0	0	16	0	93	19	176	0	0	110	67	481	
4:30 PM	0	0	0	29	0	79	24	188	0	0	98	81	499	
4:45 PM	0	0	0	24	0	71	32	187	0	0	102	58	474	1,911
5:00 PM	0	0	0	21	0	78	25	176	0	0	114	95	509	1,963
5:15 PM	0	0	0	31	0	122	22	190	0	0	96	65	526	2,008
5:30 PM	0	0	0	25	0	93	21	145	0	0	73	70	427	1,936
5:45 PM	0	0	0	17	0	68	11	135	0	0	89	56	376	1,838
Count Total	0	0	0	184	1	668	177	1,371	0	0	792	556	3,749	
Peak Hr	0	0	0	105	0	350	103	741	0	0	410	299	2,008	

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

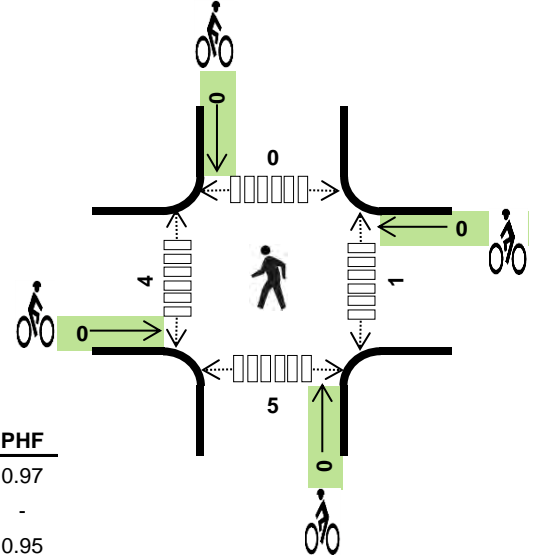
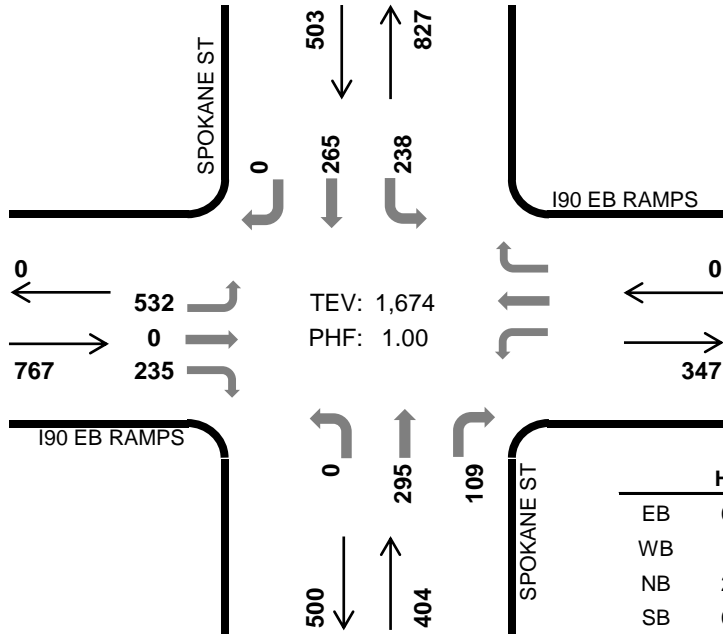
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	5	0	6	0	0	0	0	0	1	0	1	0	2
4:15 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	3	2	6	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	20	12	35	0	0	0	0	0	1	2	1	0	4
Peak Hr	0	2	8	7	17	0	0	0	0	0	0	2	0	0	2

# SPOKANE ST I90 EB RAMPS



Peak Hour

Date: Wed, Nov 05, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.8%	0.97
WB	-	-
NB	2.0%	0.95
SB	0.4%	0.98
TOTAL	1.0%	1.00

## Two-Hour Count Summaries

Interval Start	I90 EB RAMPS			I90 EB RAMPS			SPOKANE ST			SPOKANE ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	133	0	62	0	0	0	0	65	19	56	75	0	410	
4:15 PM	130	0	65	0	0	0	0	72	23	59	68	0	417	
4:30 PM	137	0	60	0	0	0	0	70	31	55	66	0	419	
4:45 PM	133	0	52	0	0	0	0	88	18	59	69	0	419	1,665
5:00 PM	132	0	58	0	0	0	0	65	37	65	62	0	419	1,674
5:15 PM	156	0	49	0	0	0	0	52	16	57	78	0	408	1,665
5:30 PM	117	0	49	0	0	0	0	52	20	47	53	0	338	1,584
5:45 PM	107	0	37	0	0	0	0	39	16	60	45	0	304	1,469
Count Total	1,045	0	432	0	0	0	0	503	180	458	516	0	3,134	
Peak Hr	532	0	235	0	0	0	0	295	109	238	265	0	1,674	

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

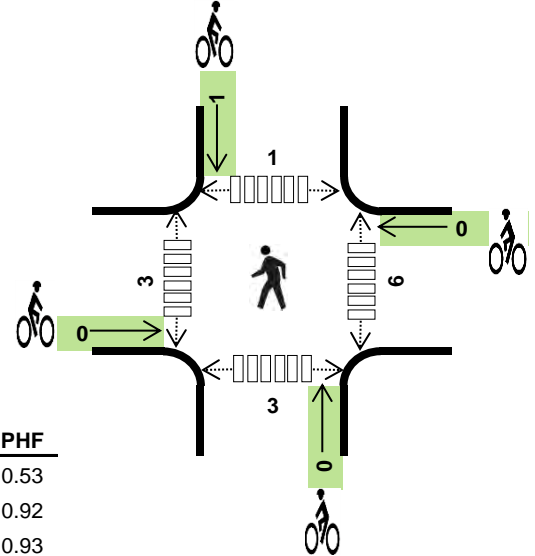
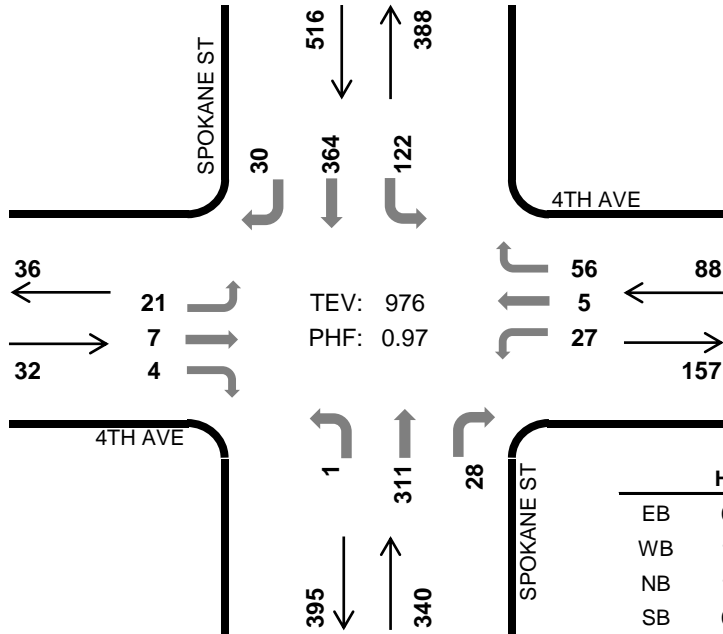
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	2	1	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	3	2	7	0	0	0	0	0	0	0	0	5	5
4:30 PM	1	0	2	0	3	0	0	0	0	0	1	2	0	0	3
4:45 PM	1	0	2	0	3	0	0	0	0	0	0	2	0	0	2
5:00 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	12	0	14	4	30	0	0	0	0	0	1	4	0	5	10
Peak Hr	6	0	8	2	16	0	0	0	0	0	1	4	0	5	10

# SPOKANE ST 4TH AVE



Peak Hour

Date: Wed, Nov 05, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.53
WB	1.1%	0.92
NB	1.5%	0.93
SB	0.4%	0.94
TOTAL	0.8%	0.97

## Two-Hour Count Summaries

Interval Start	4TH AVE Eastbound			4TH AVE Westbound			SPOKANE ST Northbound			SPOKANE ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	2	0	9	1	11	1	82	7	21	105	10	251	
4:15 PM	3	2	1	7	1	14	0	71	12	43	86	8	248	
4:30 PM	12	1	2	3	2	16	0	71	5	33	83	8	236	
4:45 PM	4	2	1	8	1	15	0	87	4	25	90	4	241	976
5:00 PM	14	2	0	8	0	25	0	64	5	28	88	7	241	966
5:15 PM	5	7	0	6	1	12	1	49	0	36	85	4	206	924
5:30 PM	2	1	0	9	1	13	0	58	6	15	85	6	196	884
5:45 PM	3	2	0	8	1	9	0	42	5	17	58	4	149	792
Count Total	45	19	4	58	8	115	2	524	44	218	680	51	1,768	
Peak Hr	21	7	4	27	5	56	1	311	28	122	364	30	976	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	1	3	0	0	0	1	1	6	0	0	0	6
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	3	6
5:00 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	1	1	3	0	0	0	0	0	2	0	0	0	2
5:45 PM	0	0	2	1	3	0	0	0	0	0	1	0	0	0	1
Count Total	0	2	10	6	18	0	0	0	1	1	9	3	1	3	16
Peak Hr	0	1	5	2	8	0	0	0	1	1	6	3	1	3	13

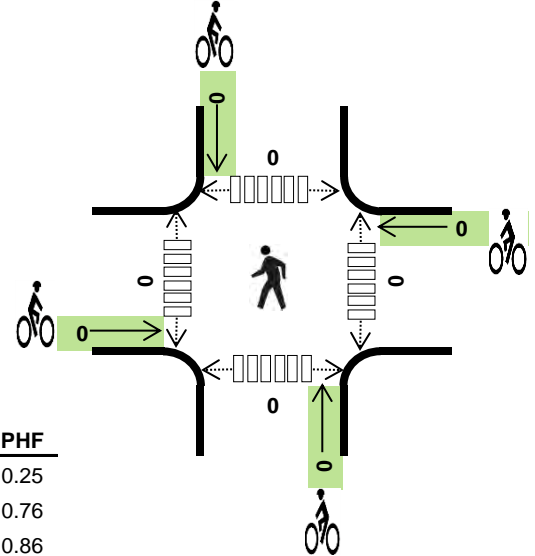
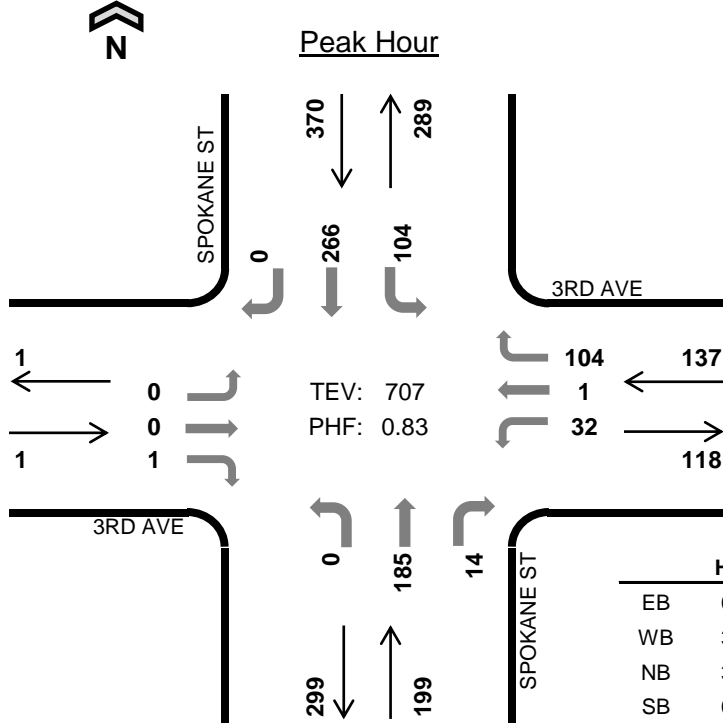
# SPOKANE ST 3RD AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.25
WB	3.6%	0.76
NB	3.5%	0.86
SB	0.8%	0.84
TOTAL	2.1%	0.83

## Two-Hour Count Summaries

Interval Start	3RD AVE Eastbound			3RD AVE Westbound			SPOKANE ST Northbound			SPOKANE ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	1	10	0	35	0	53	5	28	82	0	214	
4:15 PM	0	0	0	10	0	24	0	40	4	35	53	0	166	
4:30 PM	0	0	0	5	0	22	0	45	2	23	59	0	156	
4:45 PM	0	0	0	7	1	23	0	47	3	18	72	0	171	707
5:00 PM	2	0	0	10	0	32	0	27	7	30	61	0	169	662
5:15 PM	0	0	0	6	0	10	0	30	5	20	76	0	147	643
5:30 PM	0	0	0	9	1	15	0	46	5	30	61	0	167	654
5:45 PM	0	0	0	11	0	14	0	30	0	14	56	0	125	608
Count Total	2	0	1	68	2	175	0	318	31	198	520	0	1,315	
Peak Hr	0	0	1	32	1	104	0	185	14	104	266	0	707	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	5	1	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	1	0	0	0	0	0	1	1	2	0	4
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	7	8	5	20	0	0	0	0	0	1	1	2	0	4
Peak Hr	0	5	7	3	15	0	0	0	0	0	0	0	0	0	0

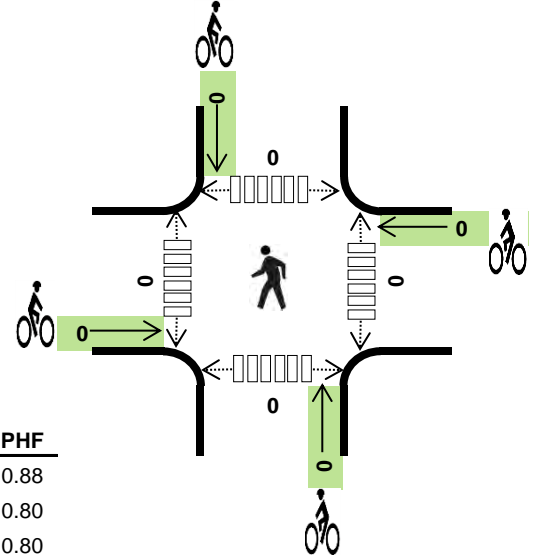
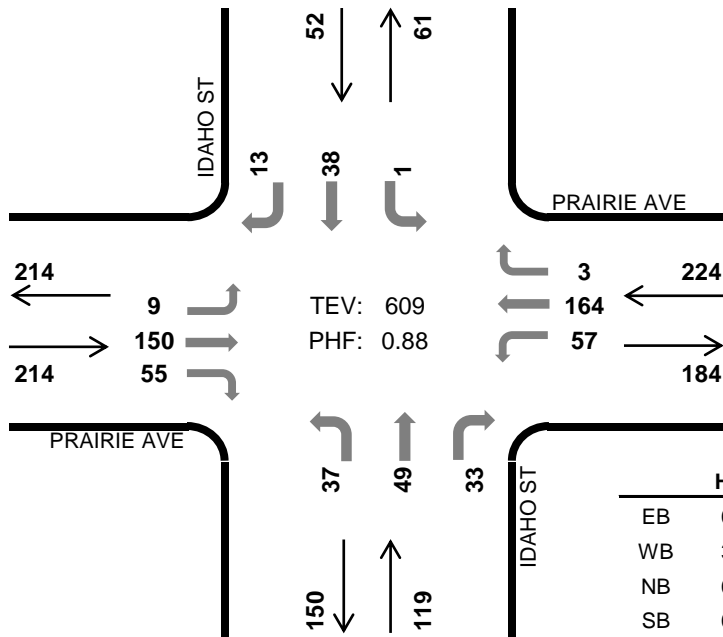


# IDAHO ST PRAIRIE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.88
WB	3.1%	0.80
NB	0.0%	0.80
SB	0.0%	0.81
TOTAL	1.1%	0.88

## Two-Hour Count Summaries

Interval Start	PRAIRIE AVE			PRAIRIE AVE			IDAHO ST			IDAHO ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	4	49	8	12	33	1	13	16	8	0	10	2	156	
4:15 PM	2	37	19	20	49	1	10	15	5	0	13	3	174	
4:30 PM	1	36	19	11	34	0	7	10	14	1	9	5	147	
4:45 PM	2	28	9	14	48	1	7	8	6	0	6	3	132	609
5:00 PM	2	30	12	21	39	0	7	15	18	0	5	2	151	604
5:15 PM	1	30	7	13	47	0	11	10	10	0	6	2	137	567
5:30 PM	1	30	9	10	39	1	7	18	9	0	6	2	132	552
5:45 PM	2	24	9	14	37	0	6	13	10	0	3	1	119	539
Count Total	15	264	92	115	326	4	68	105	80	1	58	20	1,148	
Peak Hr	9	150	55	57	164	3	37	49	33	1	38	13	609	

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

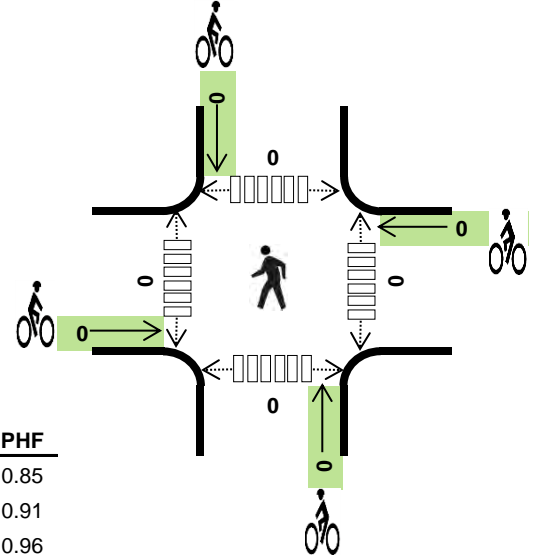
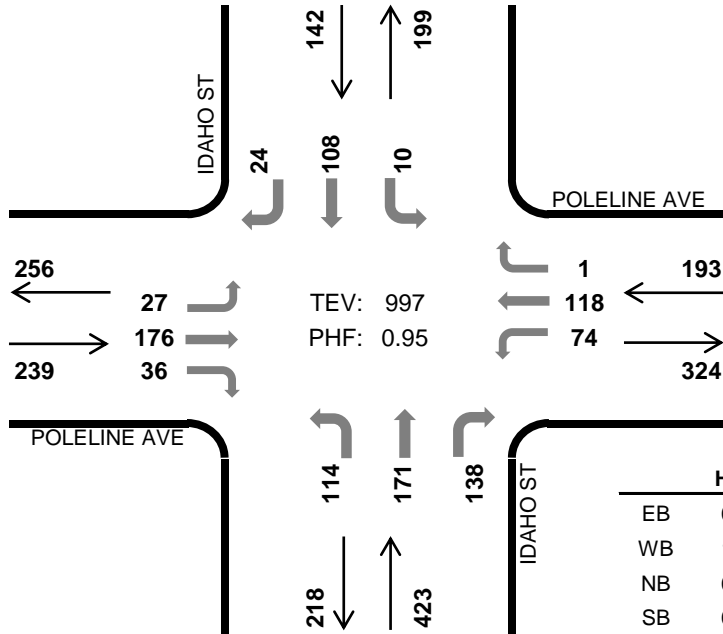
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	1	9	2	0	12	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0

# IDAHO ST POLELINE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.85
WB	1.6%	0.91
NB	0.2%	0.96
SB	0.0%	0.81
TOTAL	0.4%	0.95

## Two-Hour Count Summaries

Interval Start	POLELINE AVE			POLELINE AVE			IDAHO ST			IDAHO ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	34	13	23	26	0	22	31	28	1	16	2	199	
4:15 PM	14	37	14	22	26	4	17	39	27	3	42	7	252	
<b>4:30 PM</b>	<b>7</b>	<b>39</b>	<b>10</b>	<b>21</b>	<b>32</b>	<b>0</b>	<b>34</b>	<b>41</b>	<b>33</b>	<b>1</b>	<b>36</b>	<b>7</b>	<b>261</b>	
4:45 PM	8	45	8	17	32	0	28	40	33	3	23	8	245	957
5:00 PM	3	40	9	18	23	0	27	45	32	3	26	4	230	988
5:15 PM	9	52	9	18	31	1	25	45	40	3	23	5	261	997
5:30 PM	11	38	9	17	21	4	20	45	34	2	20	1	222	958
5:45 PM	10	49	11	7	21	4	17	33	38	0	19	5	214	927
Count Total	65	334	83	143	212	13	190	319	265	16	205	39	1,884	
Peak Hr	27	176	36	74	118	1	114	171	138	10	108	24	997	

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

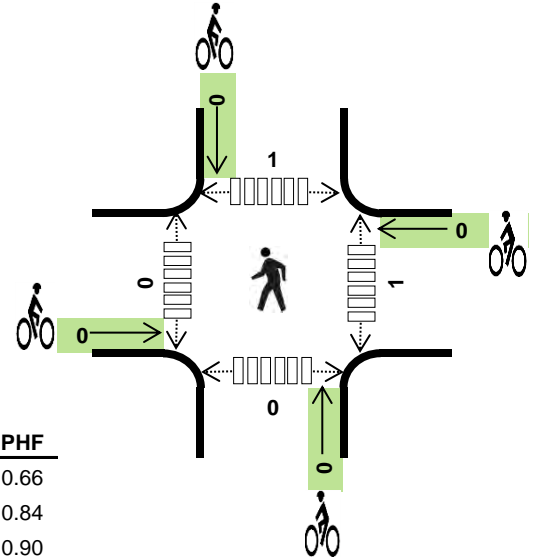
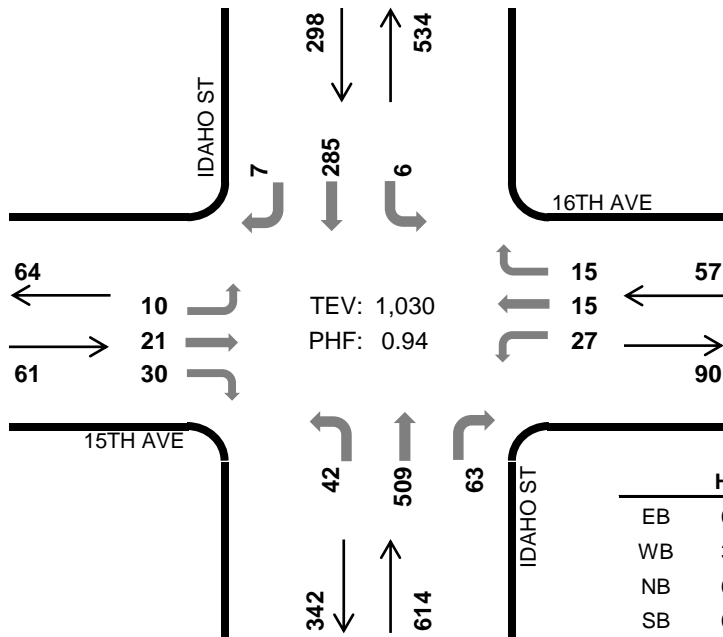
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	2	1	1	5	0	0	0	0	0	0	0	0	0	0
<b>4:30 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>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

# IDAHO ST 16TH AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.66
WB	3.5%	0.84
NB	0.3%	0.90
SB	0.0%	0.87
TOTAL	0.4%	0.94

## Two-Hour Count Summaries

Interval Start	15TH AVE			16TH AVE			IDAHO ST			IDAHO ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	4	5	9	15	2	3	9	112	10	0	65	7	241	
4:15 PM	2	4	8	6	4	4	16	116	9	3	80	3	255	
4:30 PM	5	3	15	7	3	7	9	131	9	1	81	4	275	
4:45 PM	2	10	4	9	5	3	11	122	20	1	55	0	242	1,013
5:00 PM	1	4	3	5	3	1	6	140	25	1	69	0	258	1,030
5:15 PM	3	4	3	6	3	1	4	153	13	1	55	4	250	1,025
5:30 PM	4	4	4	7	5	1	12	136	12	0	59	1	245	995
5:45 PM	3	5	5	9	3	3	7	108	11	1	55	1	211	964
Count Total	24	39	51	64	28	23	74	1,018	109	8	519	20	1,977	
Peak Hr	10	21	30	27	15	15	42	509	63	6	285	7	1,030	

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

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

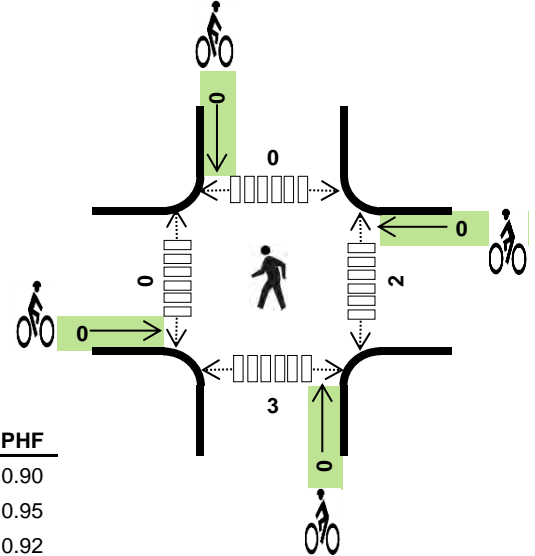
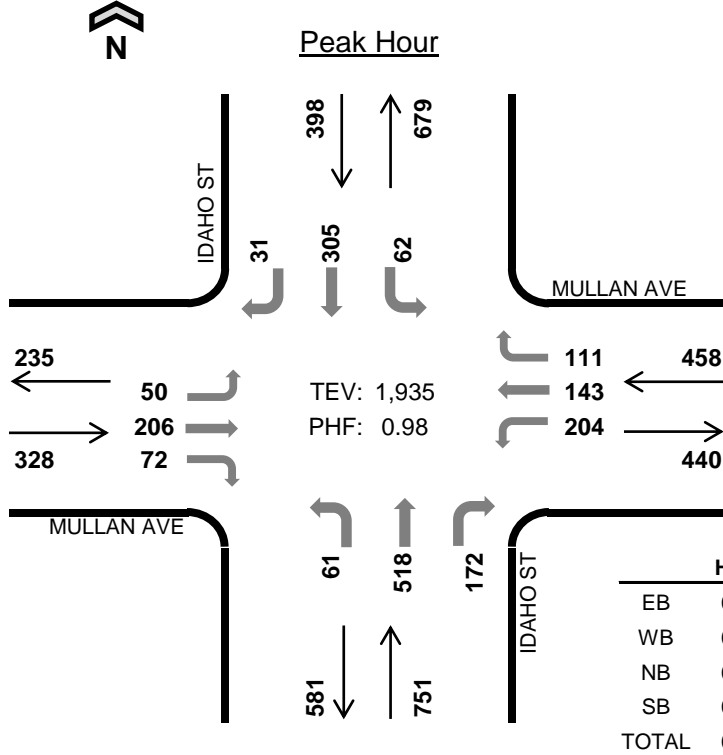
# IDAHO ST MULLAN AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.3%	0.90
WB	0.7%	0.95
NB	0.1%	0.92
SB	0.5%	0.96
TOTAL	0.4%	0.98

## Two-Hour Count Summaries

Interval Start	MULLAN AVE Eastbound			MULLAN AVE Westbound			IDAHO ST Northbound			IDAHO ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	17	59	12	42	31	25	13	122	49	21	81	9	481	
4:15 PM	12	57	21	61	25	19	12	120	50	18	80	3	478	
4:30 PM	15	55	21	46	39	34	12	128	44	15	73	10	492	
4:45 PM	11	45	15	44	39	30	14	125	43	17	75	12	470	1,921
5:00 PM	12	49	15	53	40	28	23	145	35	12	77	6	495	1,935
5:15 PM	12	35	14	37	42	28	16	164	40	18	60	3	469	1,926
5:30 PM	10	34	13	38	33	40	18	123	23	8	68	3	411	1,845
5:45 PM	12	30	9	29	22	25	7	113	34	11	65	9	366	1,741
Count Total	101	364	120	350	271	229	115	1,040	318	120	579	55	3,662	
Peak Hr	50	206	72	204	143	111	61	518	172	62	305	31	1,935	

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

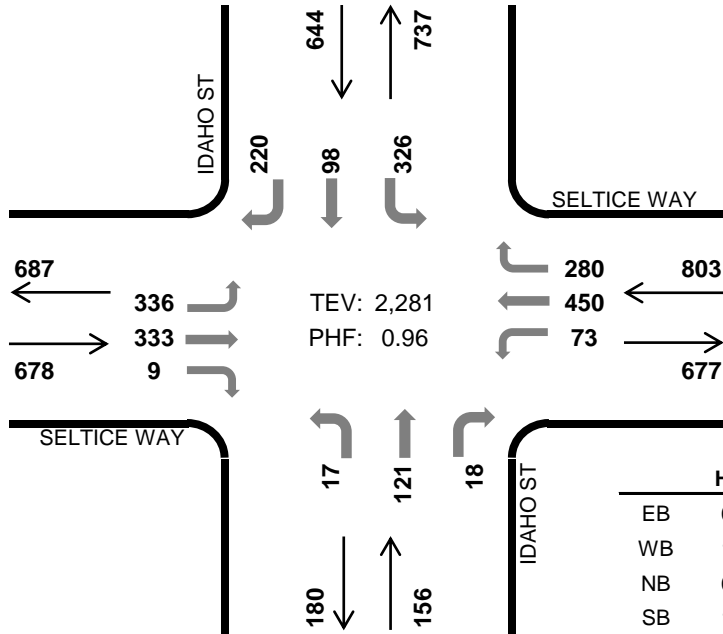
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	1	2	0	0	0	0	0	2	0	0	1	3
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	1	2	3	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:15 PM	1	0	4	2	7	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	2	4	6	6	18	0	0	0	0	0	4	0	0	5	9
Peak Hr	1	3	1	2	7	0	0	0	0	0	2	0	0	3	5

# IDAHO ST SELTICE WAY



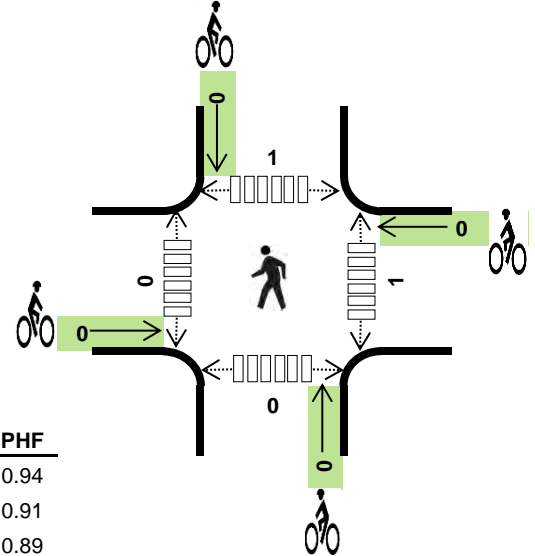
Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 2,281  
 PHF: 0.96

	HV %:	PHF
EB	0.9%	0.94
WB	1.2%	0.91
NB	0.6%	0.89
SB	1.6%	0.94
TOTAL	1.2%	0.96



## Two-Hour Count Summaries

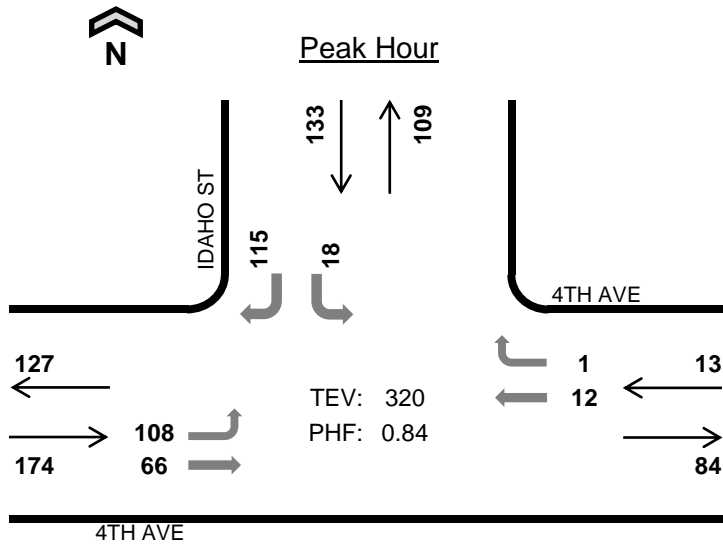
Interval Start	SELTICE WAY			SELTICE WAY			IDAHO ST			IDAHO ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	90	65	1	15	123	67	5	19	4	86	23	55	553	
4:15 PM	78	100	3	12	112	73	6	32	6	74	35	63	594	
4:30 PM	82	83	1	17	103	60	5	36	3	98	22	46	556	
4:45 PM	86	85	4	29	112	80	1	34	5	68	18	56	578	2,281
5:00 PM	69	79	1	18	105	78	4	37	6	77	18	55	547	2,275
5:15 PM	89	71	6	16	120	89	3	17	6	62	19	42	540	2,221
5:30 PM	85	69	3	19	82	70	1	24	6	76	13	55	503	2,168
5:45 PM	58	60	2	11	80	68	1	14	1	60	14	49	418	2,008
Count Total	637	612	21	137	837	585	26	213	37	601	162	421	4,289	
Peak Hr	336	333	9	73	450	280	17	121	18	326	98	220	2,281	

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

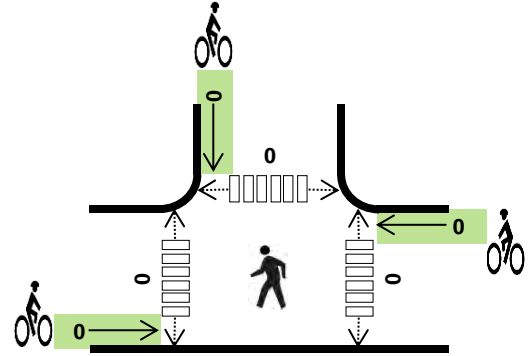
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	1	5	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	3	0	3	7	0	0	0	0	0	1	0	1	0	2
4:30 PM	4	3	0	1	8	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	2	2	6	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	7	19	3	14	43	0	0	0	0	0	1	0	3	0	4
Peak Hr	6	10	1	10	27	0	0	0	0	0	1	0	1	0	2



# IDAHO ST 4TH AVE



Date: Wed, Nov 05, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	3.4%	0.85
WB	15.4%	0.81
SB	0.8%	0.81
TOTAL	2.8%	0.84

## Two-Hour Count Summaries

Interval Start	4TH AVE Eastbound			4TH AVE Westbound			IDAHO ST Northbound			IDAHO ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	20	17	0	0	1	0	0	0	0	5	0	25	68	
<b>4:15 PM</b>	<b>34</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>95</b>	
4:30 PM	24	21	0	0	2	0	0	0	0	2	0	26	75	
4:45 PM	20	14	0	0	4	0	0	0	0	3	0	27	68	306
5:00 PM	30	14	0	0	4	0	0	0	0	5	0	29	82	320
5:15 PM	25	26	0	0	3	0	0	0	0	1	0	27	82	307
5:30 PM	18	12	0	0	2	0	0	0	0	5	0	22	59	291
5:45 PM	21	9	0	0	1	1	0	0	0	0	0	34	66	289
Count Total	192	130	0	0	19	2	0	0	0	29	0	223	595	
<b>Peak Hr</b>	<b>108</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>115</b>	<b>320</b>	

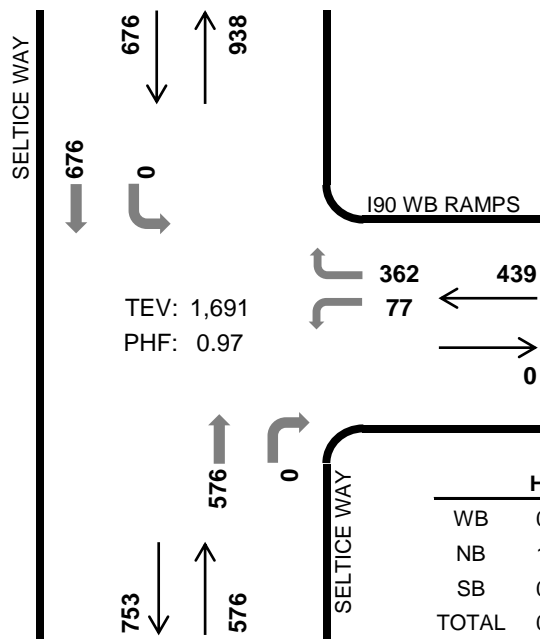
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>4:15 PM</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:30 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	12	3	0	3	18	0	0	0	0	0	0	0	0	0	0
<b>Peak Hr</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# SELTICE WAY I90 WB RAMPS

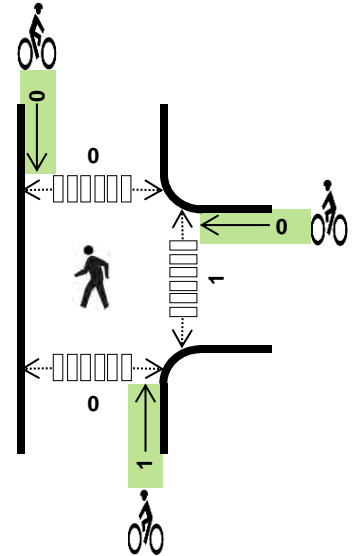


Peak Hour



Date: Wed, Nov 05, 2014  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM

	HV %:	PHF
WB	0.5%	0.95
NB	1.2%	0.91
SB	0.6%	0.92
TOTAL	0.8%	0.97



## Two-Hour Count Summaries

Interval Start	I90 WB RAMPS			I90 WB RAMPS			SELTICE WAY			SELTICE WAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	13	0	103	0	137	0	0	184	0	437	
4:15 PM	0	0	0	15	0	85	0	138	0	0	174	0	412	
4:30 PM	0	0	0	28	0	86	0	159	0	0	163	0	436	
4:45 PM	0	0	0	21	0	88	0	142	0	0	155	0	406	1,691
5:00 PM	0	0	0	14	0	99	0	151	0	0	162	0	426	1,680
5:15 PM	0	0	0	23	0	109	0	124	0	0	154	0	410	1,678
5:30 PM	0	0	0	12	0	89	0	121	0	0	154	0	376	1,618
5:45 PM	0	0	0	16	0	76	0	102	0	0	133	0	327	1,539
Count Total	0	0	0	142	0	735	0	1,074	0	0	1,279	0	3,230	
Peak Hr	0	0	0	77	0	362	0	576	0	0	676	0	1,691	

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

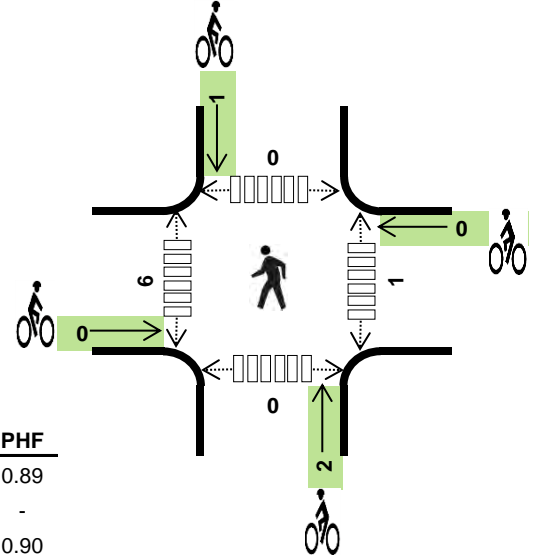
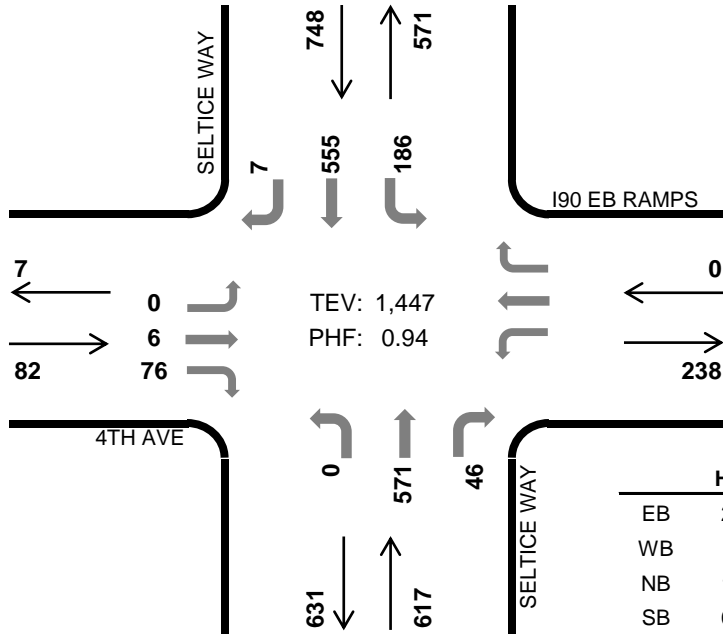
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	2	2	5	0	0	1	0	1	0	0	0	0	0
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	1	4	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	1	1	3	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	14	8	26	0	0	1	0	1	2	0	0	0	2
Peak Hr	0	2	7	4	13	0	0	1	0	1	1	0	0	0	1

# SELTICE WAY I90 EB RAMPS



Peak Hour

Date: Wed, Nov 05, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.4%	0.89
WB	-	-
NB	1.1%	0.90
SB	0.5%	0.96
TOTAL	0.9%	0.94

## Two-Hour Count Summaries

Interval Start	4TH AVE			I90 EB RAMPS			SELTICE WAY			SELTICE WAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	19	0	0	0	0	134	11	50	140	1	356	
4:15 PM	0	3	20	0	0	0	0	138	8	50	143	1	363	
4:30 PM	0	1	22	0	0	0	0	159	13	47	140	2	384	
4:45 PM	0	1	15	0	0	0	0	140	14	39	132	3	344	1,447
5:00 PM	0	0	20	0	0	0	0	133	21	57	114	3	348	1,439
5:15 PM	0	1	21	0	0	0	0	111	10	43	129	2	317	1,393
5:30 PM	0	0	17	0	0	0	0	111	9	59	100	1	297	1,306
5:45 PM	0	0	9	0	0	0	0	94	14	52	95	1	265	1,227
Count Total	0	7	143	0	0	0	0	1,020	100	397	993	14	2,674	
Peak Hr	0	6	76	0	0	0	0	571	46	186	555	7	1,447	

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

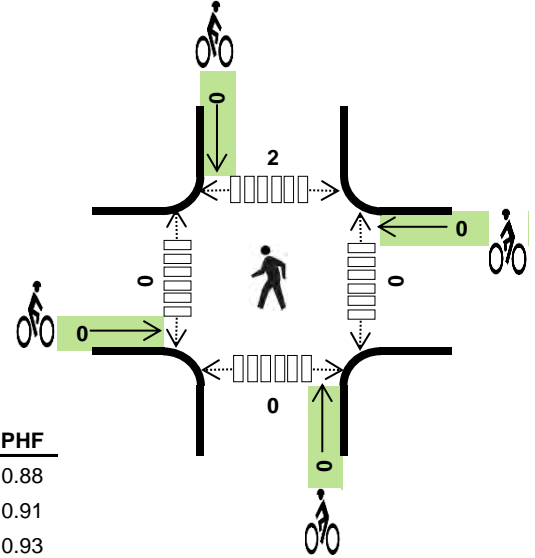
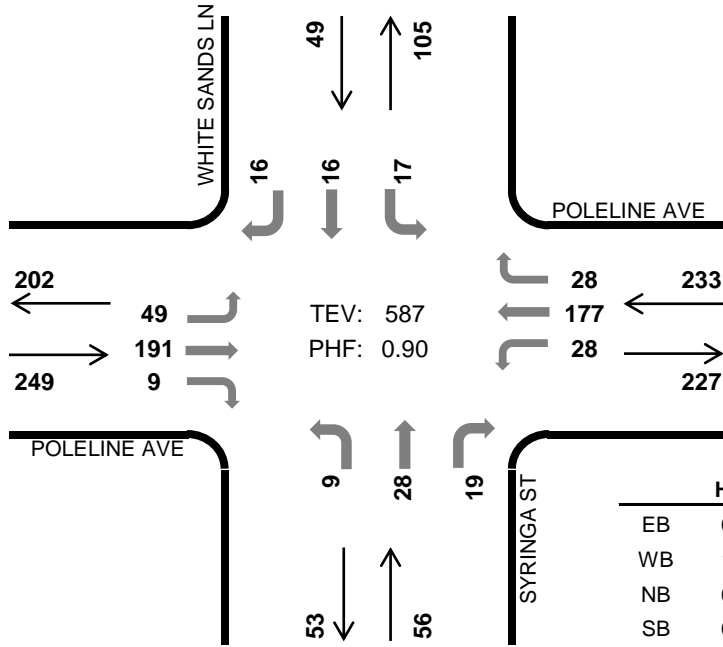
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	2	3	0	0	2	1	3	0	1	0	0	1
4:15 PM	2	0	0	0	2	0	0	0	0	0	1	4	0	0	5
4:30 PM	0	0	3	1	4	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	1	3	5	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	11	13	28	0	0	2	1	3	1	6	0	0	7
Peak Hr	2	0	7	4	13	0	0	2	1	3	1	6	0	0	7

# WHITE SANDS LN POLELINE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.88
WB	1.3%	0.91
NB	0.0%	0.93
SB	0.0%	0.72
TOTAL	0.5%	0.90

## Two-Hour Count Summaries

Interval Start	POLELINE AVE Eastbound			POLELINE AVE Westbound			SYRINGA ST Northbound			WHITE SANDS LN Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	14	39	3	5	45	1	0	10	3	5	6	6	137	
4:15 PM	10	52	2	9	47	5	4	4	5	3	3	3	147	
4:30 PM	11	44	3	5	41	11	3	8	4	5	1	4	140	
4:45 PM	14	56	1	9	44	11	2	6	7	4	6	3	163	587
5:00 PM	10	43	3	5	36	7	1	7	3	1	7	6	129	579
5:15 PM	10	60	3	5	46	4	1	7	1	5	1	2	145	577
5:30 PM	17	41	2	6	33	5	1	8	5	2	3	1	124	561
5:45 PM	11	54	3	5	30	3	2	7	5	5	3	6	134	532
Count Total	97	389	20	49	322	47	14	57	33	30	30	31	1,119	
Peak Hr	49	191	9	28	177	28	9	28	19	17	16	16	587	

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

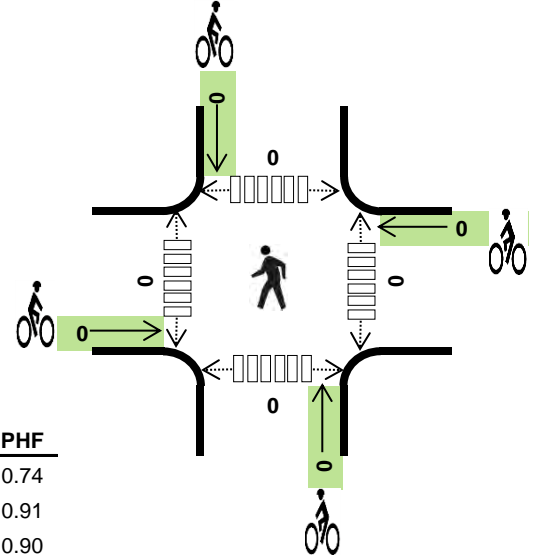
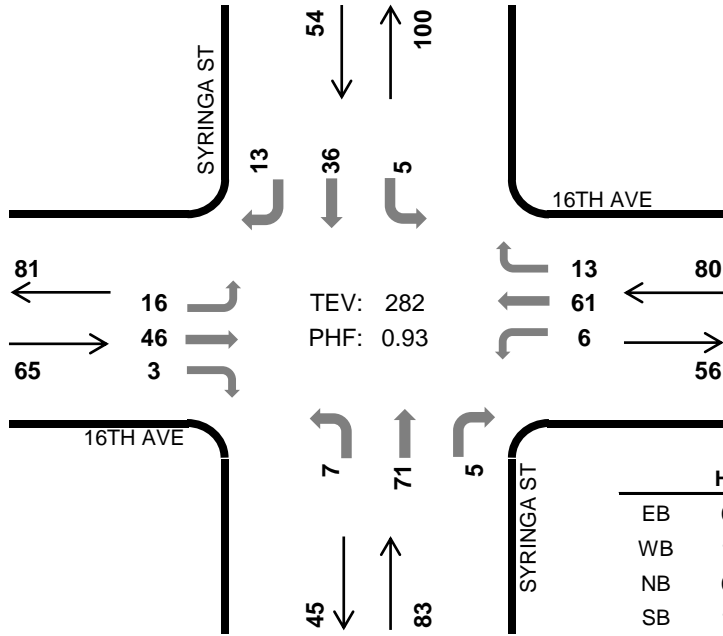
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

# SYRINGA ST 16TH AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.74
WB	1.3%	0.91
NB	0.0%	0.90
SB	1.9%	0.79
TOTAL	0.7%	0.93

## Two-Hour Count Summaries

Interval Start	16TH AVE Eastbound			16TH AVE Westbound			SYRINGA ST Northbound			SYRINGA ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	11	0	3	15	2	0	23	0	0	10	5	72	
4:15 PM	5	11	0	1	11	6	3	13	3	2	11	4	70	
4:30 PM	5	7	1	2	17	1	2	19	1	2	5	2	64	
4:45 PM	3	17	2	0	18	4	2	16	1	1	10	2	76	282
5:00 PM	9	8	1	1	10	0	1	14	6	2	9	4	65	275
5:15 PM	8	10	1	4	12	0	1	19	0	2	10	0	67	272
5:30 PM	5	8	1	0	12	2	5	13	3	1	4	4	58	266
5:45 PM	4	11	4	0	17	2	0	10	0	0	13	2	63	253
Count Total	42	83	10	11	112	17	14	127	14	10	72	23	535	
Peak Hr	16	46	3	6	61	13	7	71	5	5	36	13	282	

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

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



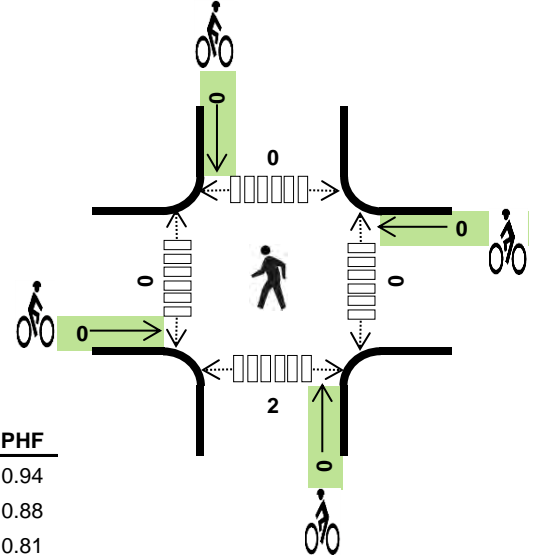
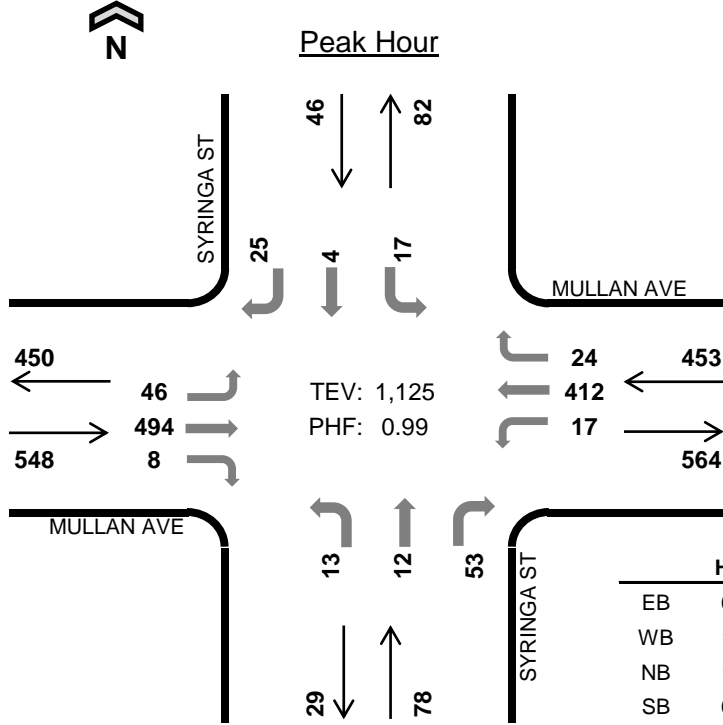
# SYRINGA ST MULLAN AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.9%	0.94
WB	1.3%	0.88
NB	1.3%	0.81
SB	0.0%	0.77
TOTAL	1.1%	0.99

## Two-Hour Count Summaries

Interval Start	MULLAN AVE Eastbound			MULLAN AVE Westbound			SYRINGA ST Northbound			SYRINGA ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	9	136	0	4	104	8	3	2	12	5	0	1	284	
4:15 PM	11	128	3	6	86	3	3	2	19	3	1	11	276	
4:30 PM	12	118	3	3	105	5	4	3	14	5	1	8	281	
4:45 PM	14	112	2	4	117	8	3	5	8	4	2	5	284	1,125
5:00 PM	13	120	1	2	97	3	5	7	12	4	1	9	274	1,115
5:15 PM	10	91	4	4	108	4	3	3	5	0	1	8	241	1,080
5:30 PM	10	96	1	0	83	2	0	2	9	3	0	13	219	1,018
5:45 PM	12	80	0	0	61	3	2	3	7	5	2	3	178	912
Count Total	91	881	14	23	761	36	23	27	86	29	8	58	2,037	
Peak Hr	46	494	8	17	412	24	13	12	53	17	4	25	1,125	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	2	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	2	3
Count Total	8	6	2	0	16	0	0	0	0	0	0	0	1	5	6
Peak Hr	5	6	1	0	12	0	0	0	0	0	0	0	0	2	2



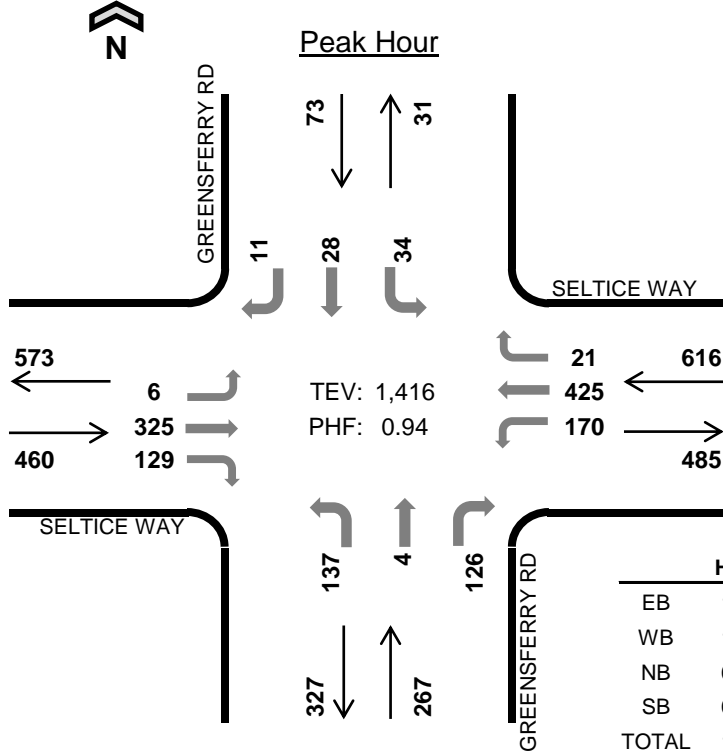
# GREENSFERRY RD SELTICE WAY



Date: Wed, Nov 05, 2014

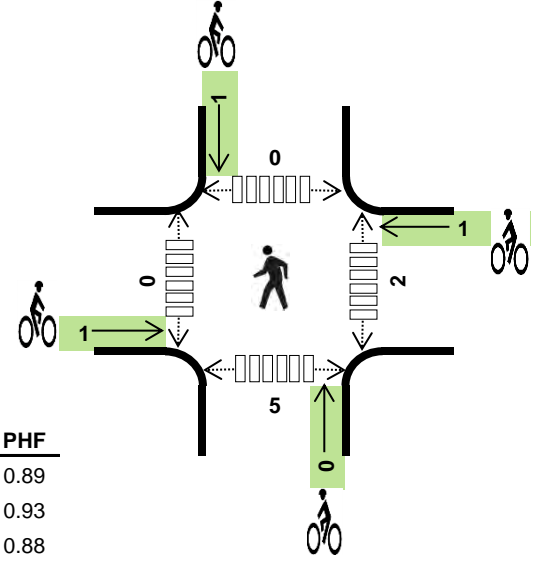
Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



TEV: 1,416  
PHF: 0.94

	HV %:	PHF
EB	1.1%	0.89
WB	1.6%	0.93
NB	0.4%	0.88
SB	0.0%	0.83
TOTAL	1.1%	0.94



## Two-Hour Count Summaries

Interval Start	SELTICE WAY			SELTICE WAY			GREENSFERRY RD			GREENSFERRY RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	81	31	34	107	6	42	1	33	8	7	7	357	
4:15 PM	3	93	33	47	108	7	36	1	31	10	8	1	378	
4:30 PM	0	75	31	46	116	4	29	1	28	6	6	2	344	
4:45 PM	3	76	34	43	94	4	30	1	34	10	7	1	337	1,416
5:00 PM	1	79	23	31	97	5	26	1	29	8	5	5	310	1,369
5:15 PM	0	82	35	45	100	1	24	2	22	6	4	1	322	1,313
5:30 PM	1	63	25	38	87	3	18	0	22	9	5	0	271	1,240
5:45 PM	1	55	25	27	66	1	15	3	21	6	3	3	226	1,129
Count Total	9	604	237	311	775	31	220	10	220	63	45	20	2,545	
Peak Hr	6	325	129	170	425	21	137	4	126	34	28	11	1,416	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	2	0	1	0	1	2	0	0	0	3	3
4:15 PM	2	2	0	0	4	1	0	0	0	1	0	0	0	2	2
4:30 PM	1	4	1	0	6	0	0	0	0	0	2	0	0	0	2
4:45 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	1	1	0	5	0	1	0	0	1	0	1	0	0	1
5:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	9	15	3	0	27	1	2	0	1	4	2	1	0	5	8
Peak Hr	5	10	1	0	16	1	1	0	1	3	2	0	0	5	7

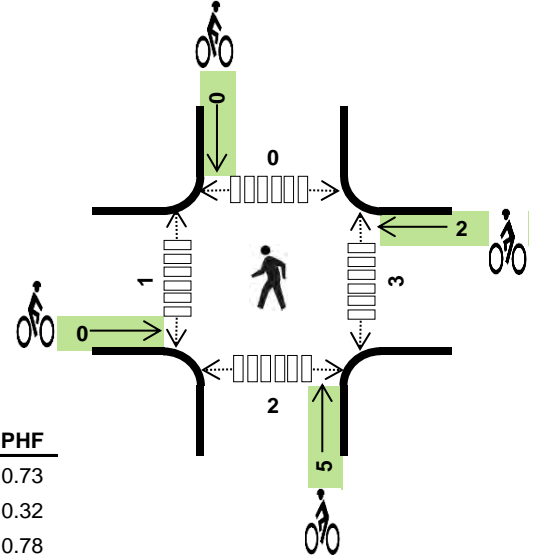
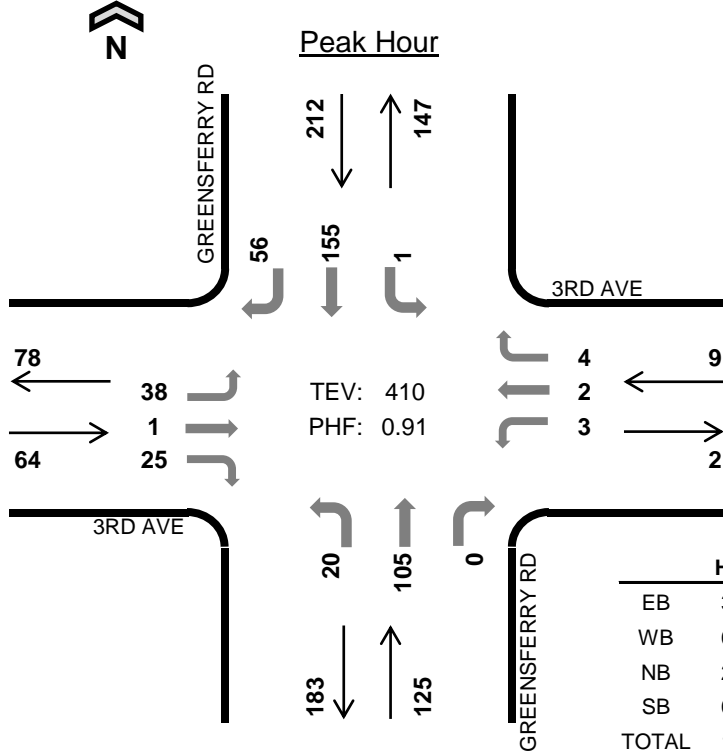
# GREENSFERRY RD 3RD AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	3.1%	0.73
WB	0.0%	0.32
NB	2.4%	0.78
SB	0.9%	0.90
TOTAL	1.7%	0.91

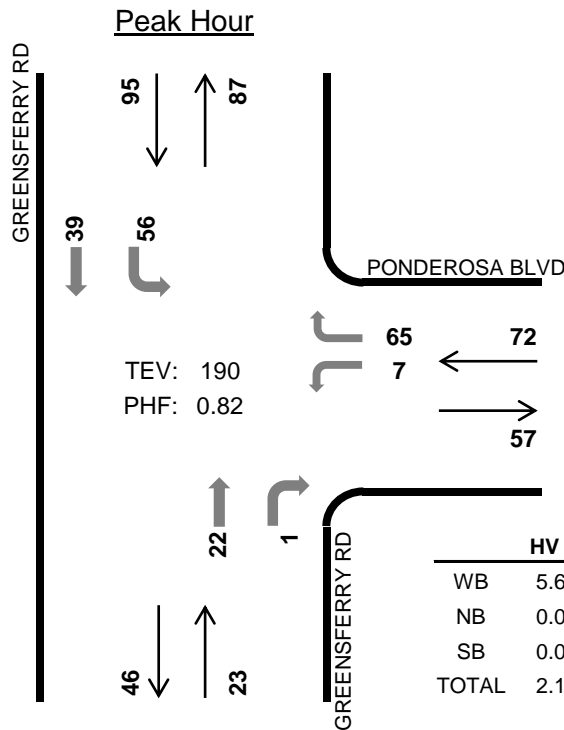
## Two-Hour Count Summaries

Interval Start	3RD AVE Eastbound			3RD AVE Westbound			GREENSFERRY RD Northbound			GREENSFERRY RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	0	8	0	0	0	7	30	0	0	34	14	101	
4:15 PM	9	1	7	0	2	0	5	35	0	0	42	12	113	
4:30 PM	14	0	8	3	0	4	5	18	0	1	37	13	103	
4:45 PM	7	0	2	0	0	0	3	22	0	0	42	17	93	410
5:00 PM	14	0	8	0	0	0	9	23	0	1	31	9	95	404
5:15 PM	9	0	8	0	0	0	5	22	0	0	47	17	108	399
5:30 PM	8	0	11	0	0	0	9	22	0	0	50	8	108	404
5:45 PM	8	0	7	0	0	0	2	19	0	0	36	7	79	390
Count Total	77	1	59	3	2	4	45	191	0	2	319	97	800	
Peak Hr	38	1	25	3	2	4	20	105	0	1	155	56	410	

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

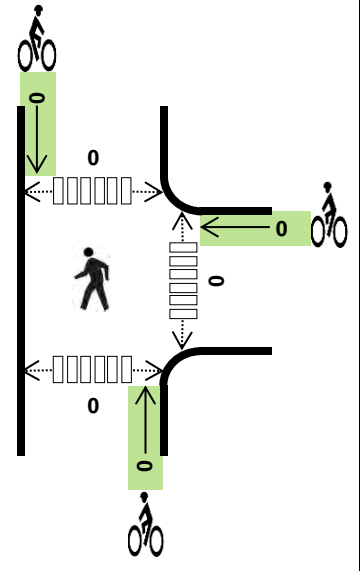
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	0	2	0	1	0	0	1	1	1	0	2	4
4:15 PM	0	0	1	2	3	0	1	5	0	6	2	0	0	0	2
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0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

# GREENSFERRY RD PONDEROSA BLVD



Date: Wed, Nov 05, 2014  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
WB	5.6%	0.78
NB	0.0%	0.64
SB	0.0%	0.72
TOTAL	2.1%	0.82



## Two-Hour Count Summaries

Interval Start	PONDEROSA BLVD			PONDEROSA BLVD			GREENSFERRY RD			GREENSFERRY RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	1	0	18	0	9	1	20	11	0	60	
4:15 PM	0	0	0	1	0	17	0	5	2	13	17	0	55	
4:30 PM	0	0	0	2	0	7	0	4	0	12	9	0	34	
<b>4:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>36</b>	185
<b>5:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>54</b>	179
<b>5:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>42</b>	166
<b>5:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>58</b>	<b>190</b>
5:45 PM	0	0	0	4	0	4	0	6	1	13	5	0	33	187
Count Total	0	0	0	15	0	111	0	46	5	114	81	0	372	
<b>Peak Hr</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>56</b>	<b>39</b>	<b>0</b>	<b>190</b>	

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

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

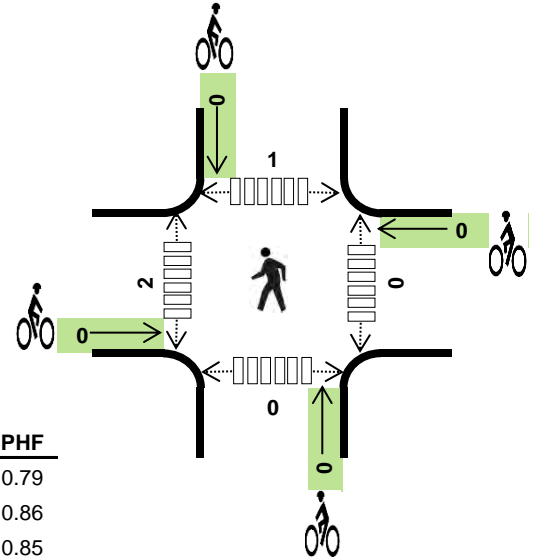
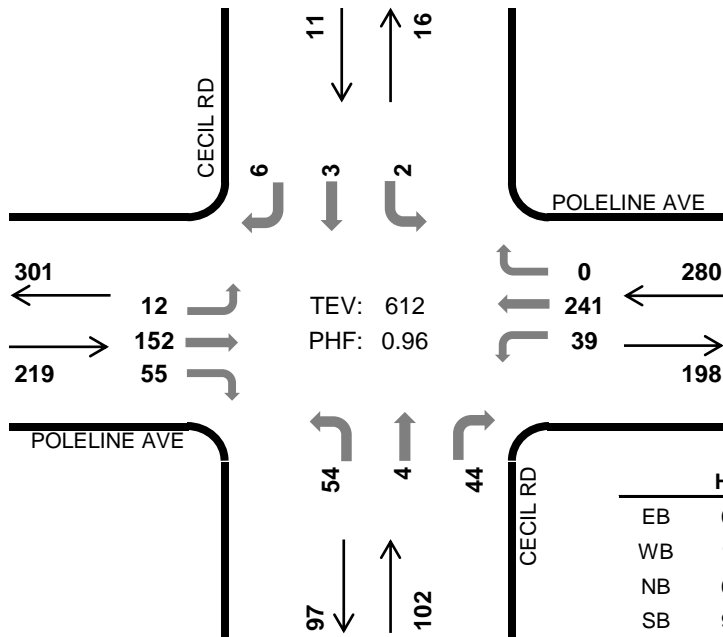


# CECIL RD POLELINE AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.79
WB	1.1%	0.86
NB	0.0%	0.85
SB	9.1%	0.46
TOTAL	0.7%	0.96

## Two-Hour Count Summaries

Interval Start	POLELINE AVE Eastbound			POLELINE AVE Westbound			CECIL RD Northbound			CECIL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	50	12	11	40	0	18	4	13	0	0	0	150	
4:15 PM	1	35	9	6	54	1	13	1	10	1	0	1	132	
<b>4:30 PM</b>	<b>4</b>	<b>48</b>	<b>17</b>	<b>8</b>	<b>46</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>159</b>	
4:45 PM	3	35	13	7	64	0	10	1	8	1	0	0	142	583
5:00 PM	1	35	12	14	60	0	13	1	14	0	0	2	152	585
5:15 PM	4	34	13	10	71	0	19	0	6	0	0	2	159	612
5:30 PM	3	39	14	6	42	0	17	0	15	1	0	0	137	590
5:45 PM	0	38	15	10	42	0	13	2	13	0	1	1	135	583
Count Total	18	314	105	72	419	1	115	11	95	4	4	8	1,166	
Peak Hr	12	152	55	39	241	0	54	4	44	2	3	6	612	

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

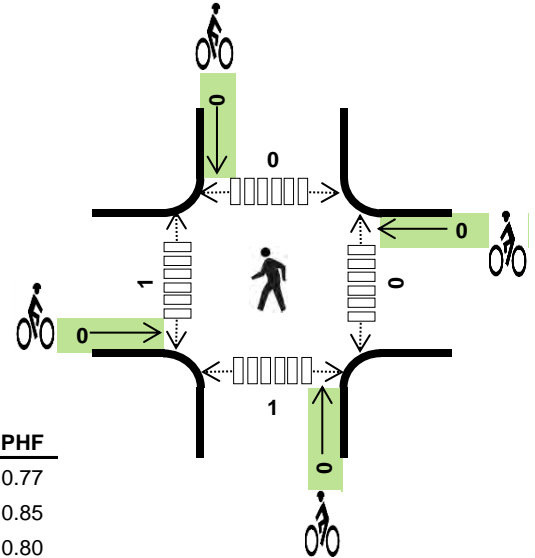
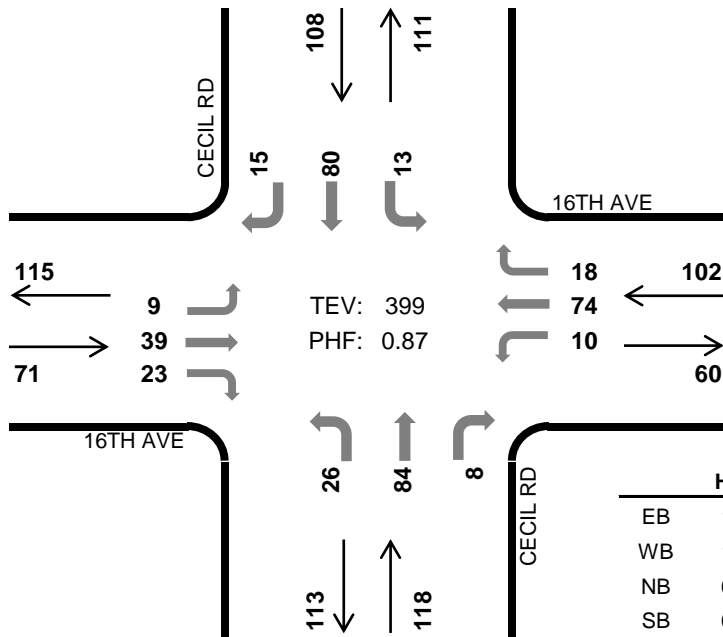
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	3	0	0	4	0	0	0	0	0	0	1	1	1	3
<b>4:30 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	8	0	1	12	0	0	0	0	0	0	3	2	1	6
Peak Hr	0	3	0	1	4	0	0	0	0	0	0	2	1	0	3

# CECIL RD 16TH AVE



Peak Hour

Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.4%	0.77
WB	1.0%	0.85
NB	0.0%	0.80
SB	0.9%	0.73
TOTAL	0.8%	0.87

## Two-Hour Count Summaries

Interval Start	16TH AVE Eastbound			16TH AVE Westbound			CECIL RD Northbound			CECIL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	3	12	8	4	18	5	5	30	2	2	23	3	115	
4:15 PM	3	12	4	4	21	5	6	15	1	4	12	2	89	
4:30 PM	2	6	4	2	11	3	9	23	1	5	27	5	98	
4:45 PM	1	9	7	0	24	5	6	16	4	2	18	5	97	399
5:00 PM	1	16	3	1	21	3	1	26	3	6	20	4	105	389
5:15 PM	5	13	7	2	17	0	4	17	2	3	13	5	88	388
5:30 PM	3	13	1	2	17	2	4	28	2	6	11	4	93	383
5:45 PM	4	6	2	2	20	3	6	25	2	4	14	9	97	383
Count Total	22	87	36	17	149	26	41	180	17	32	138	37	782	
Peak Hr	9	39	23	10	74	18	26	84	8	13	80	15	399	

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

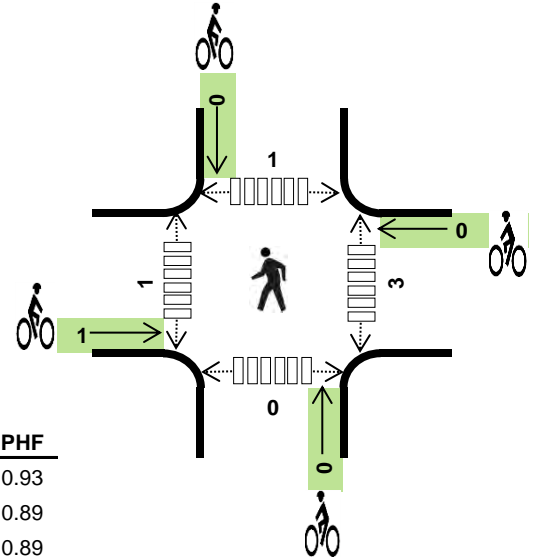
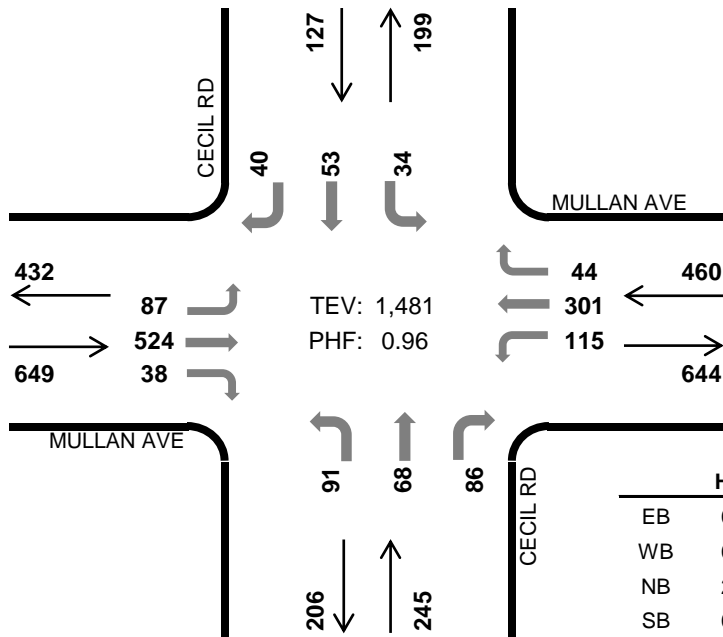
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0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

# CECIL RD MULLAN AVE



Peak Hour

Date: Wed, Nov 05, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.2%	0.93
WB	0.9%	0.89
NB	2.4%	0.89
SB	0.8%	0.84
TOTAL	0.8%	0.96

## Two-Hour Count Summaries

Interval Start	MULLAN AVE Eastbound			MULLAN AVE Westbound			CECIL RD Northbound			CECIL RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	19	122	9	34	77	12	24	6	19	10	11	5	348	
4:15 PM	18	141	4	24	73	11	19	12	17	12	18	8	357	
4:30 PM	14	131	10	38	78	13	26	18	25	9	8	15	385	
4:45 PM	27	116	13	33	73	7	24	21	18	5	12	9	358	1,448
5:00 PM	28	136	11	20	77	13	22	17	26	8	15	8	381	1,481
5:15 PM	11	101	8	20	89	12	25	13	21	13	8	9	330	1,454
5:30 PM	18	90	7	20	70	13	17	10	23	11	9	6	294	1,363
5:45 PM	15	77	5	23	60	14	18	7	20	5	15	6	265	1,270
Count Total	150	914	67	212	597	95	175	104	169	73	96	66	2,718	
Peak Hr	87	524	38	115	301	44	91	68	86	34	53	40	1,481	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1
4:15 PM	1	4	1	0	6	1	0	0	0	1	0	0	1	0	1
4:30 PM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
5:30 PM	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1
Count Total	5	10	8	1	24	1	0	0	0	1	3	5	1	0	9
Peak Hr	1	4	6	1	12	1	0	0	0	1	3	1	1	0	5

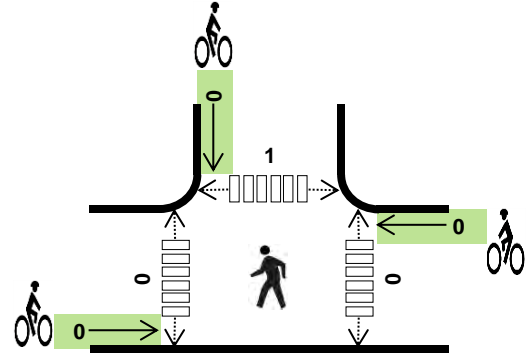
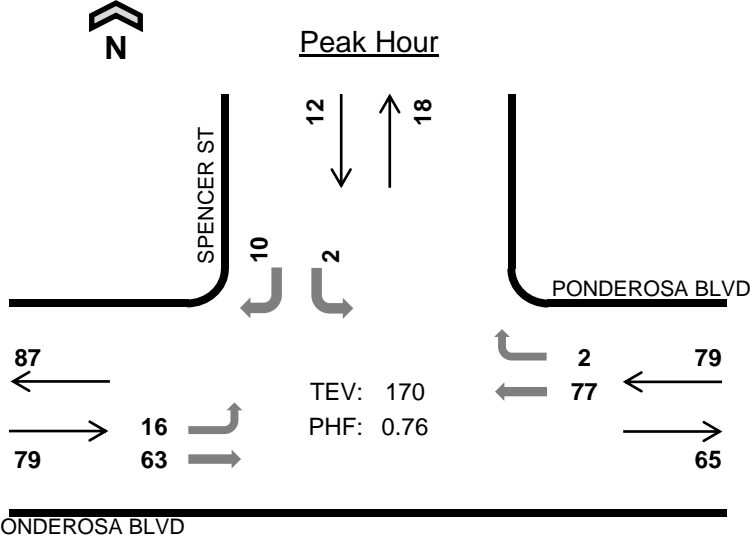
# SPENCER ST PONDEROSA BLVD



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



PONDEROSA BLVD

	HV %:	PHF
EB	0.0%	0.79
WB	2.5%	0.71
SB	16.7%	0.60
TOTAL	2.4%	0.76

## Two-Hour Count Summaries

Interval Start	PONDEROSA BLVD			PONDEROSA BLVD			SPENCER ST			SPENCER ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	6	12	0	0	21	1	0	0	0	1	0	9	50	
4:15 PM	5	12	0	0	19	0	0	0	0	0	0	2	38	
4:30 PM	5	11	0	0	13	1	0	0	0	1	0	3	34	
4:45 PM	2	7	0	0	17	1	0	0	0	0	0	7	34	156
5:00 PM	0	17	0	0	17	1	0	0	0	1	0	4	40	146
5:15 PM	5	14	0	0	16	0	0	0	0	1	0	1	37	145
5:30 PM	7	18	0	0	28	0	0	0	0	0	0	3	56	167
5:45 PM	4	14	0	0	16	1	0	0	0	0	0	2	37	170
Count Total	34	105	0	0	147	5	0	0	0	4	0	31	326	
Peak Hr	16	63	0	0	77	2	0	0	0	2	0	10	170	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	5	0	0	5	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	5	0	2	7	0	5	0	1	6	0	0	6	0	6
Peak Hr	0	2	0	2	4	0	0	0	0	0	0	0	1	0	1

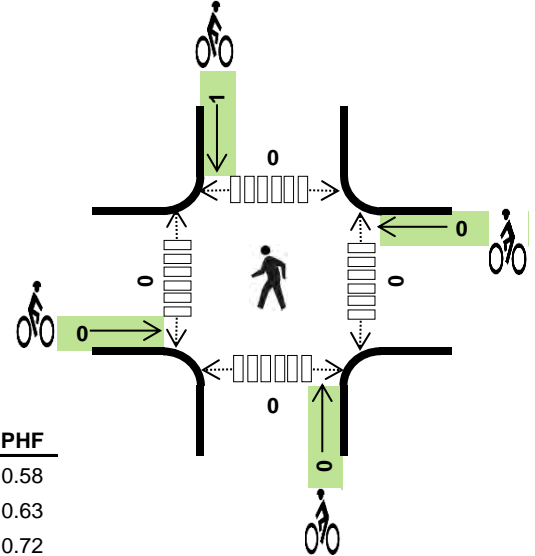
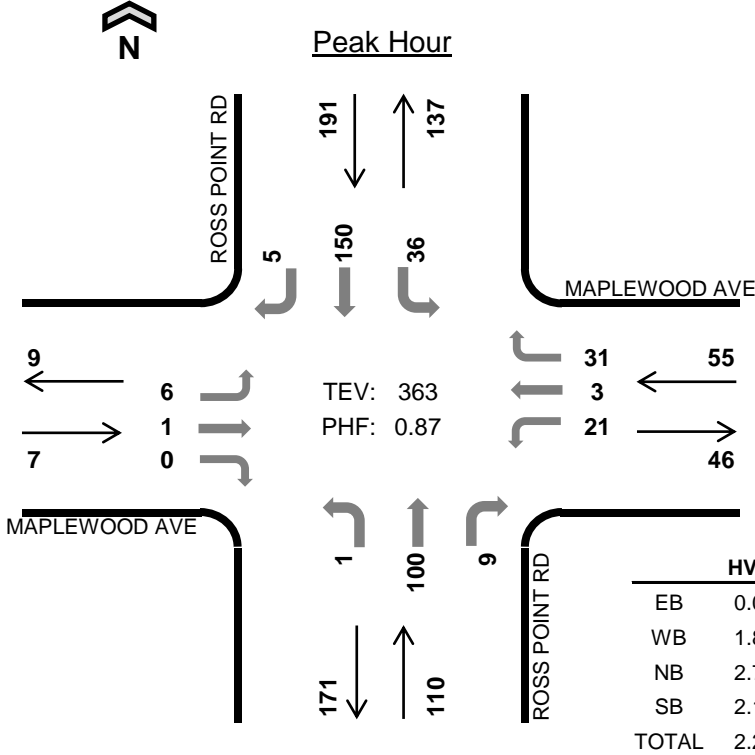
# ROSS POINT RD MAPLEWOOD AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.58
WB	1.8%	0.63
NB	2.7%	0.72
SB	2.1%	0.88
TOTAL	2.2%	0.87

## Two-Hour Count Summaries

Interval Start	MAPLEWOOD AVE			MAPLEWOOD AVE			ROSS POINT RD			ROSS POINT RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	6	1	8	1	19	4	11	30	0	80	
4:15 PM	4	1	0	4	1	11	0	26	1	4	33	1	86	
4:30 PM	1	0	0	4	0	7	0	23	2	6	42	0	85	
4:45 PM	1	0	0	8	1	13	1	24	1	10	34	1	94	345
5:00 PM	0	0	0	4	0	6	0	25	5	12	26	2	80	345
5:15 PM	2	1	0	6	2	6	0	16	0	6	45	1	85	344
5:30 PM	3	0	0	3	0	6	0	35	3	8	45	1	104	363
5:45 PM	0	0	0	3	0	4	0	24	3	4	39	1	78	347
Count Total	11	2	0	38	5	61	2	192	19	61	294	7	692	
Peak Hr	6	1	0	21	3	31	1	100	9	36	150	5	363	

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

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



# CEDAR ST SELTICE WAY

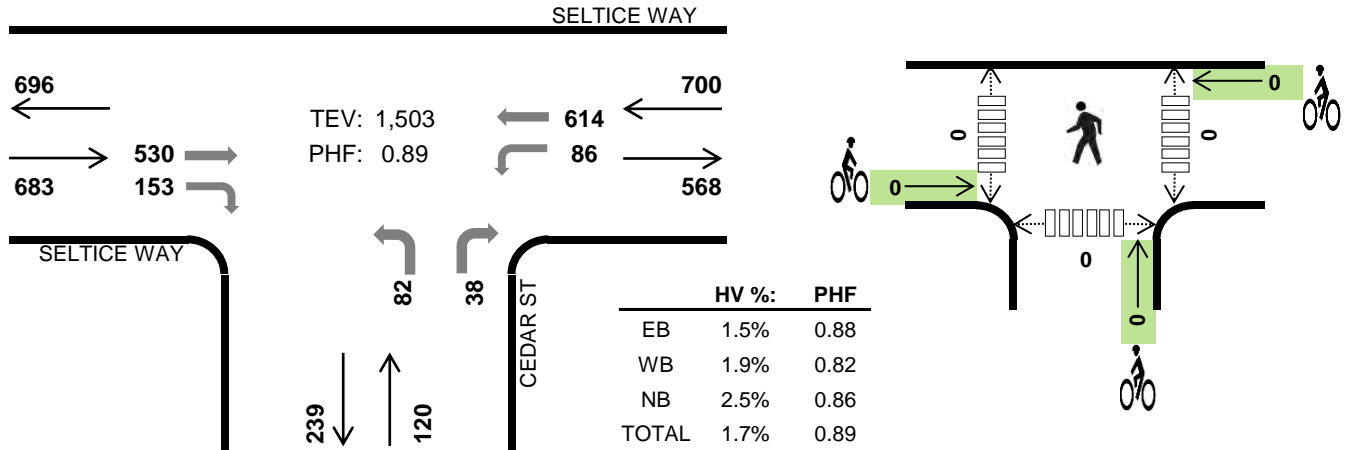


Peak Hour

Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:15 PM to 5:15 PM



## Two-Hour Count Summaries

Interval Start	SELTICE WAY			SELTICE WAY			CEDAR ST			CEDAR ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	113	25	23	128	0	28	0	9	0	0	0	326	
4:15 PM	0	125	37	22	138	0	23	0	9	0	0	0	354	
4:30 PM	0	140	40	17	197	0	20	0	10	0	0	0	424	
4:45 PM	0	115	33	23	132	0	18	0	5	0	0	0	326	1,430
5:00 PM	0	150	43	24	147	0	21	0	14	0	0	0	399	1,503
5:15 PM	0	114	40	24	136	0	22	0	3	0	0	0	339	1,488
5:30 PM	0	93	30	10	109	0	22	0	5	0	0	0	269	1,333
5:45 PM	0	77	32	9	70	0	19	0	7	0	0	0	214	1,221
Count Total	0	927	280	152	1,057	0	173	0	62	0	0	0	2,651	
Peak Hr	0	530	153	86	614	0	82	0	38	0	0	0	1,503	

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	7	1	0	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	5	1	0	8	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	15	25	6	0	46	0	0	0	0	0	0	0	0	0	0
Peak Hr	10	13	3	0	26	0	0	0	0	0	0	0	0	0	0

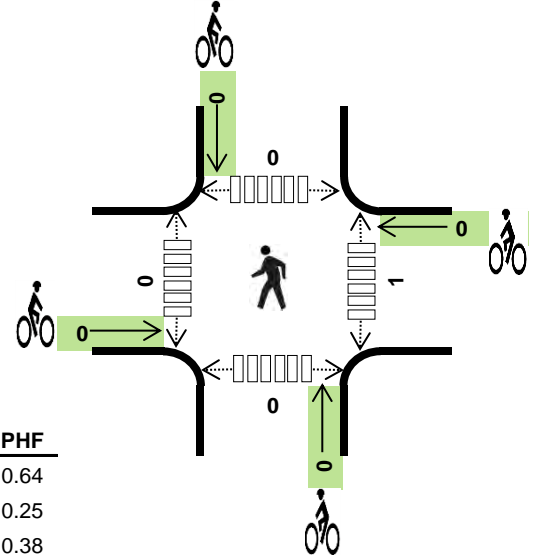
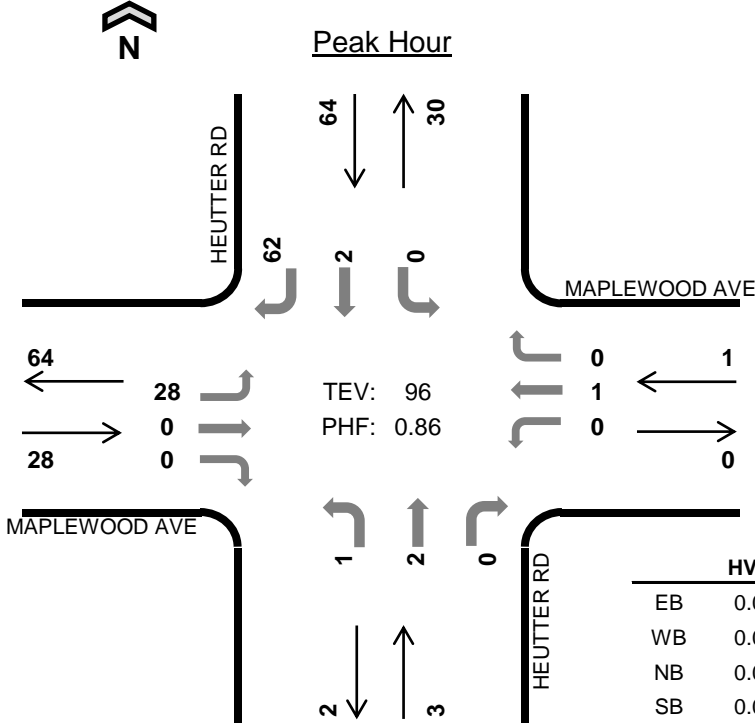
# HEUTTER RD MAPLEWOOD AVE



Date: Wed, Nov 05, 2014

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.64
WB	0.0%	0.25
NB	0.0%	0.38
SB	0.0%	0.76
TOTAL	0.0%	0.86

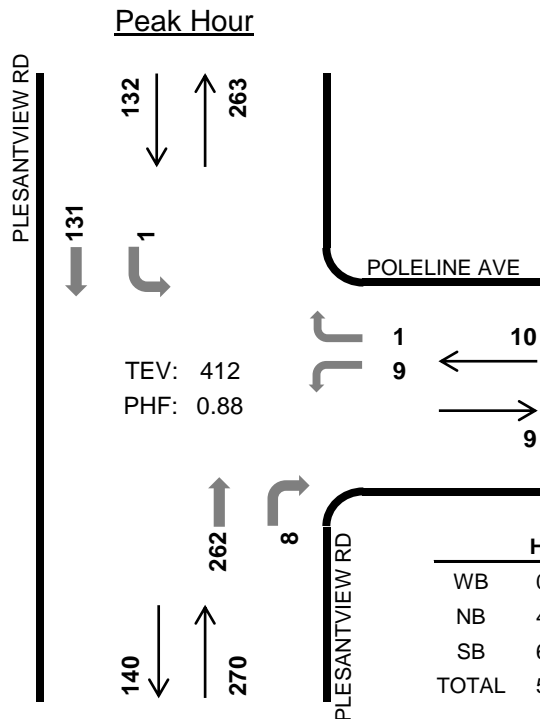
## Two-Hour Count Summaries

Interval Start	MAPLEWOOD AVE			MAPLEWOOD AVE			HEUTTER RD			HEUTTER RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	8	0	0	0	0	0	1	0	0	0	0	11	20	
4:15 PM	12	0	0	0	0	0	0	0	0	0	1	11	24	
4:30 PM	9	0	0	0	0	0	1	0	0	0	0	13	23	
4:45 PM	5	0	0	0	1	0	0	1	0	0	0	11	18	85
5:00 PM	5	0	0	0	0	0	0	0	0	0	1	20	26	91
5:15 PM	11	0	0	0	0	0	0	0	0	0	0	17	28	95
5:30 PM	7	0	0	0	0	0	1	1	0	0	1	14	24	96
5:45 PM	3	0	0	0	0	0	0	0	0	0	0	9	12	90
Count Total	60	0	0	0	1	0	3	2	0	0	3	106	175	
Peak Hr	28	0	0	0	1	0	1	2	0	0	2	62	96	

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

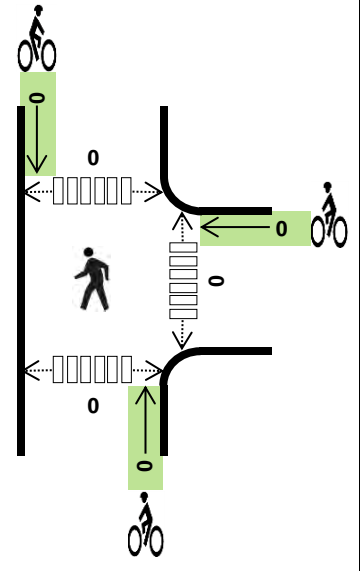
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1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

# PLESANTVIEW RD POLELINE AVE



Date: Tue, Nov 04, 2014  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM

	HV %:	PHF
WB	0.0%	0.50
NB	4.4%	0.85
SB	6.8%	0.79
TOTAL	5.1%	0.88



## Two-Hour Count Summaries

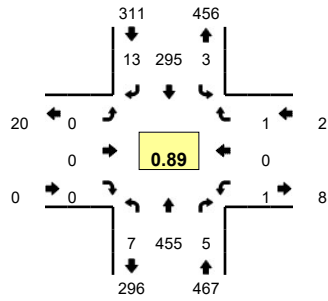
Interval Start	POLELINE AVE Eastbound			POLELINE AVE Westbound			PLESANTVIEW RD Northbound			PLESANTVIEW RD Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	3	0	0	0	70	6	1	27	0	107	
4:15 PM	0	0	0	1	0	0	0	52	4	1	41	0	99	
4:30 PM	0	0	0	2	0	0	0	63	3	0	33	0	101	
4:45 PM	0	0	0	1	0	1	0	68	1	0	24	0	95	402
5:00 PM	0	0	0	5	0	0	0	79	0	0	33	0	117	412
5:15 PM	0	0	0	1	0	0	0	54	5	1	37	0	98	411
5:30 PM	0	0	0	1	0	0	0	45	4	0	30	0	80	390
5:45 PM	0	0	0	1	0	0	0	35	3	1	25	0	65	360
Count Total	0	0	0	15	0	1	0	466	26	4	250	0	762	
Peak Hr	0	0	0	9	0	1	0	262	8	1	131	0	412	

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

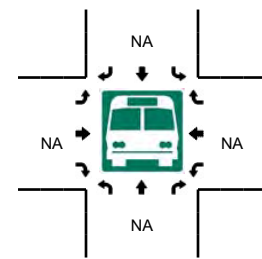
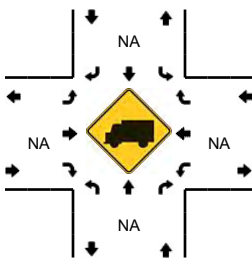
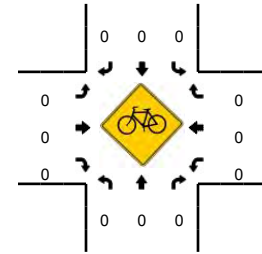
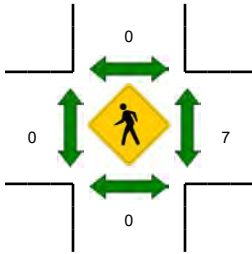
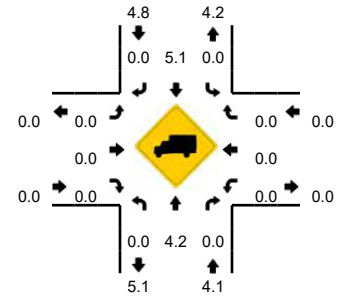
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	26	16	42	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	12	9	21	0	0	0	0	0	0	0	0	0	0

**LOCATION:** Hwy 41 -- Washington St  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120044  
**DATE:** Wed, Oct 29 2014



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

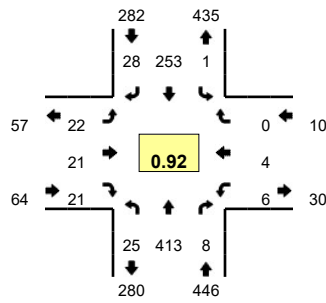


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Washington St (Eastbound)				Washington St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	33	2	0	0	25	0	0	0	0	0	0	0	0	0	0	60	
4:05 PM	1	34	0	0	0	25	0	0	0	0	0	0	0	0	0	0	60	
4:10 PM	0	30	0	0	1	32	1	0	0	0	0	0	0	0	0	0	64	
4:15 PM	0	35	0	0	1	16	0	0	0	0	0	0	0	0	0	0	52	
4:20 PM	1	55	0	0	0	22	0	0	0	0	0	0	0	0	1	0	79	
4:25 PM	0	27	0	0	0	20	0	0	0	0	0	0	0	0	0	0	47	
4:30 PM	0	30	0	0	0	26	0	0	0	0	0	0	0	0	0	0	56	
4:35 PM	2	40	0	0	0	27	0	0	0	0	0	0	0	0	0	0	69	
4:40 PM	0	33	1	0	0	19	2	0	0	0	0	0	0	1	0	0	56	
4:45 PM	1	46	1	0	0	25	1	0	0	0	0	0	0	0	0	0	74	
4:50 PM	1	32	1	0	0	21	0	0	0	0	0	0	0	0	0	0	55	
4:55 PM	0	33	1	0	0	28	2	0	0	0	0	0	0	0	0	0	64	736
5:00 PM	0	33	0	0	0	18	1	0	0	0	0	0	0	0	0	0	52	728
5:05 PM	0	35	0	0	0	33	2	0	0	0	0	0	0	0	0	0	70	738
5:10 PM	0	41	0	0	0	23	1	0	0	0	0	0	0	0	0	0	65	739
5:15 PM	0	40	1	0	2	28	2	0	0	0	0	0	0	0	1	0	74	761
5:20 PM	1	41	0	0	1	23	0	0	0	0	0	0	0	0	0	0	66	748
5:25 PM	2	51	0	0	0	24	2	0	0	0	0	0	0	0	0	0	79	780
5:30 PM	1	25	0	0	0	20	1	0	0	0	0	0	0	0	0	0	47	771
5:35 PM	1	37	1	0	0	21	0	0	0	0	0	0	0	0	2	0	62	764
5:40 PM	1	38	0	0	1	14	2	0	0	0	0	0	0	0	0	0	56	764
5:45 PM	0	34	0	0	0	31	0	0	0	0	0	0	0	0	1	0	66	756
5:50 PM	0	33	0	0	0	24	1	0	0	0	0	0	0	2	0	0	60	761
5:55 PM	0	30	0	0	2	18	2	0	0	0	0	0	0	0	1	0	53	750
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	528	4	0	12	300	16	0	0	0	0	0	0	0	4	0	876	
Heavy Trucks	0	28	0	0	0	12	0	0	0	0	0	0	0	0	0	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

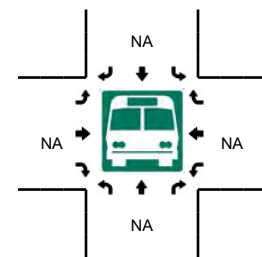
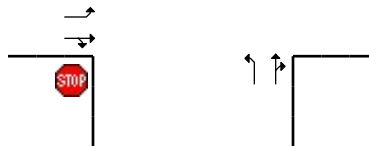
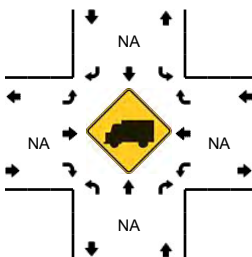
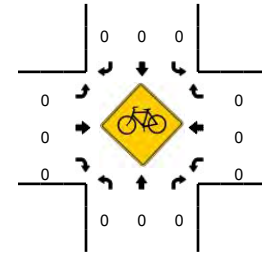
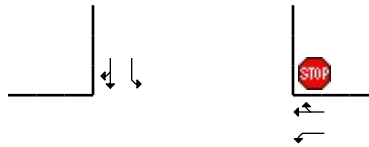
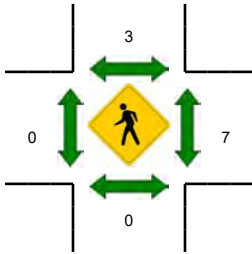
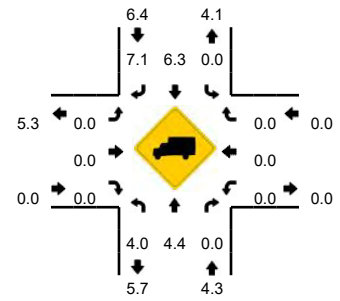
Comments:

**LOCATION:** Hwy 41 -- McCartney St/Wright St  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120041  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**



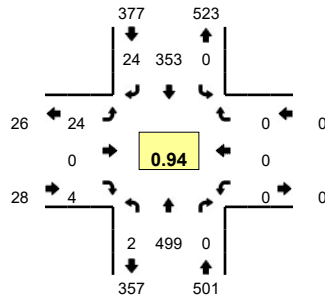
5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				McCartney St/Wright St (Eastbound)				McCartney St/Wright St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	30	1	0	1	16	5	0	3	1	1	0	0	0	0	0	58	
4:05 PM	1	35	0	0	0	25	2	0	1	1	2	0	0	1	0	0	68	
4:10 PM	0	25	0	0	0	26	3	0	2	0	0	0	1	0	0	0	57	
4:15 PM	0	36	0	0	0	19	2	0	2	2	1	0	0	0	0	0	62	
4:20 PM	1	45	1	0	0	15	4	0	2	3	1	0	1	0	0	0	73	
4:25 PM	0	29	2	0	0	15	3	0	1	1	1	0	0	0	0	0	52	
4:30 PM	3	31	1	0	0	26	1	0	0	2	4	0	1	0	0	0	69	
4:35 PM	4	36	0	0	0	18	2	0	1	0	1	0	2	0	0	0	64	
4:40 PM	2	30	1	0	0	21	1	0	4	3	4	0	0	0	0	0	66	
4:45 PM	5	40	1	0	0	16	9	0	4	1	0	0	0	0	0	0	76	
4:50 PM	1	26	1	0	1	23	3	0	2	1	1	0	0	1	0	0	60	
4:55 PM	0	32	1	0	0	22	2	0	0	1	0	0	0	1	0	0	59	764
5:00 PM	0	29	0	0	0	14	1	0	4	4	3	0	1	1	0	0	57	763
5:05 PM	0	35	0	0	0	24	4	0	0	0	0	0	0	0	0	0	63	758
5:10 PM	2	41	0	0	0	23	2	0	2	2	4	0	0	0	0	0	76	777
5:15 PM	3	29	1	0	0	20	1	0	0	2	0	0	1	0	0	0	57	772
5:20 PM	3	44	2	0	0	24	1	0	3	4	2	0	0	1	0	0	84	783
5:25 PM	2	40	0	0	0	22	1	0	2	1	2	0	1	0	0	0	71	802
5:30 PM	2	26	1	0	0	17	3	0	3	1	1	0	2	0	0	0	56	789
5:35 PM	1	32	0	0	0	19	1	0	2	1	1	0	0	0	0	0	57	782
5:40 PM	3	36	0	0	0	14	0	0	0	0	0	0	1	2	0	0	56	772
5:45 PM	4	32	0	0	0	24	4	0	1	4	0	0	0	0	0	0	69	765
5:50 PM	1	27	0	0	0	27	1	0	5	2	2	0	0	1	0	0	66	771
5:55 PM	2	25	2	0	0	13	1	0	0	2	2	0	0	0	0	0	47	759
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	456	12	0	0	268	16	0	20	32	24	0	4	4	0	0	868	
Heavy Trucks	4	16	0	0	0	28	4	0	0	0	0	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

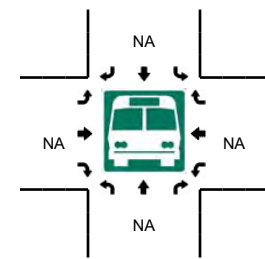
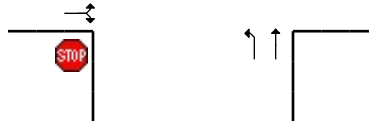
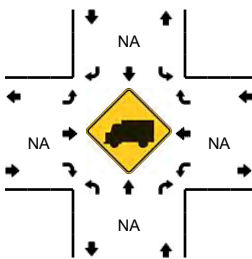
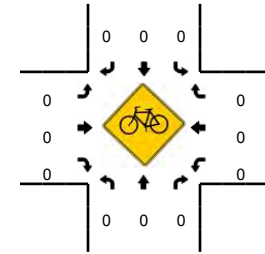
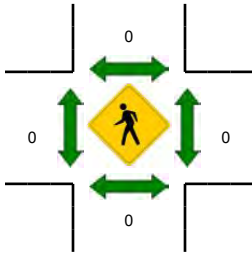
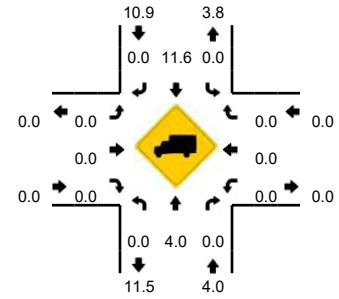


**LOCATION:** Hwy 41 -- Main St  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120040  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**

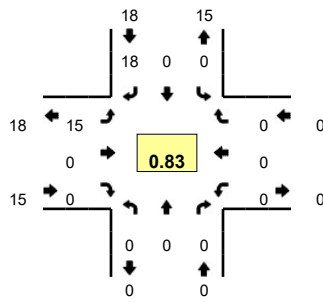


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	0	0	0	32	1	0	1	0	0	0	0	0	0	0	76	
4:05 PM	0	42	0	0	0	43	1	0	2	0	2	0	0	0	0	0	90	
4:10 PM	0	34	0	0	0	37	3	0	1	0	1	0	0	0	0	0	76	
4:15 PM	1	35	0	0	0	26	1	0	3	0	0	0	0	0	0	0	66	
4:20 PM	0	62	0	0	0	25	3	0	3	0	0	0	0	0	0	0	93	
4:25 PM	0	37	0	0	0	27	4	0	2	0	0	0	0	0	0	0	70	
4:30 PM	0	47	0	0	0	28	0	0	4	0	0	0	0	0	0	0	79	
4:35 PM	0	39	0	0	0	34	2	0	3	0	1	0	0	0	0	0	79	
4:40 PM	0	38	0	0	0	17	3	0	1	0	0	0	0	0	0	0	59	
4:45 PM	1	50	0	0	0	21	2	0	1	0	0	0	0	0	0	0	75	
4:50 PM	0	38	0	0	0	32	0	0	1	0	0	0	0	0	0	0	71	
4:55 PM	0	35	0	0	0	31	4	0	2	0	0	0	0	0	0	0	72	906
5:00 PM	0	38	0	0	0	26	2	0	1	0	1	0	0	0	0	0	68	898
5:05 PM	0	39	0	0	0	33	2	0	0	0	2	0	0	0	0	0	76	884
5:10 PM	0	43	0	0	0	24	1	0	1	0	2	0	0	0	0	0	71	879
5:15 PM	2	36	0	0	0	30	2	0	0	0	4	0	0	0	0	0	74	887
5:20 PM	0	32	0	0	0	40	0	0	2	0	0	0	0	0	0	0	74	868
5:25 PM	0	55	0	0	0	29	2	0	2	0	1	0	0	0	0	0	89	887
5:30 PM	0	33	0	0	0	31	2	0	1	0	1	0	0	0	0	0	68	876
5:35 PM	0	33	0	0	0	26	0	0	0	0	0	0	0	0	0	0	59	856
5:40 PM	0	35	0	0	0	23	0	0	2	0	0	0	0	0	0	0	60	857
5:45 PM	0	45	0	0	0	40	1	0	2	0	1	0	0	0	0	0	89	871
5:50 PM	0	39	0	0	0	26	2	0	2	0	1	0	0	0	0	0	70	870
5:55 PM	0	30	0	0	0	31	1	0	2	0	1	0	0	0	0	0	65	863
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	472	0	0	0	448	20	0	16	0	12	0	0	0	0	0	968	
Heavy Trucks	0	16	0	0	0	84	0	0	0	0	0	0	0	0	0	0	100	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

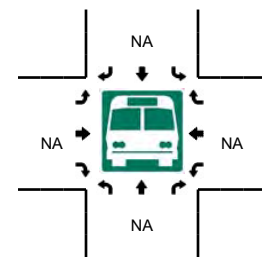
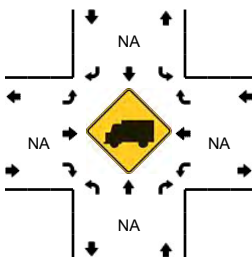
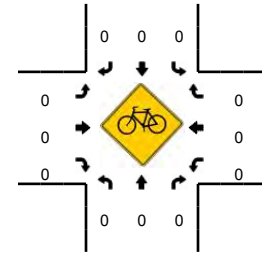
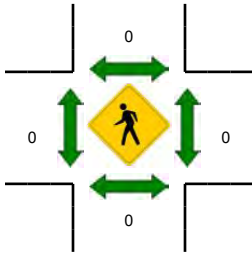
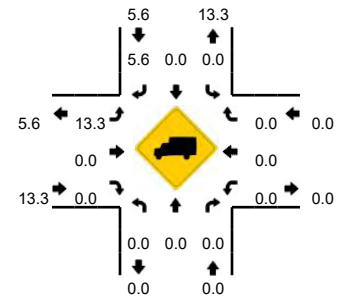
Comments:

**LOCATION:** Meyer Rd -- 16th Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120039  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 4:25 PM -- 4:40 PM**

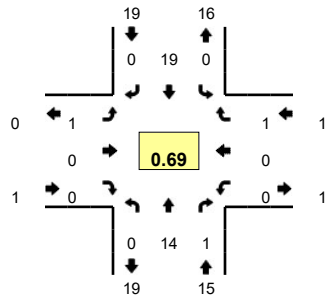


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				16th Ave (Eastbound)				16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:05 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:10 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
4:20 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	
4:25 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
4:35 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	
4:40 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:50 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	
4:55 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	30
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31
5:05 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	32
5:10 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	33
5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	33
5:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	31
5:25 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	31
5:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:40 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	25
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26
5:50 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	23
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	24	0	16	0	0	0	0	0	0	0	40	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

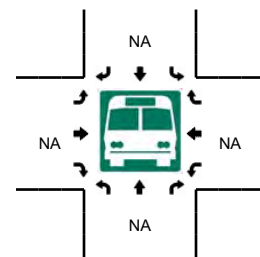
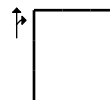
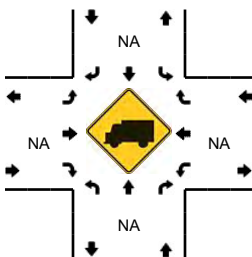
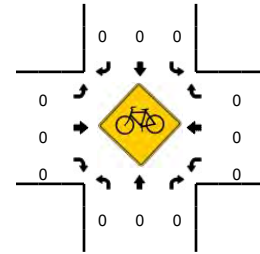
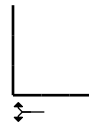
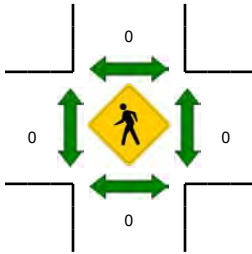
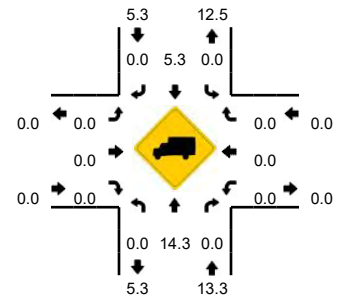
Comments:

**LOCATION:** Meyer Rd -- Lacewood Ln  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120038  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:20 PM -- 5:20 PM**  
**Peak 15-Min: 4:30 PM -- 4:45 PM**

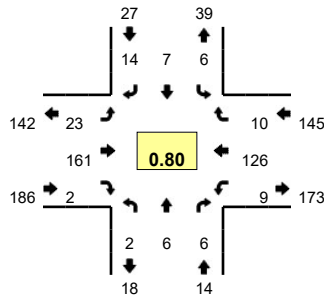


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Lacewood Ln (Eastbound)				Lacewood Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:10 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:20 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
4:25 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
4:35 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
4:40 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
4:55 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33
5:05 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	34
5:10 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	34
5:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	36
5:20 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	35
5:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	31
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
5:50 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	22
5:55 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	24	0	0	0	28	0	0	0	0	0	0	0	0	0	0	52	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0			0	0	0		0	0	0	0	
Railroad																		
Stopped Buses																		

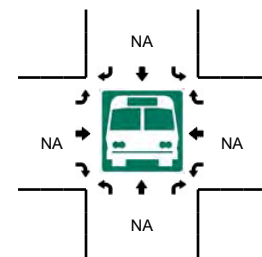
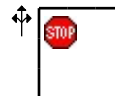
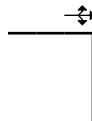
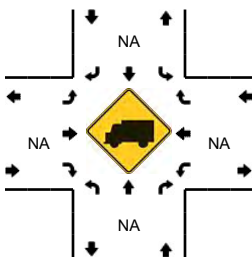
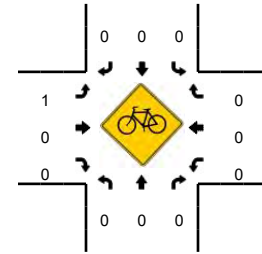
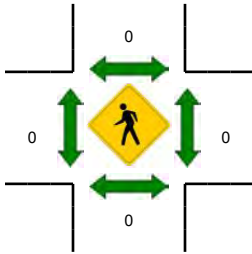
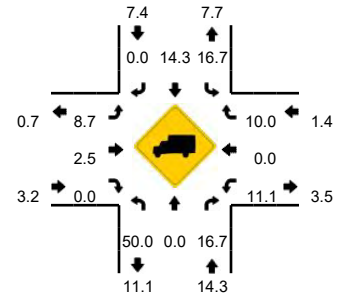
Comments:

**LOCATION:** Meyer Rd -- Poleline Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120037  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:35 PM -- 5:35 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

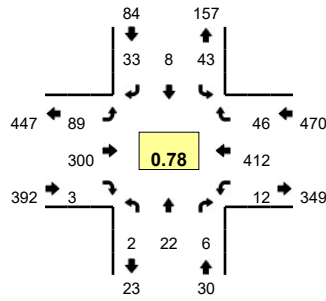


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Poleline Ave (Eastbound)				Poleline Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	1	0	2	0	1	18	0	0	0	8	0	0	31	
4:05 PM	0	0	1	0	1	0	4	0	0	15	0	0	0	13	1	0	35	
4:10 PM	1	2	1	0	1	1	2	0	3	18	0	0	1	10	0	0	40	
4:15 PM	0	0	0	0	1	1	3	0	2	16	0	0	1	10	2	0	36	
4:20 PM	1	0	0	0	0	0	2	0	2	7	0	0	1	8	0	0	21	
4:25 PM	0	0	1	0	0	0	5	0	2	12	0	0	4	7	3	0	34	
4:30 PM	0	0	1	0	2	0	1	0	2	9	1	0	0	7	1	0	24	
4:35 PM	0	1	2	0	1	2	1	0	1	14	0	0	0	9	3	0	34	
4:40 PM	0	1	0	0	1	1	0	0	2	5	0	0	2	18	0	0	30	
4:45 PM	0	1	0	0	0	0	1	0	0	8	1	0	0	12	0	0	23	
4:50 PM	0	0	1	0	0	0	0	0	0	20	0	0	2	11	0	0	34	
4:55 PM	0	0	0	0	0	0	0	0	2	13	0	0	1	6	2	0	24	366
5:00 PM	1	0	0	0	0	0	2	0	3	16	0	0	0	4	0	0	26	361
5:05 PM	0	1	0	0	0	0	2	0	2	12	0	0	0	7	1	0	25	351
5:10 PM	1	1	0	0	2	4	0	0	1	15	1	0	0	15	0	0	40	351
5:15 PM	0	0	2	0	1	0	1	0	5	14	0	0	0	16	1	0	40	355
5:20 PM	0	0	0	0	1	0	4	0	0	19	0	0	2	8	2	0	36	370
5:25 PM	0	0	1	0	0	0	0	0	5	13	0	0	1	12	1	0	33	369
5:30 PM	0	1	0	0	0	0	3	0	2	12	0	0	1	8	0	0	27	372
5:35 PM	0	0	0	0	1	0	2	0	3	13	0	0	0	12	0	0	31	369
5:40 PM	0	0	0	0	1	0	2	0	2	12	0	0	0	7	2	0	26	365
5:45 PM	1	0	0	0	2	0	1	0	2	14	0	0	0	9	0	0	29	371
5:50 PM	1	2	0	0	0	1	3	0	1	10	0	0	0	8	1	0	27	364
5:55 PM	0	0	0	0	0	2	4	0	0	14	0	0	0	4	2	0	26	366
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	4	8	0	16	16	20	0	24	192	4	0	8	156	12	0	464	
Heavy Trucks	0	0	0		4	4	0		0	0	0		4	0	0		12	
Pedestrians																		
Bicycles	0	0	0		0	0	0		1	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

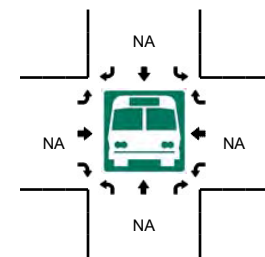
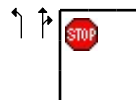
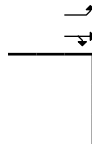
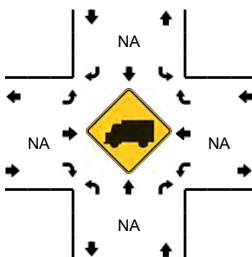
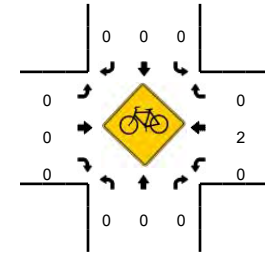
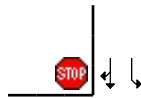
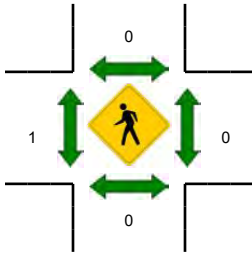
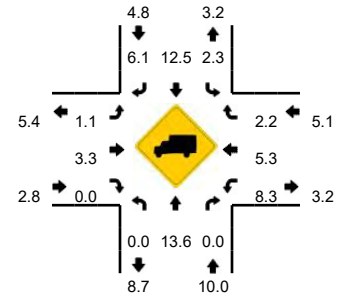
Comments:

**LOCATION:** Meyer Rd -- Prairie Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120036  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:25 PM -- 5:25 PM**  
**Peak 15-Min: 4:25 PM -- 4:40 PM**



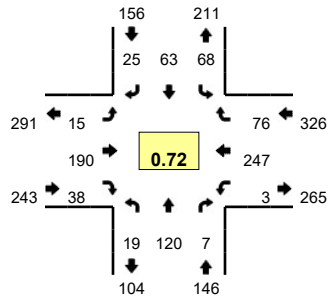
5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Prairie Ave (Eastbound)				Prairie Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	6	1	0	0	2	23	0	0	1	26	3	0	64	
4:05 PM	1	0	0	0	1	1	0	0	0	29	0	0	4	24	6	0	66	
4:10 PM	0	1	0	0	7	4	0	0	1	22	0	0	0	28	7	0	70	
4:15 PM	0	2	1	0	5	2	2	0	2	16	0	0	1	32	3	0	66	
4:20 PM	0	2	2	0	2	5	4	0	5	28	0	0	1	27	4	0	80	
4:25 PM	0	2	0	0	7	2	10	0	37	25	0	0	1	26	3	0	113	
4:30 PM	0	1	0	0	3	0	19	0	36	24	1	0	1	25	2	0	112	
4:35 PM	0	4	1	0	6	2	0	0	0	35	0	0	2	32	4	0	86	
4:40 PM	0	2	1	0	6	1	0	0	0	27	1	0	1	38	5	0	82	
4:45 PM	0	1	2	0	5	0	1	0	2	29	0	0	0	36	9	0	85	
4:50 PM	0	0	0	0	4	0	1	0	8	18	0	0	0	34	1	0	66	
4:55 PM	0	1	0	0	1	1	0	0	0	21	0	0	0	32	3	0	59	949
5:00 PM	0	2	0	0	1	0	0	0	1	28	0	0	0	30	4	0	66	951
5:05 PM	0	2	0	0	2	1	0	0	2	23	0	0	3	29	3	0	65	950
5:10 PM	1	2	0	0	0	0	1	0	1	22	1	0	3	44	3	0	78	958
5:15 PM	1	1	0	0	5	0	1	0	0	27	0	0	0	37	4	0	76	968
5:20 PM	0	4	2	0	3	1	0	0	2	21	0	0	1	49	5	0	88	976
5:25 PM	0	3	1	0	2	0	0	0	1	18	0	0	0	34	3	0	62	925
5:30 PM	0	1	1	0	4	1	1	0	0	22	0	0	1	25	3	0	59	872
5:35 PM	0	1	2	0	0	0	0	0	0	37	1	0	1	27	4	0	73	859
5:40 PM	2	1	3	0	3	1	0	0	1	24	0	0	3	38	0	0	76	853
5:45 PM	0	2	0	0	3	3	0	0	0	29	0	0	0	30	2	0	69	837
5:50 PM	0	1	2	0	5	2	1	0	0	30	0	0	1	17	4	0	63	834
5:55 PM	0	3	1	0	4	0	2	0	1	21	1	0	2	36	0	0	71	846
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	28	4	0	64	16	116	0	292	336	4	0	16	332	36	0	1244	
Heavy Trucks	0	4	0	0	0	0	8	0	4	16	0	0	0	28	0	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
Railroad																		
Stopped Buses																		

Comments:

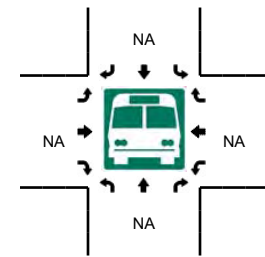
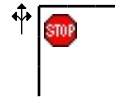
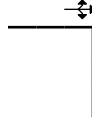
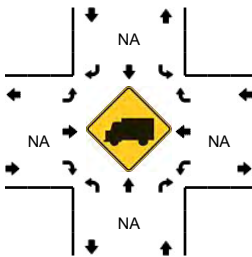
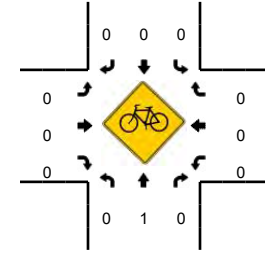
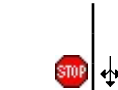
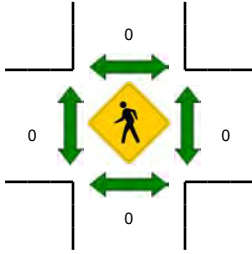
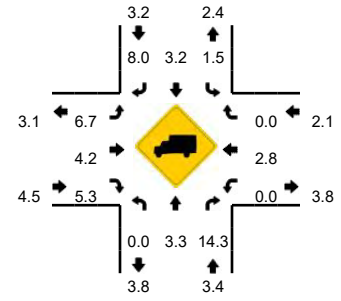


**LOCATION:** Meyer Rd -- Hayden Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120035  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:25 PM -- 4:40 PM**

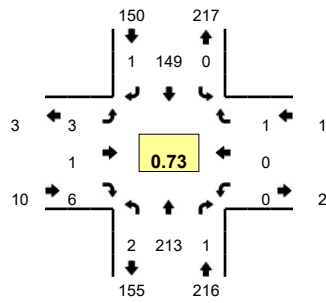


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Hayden Ave (Eastbound)				Hayden Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	7	1	0	4	5	0	0	3	5	0	0	1	16	9	0	52	
4:05 PM	0	2	0	0	6	6	4	0	0	19	0	0	0	17	8	0	62	
4:10 PM	0	7	1	0	12	9	2	0	2	15	0	0	0	22	4	0	74	
4:15 PM	0	6	0	0	11	7	2	0	1	7	0	0	0	31	4	0	69	
4:20 PM	0	7	0	0	7	10	6	0	0	17	0	0	1	23	6	0	77	
4:25 PM	1	21	0	0	4	4	1	0	1	17	29	0	0	16	6	0	100	
4:30 PM	4	20	1	0	6	3	1	0	1	20	6	0	0	31	12	0	105	
4:35 PM	13	25	4	0	4	6	3	0	0	15	0	0	0	21	7	0	98	
4:40 PM	0	11	0	0	6	4	1	0	0	21	2	0	0	29	8	0	82	
4:45 PM	0	9	0	0	2	6	3	0	3	29	0	0	1	18	5	0	76	
4:50 PM	0	5	0	0	3	2	0	0	1	13	1	0	0	14	3	0	42	
4:55 PM	0	0	0	0	3	1	2	0	3	12	0	0	0	9	4	0	34	871
5:00 PM	0	6	0	0	2	2	1	0	1	12	0	0	0	15	4	0	43	862
5:05 PM	0	5	0	0	5	3	0	0	1	12	0	0	0	29	3	0	58	858
5:10 PM	0	7	0	0	0	3	0	0	1	13	0	0	0	32	4	0	60	844
5:15 PM	0	3	0	0	5	5	1	0	1	17	0	0	1	24	11	0	68	843
5:20 PM	0	7	1	0	2	3	2	0	1	19	0	0	0	14	8	0	57	823
5:25 PM	0	3	0	0	4	3	1	0	1	10	0	0	0	24	4	0	50	773
5:30 PM	0	6	0	0	3	4	0	0	2	11	0	0	0	15	11	0	52	720
5:35 PM	0	5	0	0	1	1	2	0	1	23	0	0	1	11	8	0	53	675
5:40 PM	0	2	0	0	2	5	1	0	1	17	0	0	0	11	8	0	47	640
5:45 PM	0	4	0	0	5	3	1	0	0	11	0	0	0	19	5	0	48	612
5:50 PM	0	4	0	0	1	9	2	0	0	14	0	0	0	15	6	0	51	621
5:55 PM	0	4	0	0	1	2	1	0	0	10	0	0	0	15	5	0	38	625
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	264	20	0	56	52	20	0	8	208	140	0	0	272	100	0	1212	
Heavy Trucks	0	4	4		0	0	0		4	4	8		0	16	0		40	
Pedestrians		0				0				0				0			0	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

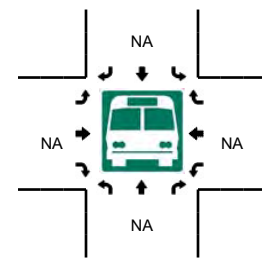
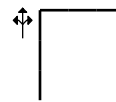
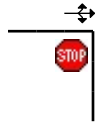
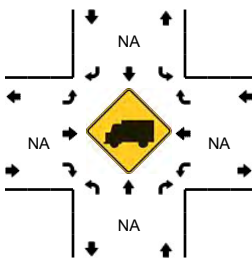
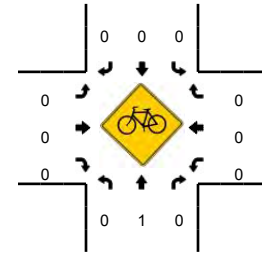
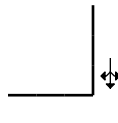
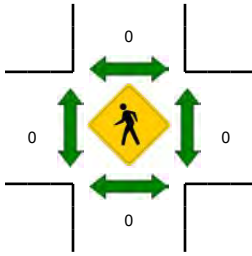
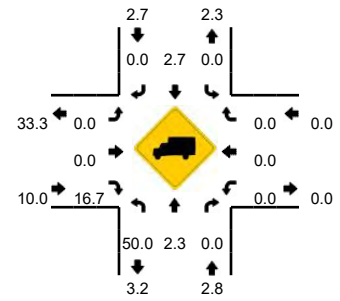
Comments:

**LOCATION:** Meyer Rd -- Wyoming Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120034  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:30 PM -- 4:45 PM**

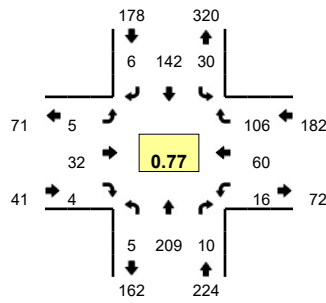


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Wyoming Ave (Eastbound)				Wyoming Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	18	0	0	0	4	0	0	0	0	1	0	0	0	0	0	23	
4:05 PM	0	11	0	0	0	25	0	0	0	0	0	0	0	0	0	0	36	
4:10 PM	1	17	0	0	0	16	1	0	0	0	0	4	0	0	0	0	39	
4:15 PM	0	9	1	0	0	20	0	0	0	0	0	0	0	0	1	0	31	
4:20 PM	0	17	0	0	0	17	0	0	0	1	0	0	0	0	0	0	35	
4:25 PM	0	20	0	0	0	7	0	0	0	0	0	0	0	0	0	0	27	
4:30 PM	0	31	0	0	0	16	0	0	0	0	1	0	0	0	0	0	48	
4:35 PM	1	34	0	0	0	12	0	0	0	0	0	0	0	0	0	0	47	
4:40 PM	0	24	0	0	0	9	0	0	0	0	0	1	0	0	0	0	34	
4:45 PM	0	18	0	0	0	11	0	0	0	0	0	0	0	0	0	0	29	
4:50 PM	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	
4:55 PM	0	7	0	0	0	7	0	0	0	2	0	0	0	0	0	0	16	377
5:00 PM	0	9	0	0	0	6	0	0	0	2	0	0	0	0	0	0	17	371
5:05 PM	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15	350
5:10 PM	1	12	0	0	0	6	0	0	0	0	0	0	0	0	0	0	19	330
5:15 PM	0	14	0	0	0	9	0	0	0	1	0	0	0	0	0	0	24	323
5:20 PM	0	16	0	0	0	7	0	0	0	0	0	0	0	0	0	0	23	311
5:25 PM	0	11	0	0	0	8	0	0	0	0	0	0	0	1	0	0	20	304
5:30 PM	0	17	0	0	0	5	1	0	0	0	0	0	0	0	0	0	23	279
5:35 PM	0	12	0	0	0	7	0	0	0	0	0	1	0	0	0	0	20	252
5:40 PM	0	14	0	0	0	8	0	0	0	0	0	0	0	0	0	0	22	240
5:45 PM	0	12	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23	234
5:50 PM	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0	0	16	238
5:55 PM	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15	237
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	356	0	0	0	148	0	0	0	4	4	0	0	0	0	0	516	
Heavy Trucks	4	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

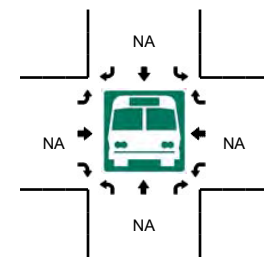
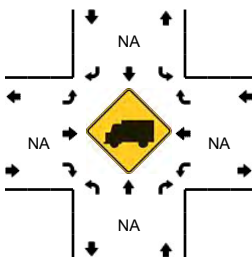
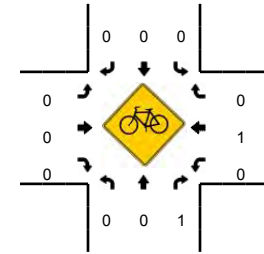
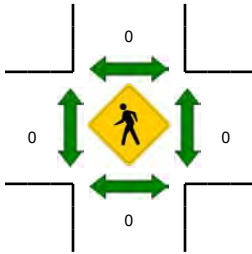
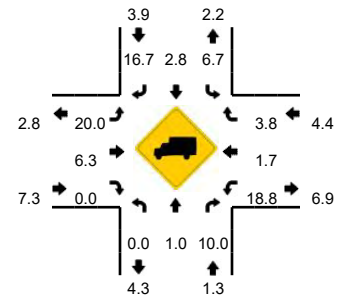
Comments:

**LOCATION:** Meyer Rd -- Lancaster Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120033  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:30 PM -- 4:45 PM**

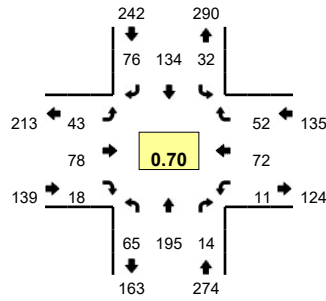


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Lancaster Ave (Eastbound)				Lancaster Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	21	0	0	2	5	0	0	1	1	1	0	1	3	5	0	41	
4:05 PM	0	9	1	0	9	25	1	0	0	9	0	0	3	7	15	0	79	
4:10 PM	1	16	0	0	2	16	2	0	0	2	1	0	2	5	11	0	58	
4:15 PM	0	15	0	0	0	17	0	0	0	3	0	0	1	4	17	0	57	
4:20 PM	0	11	1	0	2	16	0	0	0	3	1	0	0	4	6	0	44	
4:25 PM	0	17	0	0	3	2	2	0	0	4	0	0	1	5	5	0	39	
4:30 PM	1	28	3	0	2	16	0	0	0	3	0	0	2	9	7	0	71	
4:35 PM	1	33	0	0	4	12	0	0	0	1	0	0	1	5	6	0	63	
4:40 PM	1	26	1	0	3	15	0	0	0	3	0	0	3	7	10	0	69	
4:45 PM	0	18	1	0	3	7	0	0	2	1	1	0	0	3	6	0	42	
4:50 PM	0	9	0	0	0	5	0	0	2	0	0	0	1	1	13	0	31	
4:55 PM	0	6	3	0	0	6	1	0	0	2	0	0	1	7	5	0	31	625
5:00 PM	0	9	2	0	1	9	0	0	0	4	0	0	0	4	10	0	39	623
5:05 PM	0	9	0	0	3	2	0	0	1	2	0	0	0	4	4	0	25	569
5:10 PM	0	11	0	0	4	9	2	0	1	3	0	0	0	7	10	0	47	558
5:15 PM	0	12	1	0	4	7	0	0	0	6	0	0	0	5	6	0	41	542
5:20 PM	1	18	0	0	1	4	0	0	0	1	0	0	2	2	7	0	36	534
5:25 PM	0	7	2	0	0	10	0	0	0	1	0	0	0	3	9	0	32	527
5:30 PM	1	14	1	0	3	1	1	0	0	4	0	0	2	4	4	0	35	491
5:35 PM	0	10	1	0	2	6	1	0	2	2	1	0	0	3	8	0	36	464
5:40 PM	0	15	1	0	3	10	1	0	1	4	0	0	0	1	8	0	44	439
5:45 PM	0	9	0	0	0	6	0	0	1	2	2	0	0	3	1	0	24	421
5:50 PM	0	9	0	0	2	6	1	0	0	1	0	0	1	7	5	0	32	422
5:55 PM	0	9	0	0	3	8	1	0	0	5	0	0	0	1	6	0	33	424
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	348	16	0	36	172	0	0	0	28	0	0	24	84	92	0	812	
Heavy Trucks	0	4	4		0	8	0		0	4	0		4	4	0		28	
Pedestrians		0				0				0				0			0	
Bicycles		0	0			0	0			0	0			0	0		0	
Railroad																		
Stopped Buses																		

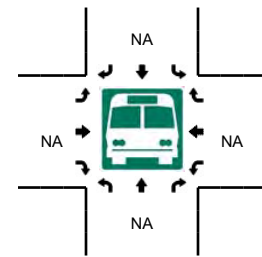
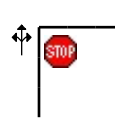
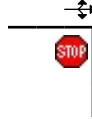
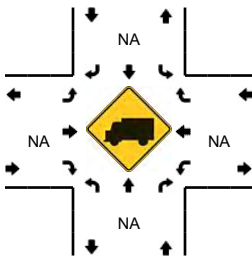
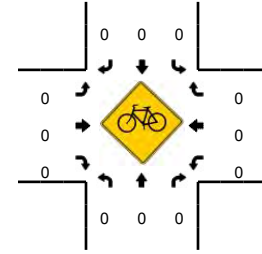
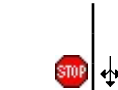
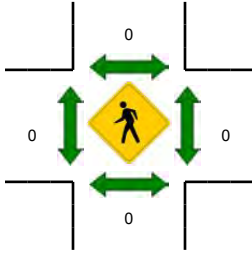
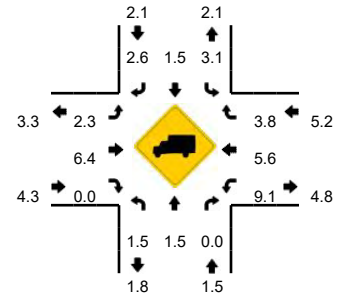
Comments:

**LOCATION:** Meyer Rd -- Boekel Rd  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120032  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:05 PM -- 4:20 PM**

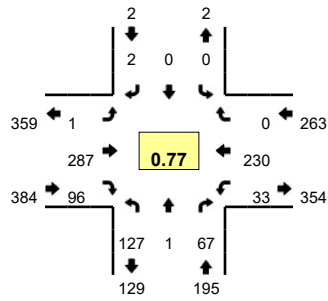


5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Boekel Rd (Eastbound)				Boekel Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	25	2	0	1	15	7	0	0	6	1	0	0	7	7	0	75	
4:05 PM	3	18	1	0	4	23	10	0	13	13	4	0	2	6	6	0	103	
4:10 PM	6	16	1	0	5	22	16	0	2	8	0	0	2	8	6	0	92	
4:15 PM	6	16	0	0	8	19	17	0	3	9	1	0	1	5	3	0	88	
4:20 PM	8	11	0	0	2	12	2	0	3	9	2	0	0	7	3	0	59	
4:25 PM	4	12	3	0	0	9	2	0	4	3	1	0	1	6	4	0	49	
4:30 PM	7	20	1	0	3	8	2	0	2	7	2	0	0	6	5	0	63	
4:35 PM	5	25	3	0	1	5	7	0	2	5	3	0	2	6	6	0	70	
4:40 PM	7	13	1	0	0	7	6	0	4	6	1	0	1	6	3	0	55	
4:45 PM	5	18	1	0	2	7	1	0	4	4	1	0	1	4	4	0	52	
4:50 PM	5	11	0	0	3	5	3	0	2	2	1	0	1	7	2	0	42	
4:55 PM	5	10	1	0	3	2	3	0	4	6	1	0	0	4	3	0	42	790
5:00 PM	2	7	0	0	1	5	4	0	5	4	2	0	2	9	8	0	49	764
5:05 PM	4	16	0	0	0	7	8	0	3	6	0	0	0	6	4	0	54	715
5:10 PM	5	13	2	0	1	14	7	0	3	4	0	0	0	5	3	0	57	680
5:15 PM	4	11	1	0	4	9	2	0	1	1	0	0	0	4	5	0	42	634
5:20 PM	3	15	0	0	3	7	0	0	1	4	1	0	1	5	6	0	46	621
5:25 PM	1	13	3	0	2	8	1	0	1	3	3	0	1	8	5	0	49	621
5:30 PM	1	8	0	0	2	5	2	0	3	3	0	0	1	2	4	0	31	589
5:35 PM	3	10	2	0	0	10	6	0	1	4	0	0	0	5	2	0	43	562
5:40 PM	4	17	1	0	2	8	5	0	4	3	2	0	0	3	5	0	54	561
5:45 PM	3	10	1	0	0	11	2	0	1	3	2	0	0	8	3	0	44	553
5:50 PM	2	11	1	0	2	9	3	0	4	5	1	0	2	11	2	0	53	564
5:55 PM	6	7	1	0	1	4	3	0	4	2	1	0	0	2	5	0	36	558
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	200	8	0	68	256	172	0	72	120	20	0	20	76	60	0	1132	
Heavy Trucks	4	0	0		4	8	8		0	0	0		4	0	0		28	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

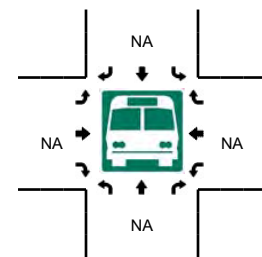
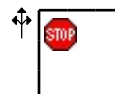
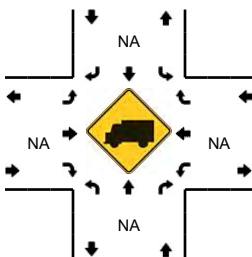
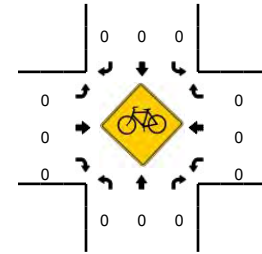
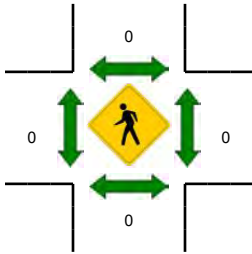
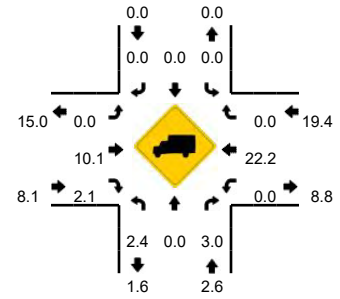
Comments:

**LOCATION:** Meyer Rd -- Hwy 53  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120031  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**



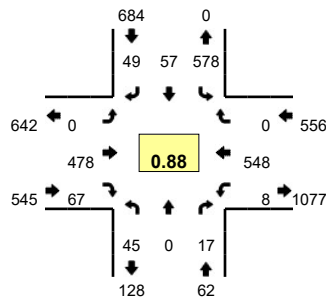
5-Min Count Period Beginning At	Meyer Rd (Northbound)				Meyer Rd (Southbound)				Hwy 53 (Eastbound)				Hwy 53 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	0	7	0	0	0	1	0	0	21	12	0	6	28	0	0	84	
4:05 PM	22	1	10	0	0	0	0	0	0	26	10	0	2	27	0	0	98	
4:10 PM	22	0	7	0	0	0	0	0	0	32	8	0	4	19	0	0	92	
4:15 PM	9	0	8	0	0	0	0	0	0	23	8	0	4	19	0	0	71	
4:20 PM	9	0	3	0	0	0	0	0	0	23	9	0	2	13	0	0	59	
4:25 PM	7	0	5	0	0	0	1	0	0	22	7	0	1	20	0	0	63	
4:30 PM	8	0	5	0	0	0	0	0	0	29	10	0	0	14	0	0	66	
4:35 PM	3	0	3	0	0	0	0	0	0	11	6	0	5	19	0	0	47	
4:40 PM	8	0	2	0	0	0	0	0	0	24	7	0	4	19	0	0	64	
4:45 PM	13	0	3	0	0	0	0	0	1	29	5	0	3	15	0	0	69	
4:50 PM	10	0	9	0	0	0	0	0	0	16	9	0	1	16	0	0	61	
4:55 PM	7	0	5	0	0	0	0	0	0	31	5	0	1	21	0	0	70	844
5:00 PM	7	0	5	0	0	0	0	0	0	22	2	0	3	21	0	0	60	820
5:05 PM	9	0	4	0	0	0	0	0	0	34	6	0	4	25	0	0	82	804
5:10 PM	8	0	2	0	0	0	0	0	0	22	4	0	0	27	0	0	63	775
5:15 PM	11	0	2	0	0	0	0	0	0	23	5	0	0	29	0	0	70	774
5:20 PM	13	0	3	0	0	0	0	0	0	23	8	0	4	18	0	0	69	784
5:25 PM	7	0	5	0	0	0	0	0	0	32	10	0	1	20	0	0	75	796
5:30 PM	10	2	3	0	0	0	0	0	1	15	3	0	3	23	0	0	60	790
5:35 PM	16	0	8	0	0	0	0	0	2	29	8	0	1	11	0	0	75	818
5:40 PM	13	0	2	0	0	0	1	0	0	22	9	0	0	11	0	0	58	812
5:45 PM	12	0	3	0	0	0	0	0	4	25	3	0	0	20	0	0	67	810
5:50 PM	14	0	3	0	0	0	0	0	5	15	3	0	0	31	0	0	71	820
5:55 PM	6	0	6	0	0	0	0	0	7	22	6	0	2	20	0	0	69	819
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	212	4	96	0	0	0	4	0	0	316	120	0	48	296	0	0	1096	
Heavy Trucks	8	0	0	0	0	0	0	0	0	24	0	0	0	100	0	0	132	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

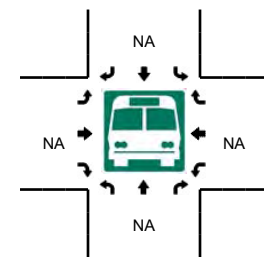
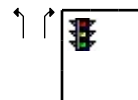
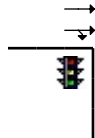
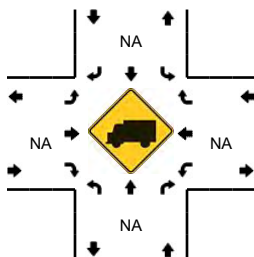
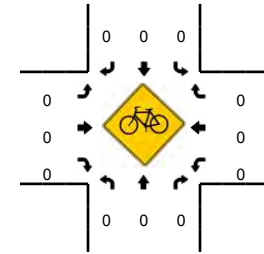
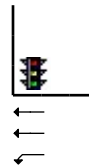
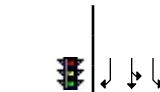
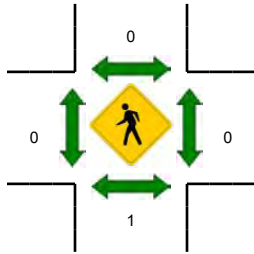
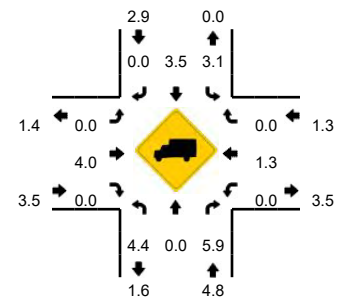


**LOCATION:** I-90 EB Off Ramp -- Seltice Way  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120028  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:25 PM -- 5:25 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**

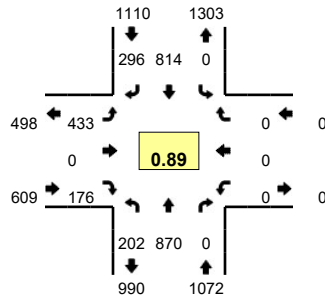


5-Min Count Period Beginning At	I-90 EB Off Ramp (Northbound)				I-90 EB Off Ramp (Southbound)				Seltice Way (Eastbound)				Seltice Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	0	0	0	49	4	3	0	0	31	4	0	0	37	0	0	132	
4:05 PM	2	0	0	0	33	3	4	0	0	49	6	0	1	55	0	0	153	
4:10 PM	3	0	1	0	48	3	7	0	0	47	2	0	1	51	0	0	163	
4:15 PM	1	0	0	0	39	5	1	0	0	44	6	0	0	55	0	0	151	
4:20 PM	6	0	1	0	43	7	5	0	0	42	1	0	0	42	0	1	148	
4:25 PM	5	0	3	0	51	4	4	0	0	30	4	0	0	35	0	0	136	
4:30 PM	2	0	0	0	44	6	2	0	0	54	11	0	0	63	0	0	182	
4:35 PM	2	0	0	0	36	5	3	0	0	37	5	0	0	52	0	0	140	
4:40 PM	7	0	0	0	41	9	2	0	0	29	5	0	1	42	0	0	136	
4:45 PM	0	0	7	0	48	2	3	0	0	37	4	0	1	47	0	1	150	
4:50 PM	1	0	1	0	43	5	5	0	0	42	8	0	1	50	0	1	157	
4:55 PM	6	0	0	0	42	2	6	0	0	39	9	0	1	36	0	0	141	1789
5:00 PM	5	0	1	0	56	4	3	0	0	23	3	0	0	31	0	0	126	1783
5:05 PM	4	0	2	0	55	5	4	0	0	53	3	0	0	54	0	1	181	1811
5:10 PM	4	0	0	0	46	3	4	0	0	56	4	0	0	50	0	0	167	1815
5:15 PM	5	0	2	0	50	4	7	0	0	47	8	0	0	50	0	1	174	1838
5:20 PM	4	0	1	0	66	8	6	0	0	31	3	0	0	38	0	0	157	1847
5:25 PM	1	0	1	0	50	6	3	0	0	22	5	0	0	42	0	0	130	1841
5:30 PM	4	0	1	0	40	6	3	0	0	32	6	0	0	39	0	0	131	1790
5:35 PM	2	0	0	0	73	7	1	0	0	18	5	0	0	40	0	0	146	1796
5:40 PM	4	0	3	0	49	4	3	0	0	47	4	0	0	41	0	0	155	1815
5:45 PM	2	0	0	0	43	1	5	0	0	35	4	0	1	44	0	1	136	1801
5:50 PM	2	0	1	0	44	3	2	0	0	32	5	0	0	35	0	0	124	1768
5:55 PM	2	0	0	0	42	3	0	0	0	34	2	0	0	36	0	1	120	1747
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	0	16	0	604	48	60	0	0	624	60	0	0	616	0	8	2088	
Heavy Trucks	4	0	0	0	4	4	0	0	0	12	0	0	0	4	0	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

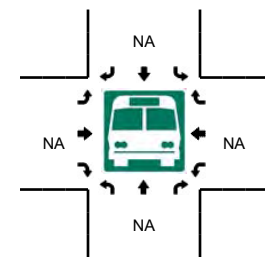
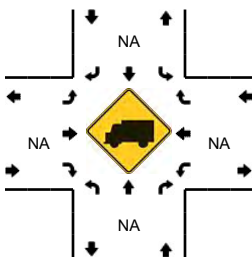
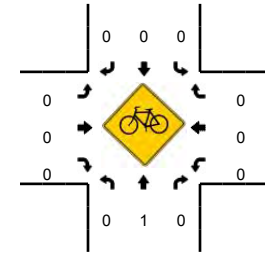
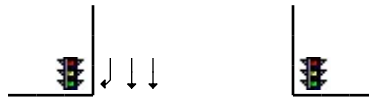
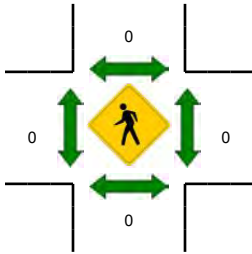
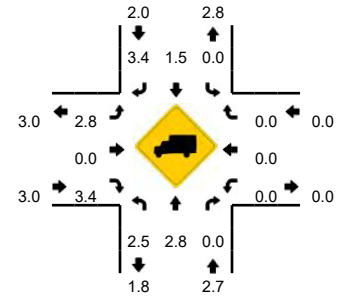
Comments:

**LOCATION:** Hwy 41 -- I-90 WB Ramps  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120026  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:25 PM -- 5:25 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

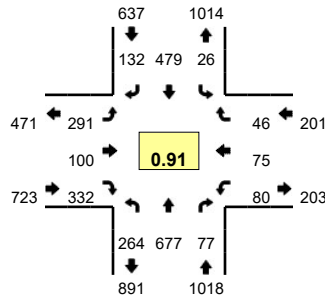


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				I-90 WB Ramps (Eastbound)				I-90 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	76	0	0	0	83	18	0	29	0	20	0	0	0	0	0	233	
4:05 PM	13	68	0	0	0	89	32	0	23	0	14	0	0	0	0	0	239	
4:10 PM	20	68	0	0	0	52	23	0	49	0	15	0	0	0	0	0	227	
4:15 PM	11	51	0	0	0	71	21	0	47	0	13	0	0	0	0	0	214	
4:20 PM	8	69	0	0	0	52	27	0	37	0	20	0	0	0	0	0	213	
4:25 PM	10	77	0	0	0	60	31	0	26	0	10	0	0	0	0	0	214	
4:30 PM	14	65	0	0	0	68	28	0	33	0	17	0	0	0	0	0	225	
4:35 PM	19	66	0	0	0	84	24	0	34	0	13	0	0	0	0	0	240	
4:40 PM	24	75	0	0	0	82	26	0	33	0	16	0	0	0	0	0	256	
4:45 PM	20	70	0	0	0	57	20	0	30	0	19	0	0	0	0	0	216	
4:50 PM	12	38	0	0	0	50	22	0	39	0	10	0	0	0	0	0	171	
4:55 PM	21	83	0	0	0	79	19	0	38	0	11	0	0	0	0	0	251	2699
5:00 PM	15	68	0	0	0	72	22	0	37	0	13	0	0	0	0	0	227	2693
5:05 PM	17	74	0	0	0	57	19	0	31	0	13	0	0	0	0	0	211	2665
5:10 PM	18	80	0	0	0	74	26	0	44	0	21	0	0	0	0	0	263	2701
5:15 PM	23	91	0	0	0	73	25	0	38	0	16	0	0	0	0	0	266	2753
5:20 PM	9	83	0	0	0	58	34	0	50	0	17	0	0	0	0	0	251	2791
5:25 PM	14	50	0	0	0	68	28	0	33	0	15	0	0	0	0	0	208	2785
5:30 PM	6	57	0	0	0	77	24	0	37	0	20	0	0	0	0	0	221	2781
5:35 PM	16	66	0	0	0	47	22	0	32	0	14	0	0	0	0	0	197	2738
5:40 PM	17	63	0	0	0	50	16	0	50	0	29	0	0	0	0	0	225	2707
5:45 PM	14	44	0	0	0	61	21	0	35	0	14	0	0	0	0	0	189	2680
5:50 PM	15	69	0	0	0	64	15	0	38	0	13	0	0	0	0	0	214	2723
5:55 PM	5	57	0	0	0	48	21	0	24	0	13	0	0	0	0	0	168	2640
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	200	1016	0	0	0	820	340	0	528	0	216	0	0	0	0	0	3120	
Heavy Trucks	0	0	0	0	0	20	8	0	8	0	4	0	0	0	0	0	40	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

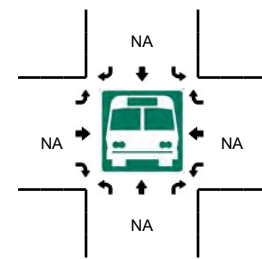
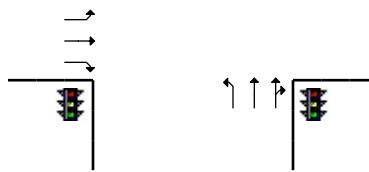
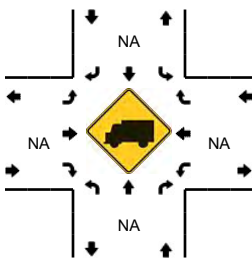
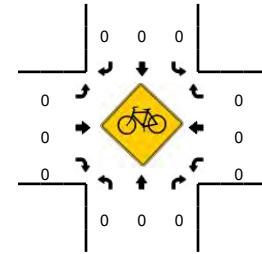
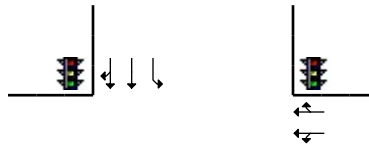
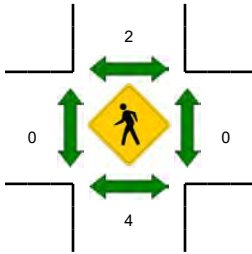
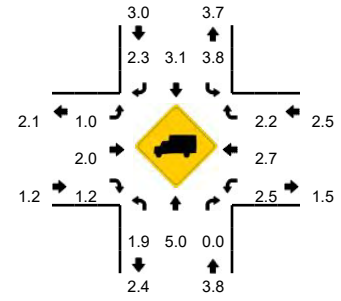
Comments:

**LOCATION:** Hwy 41 -- Mullan Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120025  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:30 PM -- 5:30 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**

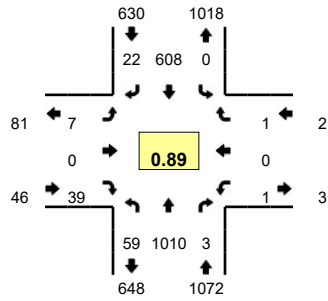


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Mullan Ave (Eastbound)				Mullan Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	26	54	6	0	0	66	15	0	11	11	16	0	10	3	4	0	222	
4:05 PM	16	46	9	0	2	49	13	0	21	7	23	0	2	7	6	0	201	
4:10 PM	22	52	10	0	3	45	10	0	25	14	20	0	9	4	3	0	217	
4:15 PM	21	67	5	0	7	42	11	0	15	3	24	0	6	6	3	0	210	
4:20 PM	18	48	8	0	3	37	16	0	23	9	19	0	4	4	5	0	194	
4:25 PM	22	35	3	0	2	41	13	0	20	9	25	0	12	5	5	0	192	
4:30 PM	25	50	6	0	1	27	16	0	21	7	33	0	13	6	3	0	208	
4:35 PM	24	64	6	0	2	36	6	0	26	7	17	0	4	3	2	0	197	
4:40 PM	17	44	8	0	4	50	13	0	15	14	28	0	9	7	3	0	212	
4:45 PM	27	27	10	0	2	24	6	0	25	6	29	0	6	11	4	0	177	
4:50 PM	19	53	5	0	2	45	22	0	8	6	27	0	2	7	5	0	201	
4:55 PM	21	73	6	0	1	46	15	0	34	4	30	0	1	3	4	0	238	2469
5:00 PM	11	54	5	0	2	48	8	0	27	12	20	0	6	2	4	0	199	2446
5:05 PM	20	56	7	0	1	26	5	0	25	13	40	0	6	12	5	0	216	2461
5:10 PM	33	70	5	0	2	40	7	0	21	7	35	0	9	3	6	0	238	2482
5:15 PM	18	78	7	0	5	46	14	0	33	7	39	0	4	5	2	0	258	2530
5:20 PM	26	51	6	0	3	44	11	0	33	10	14	0	5	5	4	0	212	2548
5:25 PM	23	57	6	0	1	47	9	0	23	7	20	0	15	11	4	0	223	2579
5:30 PM	16	61	5	0	0	46	12	0	14	6	23	0	3	4	4	0	194	2565
5:35 PM	9	57	8	0	4	34	5	0	29	10	10	0	14	8	3	0	191	2559
5:40 PM	23	58	10	0	1	29	7	0	29	4	22	0	11	6	1	0	201	2548
5:45 PM	17	62	6	0	1	50	7	0	15	4	17	0	10	3	3	0	195	2566
5:50 PM	18	62	9	0	2	30	5	0	14	6	17	0	4	0	3	0	170	2535
5:55 PM	15	35	4	0	1	47	12	0	15	5	16	0	3	3	2	0	158	2455
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	284	816	76	0	32	448	104	0	316	108	456	0	76	80	52	0	2848	
Heavy Trucks	0	20	0		4	16	0		4	4	12		4	0	4		68	
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

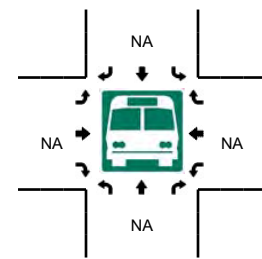
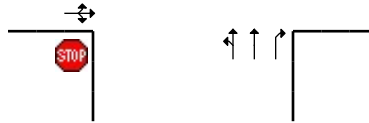
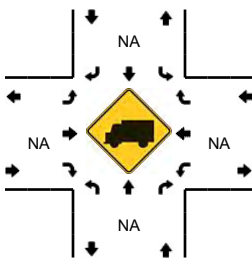
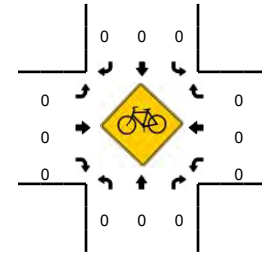
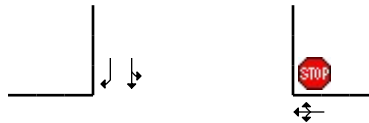
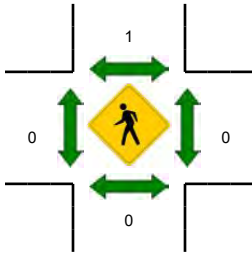
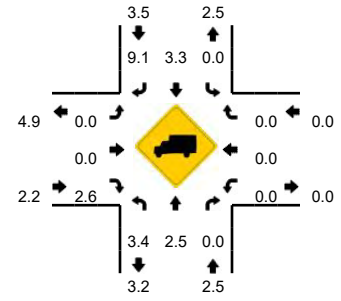
Comments:

**LOCATION:** Hwy 41 -- 12th Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120024  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:50 PM -- 5:50 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

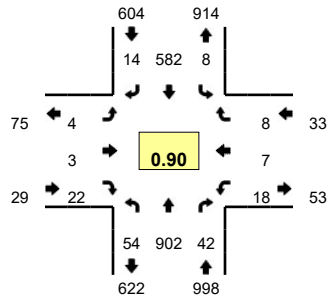


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				12th Ave (Eastbound)				12th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	63	1	0	0	62	6	0	1	0	4	0	0	0	0	0	142	
4:05 PM	1	70	0	0	0	55	1	0	0	0	5	0	0	0	0	0	132	
4:10 PM	8	79	0	0	0	67	1	0	0	0	3	0	0	0	1	0	159	
4:15 PM	5	79	1	0	0	40	0	0	2	0	5	0	0	0	1	0	133	
4:20 PM	5	73	0	0	0	53	3	0	0	0	4	0	0	0	0	0	138	
4:25 PM	2	61	0	0	1	58	5	0	0	0	4	0	0	0	0	0	131	
4:30 PM	5	65	1	0	0	46	2	0	6	0	1	0	1	0	0	0	127	
4:35 PM	4	96	0	0	0	39	6	0	1	0	3	0	0	0	1	0	150	
4:40 PM	4	50	0	0	0	58	1	0	1	0	7	0	0	0	0	0	121	
4:45 PM	4	57	0	0	0	41	4	0	0	0	2	0	0	1	2	0	111	
4:50 PM	3	69	0	0	0	65	0	0	0	0	5	0	0	0	0	0	142	
4:55 PM	4	102	0	0	0	66	6	0	0	0	2	0	0	0	0	0	180	1666
5:00 PM	5	82	0	0	0	39	1	0	1	0	1	0	0	0	0	0	129	1653
5:05 PM	5	78	0	0	0	36	2	0	1	0	2	0	0	0	0	0	124	1645
5:10 PM	7	96	0	0	0	49	0	0	1	0	5	0	0	0	0	0	158	1644
5:15 PM	4	103	0	0	0	63	3	0	1	0	2	0	0	0	0	0	176	1687
5:20 PM	5	87	0	0	0	60	2	0	1	0	3	0	1	0	0	0	159	1708
5:25 PM	4	78	2	0	0	49	4	0	1	0	2	0	0	0	1	0	141	1718
5:30 PM	6	74	1	0	0	55	2	0	1	0	8	0	0	0	0	0	147	1738
5:35 PM	1	77	0	0	0	29	1	0	0	0	5	0	0	0	0	0	113	1701
5:40 PM	11	89	0	0	0	55	1	0	0	0	2	0	0	0	0	0	158	1738
5:45 PM	4	75	0	0	0	42	0	0	0	0	2	0	0	0	0	0	123	1750
5:50 PM	5	70	0	0	3	37	2	0	1	0	6	0	0	0	0	0	124	1732
5:55 PM	2	50	0	0	0	50	2	0	0	0	2	0	0	0	0	0	106	1658
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	1144	0	0	0	688	20	0	12	0	40	0	4	0	0	0	1972	
Heavy Trucks	0	8	0	0	0	20	4	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

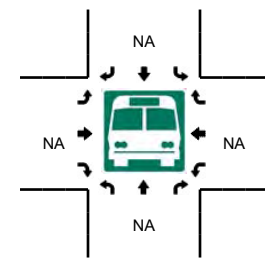
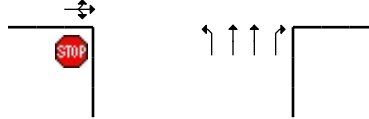
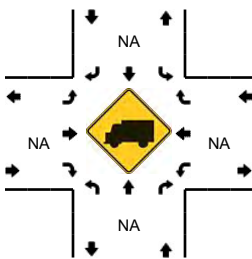
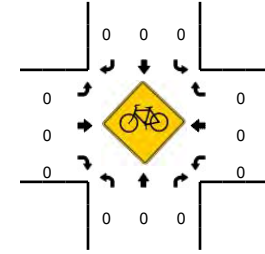
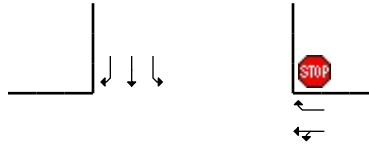
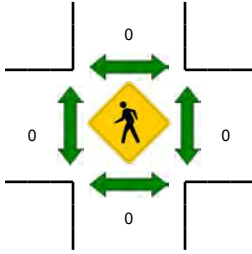
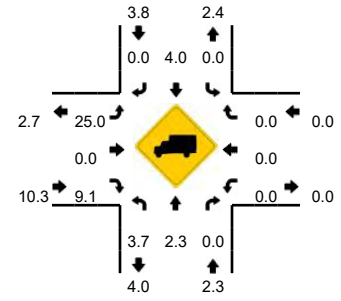
Comments:

**LOCATION:** Hwy 41 -- 16th Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120023  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:45 PM -- 5:45 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**



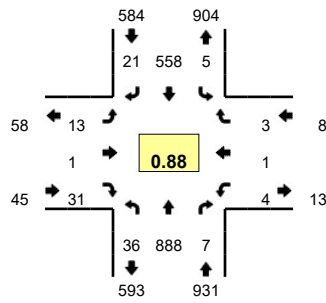
5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				16th Ave (Eastbound)				16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	63	3	0	1	56	0	0	4	0	2	0	3	0	2	0	139	
4:05 PM	4	55	1	0	1	50	2	0	0	0	5	0	2	0	1	0	121	
4:10 PM	6	72	4	0	0	60	3	0	1	0	4	0	2	0	1	0	153	
4:15 PM	5	77	2	0	0	42	1	0	0	0	0	0	1	1	0	0	129	
4:20 PM	1	60	1	0	2	58	1	0	1	0	3	0	0	1	0	0	128	
4:25 PM	3	58	5	0	1	46	0	0	1	0	1	0	1	0	0	0	116	
4:30 PM	5	77	4	0	1	50	2	0	0	1	2	0	1	0	1	0	144	
4:35 PM	2	69	2	0	0	57	0	0	0	0	3	0	0	1	2	0	136	
4:40 PM	3	48	5	0	3	42	1	0	1	0	2	0	3	1	1	0	110	
4:45 PM	3	60	2	0	2	50	2	0	0	0	2	0	2	0	0	0	123	
4:50 PM	4	69	2	0	0	46	0	0	0	1	1	0	3	0	1	0	127	
4:55 PM	6	78	3	0	1	53	1	0	0	0	3	0	1	0	1	0	147	1573
5:00 PM	6	78	2	0	0	43	1	0	0	0	4	0	1	0	1	0	136	1570
5:05 PM	5	80	5	0	1	40	1	0	0	0	0	0	1	0	2	0	135	1584
5:10 PM	3	82	10	0	1	48	1	0	0	0	3	0	1	1	0	0	150	1581
5:15 PM	7	89	2	0	1	64	3	0	0	0	1	0	1	0	0	0	168	1620
5:20 PM	8	78	0	0	0	53	0	0	0	1	2	0	1	1	1	0	145	1637
5:25 PM	3	70	4	0	0	51	2	0	3	0	4	0	3	0	0	0	140	1661
5:30 PM	3	64	2	0	1	40	2	0	0	1	1	0	2	3	0	0	119	1636
5:35 PM	2	80	5	0	0	38	0	0	0	0	1	0	1	2	1	0	130	1630
5:40 PM	4	74	5	0	1	56	1	0	1	0	0	0	1	0	1	0	144	1664
5:45 PM	3	67	4	0	0	30	1	0	1	2	4	0	2	0	0	0	114	1655
5:50 PM	4	62	0	0	0	37	0	0	1	0	3	0	0	0	1	0	108	1636
5:55 PM	2	51	2	0	0	43	5	0	0	0	4	0	1	0	1	0	109	1598
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	72	996	48	0	8	660	16	0	0	4	24	0	12	8	4	0	1852	
Heavy Trucks	0	0	0	0	0	16	0	0	0	0	4	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

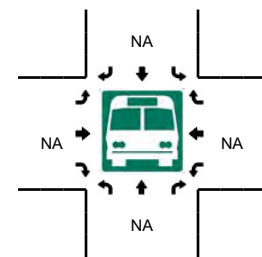
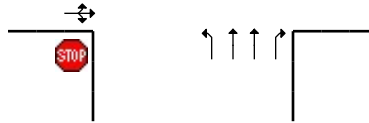
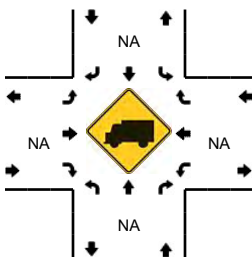
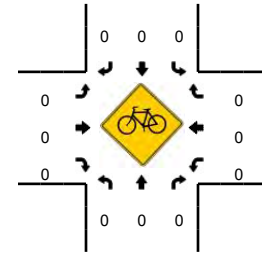
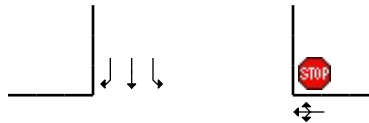
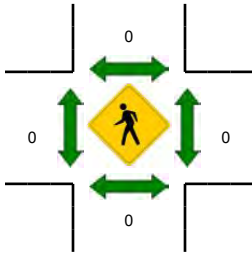
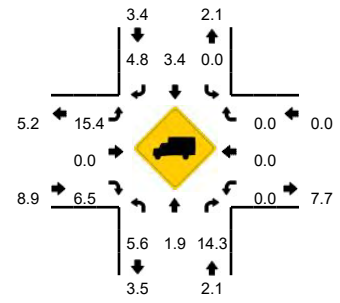


**LOCATION:** Hwy 41 -- Horsehaven Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120021  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:50 PM -- 5:50 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

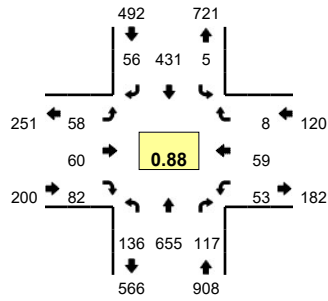


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Horsehaven Ave (Eastbound)				Horsehaven Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	49	2	0	0	61	2	0	1	0	3	0	0	0	0	0	124	
4:05 PM	2	67	1	0	0	50	0	0	0	0	3	0	3	0	3	0	129	
4:10 PM	2	62	1	0	0	55	1	0	1	0	6	0	1	0	1	0	130	
4:15 PM	6	64	0	0	0	39	0	0	2	0	1	0	0	0	0	0	112	
4:20 PM	7	66	1	0	0	57	1	0	1	0	1	0	0	0	0	0	134	
4:25 PM	1	55	0	0	0	58	2	0	1	0	1	0	0	0	0	0	118	
4:30 PM	6	61	0	0	0	45	2	0	2	0	3	0	0	0	1	0	120	
4:35 PM	4	75	0	0	0	45	0	0	1	0	5	0	0	0	1	0	131	
4:40 PM	1	57	1	0	0	47	1	0	0	0	2	0	0	0	0	0	109	
4:45 PM	2	51	0	0	0	48	1	0	2	0	0	0	0	0	0	0	104	
4:50 PM	3	58	0	0	1	49	2	0	1	0	1	0	1	0	0	0	116	
4:55 PM	5	72	1	0	0	60	3	0	0	0	4	0	0	0	0	0	145	1472
5:00 PM	2	84	1	0	0	36	1	0	0	0	2	0	0	0	0	0	126	1474
5:05 PM	3	71	1	0	1	33	2	0	2	0	2	0	0	0	0	0	115	1460
5:10 PM	5	78	0	0	0	48	0	0	2	0	2	0	0	0	1	0	136	1466
5:15 PM	2	86	0	0	0	63	1	0	0	0	3	0	0	0	1	0	156	1510
5:20 PM	3	85	1	0	2	55	2	0	2	0	1	0	0	0	0	0	151	1527
5:25 PM	0	70	0	0	1	46	1	0	1	0	6	0	0	0	0	0	125	1534
5:30 PM	3	60	1	0	0	51	2	0	0	1	3	0	0	0	1	0	122	1536
5:35 PM	3	73	1	0	0	24	0	0	4	0	2	0	2	1	0	0	110	1515
5:40 PM	4	87	1	0	0	53	3	0	1	0	2	0	0	0	0	0	151	1557
5:45 PM	3	64	0	0	0	40	4	0	0	0	3	0	1	0	0	0	115	1568
5:50 PM	1	58	0	0	0	31	1	0	2	0	2	0	0	0	0	0	95	1547
5:55 PM	3	57	0	0	0	43	3	0	1	0	4	0	0	0	1	0	112	1514
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	996	4	0	8	664	12	0	16	0	24	0	0	0	8	0	1772	
Heavy Trucks	0	4	0	0	0	24	0	0	4	0	0	0	0	0	0	0	32	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

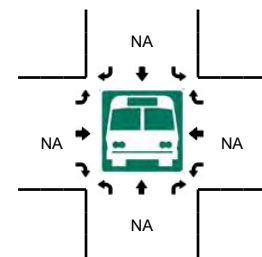
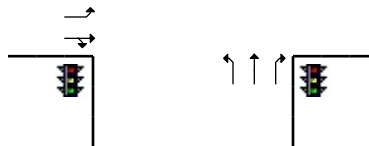
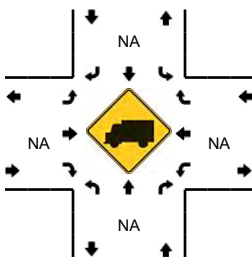
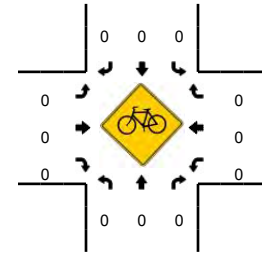
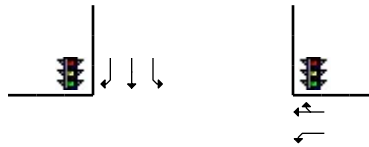
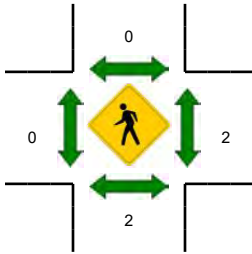
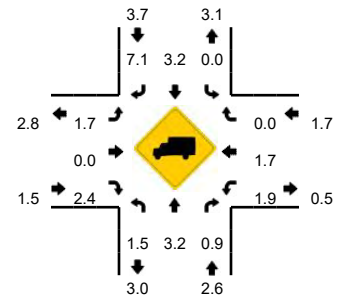
Comments:

**LOCATION:** Hwy 41 -- Poleline Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120020  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:50 PM -- 5:50 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

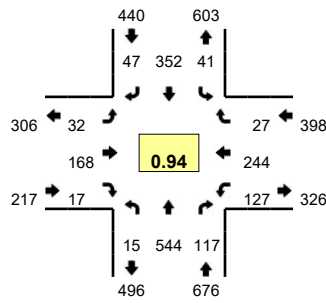


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Poleline Ave (Eastbound)				Poleline Ave (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	6	39	1	0	4	43	9	0	6	16	4	0	2	15	2	0	147		
4:05 PM	6	59	3	0	0	43	4	0	8	8	9	0	3	2	2	0	147		
4:10 PM	7	43	13	0	0	41	7	0	10	7	7	0	7	6	0	0	148		
4:15 PM	13	51	8	0	1	28	3	0	6	6	6	0	2	6	1	0	131		
4:20 PM	9	52	8	0	0	46	5	0	6	6	9	0	5	6	2	0	154		
4:25 PM	9	38	9	0	0	48	8	0	4	7	7	0	6	2	2	0	140		
4:30 PM	6	42	9	0	2	32	3	0	5	4	6	0	5	4	2	0	120		
4:35 PM	10	55	9	0	1	30	6	0	5	8	12	0	4	3	0	0	143		
4:40 PM	9	51	6	0	1	35	2	0	1	4	9	0	2	7	2	0	129		
4:45 PM	4	30	11	0	1	38	3	0	8	5	8	0	5	6	1	0	120		
4:50 PM	9	48	5	0	0	41	6	0	6	8	8	0	1	4	0	0	136		
4:55 PM	6	54	8	0	0	48	5	0	4	4	6	0	3	4	1	0	143	1658	
5:00 PM	15	58	15	0	1	30	4	0	3	3	5	0	3	6	1	0	144	1655	
5:05 PM	6	55	8	0	0	22	6	0	4	5	5	0	6	3	0	0	120	1628	
5:10 PM	14	57	10	0	1	30	5	0	5	9	9	0	7	6	1	0	154	1634	
5:15 PM	14	53	12	0	0	39	5	0	10	2	7	0	9	6	0	0	157	1660	
5:20 PM	10	73	15	0	0	51	6	0	4	2	12	0	4	1	0	0	178	1684	
5:25 PM	12	51	8	0	3	39	1	0	6	8	6	0	4	4	3	0	145	1689	
5:30 PM	12	39	7	0	0	36	2	0	7	6	4	0	4	8	0	0	125	1694	
5:35 PM	15	60	8	0	0	28	9	0	3	3	5	0	3	2	0	0	136	1687	
5:40 PM	12	60	10	0	0	40	3	0	4	5	12	0	5	5	0	0	156	1714	
5:45 PM	11	47	11	0	0	27	4	0	2	5	3	0	4	10	2	0	126	1720	
5:50 PM	4	43	8	0	2	31	1	0	9	0	7	0	1	1	1	0	108	1692	
5:55 PM	17	41	7	0	0	34	1	0	4	4	6	0	4	8	0	0	126	1675	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	152	732	148	0	4	480	64	0	76	52	112	0	80	52	4	0	1956		
Heavy Trucks	0	20	0		0	16	8		0	0	4		4	0	0		52		
Pedestrians		8				0				0				0			8		
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0		
Railroad																			
Stopped Buses																			

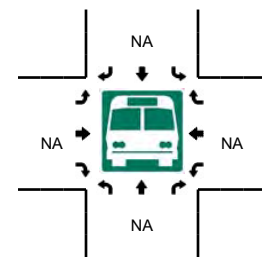
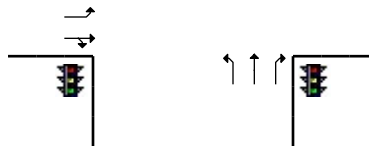
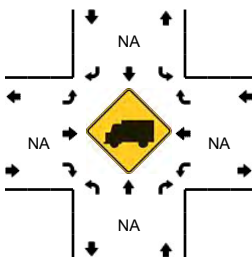
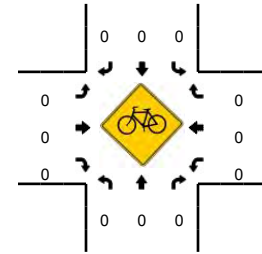
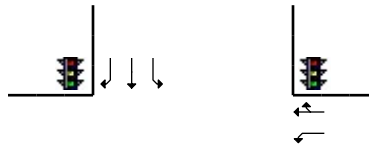
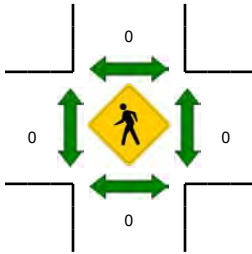
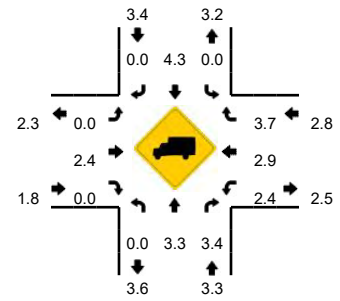
Comments:

**LOCATION:** Hwy 41 -- Prairie Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120019  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:15 PM -- 5:30 PM**

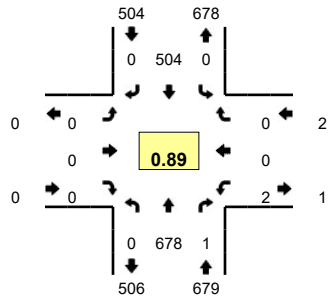


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Prairie Ave (Eastbound)				Prairie Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	40	9	0	1	44	2	0	2	6	3	0	6	9	0	0	123	
4:05 PM	0	43	16	0	2	33	2	0	1	11	0	0	9	10	1	0	128	
4:10 PM	2	40	14	0	2	32	5	0	2	11	2	0	10	18	2	0	140	
4:15 PM	1	36	10	0	3	39	4	0	3	11	1	0	6	26	2	0	142	
4:20 PM	2	34	11	0	4	34	2	0	4	11	0	0	20	18	3	0	143	
4:25 PM	3	48	8	0	2	40	0	0	6	10	0	0	7	10	3	0	137	
4:30 PM	2	24	8	0	4	21	0	0	5	11	2	0	13	13	2	0	105	
4:35 PM	1	49	8	0	5	28	3	0	2	16	4	0	10	13	4	0	143	
4:40 PM	1	49	8	0	5	24	5	0	0	14	2	0	10	15	1	0	134	
4:45 PM	2	30	6	0	2	30	6	0	2	16	1	0	17	35	4	0	151	
4:50 PM	1	37	7	0	2	31	6	0	3	19	0	0	11	20	2	0	139	
4:55 PM	0	47	11	0	5	31	5	0	3	13	1	0	11	6	1	0	134	1619
5:00 PM	1	48	7	0	3	27	4	0	4	15	6	0	5	22	2	0	144	1640
5:05 PM	0	54	20	0	5	26	3	0	1	5	0	0	11	11	0	0	136	1648
5:10 PM	0	27	8	0	9	31	3	0	3	22	0	0	7	22	3	0	135	1643
5:15 PM	6	50	15	0	1	38	2	0	3	9	0	0	13	23	3	0	163	1664
5:20 PM	1	49	9	0	2	32	6	0	6	11	1	0	15	15	5	0	152	1673
5:25 PM	0	54	9	0	4	23	3	0	3	10	1	0	15	24	1	0	147	1683
5:30 PM	2	48	10	0	1	28	3	0	1	19	5	0	6	27	2	0	152	1730
5:35 PM	1	51	7	0	2	31	1	0	3	15	0	0	6	24	3	0	144	1731
5:40 PM	0	29	12	0	5	27	2	0	2	10	2	0	9	24	2	0	124	1721
5:45 PM	1	52	15	0	2	23	1	0	2	6	1	0	6	9	2	0	120	1690
5:50 PM	0	34	15	0	1	27	8	0	1	24	2	0	12	13	4	0	141	1692
5:55 PM	4	41	6	0	3	21	1	0	1	11	0	0	7	17	4	0	116	1674
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	612	132	0	28	372	44	0	48	120	8	0	172	248	36	0	1848	
Heavy Trucks	0	16	0	0	0	8	0	0	0	0	0	0	4	12	0	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

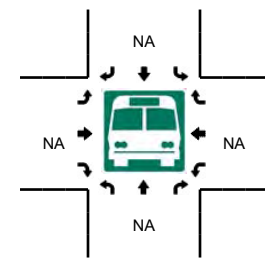
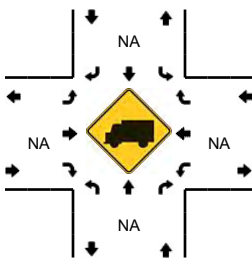
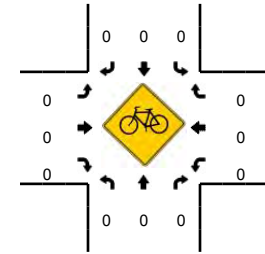
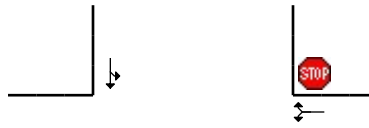
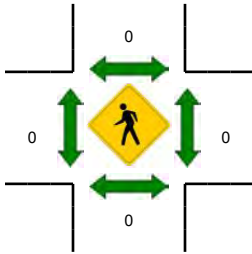
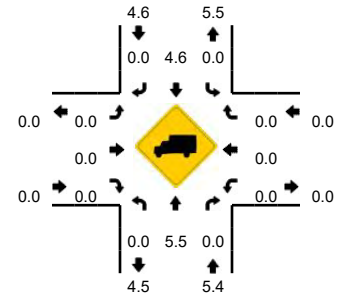
Comments:

**LOCATION:** Hwy 41 -- Hope Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120018  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:35 PM -- 5:35 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

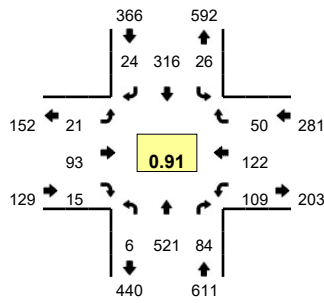


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Hope Ave (Eastbound)				Hope Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	50	0	0	0	46	0	0	0	0	0	0	0	0	0	0	96	
4:05 PM	0	62	0	0	0	47	0	0	0	0	0	0	0	0	0	0	109	
4:10 PM	0	48	0	0	0	46	0	0	0	0	0	0	0	0	0	0	94	
4:15 PM	0	64	0	0	0	40	0	0	0	0	0	0	0	0	0	0	104	
4:20 PM	0	55	0	0	0	62	0	0	0	0	0	0	0	0	0	0	117	
4:25 PM	0	45	0	0	0	37	0	0	0	0	0	0	0	0	0	0	82	
4:30 PM	0	43	0	0	0	39	0	0	0	0	0	0	0	0	0	0	82	
4:35 PM	0	55	0	0	0	46	0	0	0	0	0	0	0	0	0	0	101	
4:40 PM	0	57	1	0	0	33	0	0	0	0	0	0	0	0	0	0	91	
4:45 PM	0	40	0	0	0	49	0	0	0	0	0	0	0	0	0	0	89	
4:50 PM	0	50	0	0	0	43	0	0	0	0	0	0	1	0	0	0	94	
4:55 PM	0	54	0	0	0	38	0	0	0	0	0	0	1	0	0	0	93	1152
5:00 PM	0	49	0	0	0	35	0	0	0	0	0	0	0	0	0	0	84	1140
5:05 PM	0	65	0	0	0	42	0	0	0	0	0	0	0	0	0	0	107	1138
5:10 PM	0	65	0	0	0	45	0	0	0	0	0	0	0	0	0	0	110	1154
5:15 PM	0	61	0	0	0	48	0	0	0	0	0	0	0	0	0	0	109	1159
5:20 PM	0	65	0	0	0	50	0	0	0	0	0	0	0	0	0	0	115	1157
5:25 PM	0	64	0	0	0	35	0	0	0	0	0	0	0	0	0	0	99	1174
5:30 PM	0	53	0	0	0	40	0	0	0	0	0	0	0	0	0	0	93	1185
5:35 PM	0	49	0	0	0	39	0	0	0	0	0	0	0	0	0	0	88	1172
5:40 PM	0	60	0	0	0	38	0	0	0	0	0	0	0	0	0	0	98	1179
5:45 PM	0	52	0	0	0	31	0	0	0	0	0	0	0	0	0	0	83	1173
5:50 PM	0	53	1	0	0	38	0	0	0	0	0	0	0	0	0	0	92	1171
5:55 PM	0	51	0	0	0	23	0	0	0	0	0	0	0	0	0	0	74	1152
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	764	0	0	0	572	0	0	0	0	0	0	0	0	0	0	1336	
Heavy Trucks	0	24	0	0	0	40	0	0	0	0	0	0	0	0	0	0	64	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

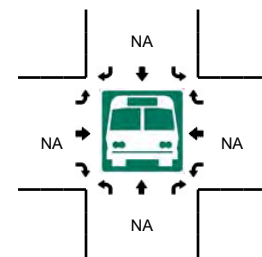
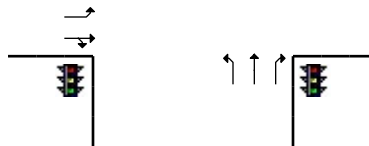
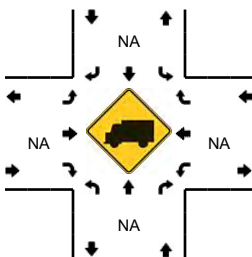
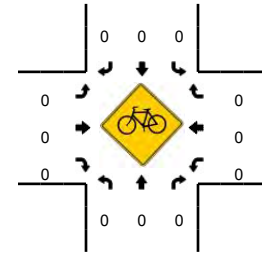
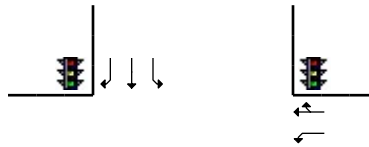
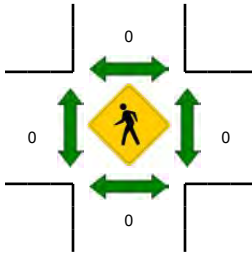
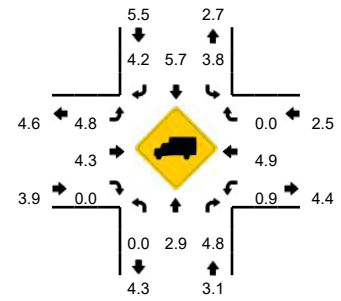
Comments:

**LOCATION:** Hwy 41 -- Hayden Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120017  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**



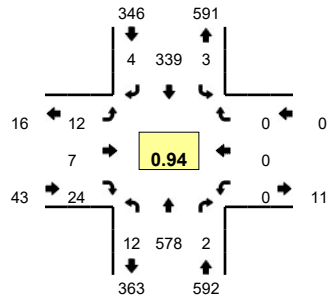
5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Hayden Ave (Eastbound)				Hayden Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	34	8	0	6	30	1	0	2	9	1	0	9	9	3	0	112	
4:05 PM	0	26	6	0	3	28	1	0	5	8	1	0	11	9	4	0	102	
4:10 PM	1	42	8	0	1	24	6	0	0	8	0	0	7	9	3	0	109	
4:15 PM	0	39	7	0	2	47	3	0	0	8	0	0	9	12	2	0	129	
4:20 PM	0	41	5	0	1	29	4	0	3	11	0	0	7	8	2	0	111	
4:25 PM	0	41	4	0	3	29	0	0	2	10	0	0	8	12	4	0	113	
4:30 PM	0	25	6	0	4	26	3	0	2	2	0	0	3	6	1	0	78	
4:35 PM	1	42	2	0	2	29	1	0	3	7	0	0	9	7	2	0	105	
4:40 PM	0	52	7	0	3	22	1	0	0	11	2	0	8	14	0	0	120	
4:45 PM	0	41	5	0	1	29	3	0	1	8	0	0	10	10	2	0	110	
4:50 PM	0	32	8	0	2	30	2	0	1	5	0	0	9	8	4	0	101	
4:55 PM	0	28	4	0	2	27	0	0	3	7	1	0	12	10	3	0	97	1287
5:00 PM	1	52	7	0	3	21	2	0	2	4	0	0	2	8	5	0	107	1282
5:05 PM	1	39	8	0	6	33	4	0	0	10	1	0	10	11	3	0	126	1306
5:10 PM	0	44	5	0	3	26	3	0	1	6	1	0	17	18	5	0	129	1326
5:15 PM	1	49	9	0	1	26	2	0	3	9	7	0	2	13	6	0	128	1325
5:20 PM	1	39	6	0	1	29	2	0	1	9	3	0	14	7	10	0	122	1336
5:25 PM	1	57	12	0	1	22	3	0	3	9	0	0	8	3	3	0	122	1345
5:30 PM	0	43	7	0	1	18	0	0	4	9	0	0	11	13	6	0	112	1379
5:35 PM	1	45	6	0	2	33	2	0	2	6	0	0	6	7	3	0	113	1387
5:40 PM	1	35	5	0	1	27	1	0	1	7	0	0	7	10	3	0	98	1365
5:45 PM	0	50	9	0	1	22	2	0	1	5	0	0	9	7	2	0	108	1363
5:50 PM	0	42	3	0	1	24	2	0	1	7	1	0	5	4	1	0	91	1353
5:55 PM	0	35	2	0	1	22	1	0	0	8	0	0	5	3	4	0	81	1337
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	528	88	0	40	340	36	0	16	100	36	0	116	168	56	0	1532	
Heavy Trucks	0	24	4		0	28	0		0	4	0		0	4	0		64	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

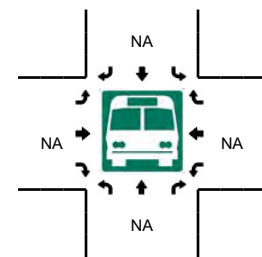
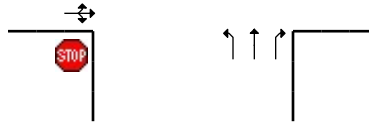
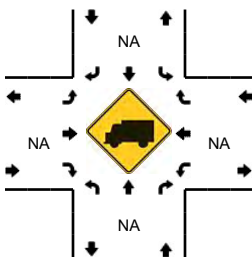
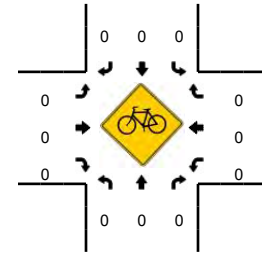
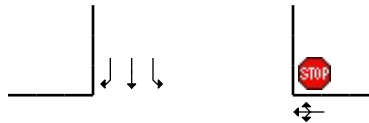
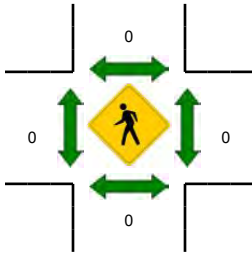
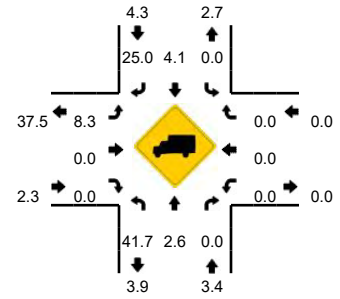


**LOCATION:** Hwy 41 -- Wyoming Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120016  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 4:55 PM -- 5:10 PM**

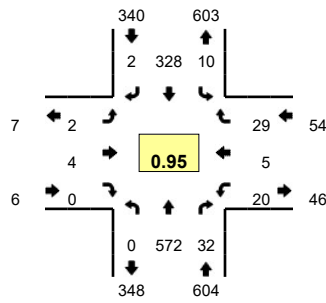


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Wyoming Ave (Eastbound)				Wyoming Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	39	0	0	0	36	1	0	1	0	1	0	0	0	0	0	78	
4:05 PM	1	43	0	0	0	41	0	0	3	0	0	0	0	2	0	0	90	
4:10 PM	1	40	0	0	0	35	0	0	1	0	2	0	0	0	0	0	79	
4:15 PM	0	49	0	0	0	37	1	0	0	0	0	0	0	0	0	0	87	
4:20 PM	1	39	1	0	0	38	0	0	1	0	1	0	0	0	0	0	81	
4:25 PM	0	50	0	0	0	33	0	0	0	0	1	0	0	0	0	0	84	
4:30 PM	0	33	0	0	0	25	1	0	1	0	1	0	0	0	0	0	61	
4:35 PM	0	43	0	0	0	33	1	0	0	1	1	1	0	0	0	0	79	
4:40 PM	2	49	0	0	0	31	1	0	1	0	1	0	0	0	0	0	85	
4:45 PM	1	41	1	0	0	26	1	0	2	0	0	0	0	0	0	0	72	
4:50 PM	1	28	0	0	1	35	0	0	0	3	2	0	0	0	0	0	70	
4:55 PM	4	49	0	0	0	27	0	0	1	0	1	0	0	0	0	0	82	948
5:00 PM	0	50	0	0	1	26	0	0	2	2	4	0	0	0	0	0	85	955
5:05 PM	2	48	0	0	0	29	0	0	1	1	14	0	0	0	0	0	95	960
5:10 PM	0	44	0	0	0	30	0	0	0	0	0	0	0	0	0	0	74	955
5:15 PM	1	48	0	0	0	25	2	0	2	0	0	0	0	0	0	0	78	946
5:20 PM	0	66	0	0	0	33	0	0	3	0	1	0	0	0	0	0	103	968
5:25 PM	0	56	0	0	0	23	0	0	0	1	0	0	0	0	0	0	80	964
5:30 PM	1	54	0	0	0	21	0	0	0	0	1	0	0	0	0	0	77	980
5:35 PM	0	45	1	0	0	33	0	1	0	0	0	0	0	0	0	0	80	981
5:40 PM	0	48	0	0	0	22	0	0	0	0	0	0	0	0	0	0	70	966
5:45 PM	0	39	0	0	0	24	0	0	0	0	1	0	0	0	0	0	64	958
5:50 PM	1	42	0	0	0	26	0	0	2	0	0	0	0	0	0	0	71	959
5:55 PM	1	42	0	0	0	30	0	0	0	0	0	0	0	0	0	0	73	950
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	588	0	0	4	328	0	0	16	12	76	0	0	0	0	0	1048	
Heavy Trucks	12	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	28	
Pedestrians		0				0					0						0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																	0	

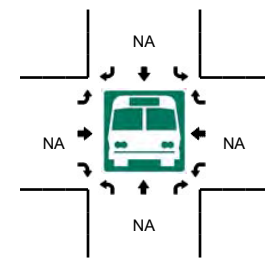
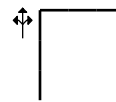
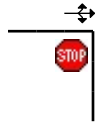
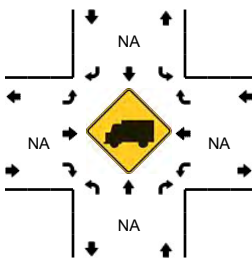
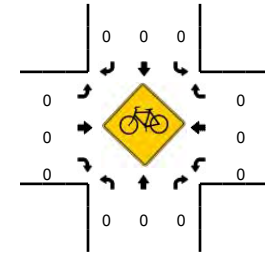
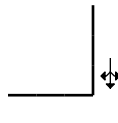
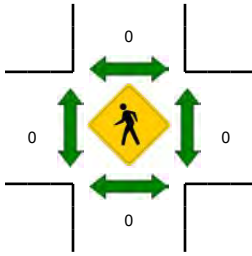
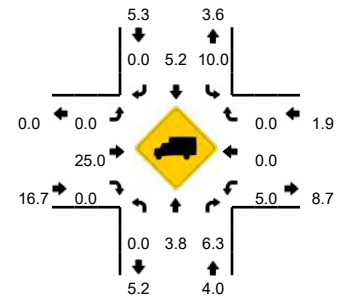
Comments:

**LOCATION:** Hwy 41 -- Lancaster Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120015  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**

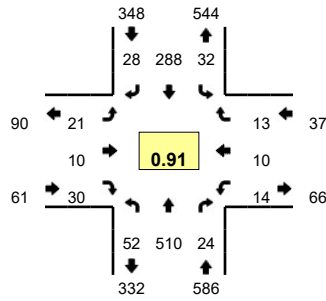


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Lancaster Ave (Eastbound)				Lancaster Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	37	3	0	3	31	0	0	1	1	0	0	1	0	0	0	77	
4:05 PM	0	40	3	0	0	38	0	0	0	0	0	0	2	0	2	0	85	
4:10 PM	0	45	1	0	0	35	1	0	0	0	0	0	4	0	1	0	87	
4:15 PM	0	36	3	0	2	40	0	0	0	0	0	0	2	0	1	0	84	
4:20 PM	0	43	2	0	1	34	0	0	0	0	0	0	1	0	0	0	81	
4:25 PM	0	37	6	0	2	29	0	0	1	0	0	0	0	0	0	0	75	
4:30 PM	0	42	4	0	0	25	0	0	0	0	0	0	5	1	0	0	77	
4:35 PM	0	23	4	0	0	28	0	0	1	0	0	0	2	0	2	0	60	
4:40 PM	0	62	3	0	0	33	1	0	0	0	0	0	2	2	1	0	104	
4:45 PM	0	36	4	0	0	31	0	0	0	1	0	0	3	1	4	0	80	
4:50 PM	0	38	0	0	2	26	0	0	0	0	0	0	0	0	2	0	68	
4:55 PM	0	37	1	0	0	26	0	0	0	2	0	0	0	0	3	0	69	947
5:00 PM	0	45	0	0	0	29	0	0	0	0	0	0	1	0	2	0	77	947
5:05 PM	0	51	4	0	1	30	0	0	0	0	0	0	2	1	3	0	92	954
5:10 PM	0	52	3	0	1	31	0	0	1	1	0	0	2	0	2	0	93	960
5:15 PM	0	45	2	0	0	23	0	0	0	0	0	0	4	0	5	0	79	955
5:20 PM	0	49	5	0	1	28	1	0	1	0	0	0	1	0	2	0	88	962
5:25 PM	0	58	3	0	1	18	0	0	0	0	0	0	2	1	0	0	83	970
5:30 PM	0	49	3	0	4	25	0	0	0	0	0	0	2	0	3	0	86	979
5:35 PM	0	50	4	0	0	28	0	0	0	0	0	0	1	0	2	0	85	1004
5:40 PM	0	52	5	0	2	25	0	0	0	1	0	0	2	0	3	0	90	990
5:45 PM	0	29	3	0	0	28	0	0	0	1	0	0	0	1	1	0	63	973
5:50 PM	0	46	7	0	0	19	1	0	0	0	0	0	1	0	0	0	74	979
5:55 PM	0	39	2	0	2	29	0	0	0	0	0	0	2	0	2	0	76	986
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	592	36	0	8	336	0	0	4	4	0	0	32	4	40	0	1056	
Heavy Trucks	0	20	0	0	0	24	0	0	0	0	0	0	0	0	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

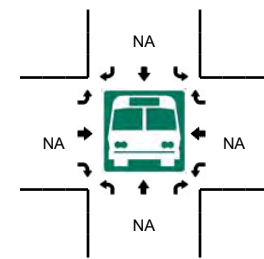
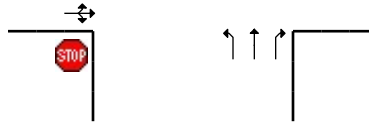
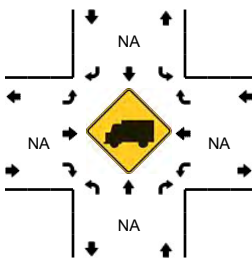
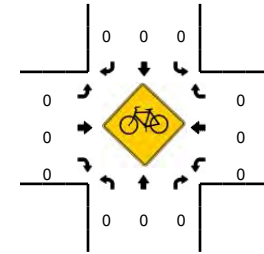
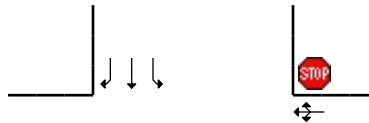
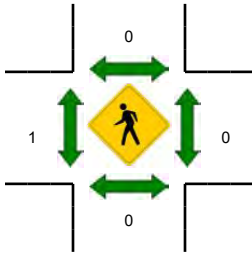
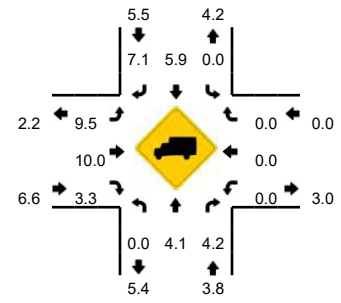
Comments:

**LOCATION:** Hwy 41 -- Nagel Ln  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120014  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:10 PM -- 5:25 PM**

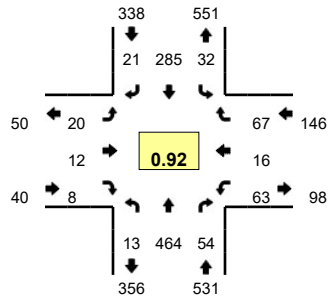


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Nagel Ln (Eastbound)				Nagel Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	42	1	0	1	33	5	0	0	0	2	0	0	0	2	0	94	
4:05 PM	3	33	2	0	0	30	2	0	1	1	0	0	1	1	0	0	74	
4:10 PM	2	43	1	0	1	32	0	0	1	0	6	0	5	1	2	0	94	
4:15 PM	4	22	1	0	2	36	4	0	1	0	2	0	3	1	5	0	81	
4:20 PM	5	38	4	0	4	29	4	0	1	2	1	0	1	1	0	0	90	
4:25 PM	3	35	1	0	0	28	1	0	0	1	3	0	1	1	1	0	75	
4:30 PM	6	42	3	0	0	20	5	0	2	0	3	0	1	1	1	0	84	
4:35 PM	1	21	1	0	4	26	1	0	1	1	1	0	1	0	3	0	61	
4:40 PM	3	48	2	0	5	27	4	0	3	2	2	0	4	0	2	0	102	
4:45 PM	5	34	0	0	0	31	2	0	0	0	0	0	1	0	1	0	74	
4:50 PM	5	38	1	0	4	25	1	0	0	0	2	0	2	2	1	0	81	
4:55 PM	6	32	0	0	0	20	2	0	3	1	4	0	0	0	1	0	69	979
5:00 PM	4	42	3	0	5	27	2	0	0	2	2	0	1	0	0	0	88	973
5:05 PM	2	41	1	0	2	26	0	0	5	0	1	0	1	0	0	0	79	978
5:10 PM	2	50	6	0	5	25	5	0	3	1	5	0	0	0	2	0	104	988
5:15 PM	7	41	2	0	2	21	3	0	4	0	0	0	1	1	2	0	84	991
5:20 PM	6	42	5	0	3	27	2	0	0	1	3	0	0	2	3	0	94	995
5:25 PM	5	50	1	0	2	15	1	0	0	1	3	0	2	2	1	0	83	1003
5:30 PM	4	48	1	0	4	17	4	0	2	1	7	0	1	2	0	0	91	1010
5:35 PM	3	44	2	0	0	27	2	0	1	1	1	0	1	1	0	0	83	1032
5:40 PM	7	43	6	0	0	21	3	0	3	1	1	0	2	1	1	0	89	1019
5:45 PM	1	35	0	0	3	26	6	0	0	1	3	0	2	1	0	0	78	1023
5:50 PM	5	34	1	0	1	16	4	0	3	0	1	0	1	0	1	0	67	1009
5:55 PM	5	35	2	0	1	27	1	0	1	3	2	0	1	0	3	0	81	1021
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	532	52	0	40	292	40	0	28	8	32	0	4	12	28	0	1128	
Heavy Trucks	0	20	0	0	0	8	0	0	0	4	0	0	0	0	0	0	32	
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

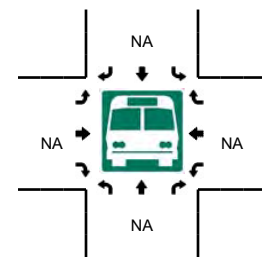
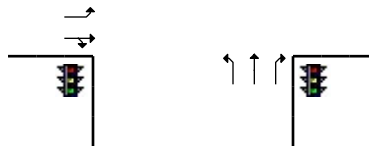
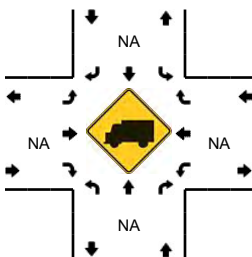
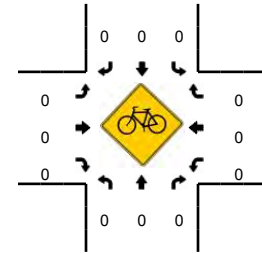
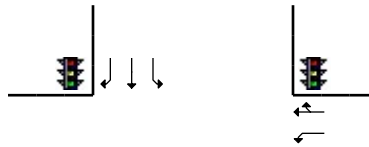
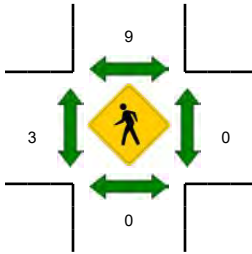
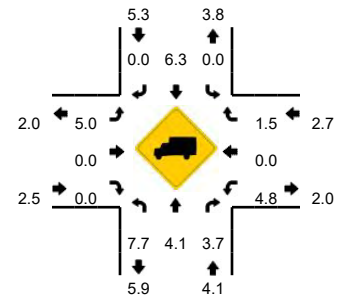
Comments:

**LOCATION:** Hwy 41 -- Boekel Rd  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120013  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

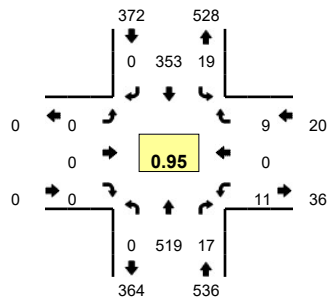


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Boekel Rd (Eastbound)				Boekel Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	42	3	0	2	32	4	0	2	0	1	0	4	1	7	0	99	
4:05 PM	0	28	11	0	4	22	2	0	1	2	0	0	10	2	7	0	89	
4:10 PM	1	33	9	0	1	21	2	0	2	0	0	0	12	2	12	0	95	
4:15 PM	0	22	8	0	7	35	4	0	3	2	0	0	10	2	11	0	104	
4:20 PM	1	30	7	0	6	29	0	0	4	1	1	0	6	2	2	0	89	
4:25 PM	0	31	5	0	3	24	3	0	1	0	0	0	8	0	5	0	80	
4:30 PM	1	40	2	0	5	14	3	0	4	1	3	0	8	2	13	0	96	
4:35 PM	0	24	1	0	3	25	0	0	1	0	0	0	5	2	2	0	63	
4:40 PM	0	37	4	0	3	31	0	0	1	1	0	0	7	1	9	0	94	
4:45 PM	0	36	6	0	1	32	2	0	0	3	0	0	5	1	6	0	92	
4:50 PM	1	39	3	0	1	27	1	0	2	0	1	0	2	1	6	0	84	
4:55 PM	2	27	1	0	2	16	0	0	3	0	2	0	2	0	7	0	62	1047
5:00 PM	1	31	3	0	2	28	5	0	2	1	0	0	8	5	5	0	91	1039
5:05 PM	2	45	5	0	3	26	2	0	2	0	1	0	5	2	5	0	98	1048
5:10 PM	1	42	6	0	3	28	1	0	2	1	0	0	5	2	7	0	98	1051
5:15 PM	1	41	0	0	3	18	2	0	3	1	1	0	9	1	4	0	84	1031
5:20 PM	2	34	3	0	3	23	3	0	3	1	0	0	8	1	3	0	84	1026
5:25 PM	2	48	4	0	6	15	3	0	1	1	0	0	3	0	8	0	91	1037
5:30 PM	1	41	13	0	3	23	0	0	1	0	1	0	2	2	1	0	88	1029
5:35 PM	0	43	6	0	2	18	2	0	0	3	2	0	7	0	6	0	89	1055
5:40 PM	0	32	5	0	5	25	1	0	0	0	0	0	0	1	1	0	70	1031
5:45 PM	2	34	7	0	0	33	5	0	1	0	1	0	1	1	3	0	88	1027
5:50 PM	0	36	4	0	3	17	5	0	2	1	0	0	3	1	4	0	76	1019
5:55 PM	1	32	3	0	1	28	0	0	5	1	0	0	3	0	5	0	79	1036
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	472	56	0	32	328	32	0	24	8	4	0	72	36	68	0	1148	
Heavy Trucks	4	12	0		0	28	0		0	0	0		0	0	0		44	
Pedestrians		0				12				8				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

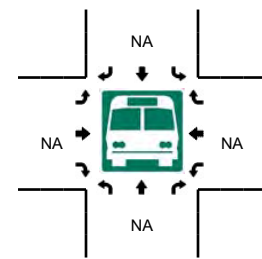
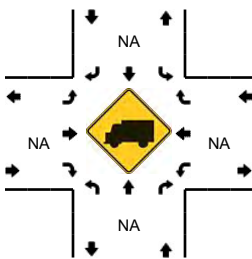
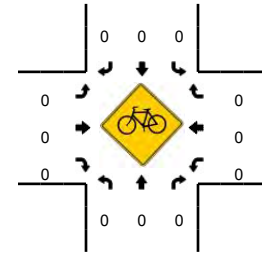
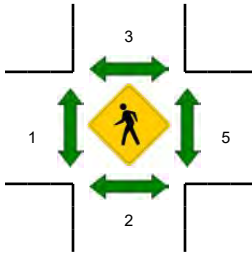
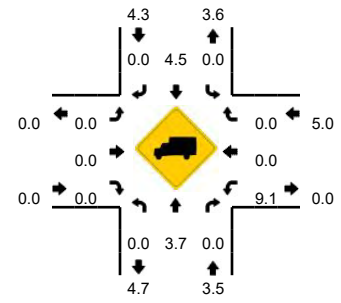
Comments:

**LOCATION:** Hwy 41 -- Pine St  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120012  
**DATE:** Tue, Oct 28 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**



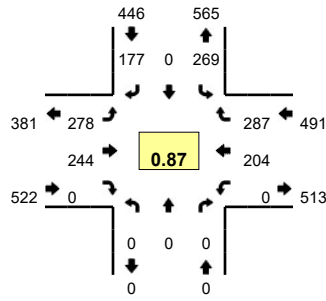
5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Pine St (Eastbound)				Pine St (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
4:00 PM	0	55	4	0	2	31	0	0	0	0	0	0	0	0	0	1	0	93		
4:05 PM	0	26	0	0	2	25	0	0	0	0	0	0	0	3	0	1	0	57		
4:10 PM	0	45	1	0	0	23	0	0	0	0	0	0	0	1	0	1	0	71		
4:15 PM	0	33	3	0	2	48	0	0	0	0	0	0	0	0	0	2	0	88		
4:20 PM	0	43	2	0	0	35	0	0	0	0	0	0	0	2	0	1	0	83		
4:25 PM	0	38	2	0	0	29	0	0	0	0	0	0	0	0	0	0	0	69		
4:30 PM	0	53	1	0	1	24	0	0	0	0	0	0	0	0	0	0	0	79		
4:35 PM	0	29	0	0	2	23	0	0	0	0	0	0	0	0	0	0	0	54		
4:40 PM	0	46	0	0	2	36	0	0	0	0	0	0	0	1	0	0	0	85		
4:45 PM	0	38	1	0	3	41	0	0	0	0	0	0	0	0	0	1	0	84		
4:50 PM	0	42	1	0	0	24	0	0	0	0	0	0	0	0	0	1	0	68		
4:55 PM	0	36	1	0	1	24	0	0	0	0	0	0	0	0	0	1	0	63	894	
5:00 PM	0	30	3	0	0	37	0	0	0	0	0	0	0	1	0	0	0	71	872	
5:05 PM	0	50	1	0	2	30	0	0	0	0	0	0	0	2	0	0	0	85	900	
5:10 PM	0	49	0	0	2	31	0	0	0	0	0	0	0	2	0	1	0	85	914	
5:15 PM	0	48	1	0	0	22	0	0	0	0	0	0	0	1	0	2	0	74	900	
5:20 PM	0	41	3	0	2	33	0	0	0	0	0	0	0	0	0	0	0	79	896	
5:25 PM	0	53	3	0	2	25	0	0	0	0	0	0	0	2	0	1	0	86	913	
5:30 PM	0	48	1	0	2	23	0	0	0	0	0	0	0	0	0	2	0	76	910	
5:35 PM	0	38	2	0	3	27	0	0	0	0	0	0	0	2	0	0	0	72	928	
5:40 PM	0	33	2	0	0	30	0	0	0	0	0	0	0	1	0	2	0	68	911	
5:45 PM	0	37	2	0	2	35	0	0	0	0	0	0	0	0	0	1	0	77	904	
5:50 PM	0	45	3	0	1	24	0	0	0	0	0	0	0	1	0	0	0	74	910	
5:55 PM	0	46	2	0	2	30	0	0	0	0	0	0	0	1	0	0	0	81	928	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	0	588	8	0	16	332	0	0	0	0	0	0	0	20	0	12	0	976		
Heavy Trucks	0	12	0	0	0	16	0	0	0	0	0	0	0	4	0	0	0	32		
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	0	12		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																				
Stopped Buses																				

Comments:

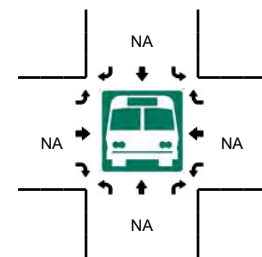
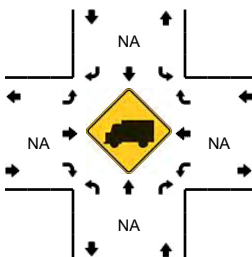
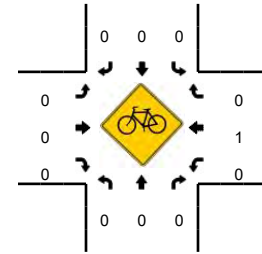
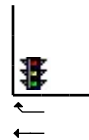
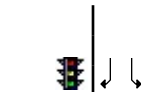
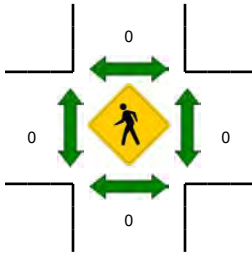
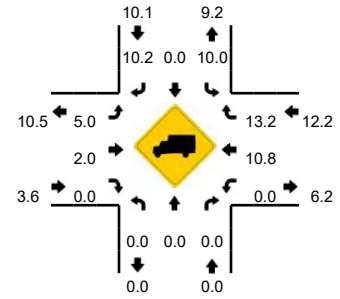


**LOCATION:** Hwy 41 -- Hwy 41/Hwy 53  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120011  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:00 PM -- 4:15 PM**

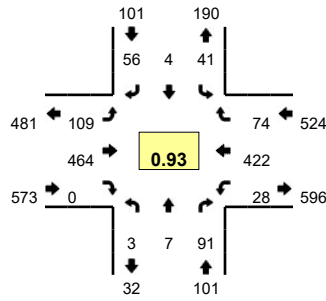


5-Min Count Period Beginning At	Hwy 41 (Northbound)				Hwy 41 (Southbound)				Hwy 41/Hwy 53 (Eastbound)				Hwy 41/Hwy 53 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	28	0	12	0	20	19	0	0	0	25	23	0	127	
4:05 PM	0	0	0	0	24	0	17	0	21	26	0	0	0	23	40	0	151	
4:10 PM	0	0	0	0	27	0	18	0	14	21	0	0	0	25	38	0	143	
4:15 PM	0	0	0	0	25	0	9	0	20	16	0	0	0	15	20	0	105	
4:20 PM	0	0	0	0	26	0	15	0	37	32	0	0	0	13	18	0	141	
4:25 PM	0	0	0	0	14	0	16	0	29	8	0	0	0	23	18	0	108	
4:30 PM	0	0	0	0	22	0	12	0	22	30	0	0	0	12	14	0	112	
4:35 PM	0	0	0	0	14	0	17	0	20	15	0	0	0	17	20	0	103	
4:40 PM	0	0	0	0	21	0	9	0	26	19	0	0	0	11	22	0	108	
4:45 PM	0	0	0	0	23	0	17	0	23	23	0	0	0	10	26	0	122	
4:50 PM	0	0	0	0	21	0	12	0	28	14	0	0	0	18	25	0	118	
4:55 PM	0	0	0	0	24	0	23	0	18	21	0	0	0	12	23	0	121	1459
5:00 PM	0	0	0	0	14	0	12	0	27	14	0	0	0	14	30	0	111	1443
5:05 PM	0	0	0	0	27	0	15	0	16	23	0	0	0	21	21	0	123	1415
5:10 PM	0	0	0	0	22	0	12	0	24	21	0	0	0	13	32	0	124	1396
5:15 PM	0	0	0	0	21	0	14	0	18	22	0	0	0	17	24	0	116	1407
5:20 PM	0	0	0	0	20	0	13	0	18	17	0	0	0	21	28	0	117	1383
5:25 PM	0	0	0	0	14	0	17	0	21	36	0	0	0	17	21	0	126	1401
5:30 PM	0	0	0	0	24	0	7	0	17	13	0	0	0	20	26	0	107	1396
5:35 PM	0	0	0	0	28	0	9	0	20	16	0	1	0	18	26	0	118	1411
5:40 PM	0	0	0	0	24	0	10	0	22	18	0	0	0	13	15	0	102	1405
5:45 PM	0	0	0	0	17	0	15	0	23	24	0	0	0	20	22	0	121	1404
5:50 PM	0	0	0	0	17	0	15	0	20	19	0	0	0	21	35	0	127	1413
5:55 PM	0	0	0	0	28	0	9	0	21	11	0	0	0	14	24	0	107	1399
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	316	0	188	0	220	264	0	0	0	292	404	0	1684	
Heavy Trucks	0	0	0	0	16	0	32	0	4	12	0	0	0	56	68	0	188	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

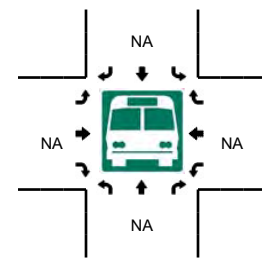
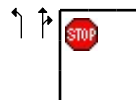
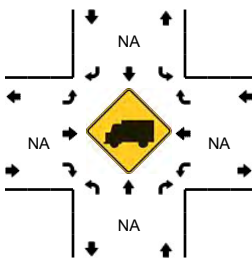
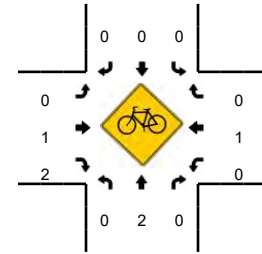
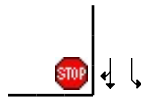
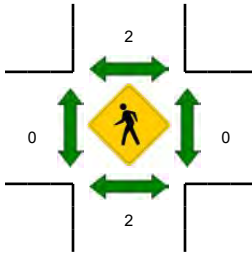
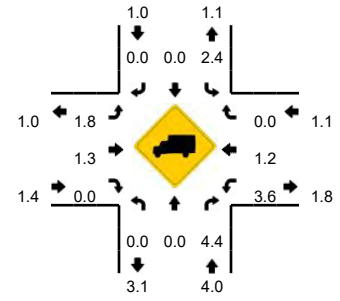
Comments:

**LOCATION:** Greensferry Rd -- Mullan Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120010  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:20 PM -- 5:20 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**

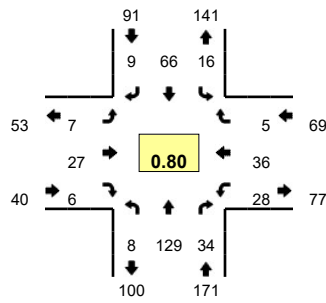


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Mullan Ave (Eastbound)				Mullan Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	4	0	4	0	1	0	10	45	0	0	1	37	7	0	109	
4:05 PM	0	0	9	0	3	0	7	0	7	40	0	0	1	42	3	0	112	
4:10 PM	0	1	5	0	3	0	6	0	5	44	1	0	2	28	6	0	101	
4:15 PM	1	2	2	0	2	0	2	0	4	42	3	0	0	36	3	0	97	
4:20 PM	0	0	5	0	4	0	5	0	4	40	0	0	2	35	5	0	100	
4:25 PM	0	1	5	0	1	0	5	0	4	45	0	0	3	37	4	0	105	
4:30 PM	0	1	6	0	5	1	4	0	6	45	0	0	4	34	2	0	108	
4:35 PM	0	0	6	0	5	0	4	0	13	40	0	0	2	38	1	0	109	
4:40 PM	0	2	6	0	4	0	6	0	16	42	0	0	1	35	14	0	126	
4:45 PM	0	0	6	0	4	1	5	0	7	40	0	0	1	27	9	0	100	
4:50 PM	1	0	16	0	6	0	5	0	8	33	0	0	2	36	5	0	112	
4:55 PM	0	0	5	0	1	0	2	0	9	25	0	0	3	32	3	0	80	1259
5:00 PM	0	1	11	0	3	0	4	0	10	38	0	0	2	31	8	0	108	1258
5:05 PM	1	0	10	0	1	2	3	0	11	45	0	0	3	36	8	0	120	1266
5:10 PM	0	0	8	0	3	0	8	0	11	34	0	0	4	43	7	0	118	1283
5:15 PM	1	2	7	0	4	0	5	0	10	37	0	0	1	38	8	0	113	1299
5:20 PM	0	0	7	0	5	0	4	0	7	41	0	0	1	28	5	0	98	1297
5:25 PM	1	1	6	0	1	0	5	0	3	40	0	0	2	13	7	0	79	1271
5:30 PM	0	1	5	0	4	0	3	0	11	36	0	0	1	40	7	0	108	1271
5:35 PM	0	4	10	0	3	1	5	0	11	34	0	0	2	33	5	0	108	1270
5:40 PM	0	0	5	0	3	0	9	0	5	35	0	0	1	19	10	0	87	1231
5:45 PM	0	0	3	0	3	0	3	0	10	34	1	0	2	22	5	0	83	1214
5:50 PM	0	2	3	0	0	0	9	0	10	24	0	0	1	30	8	0	87	1189
5:55 PM	0	0	8	0	4	1	1	0	3	25	0	0	0	29	7	0	78	1187
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	8	100	0	32	8	64	0	128	464	0	0	32	468	92	0	1404	
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians		8				0				0				0			8	
Bicycles	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Railroad																		
Stopped Buses																		

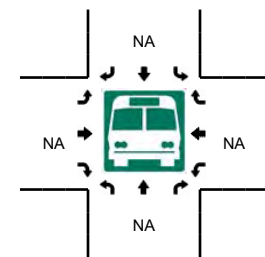
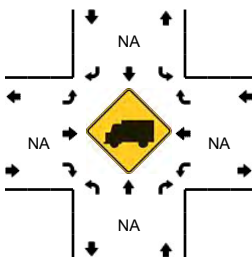
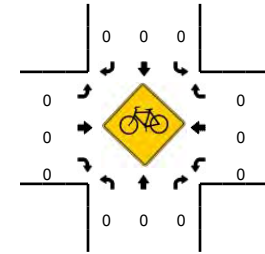
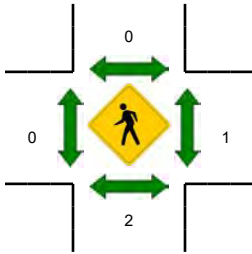
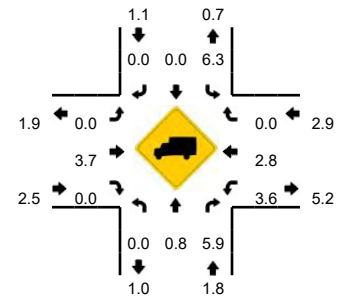
Comments:

**LOCATION:** Greensferry Rd -- 12th Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120009  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 4:40 PM -- 4:55 PM**

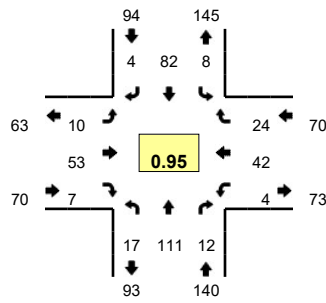


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				12th Ave (Eastbound)				12th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	10	5	0	0	8	2	0	0	1	0	0	0	1	0	0	28	
4:05 PM	0	2	1	0	0	4	1	0	0	2	0	0	0	2	0	0	12	
4:10 PM	0	7	1	0	2	6	1	0	0	5	1	0	0	4	1	0	30	
4:15 PM	0	7	1	0	2	4	0	0	1	4	2	0	1	3	1	0	26	
4:20 PM	0	12	1	0	2	8	0	0	2	3	1	0	1	1	0	0	31	
4:25 PM	2	7	1	0	0	5	0	0	1	2	0	0	3	2	1	0	24	
4:30 PM	0	8	2	0	2	6	0	0	1	2	0	0	1	3	1	0	26	
4:35 PM	1	5	3	0	0	7	2	0	1	4	0	0	0	2	1	0	26	
4:40 PM	1	17	6	0	1	10	4	0	2	2	0	0	3	1	2	0	49	
4:45 PM	1	9	2	0	1	8	1	0	0	3	2	0	3	4	0	0	34	
4:50 PM	1	9	0	0	4	7	1	0	0	2	1	0	1	7	0	0	33	
4:55 PM	0	6	3	0	0	4	0	0	0	4	0	0	0	7	1	0	25	344
5:00 PM	0	12	3	0	2	7	0	0	0	0	0	0	2	2	0	0	28	344
5:05 PM	0	7	5	0	1	2	1	0	0	2	0	0	1	1	0	0	20	352
5:10 PM	1	12	2	0	1	5	0	0	2	1	0	0	4	2	0	0	30	352
5:15 PM	0	10	5	0	0	1	1	0	1	0	1	0	2	2	0	0	23	349
5:20 PM	0	12	0	0	1	7	1	0	0	3	1	0	5	5	1	0	36	354
5:25 PM	1	9	0	0	2	2	0	0	0	4	0	0	3	4	1	0	26	356
5:30 PM	2	11	3	0	0	8	0	0	1	2	0	0	1	1	0	0	29	359
5:35 PM	1	15	5	0	3	5	0	0	1	4	1	0	3	0	0	0	38	371
5:40 PM	0	10	3	0	2	8	0	0	0	3	0	0	0	4	2	0	32	354
5:45 PM	0	10	1	0	2	5	0	0	0	6	0	0	0	3	1	0	28	348
5:50 PM	1	13	4	0	0	8	2	0	0	2	1	0	2	3	0	0	36	351
5:55 PM	1	7	4	0	0	5	0	0	0	3	0	0	0	2	1	0	23	349
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	140	32	0	24	100	24	0	8	28	12	0	28	48	8	0	464	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

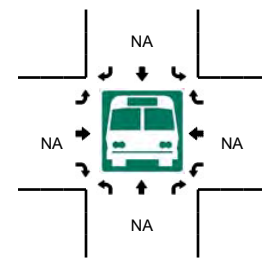
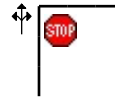
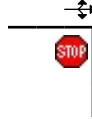
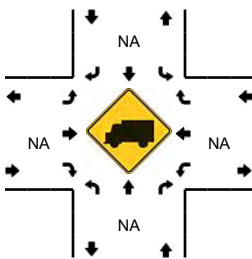
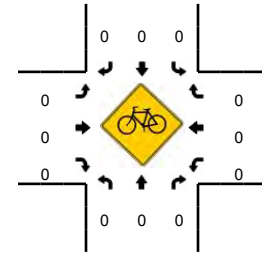
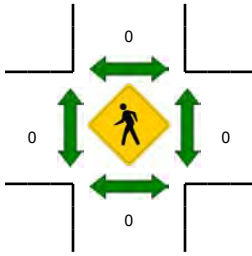
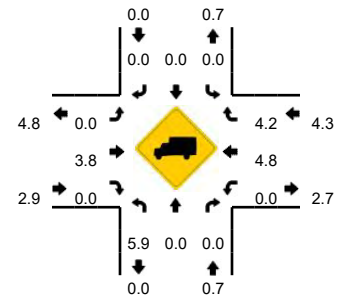
Comments:

**LOCATION:** Greensferry Rd -- 16th Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120008  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:40 PM -- 5:40 PM**  
**Peak 15-Min: 4:40 PM -- 4:55 PM**

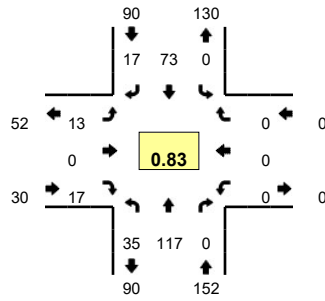


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				16th Ave (Eastbound)				16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	8	0	0	1	6	0	0	0	2	2	0	1	9	0	0	30	
4:05 PM	1	6	0	0	1	8	0	0	1	5	0	0	0	2	2	0	26	
4:10 PM	0	6	1	0	2	7	0	0	0	4	3	0	1	2	0	0	26	
4:15 PM	2	7	0	0	2	4	1	0	0	5	1	0	0	7	1	0	30	
4:20 PM	0	12	0	0	3	8	0	0	0	5	0	0	2	3	1	0	34	
4:25 PM	0	11	1	0	1	7	0	0	0	3	0	0	0	4	0	0	27	
4:30 PM	0	6	0	0	0	5	0	0	0	3	1	0	1	4	0	0	20	
4:35 PM	0	10	1	0	0	7	0	0	0	3	0	0	0	4	0	0	25	
4:40 PM	3	12	2	0	0	16	0	0	1	3	0	0	0	6	1	0	44	
4:45 PM	0	9	2	0	0	9	1	0	0	2	0	0	0	5	0	0	28	
4:50 PM	2	7	1	0	2	8	1	0	0	1	1	0	1	1	1	0	26	
4:55 PM	0	6	0	0	1	3	0	0	0	5	0	0	1	7	3	0	26	342
5:00 PM	2	10	0	0	0	6	0	0	1	7	2	0	0	1	3	0	32	344
5:05 PM	1	8	0	0	1	8	0	0	1	5	0	0	0	4	0	0	28	346
5:10 PM	1	9	4	0	2	6	0	0	1	6	0	0	0	1	4	0	34	354
5:15 PM	1	12	0	0	1	2	1	0	0	4	1	0	0	4	0	0	26	350
5:20 PM	3	10	0	0	1	6	0	0	1	6	1	0	0	1	3	0	32	348
5:25 PM	2	7	1	0	0	3	1	0	3	3	1	0	1	1	1	0	24	345
5:30 PM	0	10	1	0	0	7	0	0	2	5	0	0	0	6	3	0	34	359
5:35 PM	2	11	1	0	0	8	0	0	0	6	1	0	1	5	5	0	40	374
5:40 PM	1	10	1	0	0	8	0	0	1	1	0	0	3	8	0	0	33	363
5:45 PM	2	12	0	0	2	7	1	0	0	1	0	0	0	3	1	0	29	364
5:50 PM	3	9	0	0	1	7	1	0	2	1	0	0	0	5	4	0	33	371
5:55 PM	0	7	0	0	1	5	3	0	1	4	0	0	0	4	1	0	26	371
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	20	112	20	0	8	132	8	0	4	24	4	0	4	48	8	0	392	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

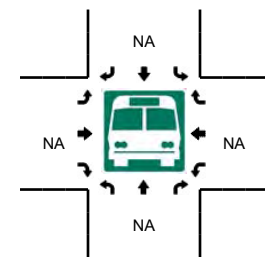
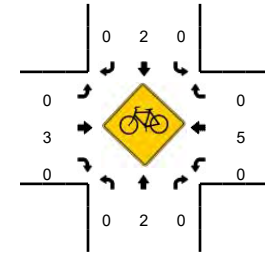
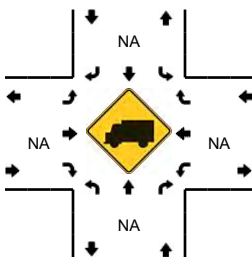
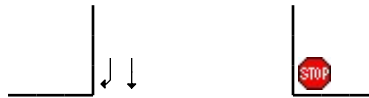
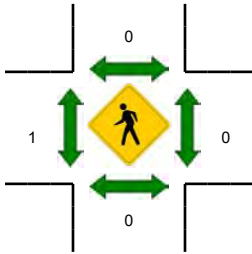
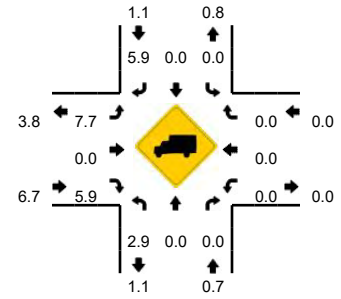
Comments:

**LOCATION:** Greensferry Rd -- Horsehaven Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120006  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 5:00 PM -- 6:00 PM**  
**Peak 15-Min: 5:30 PM -- 5:45 PM**



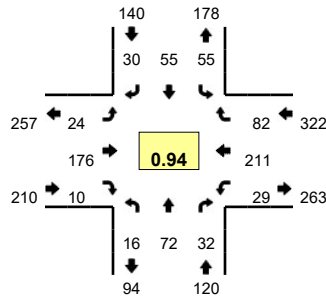
5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Horsehaven Ave (Eastbound)				Horsehaven Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	7	0	0	0	8	1	0	1	0	0	0	0	0	0	0	18	
4:05 PM	2	8	0	0	0	10	1	0	0	0	0	0	0	0	0	0	21	
4:10 PM	1	6	0	0	0	6	2	0	3	0	3	0	0	0	0	0	21	
4:15 PM	1	7	0	0	0	2	1	0	0	0	4	0	0	0	0	0	15	
4:20 PM	0	13	0	0	0	7	0	0	2	0	3	0	0	0	0	0	25	
4:25 PM	1	10	0	0	0	9	1	0	0	0	2	0	0	0	0	0	23	
4:30 PM	0	6	0	0	0	2	0	0	1	0	1	0	0	0	0	0	10	
4:35 PM	2	9	0	0	0	8	1	0	0	0	0	0	0	0	0	0	20	
4:40 PM	3	9	0	0	0	11	3	0	0	0	4	0	0	0	0	0	30	
4:45 PM	3	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	21	
4:50 PM	3	5	1	0	0	8	2	0	1	0	3	0	0	1	0	0	24	
4:55 PM	1	8	0	0	0	2	1	0	0	0	1	0	0	0	0	0	13	241
5:00 PM	3	11	0	0	0	6	2	0	3	0	0	0	0	0	0	0	25	248
5:05 PM	0	7	0	0	0	9	1	0	0	0	2	0	0	0	0	0	19	246
5:10 PM	6	10	0	0	0	4	2	0	0	0	1	0	0	0	0	0	23	248
5:15 PM	1	10	0	0	0	6	1	0	0	0	2	0	0	0	0	0	20	253
5:20 PM	3	12	0	0	0	3	0	0	3	0	0	0	0	0	0	0	21	249
5:25 PM	1	8	0	0	0	4	1	0	0	0	1	0	0	0	0	0	15	241
5:30 PM	5	13	0	0	0	9	3	0	1	0	0	0	0	0	0	0	31	262
5:35 PM	4	12	0	0	0	4	2	0	1	0	4	0	0	0	0	0	27	269
5:40 PM	2	8	0	0	0	9	1	0	2	0	2	0	0	0	0	0	24	263
5:45 PM	3	10	0	0	0	4	2	0	1	0	3	0	0	0	0	0	23	265
5:50 PM	4	12	0	0	0	6	0	0	1	0	1	0	0	0	0	0	24	265
5:55 PM	3	4	0	0	0	9	2	0	1	0	1	0	0	0	0	0	20	272
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	132	0	0	0	88	24	0	16	0	24	0	0	0	0	0	328	
Heavy Trucks	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	8	
Pedestrians		0				0				4				0			4	
Bicycles	0	1	0		0	1	0		0	3	0		0	0	0		5	
Railroad																		
Stopped Buses																		

Comments:

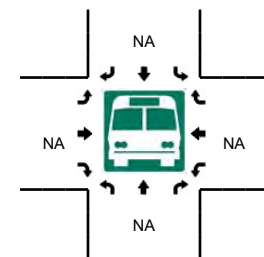
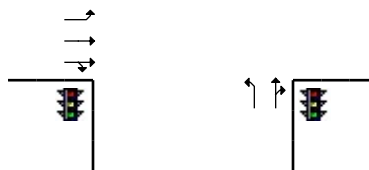
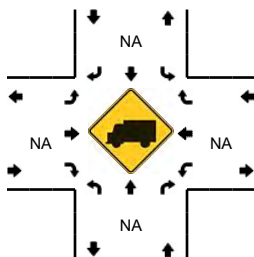
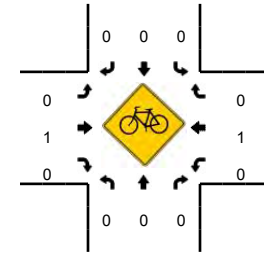
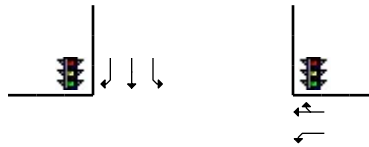
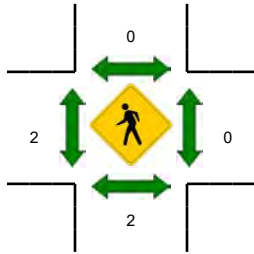
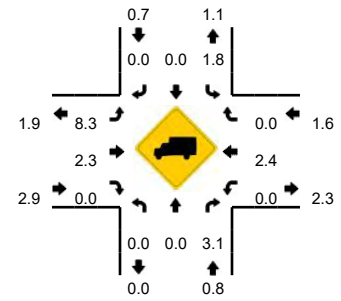


**LOCATION:** Greensferry Rd -- Poleline Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120005  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:35 PM -- 5:35 PM**  
**Peak 15-Min: 4:35 PM -- 4:50 PM**

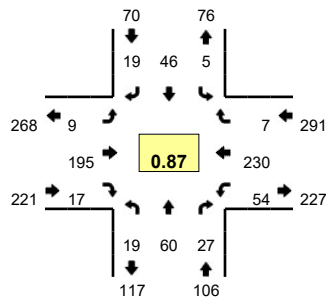


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Poleline Ave (Eastbound)				Poleline Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	2	0	2	7	3	0	2	10	1	0	2	13	6	0	53	
4:05 PM	1	3	5	0	1	7	2	0	5	12	1	0	3	13	2	0	55	
4:10 PM	1	6	2	0	3	2	3	0	3	14	2	0	2	15	10	0	63	
4:15 PM	1	4	1	0	1	2	2	0	3	8	1	0	1	22	5	0	51	
4:20 PM	0	10	5	0	3	2	0	0	2	18	1	0	4	9	3	0	57	
4:25 PM	0	5	3	0	4	8	3	0	2	14	1	0	1	13	4	0	58	
4:30 PM	2	4	2	0	7	1	1	0	3	8	1	0	1	10	5	0	45	
4:35 PM	3	5	2	0	3	3	2	0	1	15	0	0	5	26	11	0	76	
4:40 PM	0	10	1	0	4	9	0	0	2	16	1	0	3	19	6	0	71	
4:45 PM	1	6	1	0	8	7	1	0	2	15	2	0	4	11	6	0	64	
4:50 PM	3	2	1	0	5	3	4	0	1	11	2	0	2	20	7	0	61	
4:55 PM	0	3	3	0	8	2	2	0	3	17	0	0	3	24	4	0	69	723
5:00 PM	3	7	5	0	5	7	2	0	0	13	0	0	3	18	7	0	70	740
5:05 PM	1	4	3	0	7	7	2	0	3	14	0	0	1	19	7	0	68	753
5:10 PM	0	6	3	0	2	3	3	0	2	12	1	0	3	15	6	0	56	746
5:15 PM	3	4	1	0	5	3	3	0	2	19	2	0	2	20	6	0	70	765
5:20 PM	0	11	5	0	1	2	5	0	4	12	0	0	1	18	7	0	66	774
5:25 PM	0	6	2	0	3	4	4	0	2	15	1	0	2	10	8	0	57	773
5:30 PM	2	8	5	0	4	5	2	0	2	17	1	0	0	11	7	0	64	792
5:35 PM	0	6	7	0	3	3	0	0	1	23	1	0	1	18	4	0	67	783
5:40 PM	2	2	3	0	2	4	2	0	4	18	2	0	4	21	7	0	71	783
5:45 PM	1	3	4	0	4	1	2	0	1	16	0	0	1	10	0	0	43	762
5:50 PM	1	5	5	0	11	4	1	0	1	20	1	0	2	11	3	0	65	766
5:55 PM	0	4	1	0	1	6	0	0	1	19	2	0	2	14	6	0	56	753
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	84	16	0	60	76	12	0	20	184	12	0	48	224	92	0	844	
Heavy Trucks	0	0	0	0	0	0	0	0	4	4	0	0	0	8	0	0	16	
Pedestrians		8				0				8				0			16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

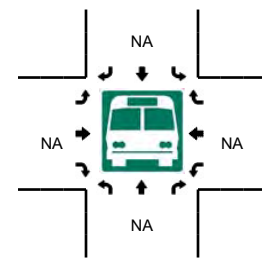
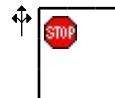
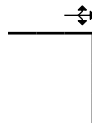
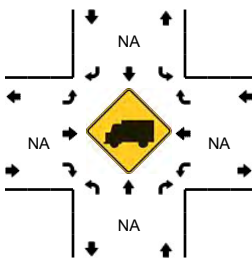
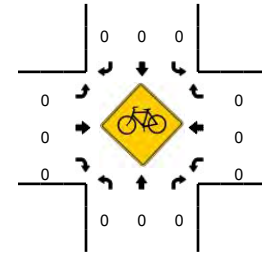
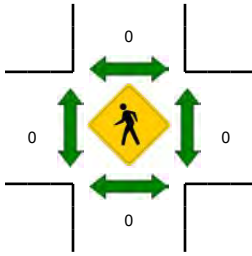
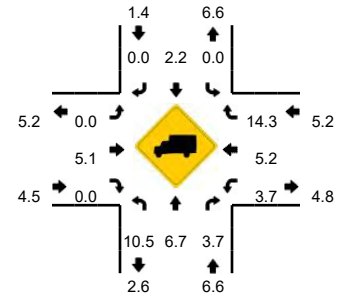
Comments:

**LOCATION:** Greensferry Rd -- Prairie Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120004  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:00 PM -- 5:00 PM**  
**Peak 15-Min: 4:40 PM -- 4:55 PM**

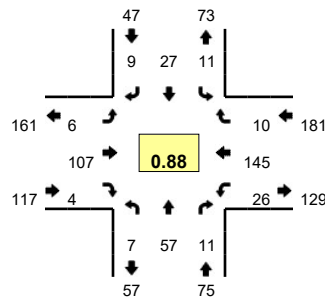


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Prairie Ave (Eastbound)				Prairie Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	1	0	0	6	3	0	2	16	0	0	7	12	0	0	49	
4:05 PM	3	6	2	0	0	6	0	0	0	7	0	0	5	20	2	0	51	
4:10 PM	0	2	2	0	0	4	2	0	2	19	1	0	3	21	0	0	56	
4:15 PM	3	2	3	0	0	5	3	0	1	13	2	0	1	15	1	0	49	
4:20 PM	3	8	2	0	1	5	1	0	0	16	1	0	8	17	0	0	62	
4:25 PM	3	6	3	0	1	3	2	0	1	28	1	0	3	21	0	0	72	
4:30 PM	1	4	3	0	0	2	1	0	1	14	2	0	4	14	1	0	47	
4:35 PM	3	8	1	0	0	2	0	0	0	16	0	0	9	14	0	0	53	
4:40 PM	1	8	1	0	0	5	2	0	1	15	0	0	1	19	2	0	55	
4:45 PM	0	7	4	0	1	4	2	0	0	24	2	0	5	31	0	0	80	
4:50 PM	0	3	3	0	0	2	0	0	0	12	5	0	5	32	1	0	63	
4:55 PM	0	6	2	0	2	2	3	0	1	15	3	0	3	14	0	0	51	688
5:00 PM	0	6	0	0	0	6	0	0	1	5	6	0	3	14	1	0	42	681
5:05 PM	2	8	2	0	0	2	2	0	3	5	6	0	2	13	0	0	45	675
5:10 PM	1	6	2	0	0	8	1	0	0	16	1	0	5	24	0	0	64	683
5:15 PM	2	4	4	0	0	2	0	0	1	13	2	0	2	16	3	0	49	683
5:20 PM	2	5	0	0	1	0	0	0	1	19	0	0	8	20	1	0	57	678
5:25 PM	1	4	3	0	0	3	0	0	1	14	1	0	4	30	0	0	61	667
5:30 PM	0	4	2	0	0	2	3	0	4	11	3	0	6	21	1	0	57	677
5:35 PM	1	7	1	0	0	1	2	0	3	11	2	0	6	17	1	0	52	676
5:40 PM	3	8	4	0	1	2	1	0	0	14	1	0	1	8	0	0	43	664
5:45 PM	1	1	0	0	0	5	2	0	0	13	2	0	6	18	0	0	48	632
5:50 PM	2	2	1	0	0	2	0	0	1	16	4	0	1	7	0	0	36	605
5:55 PM	2	4	2	0	0	3	0	0	1	17	3	0	3	8	1	0	44	598
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	72	32	0	4	44	16	0	4	204	28	0	44	328	12	0	792	
Heavy Trucks	0	8	0	0	0	0	0	0	0	8	0	0	4	16	4	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

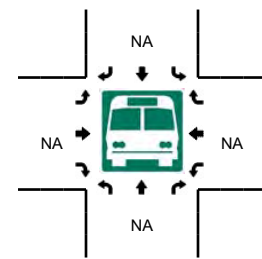
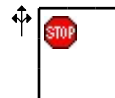
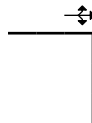
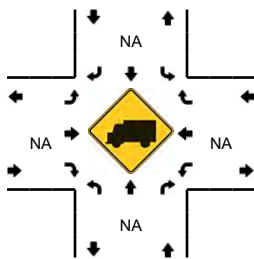
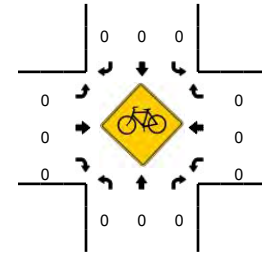
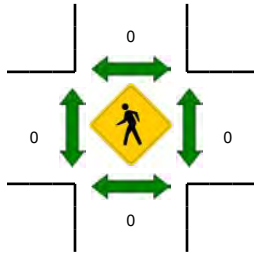
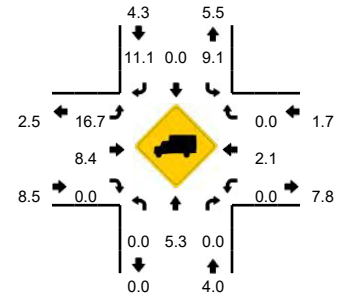
Comments:

**LOCATION:** Greensferry Rd -- Hayden Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120003  
**DATE:** Wed, Oct 29 2014



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

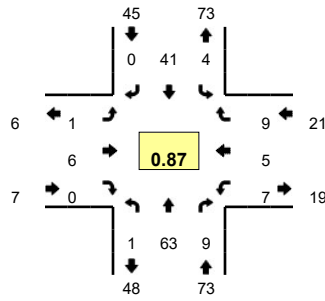


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Hayden Ave (Eastbound)				Hayden Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	1	0	3	5	2	0	2	5	1	0	4	4	1	0	29	
4:05 PM	0	4	1	0	1	5	1	0	0	7	2	0	0	10	0	0	31	
4:10 PM	1	5	0	0	1	4	1	0	1	8	0	0	2	14	0	0	37	
4:15 PM	0	2	0	0	1	2	1	0	0	11	0	0	5	21	2	0	45	
4:20 PM	1	1	1	0	1	4	0	0	0	6	0	0	3	16	1	0	34	
4:25 PM	1	6	2	0	0	1	2	0	1	12	1	0	0	13	1	0	40	
4:30 PM	0	6	0	0	0	0	0	0	0	5	1	0	2	7	3	0	24	
4:35 PM	2	3	4	0	1	2	2	0	2	13	0	0	1	6	0	0	36	
4:40 PM	0	4	1	0	1	3	0	0	0	11	0	0	3	13	0	0	36	
4:45 PM	0	10	0	0	1	2	0	0	0	6	0	0	3	9	1	0	32	
4:50 PM	1	3	0	0	3	1	0	0	0	14	0	0	2	16	0	0	40	
4:55 PM	0	5	0	0	2	7	0	0	0	2	0	0	1	12	0	0	29	413
5:00 PM	1	4	1	0	0	2	2	0	1	8	0	0	1	5	0	0	25	409
5:05 PM	0	8	2	0	1	1	2	0	1	5	0	0	2	11	2	0	35	413
5:10 PM	1	5	0	0	0	2	0	0	1	14	2	0	3	16	0	0	44	420
5:15 PM	0	4	0	0	0	2	0	0	1	7	0	0	1	12	0	0	27	402
5:20 PM	3	2	0	0	0	1	0	0	0	14	2	0	0	8	0	0	30	398
5:25 PM	0	6	1	0	2	2	0	0	0	12	1	0	1	11	2	0	38	396
5:30 PM	2	3	2	0	1	1	2	0	1	7	1	0	2	6	0	0	28	400
5:35 PM	1	7	1	0	0	0	0	0	0	7	1	0	2	4	0	0	23	387
5:40 PM	1	5	2	0	2	4	1	0	1	9	0	0	0	5	0	0	30	381
5:45 PM	1	0	1	0	1	3	0	0	0	7	2	0	1	9	0	0	25	374
5:50 PM	0	3	0	0	2	2	0	0	0	6	0	0	0	2	1	0	16	350
5:55 PM	1	2	0	0	0	0	2	0	0	6	0	0	0	4	0	0	15	336
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	36	12	0	8	28	12	0	4	116	4	0	32	200	16	0	476	
Heavy Trucks	0	4	0	0	0	0	0	0	4	12	0	0	0	4	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

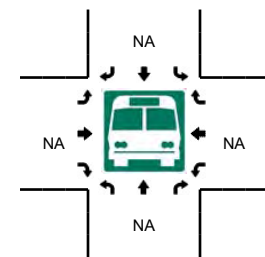
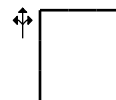
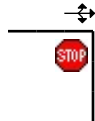
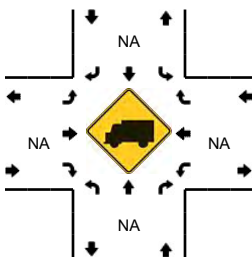
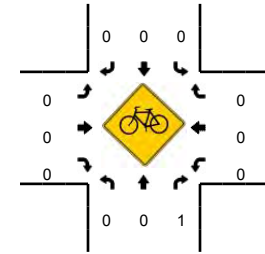
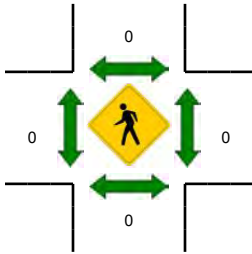
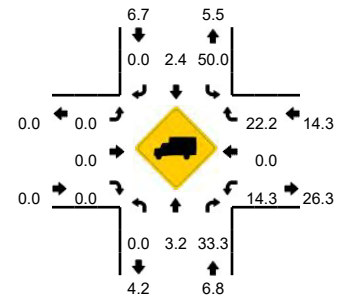
Comments:

**LOCATION:** Greensferry Rd -- Wyoming Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120002  
**DATE:** Wed, Oct 29 2014



**Peak-Hour: 4:15 PM -- 5:15 PM**  
**Peak 15-Min: 5:00 PM -- 5:15 PM**

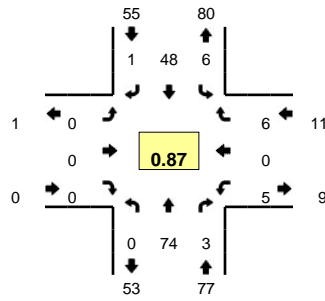


5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Wyoming Ave (Eastbound)				Wyoming Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	4	0	0	1	6	0	0	0	0	0	0	0	0	0	0	11	
4:05 PM	0	3	0	0	3	7	0	0	0	0	0	0	1	0	0	0	14	
4:10 PM	0	4	1	0	0	4	0	0	0	0	0	0	1	0	1	0	11	
4:15 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	4	1	0	14	
4:20 PM	0	1	2	0	1	6	0	0	0	0	0	0	0	0	0	0	10	
4:25 PM	0	7	1	0	0	1	0	0	1	0	0	0	0	0	1	0	11	
4:30 PM	0	8	1	0	0	0	0	0	0	1	0	0	0	0	0	0	10	
4:35 PM	0	4	1	0	1	4	0	0	0	0	0	0	2	0	3	0	15	
4:40 PM	0	2	0	0	0	4	0	0	0	1	0	0	0	0	0	0	7	
4:45 PM	0	10	1	0	1	2	0	0	0	0	0	0	0	0	2	0	16	
4:50 PM	0	4	1	0	1	7	0	0	0	0	0	0	1	0	0	0	14	
4:55 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	140
5:00 PM	0	6	0	0	0	3	0	0	0	1	0	0	1	1	1	0	13	142
5:05 PM	1	6	2	0	0	3	0	0	0	2	0	0	1	0	1	0	16	144
5:10 PM	0	9	0	0	0	1	0	0	0	1	0	0	2	0	0	0	13	146
5:15 PM	0	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	6	138
5:20 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	1	1	0	8	136
5:25 PM	0	6	0	0	0	4	0	0	0	0	0	0	1	0	2	0	13	138
5:30 PM	1	4	0	0	1	0	0	0	0	0	0	0	1	0	3	0	10	138
5:35 PM	1	4	0	0	0	2	0	0	0	0	0	0	1	0	0	0	8	131
5:40 PM	0	8	1	0	0	6	0	0	0	0	0	0	0	0	0	0	15	139
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	126
5:50 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	1	0	9	121
5:55 PM	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	4	118
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	84	8	0	0	28	0	0	0	16	0	0	16	4	8	0	168	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

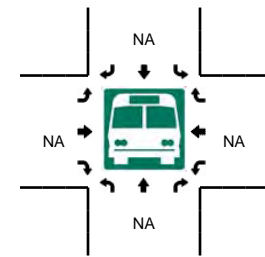
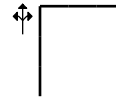
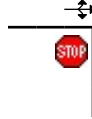
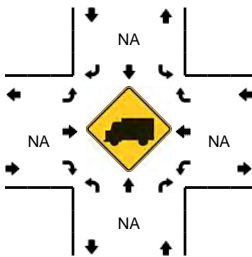
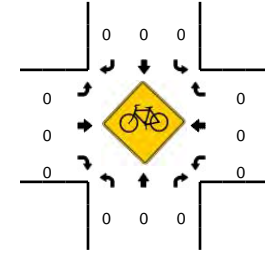
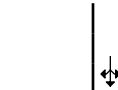
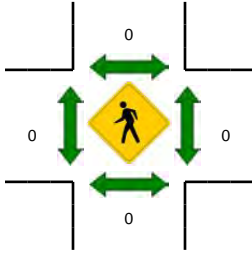
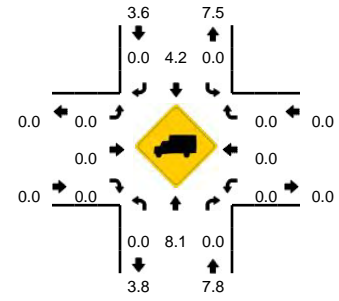
Comments:

**LOCATION:** Greensferry Rd -- Lancaster Ave  
**CITY/STATE:** Rathdrum, ID

**QC JOB #:** 13120001  
**DATE:** Thu, Oct 30 2014



**Peak-Hour: 4:20 PM -- 5:20 PM**  
**Peak 15-Min: 5:05 PM -- 5:20 PM**



5-Min Count Period Beginning At	Greensferry Rd (Northbound)				Greensferry Rd (Southbound)				Lancaster Ave (Eastbound)				Lancaster Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	1	0	1	2	0	0	0	0	0	0	0	0	0	0	9	
4:05 PM	0	7	0	0	1	0	0	0	0	0	0	0	1	0	0	0	9	
4:10 PM	0	6	0	0	0	3	0	0	0	0	0	0	1	0	0	0	10	
4:15 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	1	0	7	
4:20 PM	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	0	15	
4:25 PM	0	4	0	0	0	4	0	0	0	0	0	0	2	0	1	0	11	
4:30 PM	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13	
4:35 PM	0	11	1	0	0	2	1	0	0	0	0	0	0	0	0	0	15	
4:40 PM	0	9	0	0	1	1	0	0	0	0	0	0	1	0	0	0	12	
4:45 PM	0	1	0	0	1	7	0	0	0	0	0	0	0	0	1	0	10	
4:50 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	1	0	10	
4:55 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6	127
5:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	1	0	1	0	10	128
5:05 PM	0	7	1	0	1	5	0	0	0	0	0	0	0	0	1	0	15	134
5:10 PM	0	5	1	0	1	5	0	0	0	0	0	0	0	0	0	0	12	136
5:15 PM	0	8	0	0	2	2	0	0	0	0	0	0	1	0	1	0	14	143
5:20 PM	0	1	0	0	0	5	0	0	0	0	0	0	1	0	1	0	8	136
5:25 PM	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	7	132
5:30 PM	0	5	0	0	1	5	0	0	0	0	0	0	1	0	0	0	12	131
5:35 PM	0	4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	7	123
5:40 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	1	0	8	119
5:45 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	3	0	13	122
5:50 PM	0	7	0	0	0	1	0	0	1	0	0	0	1	1	1	0	12	124
5:55 PM	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6	124
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	80	8	0	16	48	0	0	0	0	0	0	4	0	8	0	164	
Heavy Trucks	0	12	0		0	4	0		0	0	0		0	0	0		16	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:



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**Appendix F - Public Comments and Title VI Compliance**

# Appendix F – Public Outreach

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*Public Open House January 2015*

*Public Open House September 2015*

*Multimodal Stakeholders Meeting #1 November 2015*

*Multimodal Stakeholders Meeting #2 June 2017*

*Planning and Zoning Council Workshop July 2017*

*Public Open House August 2017*



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**2015 Transportation Plan Update, Jan. 27<sup>th</sup>,  
2015, City Hall Rotunda**

The City of Post Falls monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
JOHN STOPP			POST FALLS, ID 83854	johnstopp@gmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Kevin Picano		David Edwards Assoc.	908 N. Howard Spokane 99201	kejp@domains.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Bryce Olberding		Landmark L.A.	CDA, ID	bryce@archimedeswest.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
MONTY McCall		TRAILS COORDINATOR CITY OF CDA	CDA, ID	mcmccally@cdald.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Charlie Greenwood		Spokane Bicycle Club	2404 W Bennett Spokane WA 99201-1403	cogpy@hot-mail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Gordon Dobler		City of CDA	710 Mullan Ave CDA ID 83814	gordon@dobler.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input checked="" type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Chris Bosley		CDA ped/bike	419 S. 14 <sup>th</sup> St. CDA, ID 83814	chrisbosley@gmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	

**2015 Transportation Plan Update, Jan. 27<sup>th</sup>,  
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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Scott Krueger	Viking Construction	2605 W. Hayden Ave Hayden, ID 83835	Sutter vikinghomes.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Greta Gissel	Executive Director NICTF.org	Cdi Chamber CDA ID	greta.gissel@gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Bill Meun	City Of PF	400 Spokane St. PF	Bill Meun@PostFalls.com arc	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Jeremy Clark	DEA	603 W. Centfield CDA, ID	jecl@dcginc.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Dale Gephart	NICTF/ LANDMARK	CDA, ID 83834	daleg@architectswest.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Kayla Kruse	DEA	908 N Howard Spokane WA 99201	kxkr@deamu.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		
Steve Tak	Streets	2067 N Ridgeview Post Falls	stake@postfalls.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White		



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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Male	Female	Disabled	American Indian/Alaskan Native	Asian/Pacific Islander	Black	White	Hispanic	Other
Kelley Setters	Admin Asst.		408 N. Spokane St		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bret Cooper			1905 E 8th Spokane Valley		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Faye Griffiths	Admin Specialist		408 Spokane St		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Susan Stamis			4795 E Mossberg Circle		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dewey Berndt	Self		223 S. Sandpipe Loop Post Falls, ID 83854	DeweyBerndt@gmail.com	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PAUL FORD	SELF		4795 E Mossberg Cir. Post Falls, ID		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
R. AuBrey	STREET				<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





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## 2015 Transportation Plan Update, Jan. 27<sup>th</sup>, 2015, City Hall Rotunda

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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes					
Gail Worden			706 S. Penny Ln	gtwordene@frontier.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Ben & GEORGINA Follen			821 S. Majestic View Dr.	begead@yahoo.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Carole Fickelson				Flanginering@concast.net	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Robert Zoak			Post Falls School Dist	rzoak@sd273.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Sid Armstrong		Post Falls School Dist.		sarmstro@sd273.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Michael Zimmerman		Park's Construction Super			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		
Danny Gord		Street Dept.			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other		

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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Hilary Anderson	Planning Director, City of CDA		710 E. Muller Ave. CDA, ID 83814	henderson@cdavid.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Bill Rodriguez	Truckery		5057 E. Royal Dr. Post Falls		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
CLAY LARKIN	CITIZEN		711 E MILLIMY AVE P.F.	CLAY LARKIN @ ROADRUNNERS.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input checked="" type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Richard Nordstrom	✓		51869 HOLSE HAVEN ARDF		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Rich Kirsch	✓		2033 W Evening Star Rd Post Falls	richardkirsch@ emolife.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Nicole McIntee	Emolife		411 Estater Drive Spokane CA 95864	mmintee@ emolife.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
DOUG EASTWOOD	CITIZEN		1232 W. WATERGATE P.F. 83814	red789nw@ aol.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	



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Linda Wilhelm		City PF Council Kmpo	P.O. Box 626 PF 83877	linda.wilhelm@chidaho.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Jess Wolf		Econolite Products		Swolf@Econolite.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Shannon Stull			4860 W. Palmworth Postfall		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Virgil Edwards		Disability Action Ct.	7560 N. Govern- ment way - 03815	Vedwards@ dacnw	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Ellen J. MacDonald		DAC	2816 E. Limestone PF		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Angela MacDonald		Disability Action Center (DAC)	7560 N. Govt way Dalton Gardens ID 03815	angelac@dacnw.org	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Jim Post		PLW Mainst Mgr City of Post Falls		JPost@postfalls-ida.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White



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Connie Coopersmink	Self		864 W Sawtooth Dr Northway Id 83858	CoopersminkC @gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White			
Nina Eckberg	self		4221 Mollasin Rd Coeur d'Alene ID 83815	eckberg1953@gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White			
BARRY RUBIN	Self		1108 E Autumn Coastline Pk, ID 83854	BARRYRUBIN2@msn.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White <input checked="" type="checkbox"/> Other <i>White Is This Asked?</i>			
Russ Brown	Self		N. 2112 STAGE COACH P. FALLS, ID 83854	OLDPROSPECTOR @GMAIL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White			
Bonnie Gow	Kmfo		250 Northwest Bivd, Cda 83814	bgow@kmpo.net	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White			
Chirice May	Self		42 W 21		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White			
Robert Palus	City of Post Falls		408 N. SPokane St POST FALLS	rpalus@postfallsidaho.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White			



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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Male	Female	Disabled	Please check the appropriate boxes				
Traci Stevenson	Rec. Sup.		9087 Orange Blossom Hayden, ID	Tstevens@PostFallsIdaho.org	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
MIKE Cooper Smith	Self		8641 W. S. Hawthorn St. RATTIDPEIN, ID	→	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Heather Carroll	HDR		610 W. Hubbard, 227 CDA, ID 83814	heather.carroll@ndwin.com	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Bob Flowers	Self		3914 E. Maplewood Post Falls, ID 83854		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Kristy R Johnson	Self		312 S. Coho Rd Post Falls, ID	kristy@RovDunn.com	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Shariette DeLeon	Self		7224 Winter View Drive COA ID 83815	shariette@gnail.com	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
Don Washburn	Self		79877 Highway 10 Ed'A Id.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White

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Aron Golub	KTEE		PO Box 776 Hayden ID	idahoinnovations @gmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
MATT GILLIS	CITIZEN		1260 PALOUSE DR	mjgillise welchkomer.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
SKIP HISSON	CITY		—	—	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Ben Schermer	11		POST FALLS		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
DEE EASTWOOD	CITIZEN		Post Falls	deeastwood@ AOL.COM	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
RONALD CHATMAN	Citizen		4891 LO. LEEBOX CAMP CIDA	MCANATHAN@ ROTORREXEL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Wilson County	Citizen		5.3529 1st Ave, Post Falls, ID	L-County of MSN. Gov	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	





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<i>Jay Hassell</i>			<i>5785 Harwood Dr. CDA, 83815</i>		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<i>Rusty Leahy</i>	<i>DEA</i>				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
<i>Alan Wolfe</i>	<i>CITY OF POST FALLS</i>				<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other



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C.J. RICKETSON	SELF	11976 N. HAUSER HAUSER, ID 83854		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Somewhat	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White

Name	Location	Comment
Gail Worben	12 <sup>th</sup> Ave. sidewalks	Place sidewalks on 12 <sup>th</sup> , lots of schools
Various	Various	Concerned about bulbouts on corners for truck turns.
Clarice May		<ul style="list-style-type: none"> <li>Mullan &amp; Spokane need a light. (lots of activity (library &amp; Boys Scouts Club) alternate H.S., kindergarten school district)</li> <li>Spokane St - need pedestrian crossing safety measures - can not get to park.</li> </ul>
		<ul style="list-style-type: none"> <li>Bypassed paths to connect parks, schools, library</li> <li>Core traffic circles</li> <li>22<sup>nd</sup> &amp; 21<sup>st</sup> WB Spokane &amp; Walrus - need traffic calming, slow down traffic</li> </ul>
		<ul style="list-style-type: none"> <li>Sw corner of Pulliam &amp; Spokane - kids get bused to school because of no sidewalks - was told if there are sidewalks, then the kids have to walk. like the bus.</li> <li>like downtown renovation</li> </ul>
Various		<p>Please only allow residents to fill out survey &amp; dots.</p>

JECU

Name	Location	Comment
Georgia Fuller	Pleasant View Interchange (South)	Ped/bike through interchange is difficult/impossible. Adults separated by lane eating by interchange. Heavy trucks make it hard to cross.
	near Pandora School	residential areas north of I-90 could use better bike/ped connectivity to parks. South is covered by Centennial trail.
		check KMPD bike map (2008?)
Bryce & Dale		Ped/Bike crossings of I-90 <sup>side</sup> must populate N/O I-90, no way to get across.
Bryce & Dale		Mullan / G/F <del>connection to</del> <sup>N/O</sup> connectivity for bike facilities across G/F.
	Truckers	Sight triangles in requirements - trees on corners block view.



Name	Location	Comment
Dewey Berndt	Hwy 41 & 12th	<ul style="list-style-type: none"> <li>• left turn off Hwy 41 going W Bon 12th</li> <li>• P.F. does a great</li> </ul>
School District	Bike Ped Planned Facilities #12	<ul style="list-style-type: none"> <li>• important to have a good crossing</li> <li>• complaints from parents all the time about lack of access to school</li> </ul>
Gretchen Gissel	Hwy 41 & Centennial Trail (connection)	<ul style="list-style-type: none"> <li>• Signage, better connectivity difficult to find connection &amp; maneuver through busy intersection</li> <li>• along Hwy 41 to Rothdrom → Bike/Ped Connection</li> </ul>

Name	Location	Comment
		Include maintenance cost in project cost - important for prior, treatize <del>permitted</del> ?
	2nd @ Spokane	Stated: no sidewalks so bussed to school. if sidewalks, no busses. check school policy: Seltice elementary
Dee Eastwood	Meadow Ridge Chen/McGuire	Would like to see a Quiet Zone through residential areas.
	Houser	Need better access @ Seltice in interchange - full interchange
	Houser	City link - need better publicity for routes / stops / scheduled



## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input type="checkbox"/>	Less than one year
<input checked="" type="checkbox"/>	1-5 years
<input checked="" type="checkbox"/>	5-10 years
<input type="checkbox"/>	more than 10 years
<input type="checkbox"/>	I do not live in the City but work in or regularly conduct business in the City
<input type="checkbox"/>	I do not live or work in the City
2. If you live in the City, what neighborhood or area of the City do you live in?	
_____	
3. How many licensed drivers live in your household?	
<u>1</u> <u>THREE VEHICLES</u>	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities ?	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Flow	Concern(s):		
		Safety	Bike/Ped	Other
a. SALTICE OVERPASS & I 90	↓	—	—	ON-OFF RAMP
b. PLEASANT VIEW HWY 41	—	—	—	—
c. _____	—	—	—	—
d. _____	—	—	—	—
e. _____	—	—	—	—



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. _____	—	—	—
b. _____	—	—	—



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping \_\_\_  
Parks \_\_\_ Recreation \_\_\_ Exercise / Fitness \_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping \_\_\_  
Parks \_\_\_ Recreation \_\_\_ Exercise / Fitness \_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y/N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

*MORE INFO ON WHERE BUSES STOP*

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y/N

c. Improve walking access to bus stops Y/N

d. Increase the frequency of the bus Y/N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



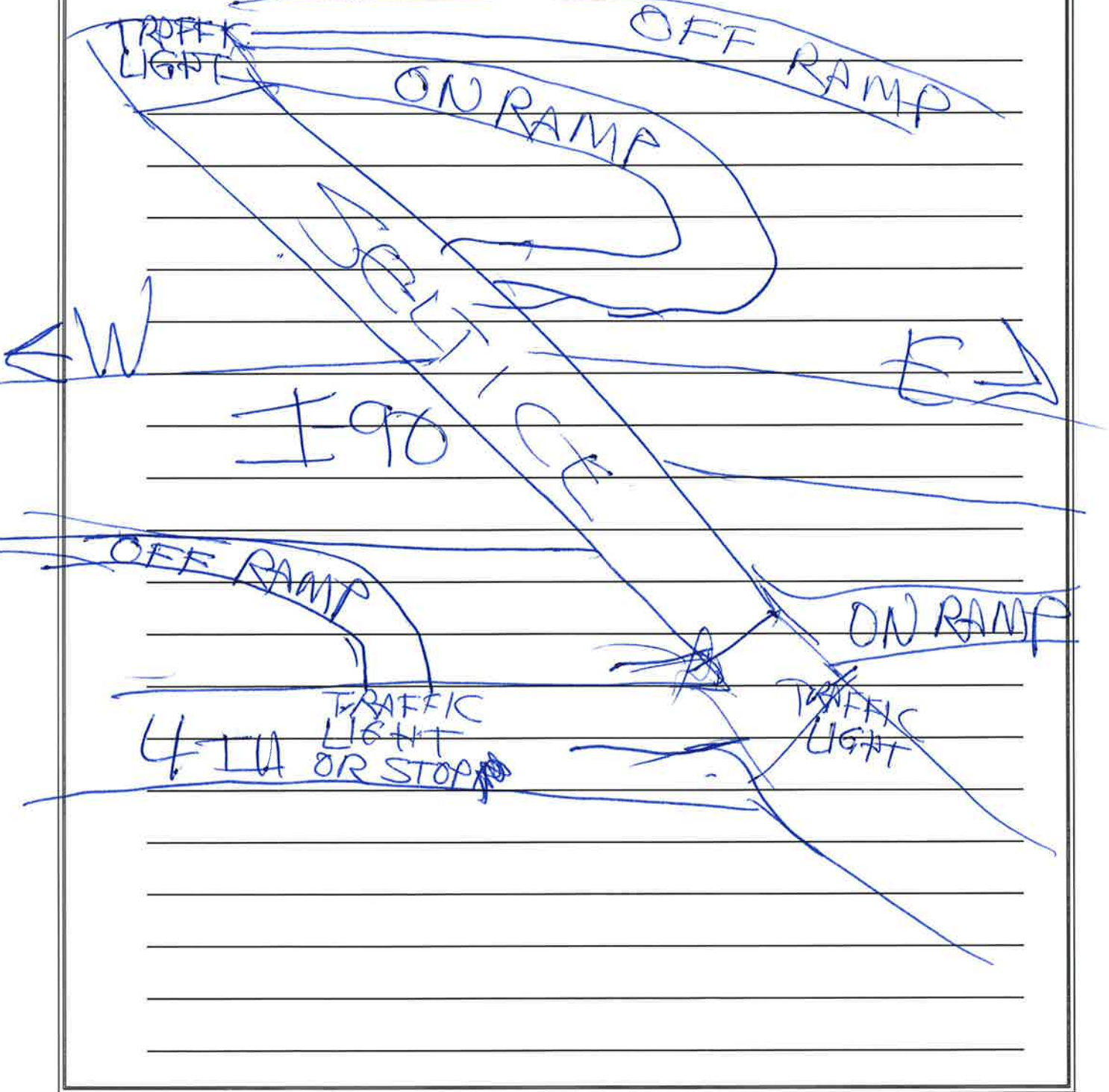
13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

- \$ \_\_\_\_\_ Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
- \$ \_\_\_\_\_ Construct/repair sidewalks
- \$ \_\_\_\_\_ Construct bicycle lanes or off-street bike facilities
- \$ ALL Improve road maintenance
- \$ \_\_\_\_\_ Implement neighborhood traffic control or calming
- \$ \_\_\_\_\_ Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
- \$ \_\_\_\_\_ Improve traffic flow through access control, turn restrictions, coordinated signal timing)
- \$ 100                      TOTAL**





14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:



Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity	
<input type="checkbox"/> American Indian / Alaskan Native	
<input type="checkbox"/> Asian/Pacific islander	
<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other

16. Disabled. Yes / No
SOMEWHAT BUT DON'T USE HANDICAP PARKING

17. Male / Female
Male

May we contact you regarding any follow-up questions from this survey: Y / N
Y
Would you like to receive periodic messages and updates regarding this project: Y/N
Y
(Optional) Contact Name: CJ PICKSTON (208) 699-4947
(Optional) E-mail: _____



## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input type="checkbox"/> Less than one year	
<input type="checkbox"/> 1-5 years	
<input type="checkbox"/> 5-10 years	
<input checked="" type="checkbox"/> more than 10 years	
<input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City	
<input type="checkbox"/> I do not live or work in the City	
2. If you live in the City, what neighborhood or area of the City do you live in?	
<u>MEADOW RIDGE</u>	
3. How many licensed drivers live in your household?	
<u>2</u>	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



MAIN CONCERN FOR  
CROSSWAYS, TRAFFIC  
SAFETY, SIDEWALKS  
ARE RE: PEDESTRIAN/  
BIKE TRAFFIC AT  
Hwy 41 / Seltice Freeway  
ENTRANCE

5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Concern(s):			
	Flow	Safety	Bike/Ped	Other
a. CHASE'S PRAIRIE	___	✓	___	___
b. Seltice / Hwy 41 FREEWAY ENTRANCE	✓	✓	___	___
c. _____	___	___	___	___
d. _____	___	___	___	___
e. _____	___	___	___	___



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. _____	___	___	___
b. _____	___	___	___



7. Do you or a member of your household regularly walk in Post Falls? Y / N

Typical destination(s): NEIGHBORHOOD

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness ✓

8. Do you or a member of your household regularly bike in Post Falls? Y / N

Typical destination(s): NEIGHBORHOOD

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness ✓

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y /  N

How often?

Daily  1 - 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters  Y / N

c. Improve walking access to bus stops  Y / N

d. Increase the frequency of the bus  Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>25<sup>00</sup></u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>25<sup>00</sup></u>	Construct/repair sidewalks
\$ <u>25<sup>00</sup></u>	Construct bicycle lanes or off-street bike facilities
\$ <u>25<sup>00</sup></u>	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ _____	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>





14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

Although my husband & I have been longtime residents of Post Falls, we have recently moved into the Meadow Ridge Development. We have noticed some things we would improve if we could:

Intersection of Prairie & Chase → flashing red lights at stop signs on Prairie, with warning that cross traffic does not stop (N-S Chase)

\* Think this should be either a roundabout intersection, or a 4-way stop, to save money

Upon buying our home, the realtor mentioned an active railroad with one or 2 trains/day

Since moving in, I have been awakened by loud train whistles, sometimes 1-2 x per hour, throughout the night. Daytime whistles are not as disturbing, but are very loud & often.

\* Would love if Chase crossing & Prairie crossing (slightly west east of Chase) were made "Quiet Zones" (providing appropriate flashing lights & lowered arms were installed at each crossing).



Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes / <input checked="" type="radio"/> No
17. Male / <input checked="" type="radio"/> Female
May we contact you regarding any follow-up questions from this survey: <input checked="" type="radio"/> Y / N Would you like to receive periodic messages and updates regarding this project: <input checked="" type="radio"/> Y / N (Optional) Contact Name: <u>DEE EASTWOOD</u> (Optional) E-mail: <u>deecastwood@AOL.Com</u>

## Post Falls 2015 Transportation Plan Update

### Survey

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1. How long have you lived in the City?	
<input checked="" type="checkbox"/> Less than one year	<i>across the river 40 years</i>
<input type="checkbox"/> 1-5 years	
<input type="checkbox"/> 5-10 years	
<input type="checkbox"/> more than 10 years	
<input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City	
<input type="checkbox"/> I do not live or work in the City	
2. If you live in the City, what neighborhood or area of the City do you live in?	
<i>Prarie Ridge (Stagecoach Drive)</i>	
3. How many licensed drivers live in your household?	
<i>2</i>	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Flow	Concern(s):		
		Safety	Bike/Ped	Other
a. <u>3rd &amp; Spokane</u>	<u>X</u>	<u>X</u>	___	___
b. <u>3rd &amp; Craunferg</u>	___	<u>X</u>	___	___
c. <u>E. Mullan</u>	___	<u>X</u>	___	___
d. <u>Spokane &amp; R.R. Xing</u>	___	<u>X</u>	___	___
e. <u>Spokane &amp; Palane</u>	___	<u>X</u>	___	___



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. <u> Hwy 41 &amp; I 90</u>	<u>X</u>	<u>X</u>	___
b. _____	___	___	___



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation X      Exercise / Fitness X

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation X      Exercise / Fitness X

*This is not a fair question*

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks  
 Very Likely    Somewhat Likely    Not Likely

b. Expanded bike trails or paths (off-street)  
 Very Likely    Somewhat Likely    Not Likely

c. Additional on-street bike lanes and/or designated routes  
 Very Likely    Somewhat Likely    Not Likely

d. Additional bicycle racks  
 Very Likely    Somewhat Likely    Not Likely

e. Regular street and sidewalk maintenance  
 Very Likely    Somewhat Likely    Not Likely



10. Do you use public transit? Y  N

How often?

Daily    1 – 3 times a month

Weekly    On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters   Y / N

c. Improve walking access to bus stops   Y / N

d. Increase the frequency of the bus   Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>25</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>10</u>	Construct/repair sidewalks
\$ <u>0</u>	Construct bicycle lanes or off-street bike facilities
\$ <u>25</u>	Improve road maintenance
\$ <u>10</u>	Implement neighborhood traffic control or calming
\$ <u>15</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ <u>15</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>





14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

- ① Design residential developments with a green strip between curb & sidewalk for snow plowing and landscaping and safety
- ② Too much emphasis on bike paths and pathways. If we are to talk about recreation, that is an entirely separate issue. (I.E. traffic flow <sup>vs.</sup> health and recreation)
- ③ Enlarge the use of turn-arounds. It seems to be effective until the realtors start putting their signs up inside the circle.
- ④ Every where you go, the best parking and the least used are for handicapped. Do we need to have so many handicapped spaces?

Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
17. <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
May we contact you regarding any follow-up questions from this survey: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N Would you like to receive periodic messages and updates regarding this project: <input checked="" type="checkbox"/> Y <input type="checkbox"/> N (Optional) Contact Name: <u>Russell D. Brown</u> (Optional) E-mail: <u>OLDPROSPECTOR2@GMAIL.COM</u>

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input checked="" type="checkbox"/>	Less than one year
<input type="checkbox"/>	1-5 years
<input type="checkbox"/>	5-10 years
<input type="checkbox"/>	more than 10 years
<input type="checkbox"/>	I do not live in the City but work in or regularly conduct business in the City
<input type="checkbox"/>	I do not live or work in the City
2. If you live in the City, what neighborhood or area of the City do you live in?	
RATHDRUM	
3. How many licensed drivers live in your household?	
2	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Concern(s):</u>			
	<u>Flow</u>	<u>Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. _____	_____	_____	_____	_____
b. _____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. _____	_____	_____	_____
b. _____	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_      Work \_\_\_\_\_      Shopping \_\_\_\_\_  
Parks \_\_\_\_\_      Recreation \_\_\_\_\_      Exercise / Fitness \_\_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_      Work \_\_\_\_\_      Shopping \_\_\_\_\_  
Parks \_\_\_\_\_      Recreation \_\_\_\_\_      Exercise / Fitness \_\_\_\_\_



9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

\_\_\_ Very Likely  Somewhat Likely \_\_\_ Not Likely

b. Expanded bike trails or paths (off-street)

\_\_\_ Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

\_\_\_ Very Likely \_\_\_ Somewhat Likely  Not Likely

d. Additional bicycle racks

\_\_\_ Very Likely \_\_\_ Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

\_\_\_ Very Likely  Somewhat Likely \_\_\_ Not Likely



10. Do you use public transit? Y /  N

How often?

Daily \_\_\_ 1 – 3 times a month \_\_\_

Weekly \_\_\_ On occasion \_\_\_



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

\_\_\_ Within a 2 minute walk of destinations

\_\_\_ Within a 5 minute walk of destinations

\_\_\_ Within a 10 minute walk of destinations

\_\_\_ Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y /  N

c. Improve walking access to bus stops Y /  N

d. Increase the frequency of the bus Y /  N





12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>10</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>25</u>	Construct/repair sidewalks
\$ <u>5</u>	Construct <del>bicycle lanes</del> or off-street bike facilities
\$ <u>50</u>	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ <u>5</u>	Improve street aesthetics and amenities ( <u>street lighting</u> , street trees, median landscaping, street furniture)
\$ <u>5</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

CONSIDER REQUIRING BIKE LICENSES  
TO HELP COVER SOME OF COSTS.

Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other <i>AMERICAN</i>
16. Disabled: Yes / <input checked="" type="radio"/> No
17. <input checked="" type="radio"/> Male / Female
May we contact you regarding any follow-up questions from this survey: <input checked="" type="radio"/> Y / <input type="radio"/> N Would you like to receive periodic messages and updates regarding this project: <input checked="" type="radio"/> Y / <input type="radio"/> N (Optional) Contact Name: <u>MIKE</u> (Optional) E-mail: <u>COOPERSMITH MC @ GMM L.COM</u>

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input type="checkbox"/> Less than one year	
<input type="checkbox"/> 1-5 years	
<input type="checkbox"/> 5-10 years	
<input checked="" type="checkbox"/> more than 10 years	
<input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City	
<input type="checkbox"/> I do not live or work in the City	
2. If you live in the City, what neighborhood or area of the City do you live in?	
<u>Pinevella II</u>	
3. How many licensed drivers live in your household?	
<u>2</u>	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Concern(s):</u>			
	<u>Flow</u>	<u>Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. _____	_____	_____	_____	_____
b. _____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____



6. List the top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. <u>not needed</u> _____	_____	_____	_____
b. _____	_____	_____	_____

7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_



8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_



9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / **(N)**

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made? **No**

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ _____	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ _____	Construct/repair sidewalks
\$ _____	Construct bicycle lanes or off-street bike facilities
\$ <u>100.00</u>	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ _____	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>





Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes / <input checked="" type="radio"/> No
17. <input checked="" type="radio"/> Male / Female
May we contact you regarding any follow-up questions from this survey: <input checked="" type="radio"/> Y / N Would you like to receive periodic messages and updates regarding this project: <input checked="" type="radio"/> Y / N (Optional) Contact Name: <u>Bob Flowers</u> (Optional) E-mail: <u>gearup1956@gmail.com</u>

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input type="checkbox"/> Less than one year	
<input type="checkbox"/> 1-5 years	
<input checked="" type="checkbox"/> 5-10 years	
<input type="checkbox"/> more than 10 years	
<input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City	
<input type="checkbox"/> I do not live or work in the City	
2. If you live in the City, what neighborhood or area of the City do you live in?	
Quail Run	
3. How many licensed drivers live in your household?	
1	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor





5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Concern(s):</u>			
	<u>Flow</u>	<u>Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. <u>DAANO / SELTICE</u>	<u>X</u>	<u>X</u>	___	___
b. _____	___	___	___	___
c. _____	___	___	___	___
d. _____	___	___	___	___
e. _____	___	___	___	___



6. List the top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. _____	___	___	___
b. _____	___	___	___



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness \_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness \_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

- |               |   |
|---------------|---|
| \$ _____      | Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)   |
| \$ _____      | Construct/repair sidewalks  |
| \$ _____      | Construct bicycle lanes or off-street bike facilities   |
| \$ _____      | Improve road maintenance  |
| \$ <u>All</u> | Implement neighborhood traffic control or calming   |
| \$ _____      | Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture) |
| \$ _____      | Improve traffic flow through access control, turn restrictions, coordinated signal timing)                    |
| <b>\$ 100</b> | <b>TOTAL</b>  |



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

Too Much Emphasis On Bike Paths, Trails, Etc.  
Very Few People Out Of The Total  
Population Of Post Falls Use These  
And They (The Trails, Paths, Etc) Are  
Not Usable Year-Round. If The People  
Who Want Bicycle Paths Use Them,  
They Should Pay For Them. I Don't  
Use A Bicycle Or Trails. Why  
Should I Pay? What About The  
Year-Round Maintenance / upkeep Costs?  
Let The User Pay.

Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

<p>15. Ethnicity</p> <p><input type="checkbox"/> American Indian / Alaskan Native</p> <p><input type="checkbox"/> Asian/Pacific islander</p> <p><input type="checkbox"/> Black</p> <p><input type="checkbox"/> White</p> <p><input type="checkbox"/> Hispanic</p> <p><input type="checkbox"/> Other</p> <p><i>NOT ANYONES BUSINESS</i></p>	
<p>16. Disabled: Yes / No</p>	
<p>17. Male / Female</p>	
<p>May we contact you regarding any follow-up questions from this survey: Y / N</p> <p>Would you like to receive periodic messages and updates regarding this project: Y/N</p> <p>(Optional) Contact Name: _____</p> <p>(Optional) E-mail: _____</p>	



## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

<p>1. How long have you lived in the City?</p> <p><input type="checkbox"/> Less than one year</p> <p><input type="checkbox"/> 1-5 years</p> <p><input type="checkbox"/> 5-10 years</p> <p><input type="checkbox"/> more than 10 years</p> <p><input checked="" type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City</p> <p><input type="checkbox"/> I do not live or work in the City</p>																																														
<p>2. If you live in the City, what neighborhood or area of the City do you live in?</p> <p>_____</p>																																														
<p>3. How many licensed drivers live in your household?</p> <p><u>2</u></p>																																														
<p>4. How do you rate the following components of the City's transportation system</p> <table> <tr> <td>a. Traffic flow</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>b. Traffic Safety</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>c. Sidewalks</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>d. Crosswalks</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>e. On-Street Bike Facilities</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>f. Bike / Ped Trails</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>g. Roadway Lighting</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>h. Signs / Roadway Markings</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>i. Public Transit</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> </table>		a. Traffic flow	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor	b. Traffic Safety	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	c. Sidewalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	d. Crosswalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor	e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	g. Roadway Lighting	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	h. Signs / Roadway Markings	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor	i. Public Transit	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor
a. Traffic flow	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
b. Traffic Safety	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor																																										
c. Sidewalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor																																										
d. Crosswalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor																																										
f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
g. Roadway Lighting	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor																																										
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
i. Public Transit	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Concern(s):			
	Flow	Safety	Bike/Ped	Other
a. <u>Mullan</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. <u>Seltice</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. <u>Poteline</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



6. List the top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. <u>Centennial @ Heavy</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



7. Do you or a member of your household regularly walk in Post Falls? Y / N

Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping \_\_\_  
Parks \_\_\_ Recreation \_\_\_ Exercise / Fitness \_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N

Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping \_\_\_  
Parks \_\_\_ Recreation \_\_\_ Exercise / Fitness \_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely    Somewhat Likely    Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely    Somewhat Likely    Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely    Somewhat Likely    Not Likely

d. Additional bicycle racks

Very Likely    Somewhat Likely    Not Likely

e. Regular street and sidewalk maintenance

Very Likely    Somewhat Likely    Not Likely



10. Do you use public transit?  Y /  N

How often?

Daily    1 – 3 times a month

Weekly    On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters  Y /  N

c. Improve walking access to bus stops  Y /  N

d. Increase the frequency of the bus  Y /  N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>10</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>20</u>	Construct/repair sidewalks
\$ <u>30</u>	Construct bicycle lanes or off-street bike facilities
\$ <u>20</u>	Improve road maintenance
\$ <u>10</u>	Implement neighborhood traffic control or calming
\$ <u>10</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ <u>0</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

Good presentation; easy to understand -  
thank you!



Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes / No <input checked="" type="radio"/>
17. Male / Female <input checked="" type="radio"/>
May we contact you regarding any follow-up questions from this survey: Y <input checked="" type="radio"/> N
Would you like to receive periodic messages and updates regarding this project: Y <input checked="" type="radio"/> N
(Optional) Contact Name: _____
(Optional) E-mail: _____

## Post Falls 2015 Transportation Plan Update

### Survey

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<p>1. How long have you lived in the City?</p> <p><input type="checkbox"/> Less than one year</p> <p><input type="checkbox"/> 1-5 years</p> <p><input type="checkbox"/> 5-10 years</p> <p><input checked="" type="checkbox"/> more than 10 years</p> <p><input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City</p> <p><input type="checkbox"/> I do not live or work in the City</p>																																														
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5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

		Concern(s):			
		Flow	Safety	Bike/Ped	Other
a.	<u>Greensferry + 16th</u>	___	<input checked="" type="checkbox"/>	___	___
b.	_____	___	___	___	___
c.	<u>Seltice Way</u>	___	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	___
d.	_____	___	___	___	___
e.	_____	___	___	___	___



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

		Concern		
		Bike	Ped	Other
a.	_____	___	___	___
b.	_____	___	___	___

7. Do you or a member of your household regularly walk in Post Falls? Y / (N)  
Typical destination(s): *only in Subdivision*

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness \_\_\_



*would love more pretty areas to walk in*

8. Do you or a member of your household regularly bike in Post Falls? (Y) / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation       Exercise / Fitness \_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely    Somewhat Likely    Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely    Somewhat Likely    Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely    Somewhat Likely    Not Likely

d. Additional bicycle racks

Very Likely    Somewhat Likely    Not Likely

e. Regular street and sidewalk maintenance

Very Likely    Somewhat Likely    Not Likely



10. Do you use public transit? Y / N

How often?

Daily \_\_\_      1 – 3 times a month \_\_\_

Weekly \_\_\_      On occasion \_\_\_



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ _____	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ _____	Construct/repair sidewalks
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<b>\$ 100</b>	<b>TOTAL</b>







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<p>15. Ethnicity</p> <p><input type="checkbox"/> American Indian / Alaskan Native</p> <p><input type="checkbox"/> Asian/Pacific islander</p> <p><input type="checkbox"/> Black <span style="margin-left: 150px;"><input type="checkbox"/> Hispanic</span></p> <p><input type="checkbox"/> White <span style="margin-left: 150px;"><input type="checkbox"/> Other</span></p>
<p>16. Disabled: Yes / No</p>
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## Post Falls 2015 Transportation Plan Update

### Survey

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5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Concern(s):			
	Flow	Safety	Bike/Ped	Other
a. <u>Idaho &amp; Selt.</u>	<u>X</u>	<u>X</u>	___	___
b. _____	___	___	___	___
c. _____	___	___	___	___
d. _____	___	___	___	___
e. _____	___	___	___	___



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. <u>Hwy 41 Selt.</u>	<u>X</u>	___	___
b. <u>Greensferry</u>	<u>X</u>	___	___



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work X      Shopping \_\_\_  
Parks \_\_\_      Recreation X      Exercise / Fitness X

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness \_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

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Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

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d. Additional bicycle racks

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e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

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\$ _____	Construct/repair sidewalks
\$ <u>25</u>	Construct bicycle lanes or off-street bike facilities
\$ _____	Improve road maintenance
\$ <u>25</u>	Implement neighborhood traffic control or calming
\$ <u>25</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
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i. Public Transit <i>NA</i>	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Concern(s):</u>			
	<u>Flow</u>	<u>Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. _____	_____	_____	_____	_____
b. _____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. _____	_____	_____	_____
b. _____	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_



9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y/N

How often?

Daily  1 - 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y/N

c. Improve walking access to bus stops Y/N

d. Increase the frequency of the bus Y/N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>50</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ _____	Construct/repair sidewalks
\$ _____	Construct bicycle lanes or off-street bike facilities
\$ <u>50</u>	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ _____	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>





Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes / <input checked="" type="radio"/> No
17. Male / <input checked="" type="radio"/> Female
May we contact you regarding any follow-up questions from this survey: Y / <input checked="" type="radio"/> N Would you like to receive periodic messages and updates regarding this project: Y / <input checked="" type="radio"/> N (Optional) Contact Name: _____ (Optional) E-mail: _____

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

<p>1. How long have you lived in the City?</p> <p><input type="checkbox"/> Less than one year</p> <p><input type="checkbox"/> 1-5 years</p> <p><input type="checkbox"/> 5-10 years</p> <p><input type="checkbox"/> more than 10 years</p> <p><input checked="" type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City</p> <p><input type="checkbox"/> I do not live or work in the City</p>																																														
<p>2. If you live in the City, what neighborhood or area of the City do you live in?</p> <p style="text-align: center;"><u>NA</u></p>																																														
<p>3. How many licensed drivers live in your household?</p> <p style="text-align: center;"><u>1</u></p>																																														
<p>4. How do you rate the following components of the City's transportation system</p> <table> <tr> <td>a. Traffic flow</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>b. Traffic Safety</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>c. Sidewalks</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>d. Crosswalks</td> <td><input checked="" type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>e. On-Street Bike Facilities</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>f. Bike / Ped Trails</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>g. Roadway Lighting</td> <td><input checked="" type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>h. Signs / Roadway Markings</td> <td><input checked="" type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>i. Public Transit</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> </table>		a. Traffic flow	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	b. Traffic Safety	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	c. Sidewalks	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	d. Crosswalks	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	g. Roadway Lighting	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	h. Signs / Roadway Markings	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	i. Public Transit	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor
a. Traffic flow	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
b. Traffic Safety	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
c. Sidewalks	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
d. Crosswalks	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
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i. Public Transit	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										





5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Flow	Safety	Bike/Ped	Other
a.	Mainly the Setrice Rd - for all			
b.	_____	_____	_____	_____
c.	_____	_____	_____	_____
d.	_____	_____	_____	_____
e.	_____	_____	_____	_____



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a.	Setrice		
b.	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
 Typical destination(s):

School _____	Work _____	Shopping _____
Parks _____	Recreation _____	Exercise / Fitness _____

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
 Typical destination(s): people I know that live here

School _____	Work <u>✓</u>	Shopping <u>✓</u>
Parks <u>✓</u>	Recreation <u>✓</u>	Exercise / Fitness _____

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made? *for people I know in the area - into Goose then*

a. More sidewalks  
 Very Likely    Somewhat Likely    Not Likely

b. Expanded bike trails or paths (off-street)  
 Very Likely    Somewhat Likely    Not Likely

c. Additional on-street bike lanes and/or designated routes  
 Very Likely    Somewhat Likely    Not Likely

d. Additional bicycle racks  
 Very Likely    Somewhat Likely    Not Likely

e. Regular street and sidewalk maintenance  
 Very Likely    Somewhat Likely    Not Likely



10. Do you use public transit? Y  N  
 How often?  
 Daily \_\_\_   1 – 3 times a month \_\_\_  
 Weekly \_\_\_   On occasion \_\_\_



11. Would you use or increase your use of public transit any of the following improvements were made? *Need to keep accessible*

a. Expand routes  
 Within a 2 minute walk of destinations  
 Within a 5 minute walk of destinations  
 Within a 10 minute walk of destinations  
 Within a 15 minute walk of destinations

b. Provide benches and / or shelters *Y/N*

c. Improve walking access to bus stops *Y/N*

d. Increase the frequency of the bus *Y/N*



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities - wheelchairs

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs - accessibility

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit - also para transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>25.00</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>35.00</u>	Construct/repair sidewalks - <u>wheelchair</u>
\$ <u>35.00</u>	Construct bicycle lanes or off-street bike facilities
\$ <u>5.00</u>	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ _____	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

When in design stage be sure to keep accessibility in mind for people that have physical disabilities - A bike path may also work for someone using a walker or wheelchair (etc.) the pathway needs to be level for others usage.

Keep cut outs - sidewalks <sup>to</sup> be used by people in the discussion - people with disabilities.

There should also be info out to public & business on snow removal in the established & new design areas



Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

<p>15. Ethnicity</p> <p><input type="checkbox"/> American Indian / Alaskan Native</p> <p><input type="checkbox"/> Asian/Pacific islander</p> <p><input checked="" type="checkbox"/> Black</p> <p><input checked="" type="checkbox"/> White</p> <p><input type="checkbox"/> Hispanic</p> <p><input type="checkbox"/> Other</p>
<p>16. Disabled: <input checked="" type="radio"/> Yes / <input type="radio"/> No</p>
<p>17. Male / <input checked="" type="radio"/> Female</p>
<p>May we contact you regarding any follow-up questions from this survey: <input checked="" type="radio"/> Y / <input type="radio"/> N</p> <p>Would you like to receive periodic messages and updates regarding this project: <input checked="" type="radio"/> Y / <input type="radio"/> N</p> <p>(Optional) Contact Name: <u>Virgil Edwards</u></p> <p>(Optional) E-mail: <u>Vedwards@dacnw.org</u></p>



## Post Falls 2015 Transportation Plan Update

### Survey

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<p>1. How long have you lived in the City?</p> <p><input type="checkbox"/> Less than one year</p> <p><input type="checkbox"/> 1-5 years</p> <p><input checked="" type="checkbox"/> 5-10 years</p> <p><input type="checkbox"/> more than 10 years</p> <p><input type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City</p> <p><input type="checkbox"/> I do not live or work in the City</p>																																														
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d. Crosswalks	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
g. Roadway Lighting	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor																																										
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
i. Public Transit	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Concern(s):			
	Flow	Safety	Bike/Ped	Other
a. I 90 to Rathbun	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	_____
b. 41 to Seltice	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	_____
c. Seltice to CdA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Road cond.
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. Pole line by high school	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	_____
b. _____	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y /  N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y /  N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>50.00</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ _____	Construct/repair sidewalks
\$ _____	Construct bicycle lanes or off-street bike facilities
\$ _____	Improve road maintenance
\$ <u>25.00</u>	Implement neighborhood traffic control or calming
\$ <u>25.00</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>







Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: <input checked="" type="radio"/> Yes / No
17. Male <input type="radio"/> Female <input checked="" type="radio"/>
May we contact you regarding any follow-up questions from this survey: Y / <input checked="" type="radio"/> N
Would you like to receive periodic messages and updates regarding this project: Y/N
(Optional) Contact Name: _____
(Optional) E-mail: _____

## Post Falls 2015 Transportation Plan Update

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1. How long have you lived in the City?	
<input type="checkbox"/>	Less than one year
<input type="checkbox"/>	1-5 years
<input checked="" type="checkbox"/>	5-10 years
<input type="checkbox"/>	more than 10 years
<input type="checkbox"/>	I do not live in the City but work in or regularly conduct business in the City
<input type="checkbox"/>	I do not live or work in the City
2. If you live in the City, what neighborhood or area of the City do you live in?	
off Moonstone	
3. How many licensed drivers live in your household?	
3	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Flow	Concern(s):			Other
		Safety	Bike/Ped		
a. <u>12 &amp; 41</u>	<u>X</u>	<u>X</u>	<u>X</u>	_____	
b. <u>Seltice Way from 41 - Spokane</u> <u>Poline from</u>	<u>X</u>	<u>X</u>	<u>X</u>	_____	
c. <u>Greensferry - Cecil</u> <u>especially during school hours</u>	<u>X</u>	<u>X</u>	<u>X</u>	_____	
d. <u>3rd St from Spokane</u> <u>Greensferry</u>	<u>X</u>	<u>X</u>	<u>X</u>	_____	
e. <u>Idaho &amp; Seltice</u>	<u>X</u>	<u>X</u>	<u>X</u>	_____	



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. <u>Cecil from 16 - Poline</u>	<u>X</u>	<u>X</u>	_____
b. _____	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_\_ Work \_\_\_\_\_ Shopping \_\_\_\_\_  
Parks \_\_\_\_\_ Recreation \_\_\_\_\_ Exercise / Fitness \_\_\_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely    Somewhat Likely    Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely    Somewhat Likely    Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely    Somewhat Likely    Not Likely

d. Additional bicycle racks

Very Likely    Somewhat Likely    Not Likely

e. Regular street and sidewalk maintenance

Very Likely    Somewhat Likely    Not Likely



10. Do you use public transit? Y /  N

How often?

Daily \_\_\_   1 – 3 times a month \_\_\_

Weekly \_\_\_   On occasion \_\_\_



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters  Y / N

c. Improve walking access to bus stops  Y / N

d. Increase the frequency of the bus  Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority    Somewhat Important    Not Important

b. Improving bicycle facilities

Top Priority    Somewhat Important    Not Important

c. Sidewalk/path construction and/or repairs

Top Priority    Somewhat Important    Not Important

d. Widening and building roads

Top Priority    Somewhat Important    Not Important

e. Neighborhood traffic safety & calming

Top Priority    Somewhat Important    Not Important

f. Improving access to public transit

Top Priority    Somewhat Important    Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>20</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>10</u>	Construct/repair sidewalks
\$ <u>10</u>	Construct bicycle lanes or off-street bike facilities
\$ <u>20</u>	Improve road maintenance
\$ <u>15</u>	Implement neighborhood traffic control or calming
\$ <u>5</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ <u>20</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>





14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

I love what the city is doing and  
applaud the extra mile they go to  
ensure equal access for all. I do worry  
about overcrowding and congestion.  
We need more side walks with attention  
to pedestrian right of way. turn lanes  
need to be added where they are lacking  
and better use of technology w/ lights.  
it looks like all my suggestions are  
being addressed in the plans and I am  
glad to continue to live in PF

Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input checked="" type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: <input checked="" type="radio"/> Yes / <input type="radio"/> No
17. Male <input checked="" type="radio"/> / <input type="radio"/> Female
May we contact you regarding any follow-up questions from this survey: Y / <input checked="" type="radio"/> N
Would you like to receive periodic messages and updates regarding this project: Y / <input checked="" type="radio"/> N
(Optional) Contact Name: _____
(Optional) E-mail: _____

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

<p>1. How long have you lived in the City?</p> <p><input type="checkbox"/> Less than one year</p> <p><input type="checkbox"/> 1-5 years</p> <p><input type="checkbox"/> 5-10 years</p> <p><input type="checkbox"/> more than 10 years</p> <p><input checked="" type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City</p> <p><input type="checkbox"/> I do not live or work in the City</p>																																														
<p>2. If you live in the City, what neighborhood or area of the City do you live in?</p> <p>_____</p>																																														
<p>3. How many licensed drivers live in your household?</p> <p>_____</p>																																														
<p>4. How do you rate the following components of the City's transportation system</p> <table> <tr> <td>a. Traffic flow</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>b. Traffic Safety</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>c. Sidewalks</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input checked="" type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>d. Crosswalks</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>e. On-Street Bike Facilities</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> <tr> <td>f. Bike / Ped Trails</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>g. Roadway Lighting</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>h. Signs / Roadway Markings</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>i. Public Transit</td> <td><input type="checkbox"/> Excellent</td> <td><input type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input checked="" type="checkbox"/> Poor</td> </tr> </table>		a. Traffic flow	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor	b. Traffic Safety	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	c. Sidewalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Poor	d. Crosswalks	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor	f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	g. Roadway Lighting	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	h. Signs / Roadway Markings	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	i. Public Transit	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Poor
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5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Flow</u>	<u>Concern(s): Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. _____	_____	_____	_____	_____
b. _____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____

6. List the top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. _____	_____	_____	_____
b. _____	_____	_____	_____

7. Do you or a member of your household regularly walk in Post Falls? Y / N

Typical destination(s):

School \_\_\_\_\_      Work \_\_\_\_\_      Shopping \_\_\_\_\_  
 Parks \_\_\_\_\_      Recreation \_\_\_\_\_      Exercise / Fitness \_\_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N

Typical destination(s):

School \_\_\_\_\_      Work \_\_\_\_\_      Shopping \_\_\_\_\_  
 Parks \_\_\_\_\_      Recreation \_\_\_\_\_      Exercise / Fitness \_\_\_\_\_



9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N





12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

- |               |   |
|---------------|---|
| \$ _____      | Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)   |
| \$ _____      | Construct/repair sidewalks  |
| \$ _____      | Construct bicycle lanes or off-street bike facilities   |
| \$ _____      | Improve road maintenance  |
| \$ _____      | Implement neighborhood traffic control or calming   |
| \$ _____      | Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture) |
| \$ _____      | Improve traffic flow through access control, turn restrictions, coordinated signal timing)                    |
| <b>\$ 100</b> | <b>TOTAL</b>  |





Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

<p>15. Ethnicity</p> <p><input type="checkbox"/> American Indian / Alaskan Native</p> <p><input type="checkbox"/> Asian/Pacific islander</p> <p><input type="checkbox"/> Black <span style="margin-left: 150px;"><input type="checkbox"/> Hispanic</span></p> <p><input type="checkbox"/> White <span style="margin-left: 150px;"><input type="checkbox"/> Other</span></p>
<p>16. Disabled: Yes / No</p>
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<p>May we contact you regarding any follow-up questions from this survey: Y / N</p> <p>Would you like to receive periodic messages and updates regarding this project: Y/N</p> <p>(Optional) Contact Name: _____</p> <p>(Optional) E-mail: _____</p>

## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input checked="" type="checkbox"/>	Less than one year
<input type="checkbox"/>	1-5 years
<input type="checkbox"/>	5-10 years
<input type="checkbox"/>	more than 10 years
<input type="checkbox"/>	I do not live in the City but work in or regularly conduct business in the City
<input type="checkbox"/>	I do not live or work in the City
2. If you live in the City, what neighborhood or area of the City do you live in?	
MEADOW RIDGE	
3. How many licensed drivers live in your household?	
2	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Concern(s):			
	Flow	Safety	Bike/Ped	Other
a. CHASE & PRAIRIE	___	X	X	(NEEDS 4-WAY STOP)
b. Hwy 41 & SEEDICE	X	X	X	___
c. Hwy 41 & 16TH	X	X	___	___
d. PRAIRIE & PINECAST VIEW	X	X	___	___
e. AL R/R CROSSING	___	X	___	(NEED LIGHT & QUIET ZONE)



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. Hwy 41 & SEEDICE	X	X	___
b. SAFE ROUTES TO SCHOOLS	X	X	___



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness X

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_      Work \_\_\_      Shopping \_\_\_  
Parks \_\_\_      Recreation \_\_\_      Exercise / Fitness X



9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y /  N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters  Y /  N

c. Improve walking access to bus stops  Y /  N

d. Increase the frequency of the bus  Y /  N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>10</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>25</u>	Construct/repair sidewalks
\$ <u>25</u>	Construct bicycle lanes or off-street bike facilities
\$ <u>10</u>	Improve road maintenance
\$ <u>10</u>	Implement neighborhood traffic control or calming
\$ <u>15</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ <u>15</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

- ADOPT A 'COMPLETE STREET' POLICY
- IMPLEMENT 'QUIET ZONES' IN AREAS WHERE TRAIN CROSS CITY STREET IN CLOSE PROXIMITY TO NEIGHBORHOOD. ADD SIGNAGE AND/OR ARM WHERE NEEDED & THE ABOVE CROSSING.
- CREATE ADOPT & IMPLEMENT A PED/BIKE MASTER PLAN.
- FORM A PED/BIKE COMMITTEE TO SERVE AS ADVISORY TO THE CITY COUNCIL.
- THE CITY OF POST FALLS HAS AN EXCELLENT OPPORTUNITY TO IMPLEMENT GOOD CHANGES. THOSE CHANGES CAN BE COSTLY & TIME CONSUMING BUT WORTH IT. LOOK AHEAD 5, 10, 20 YEARS & SET YOUR PLAN IN MOTION TODAY.

per crossing

QUIET ZONES WOULD BE BENEFICIAL TO NEIGHBORHOOD, RATHDRUM HAS IMPLEMENTED QUIET ZONES.

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15. Ethnicity	
<input type="checkbox"/> American Indian / Alaskan Native	
<input type="checkbox"/> Asian/Pacific islander	
<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
16. Disabled: Yes / <input checked="" type="radio"/> No	
17. <input checked="" type="radio"/> Male / Female	
May we contact you regarding any follow-up questions from this survey: <input checked="" type="radio"/> Y / N	
Would you like to receive periodic messages and updates regarding this project: <input checked="" type="radio"/> Y / N	
(Optional)	Contact Name: <u>DOUG EASTWOOD</u>
(Optional)	E-mail: <del>rd@spg.com</del> <u>rd@78gnw@aol.com</u>

GOOD JOB TO YOU FOR PUTTING THIS PLAN IN MOTION. I RECENTLY MOVED INTO POST FALLS & I AM EXCITED ABOUT ALL THE THINGS YOU CAN DO WHILE MAKING THE CITY A great PLACE.



## Post Falls 2015 Transportation Plan Update

### Survey

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<p>3. How many licensed drivers live in your household?</p> <p><u>3</u></p>																																														
<p>4. How do you rate the following components of the City's transportation system</p> <table> <tr> <td>a. Traffic flow</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>b. Traffic Safety</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>c. Sidewalks</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>d. Crosswalks</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>e. On-Street Bike Facilities</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>f. Bike / Ped Trails</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>g. Roadway Lighting</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>h. Signs / Roadway Markings</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> <tr> <td>i. Public Transit</td> <td><input type="checkbox"/> Excellent</td> <td><input checked="" type="checkbox"/> Good</td> <td><input type="checkbox"/> Fair</td> <td><input type="checkbox"/> Poor</td> </tr> </table>		a. Traffic flow	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	b. Traffic Safety	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	c. Sidewalks	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	d. Crosswalks	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	e. On-Street Bike Facilities	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	f. Bike / Ped Trails	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	g. Roadway Lighting	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	h. Signs / Roadway Markings	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor	i. Public Transit	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor
a. Traffic flow	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										
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i. Public Transit	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor																																										





5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	<u>Concern(s):</u>			
	<u>Flow</u>	<u>Safety</u>	<u>Bike/Ped</u>	<u>Other</u>
a. _____	_____	_____	_____	_____
b. _____	_____	_____	_____	_____
c. _____	_____	_____	_____	_____
d. _____	_____	_____	_____	_____
e. _____	_____	_____	_____	_____



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	<u>Concern</u>		
	<u>Bike</u>	<u>Ped</u>	<u>Other</u>
a. _____	_____	_____	_____
b. _____	_____	_____	_____



7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_ Work \_\_\_\_ Shopping \_\_\_\_  
Parks \_\_\_\_ Recreation \_\_\_\_ Exercise / Fitness \_\_\_\_

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_\_ Work \_\_\_\_ Shopping \_\_\_\_  
Parks \_\_\_\_ Recreation \_\_\_\_ Exercise / Fitness \_\_\_\_

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks

Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)

Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes

Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks

Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance

Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y / N

How often?

Daily  1 – 3 times a month

Weekly  On occasion



11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations

Within a 5 minute walk of destinations

Within a 10 minute walk of destinations

Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y / N

c. Improve walking access to bus stops Y / N

d. Increase the frequency of the bus Y / N



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ _____	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ _____	Construct/repair sidewalks
\$ _____	Construct bicycle lanes or off-street bike facilities
\$ _____	Improve road maintenance
\$ _____	Implement neighborhood traffic control or calming
\$ _____	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ _____	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

AS A TAX PAYER IT IS  
VERY FRUSTRATING TO  
SEE INTERSECTION TORN  
UP TO CREATE NEEDLESS  
ROADABOUTS. MILLIONS  
WASTED THAT COULD BE  
BETTER SPENT WORKING  
TO WARD OFF A FULL  
INTERCHANGE AT  
GREENS FERRY THAT  
WOULD ALLEVIATE  
CONGESTION ON 41  
AND SPOKANE ST. ALSO  
TOO MUCH MONEY SPENT  
ON REDOING SPOKANE  
STREET WHICH REALLY  
IS COSMETIC.

Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity <input type="checkbox"/> American Indian / Alaskan Native <input type="checkbox"/> Asian/Pacific islander <input checked="" type="checkbox"/> Black <input checked="" type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Other
16. Disabled: Yes / <u>No</u>
17. <u>Male</u> / Female
May we contact you regarding any follow-up questions from this survey: <u>Y</u> / N Would you like to receive periodic messages and updates regarding this project: Y / N (Optional) Contact Name: _____ (Optional) E-mail: <u>PAUL 83854 @ AOL, c c n</u>



## Post Falls 2015 Transportation Plan Update

### Survey

Thank you for taking the time to complete the City of Post Falls 2015 Transportation Plan Update questionnaire. Your input will provide valuable information as we create a vision for the future and prioritization of transportation improvements. Your response is appreciated.

1. How long have you lived in the City?	
<input type="checkbox"/> Less than one year	
<input type="checkbox"/> 1-5 years	
<input type="checkbox"/> 5-10 years	
<input checked="" type="checkbox"/> more than 10 years	
<input checked="" type="checkbox"/> I do not live in the City but work in or regularly conduct business in the City	
<input type="checkbox"/> I do not live or work in the City	
2. If you live in the City, what neighborhood or area of the City do you live in?	
<u>South of River</u>	
3. How many licensed drivers live in your household?	
<u>3</u>	
4. How do you rate the following components of the City's transportation system	
a. Traffic flow	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
b. Traffic Safety	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
c. Sidewalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
d. Crosswalks	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
e. On-Street Bike Facilities	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
f. Bike / Ped Trails	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
g. Roadway Lighting	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
h. Signs / Roadway Markings	<input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
i. Public Transit	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



Better now that lighting is complete on Spokane St.

5. List the top five roadways and/or intersections in the City where you believe improvements are most needed.

	Flow	Concern(s):		
		Safety	Bike/Ped	Other
a. <u>12th St Spokane St to Crabbe</u>		X	X	needs a sidewalk
b. <u>Seltice Way</u>			X	sidewalks need where obvious trails exist along right of way
c. <u>Seltice Way + Spokane St. intersection</u>	X	X		yellow flashing turn light not appropriate here except due low traffic times
d. <u>Highway 41 / Seltice intersection</u>		X	X	need better crossing for bike trail
e. <u>Mollan + Hwy 41</u>		X		



6. List the top two (2) bicycle and/or pedestrian locations where you believe improvements are most needed.

	Concern		
	Bike	Ped	Other
a. <u>12th street</u>	X	X	see above for comments
b. <u>Seltice Way</u>	X	X	

7. Do you or a member of your household regularly walk in Post Falls? Y / N  
Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping \_\_\_  
Parks X Recreation X Exercise / Fitness X

8. Do you or a member of your household regularly bike in Post Falls? Y / N  
Typical destination(s):

School \_\_\_ Work \_\_\_ Shopping X  
Parks X Recreation X Exercise / Fitness X



Along north bound 41 left turns are no longer allowed into strip mall. But if you turn left on Mollan there is no turn lane into the strip mall off mullan. There is a turn lane but it is not located correctly to access drive

9. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

a. More sidewalks  Very Likely  Somewhat Likely  Not Likely

b. Expanded bike trails or paths (off-street)  Very Likely  Somewhat Likely  Not Likely

c. Additional on-street bike lanes and/or designated routes  Very Likely  Somewhat Likely  Not Likely

d. Additional bicycle racks  Very Likely  Somewhat Likely  Not Likely

e. Regular street and sidewalk maintenance  Very Likely  Somewhat Likely  Not Likely



10. Do you use public transit? Y/N  N  
How often?  
Daily  1 – 3 times a month   
Weekly  On occasion

11. Would you use or increase your use of public transit any of the following improvements were made?

a. Expand routes

Within a 2 minute walk of destinations  
 Within a 5 minute walk of destinations  
 Within a 10 minute walk of destinations  
 Within a 15 minute walk of destinations

b. Provide benches and / or shelters Y/N  N

c. Improve walking access to bus stops Y/N  N

d. Increase the frequency of the bus Y/N  N



When I see the growing use of the transit system - I do think shelters are needed because this is the main mode of transport



12. How important to you are improvements in the following areas?

a. Improving traffic flow

Top Priority  Somewhat Important  Not Important

b. Improving bicycle facilities

Top Priority  Somewhat Important  Not Important

c. Sidewalk/path construction and/or repairs

Top Priority  Somewhat Important  Not Important

d. Widening and building roads

Top Priority  Somewhat Important  Not Important

e. Neighborhood traffic safety & calming

Top Priority  Somewhat Important  Not Important

f. Improving access to public transit

Top Priority  Somewhat Important  Not Important



13. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.

\$ <u>20</u>	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)
\$ <u>40</u>	Construct/repair sidewalks
\$ <u>    </u>	Construct bicycle lanes or off-street bike facilities
\$ <u>20</u>	Improve road maintenance
\$ <u>    </u>	Implement neighborhood traffic control or calming
\$ <u>10</u>	Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)
\$ <u>10</u>	Improve traffic flow through access control, turn restrictions, coordinated signal timing)
<b>\$ 100</b>	<b>TOTAL</b>



14. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

1. 12<sup>th</sup> Street accesses 2 schools. In 1994 I wrote a letter to the city with my concern about school children walking in the road due to a lack of sidewalks. The city wrote and said 12<sup>th</sup> st. sidewalks were on the schedule. 20 years later - there are no sidewalks and children are on the roads.
2. The single biggest enhancement for pedestrians the city could do is require snow removal! I am not sure why communities across the country can require snow removal on walk ways and Post Falls can't. I hate seeing little old ladies carrying their groceries in ~~st~~ the street because the sidewalks are covered with snow.
3. Construct sidewalks with a grassy swale between walk and road so there is a place for a snow berm.



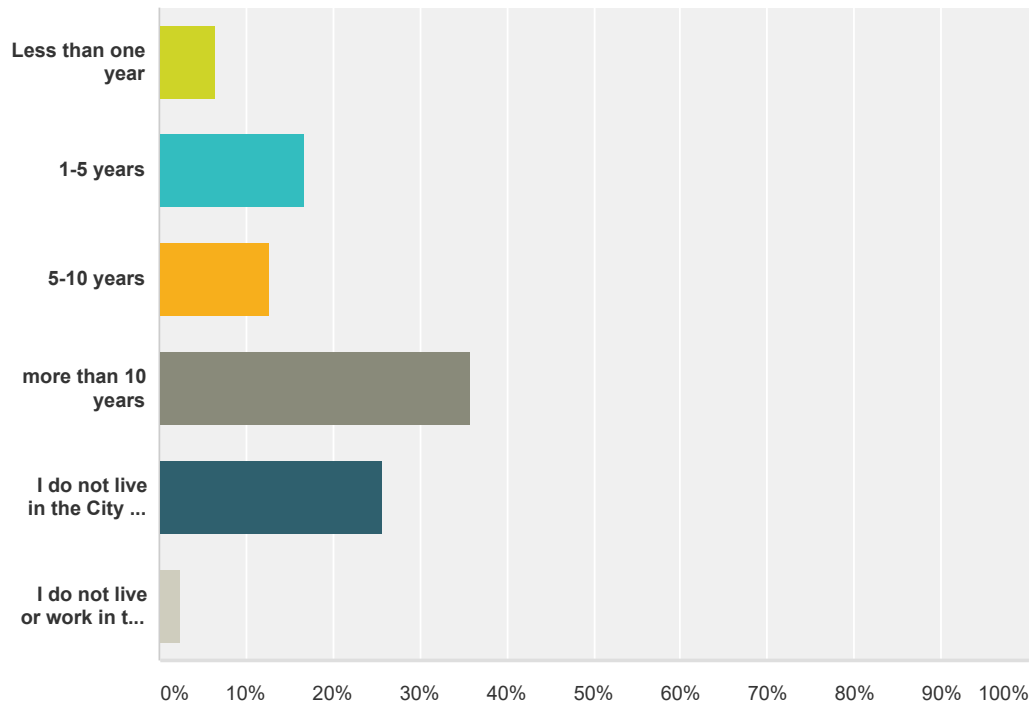
Questions 16 thru 18 are to monitor participation and ensure equal opportunity. Provision of this information is appreciated and will be used only for affirmative action purposes as specified by law (CFR 42.21.9)

15. Ethnicity	
<input type="checkbox"/> American Indian / Alaskan Native	
<input type="checkbox"/> Asian/Pacific islander	
<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic
<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
16. Disabled: Yes / <u>No</u>	
17. Male / <u>Female</u>	
May we contact you regarding any follow-up questions from this survey: <u>Y</u> / N	
Would you like to receive periodic messages and updates regarding this project: Y / N	
(Optional)	Contact Name: <u>Gail Worden</u>
(Optional)	E-mail: <u>gtworden@frontier.com</u>

Note: I am not sure who is responsible for the new road, McReynolds ?? There are some maintenance issues - lights out, broken sprinkler heads, noxious weeds. This was a big investment and it should receive some maintenance

### Q1 1. How long have you lived in the City?

Answered: 78 Skipped: 0



Answer Choices	Responses
Less than one year	6.41% 5
1-5 years	16.67% 13
5-10 years	12.82% 10
more than 10 years	35.90% 28
I do not live in the City but work in or regularly conduct business in the City	25.64% 20
I do not live or work in the City	2.56% 2
<b>Total</b>	<b>78</b>

## Q2 2. If you live in the City, what neighborhood or area of the City do you live in?

Answered: 57 Skipped: 21

#	Responses	Date
1	Pinevilla West	2/25/2015 9:49 PM
2	First ave off spokane street. Greenview condos	2/25/2015 7:30 PM
3	16th Avenue	2/25/2015 4:36 PM
4	North Corbin Rd. and Seltice.	2/25/2015 1:12 PM
5	North Compton	2/25/2015 12:55 PM
6	Prairie Falls Golf Course Community	2/25/2015 12:40 PM
7	Vineyard	2/25/2015 11:56 AM
8	Woodbridge	2/25/2015 10:59 AM
9	bentley	2/25/2015 10:58 AM
10	1st Ave just off Spokane St. (Greenview)	2/25/2015 9:51 AM
11	Ross Point but grew up in the area of Spokane and 21st where my parents still reside.	2/25/2015 9:23 AM
12	Fieldstone	2/25/2015 9:22 AM
13	Riverside harbor, seltice and cedar	2/25/2015 9:15 AM
14	Montrose	2/25/2015 8:59 AM
15	west 12	2/25/2015 8:58 AM
16	Prairie Meadows	2/23/2015 3:15 PM
17	ER district near City Hall	2/20/2015 10:54 AM
18	Montrose Subdivision off Chase Rd	2/18/2015 9:08 PM
19	Prairie Ridge	2/17/2015 4:18 PM
20	South of the river	2/17/2015 2:34 PM
21	Tullamore	2/14/2015 12:59 PM
22	The Meadows	2/13/2015 8:26 AM
23	Meadows	2/12/2015 8:41 AM
24	EAST	2/11/2015 3:46 PM
25	hunters glen	2/6/2015 4:26 PM
26	meadow ridge	2/6/2015 4:03 PM
27	Off of moonstone	2/6/2015 3:50 PM
28	Rathdrum	2/6/2015 3:27 PM
29	Windsong Sub. Syringa & 16th	2/6/2015 1:56 PM
30	Quail Run	2/5/2015 4:01 PM
31	Pinevilla 2	2/5/2015 3:52 PM

32	Rathdrum	2/3/2015 3:35 PM
33	Seltice at Mcguire	2/2/2015 9:34 PM
34	Riverside Harbor Subdivision	1/31/2015 1:58 PM
35	South of Spokane River, Off of Carpenter Loop	1/30/2015 8:31 PM
36	Meadow Ridge	1/30/2015 3:04 PM
37	North Post Falls.	1/30/2015 1:17 PM
38	West 12th	1/29/2015 7:24 PM
39	Hunters Glen	1/29/2015 9:08 AM
40	Highlands	1/28/2015 9:36 AM
41	Spokane County	1/28/2015 9:10 AM
42	Hwy 41 & Prairie area	1/28/2015 9:01 AM
43	Wind Song off of Syringa and 16th.	1/28/2015 8:47 AM
44	Riverside Harbor	1/28/2015 6:00 AM
45	Near black bay off of greensferry	1/27/2015 11:07 PM
46	Pinevilla II Closed intersection is Sandpiper Loop and Westwood.	1/27/2015 7:57 PM
47	Falls River Estates	1/27/2015 1:38 PM
48	Greensferry and Horsehaven area	1/27/2015 1:36 PM
49	Own strip mall on Seltice	1/27/2015 12:52 PM
50	19th ave and Lincoln St.	1/27/2015 11:37 AM
51	4th avenue	1/27/2015 11:36 AM
52	off Pleasant View drive south of 90	1/27/2015 11:25 AM
53	majestic view dr.	1/27/2015 11:25 AM
54	Camelot Estates	1/27/2015 8:41 AM
55	Prairie Falls subdivision	1/26/2015 11:45 PM
56	Northwest	1/26/2015 3:03 PM
57	Northwest	1/26/2015 2:41 PM

### Q3 3. How many licensed drivers live in your household?

Answered: 78 Skipped: 0

#	Responses	Date
1	3	2/25/2015 9:49 PM
2	2	2/25/2015 7:30 PM
3	2	2/25/2015 5:45 PM
4	2	2/25/2015 4:36 PM
5	2	2/25/2015 1:12 PM
6	3	2/25/2015 12:55 PM
7	2	2/25/2015 12:40 PM
8	2	2/25/2015 11:56 AM
9	1	2/25/2015 10:59 AM
10	2	2/25/2015 10:58 AM
11	2	2/25/2015 9:51 AM
12	3	2/25/2015 9:23 AM
13	2	2/25/2015 9:22 AM
14	2	2/25/2015 9:15 AM
15	2	2/25/2015 8:59 AM
16	2	2/25/2015 8:58 AM
17	2	2/24/2015 5:51 PM
18	4	2/23/2015 3:15 PM
19	2	2/20/2015 10:54 AM
20	2	2/18/2015 9:08 PM
21	2	2/17/2015 4:18 PM
22	3	2/17/2015 2:34 PM
23	2	2/17/2015 2:08 PM
24	1	2/17/2015 9:56 AM
25	2	2/14/2015 12:59 PM
26	2	2/13/2015 8:26 AM
27	3	2/12/2015 8:41 AM
28	2	2/11/2015 3:46 PM
29	2	2/9/2015 8:09 AM
30	3	2/6/2015 4:26 PM
31	2	2/6/2015 4:03 PM
32	1	2/6/2015 4:01 PM

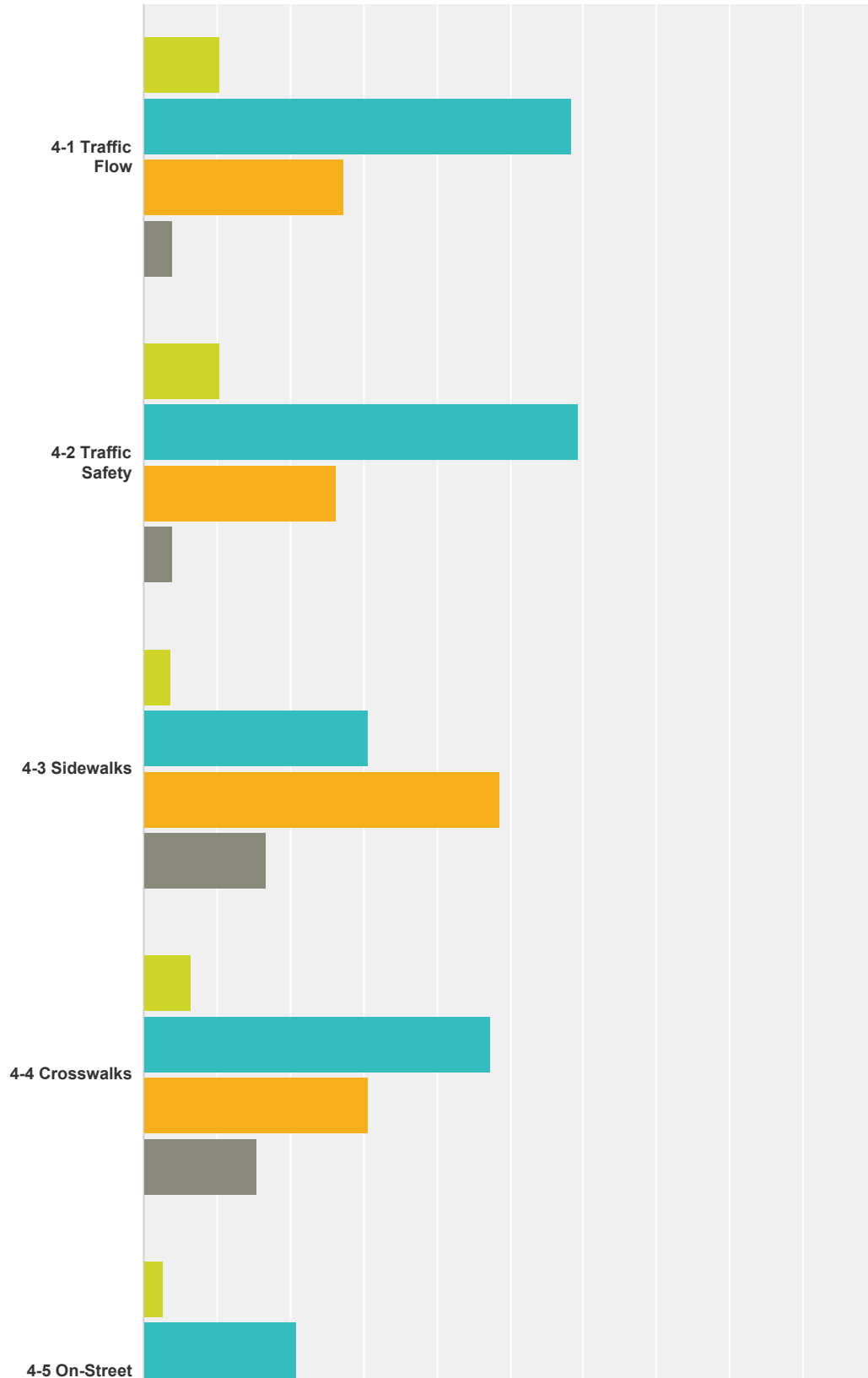


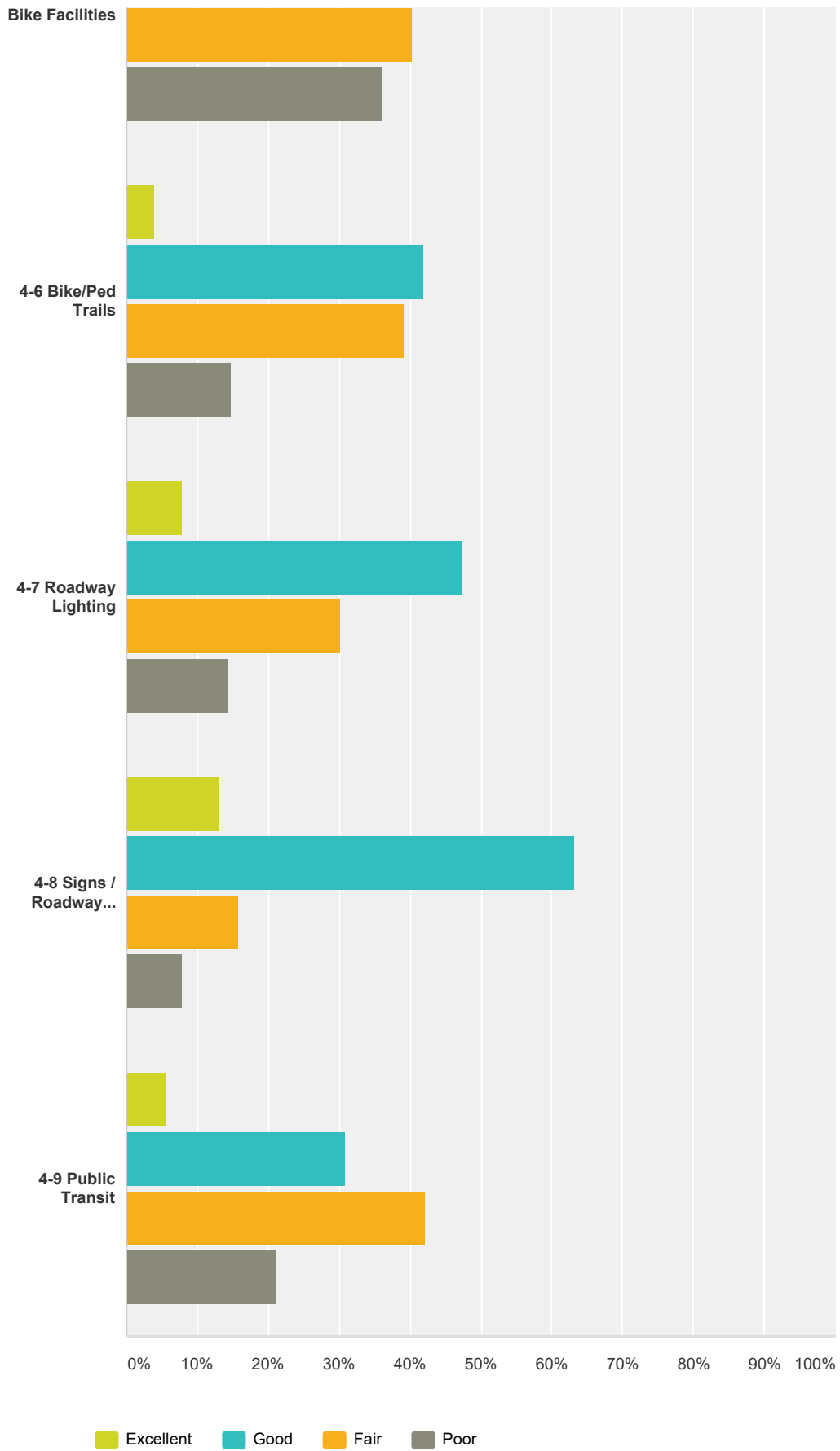
33	3	2/6/2015 3:50 PM
34	1	2/6/2015 3:36 PM
35	2	2/6/2015 3:27 PM
36	2	2/6/2015 2:19 PM
37	1	2/6/2015 1:56 PM
38	2	2/5/2015 4:46 PM
39	1	2/5/2015 4:01 PM
40	2	2/5/2015 3:52 PM
41	2	2/4/2015 11:12 AM
42	2	2/3/2015 3:35 PM
43	2	2/2/2015 9:34 PM
44	2	1/31/2015 1:58 PM
45	2	1/30/2015 8:31 PM
46	2	1/30/2015 3:04 PM
47	1	1/30/2015 2:50 PM
48	2	1/30/2015 1:17 PM
49	2	1/29/2015 7:24 PM
50	1	1/29/2015 11:50 AM
51	1	1/29/2015 11:42 AM
52	3	1/29/2015 9:08 AM
53	1	1/28/2015 11:48 AM
54	2	1/28/2015 11:37 AM
55	2	1/28/2015 10:33 AM
56	2	1/28/2015 9:42 AM
57	2	1/28/2015 9:36 AM
58	2	1/28/2015 9:10 AM
59	2	1/28/2015 9:01 AM
60	2	1/28/2015 8:47 AM
61	2	1/28/2015 6:00 AM
62	1	1/27/2015 11:07 PM
63	1	1/27/2015 7:57 PM
64	2	1/27/2015 6:21 PM
65	4	1/27/2015 4:57 PM
66	3	1/27/2015 1:38 PM
67	2	1/27/2015 1:36 PM
68	2	1/27/2015 12:52 PM
69	1	1/27/2015 11:40 AM
70	3	1/27/2015 11:37 AM

71	2	1/27/2015 11:36 AM
72	1	1/27/2015 11:26 AM
73	2	1/27/2015 11:25 AM
74	2	1/27/2015 11:25 AM
75	2	1/27/2015 8:41 AM
76	2	1/26/2015 11:45 PM
77	2	1/26/2015 3:03 PM
78	2	1/26/2015 2:41 PM

### Q4 4. How do you rate the following components of the City's transportation system?

Answered: 78 Skipped: 0



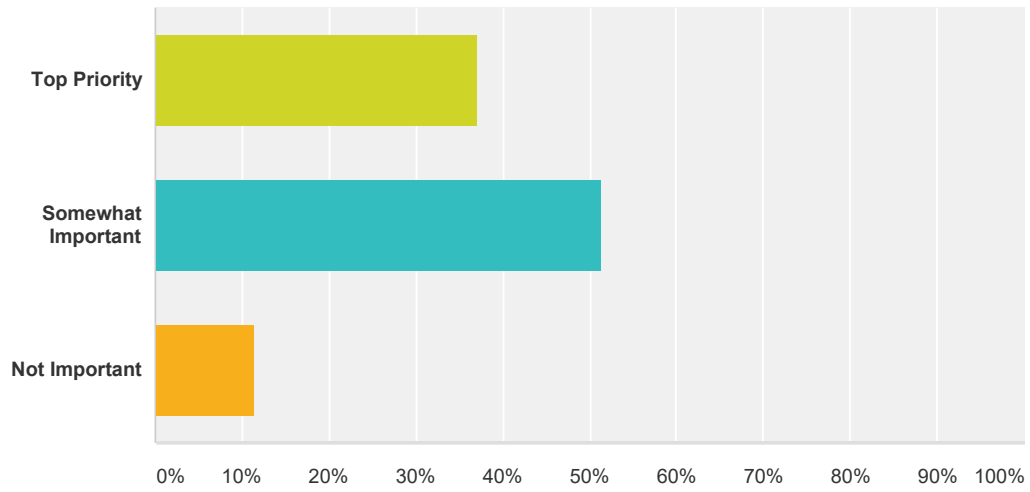


	Excellent	Good	Fair	Poor	Total
4-1 Traffic Flow	10.39% 8	58.44% 45	27.27% 21	3.90% 3	77
4-2 Traffic Safety	10.53% 8	59.21% 45	26.32% 20	3.95% 3	76
4-3 Sidewalks	3.85% 3	30.77% 24	48.72% 38	16.67% 13	78
4-4 Crosswalks	6.41% 5	47.44% 37	30.77% 24	15.38% 12	78
4-5 On-Street Bike Facilities	2.78% 2	20.83% 15	40.28% 29	36.11% 26	72
4-6 Bike/Ped Trails	4.05% 3	41.89% 31	39.19% 29	14.86% 11	74
4-7 Roadway Lighting	7.89% 6	47.37% 36	30.26% 23	14.47% 11	76
4-8 Signs / Roadway Markings	13.16% 10	63.16% 48	15.79% 12	7.89% 6	76
4-9 Public Transit	5.63% 4	30.99% 22	42.25% 30	21.13% 15	71



### Q5 5-a. Improving traffic flow

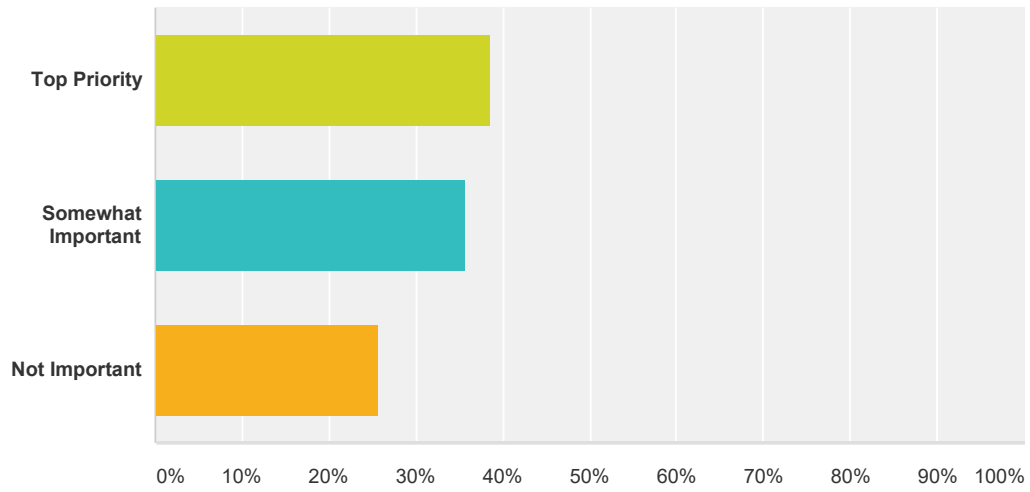
Answered: 70 Skipped: 8



Answer Choices	Responses	
Top Priority	37.14%	26
Somewhat Important	51.43%	36
Not Important	11.43%	8
<b>Total</b>		<b>70</b>

### Q6 5-b. Improving bicycle facilities

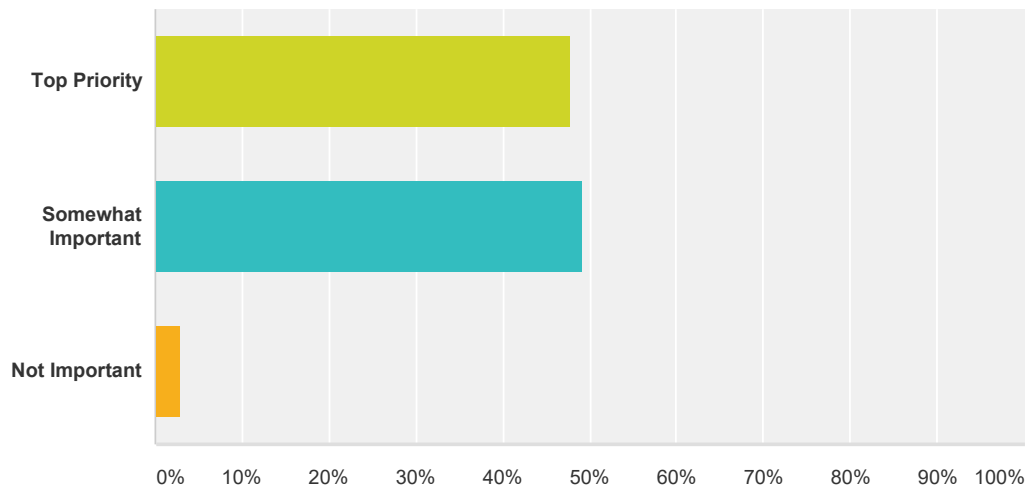
Answered: 70 Skipped: 8



Answer Choices	Responses
Top Priority	38.57% 27
Somewhat Important	35.71% 25
Not Important	25.71% 18
<b>Total</b>	<b>70</b>

### Q7 5-c. Sidewalk/path construction and/or repairs

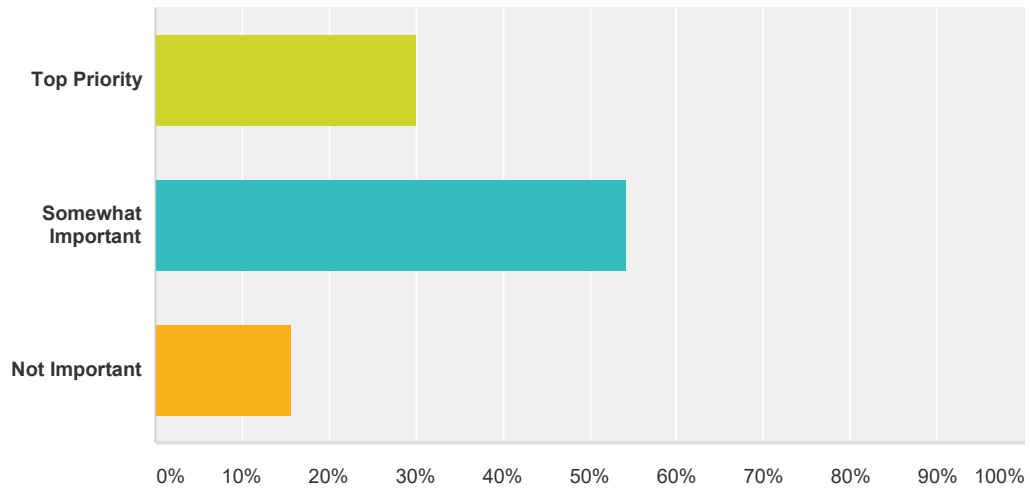
Answered: 69 Skipped: 9



Answer Choices	Responses
Top Priority	47.83% 33
Somewhat Important	49.28% 34
Not Important	2.90% 2
<b>Total</b>	<b>69</b>

### Q8 5-d. Widening and building roads

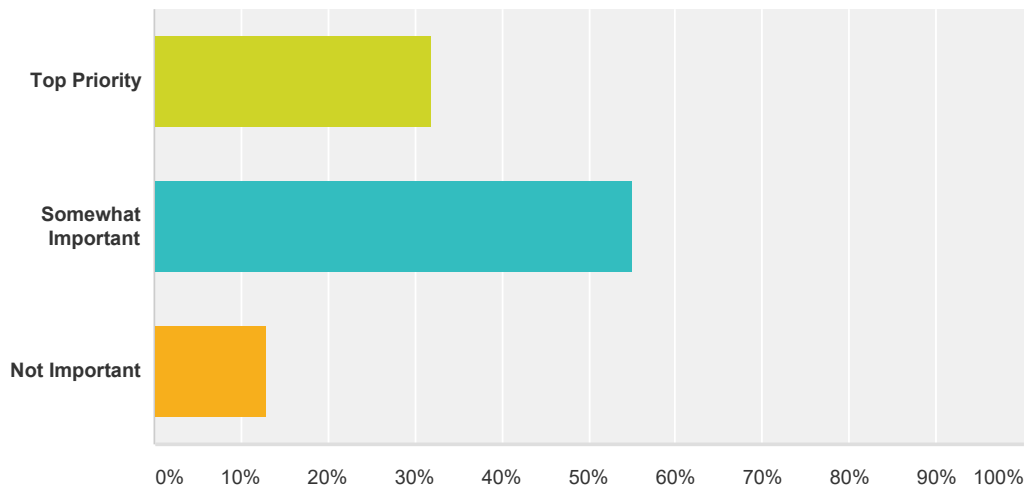
Answered: 70 Skipped: 8



Answer Choices	Responses	
Top Priority	30.00%	21
Somewhat Important	54.29%	38
Not Important	15.71%	11
<b>Total</b>		<b>70</b>

### Q9 5-e. Neighborhood traffic safety & calming

Answered: 69 Skipped: 9

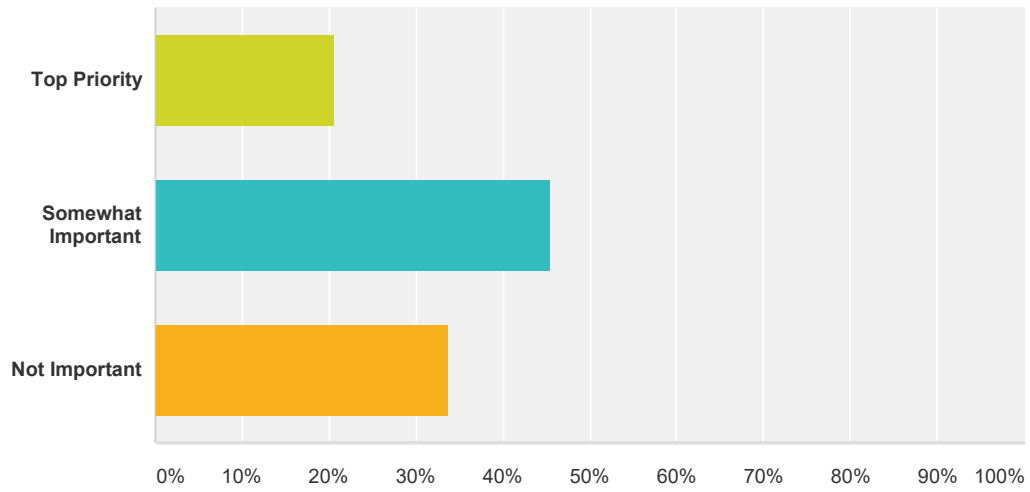


Answer Choices	Responses
Top Priority	31.88% 22
Somewhat Important	55.07% 38
Not Important	13.04% 9
<b>Total</b>	<b>69</b>



### Q10 5-f. Improving access to public transit

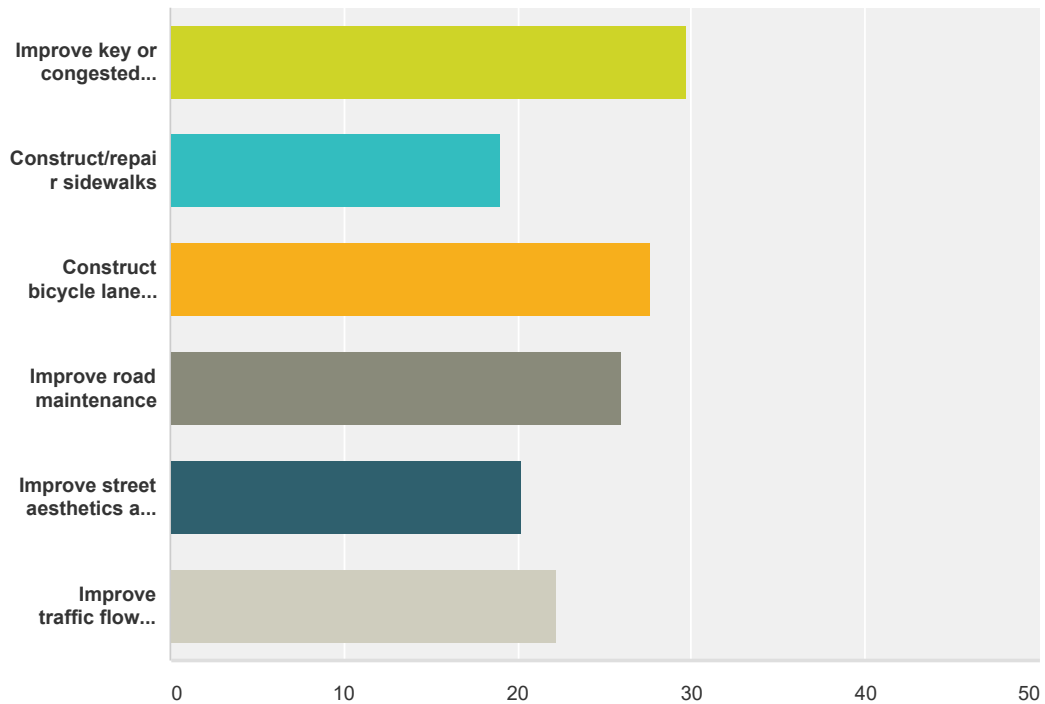
Answered: 68 Skipped: 10



Answer Choices	Responses
Top Priority	20.59% 14
Somewhat Important	45.59% 31
Not Important	33.82% 23
<b>Total</b>	<b>68</b>

**Q11 6. If you had \$100 to spend on transportation improvements, how would you spend it? You can spend it on one thing or spread it across multiple categories. Be sure your total equals \$100.**

Answered: 66 Skipped: 12



Answer Choices	Average Number	Total Number	Responses
Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)	30	1,486	50
Construct/repair sidewalks	19	836	44
Construct bicycle lanes or off-street bike facilities	28	1,190	43
Improve road maintenance	26	1,196	46
Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)	20	871	43
Improve traffic flow through access control, turn restrictions, and coordinated signal timing	22	1,021	46
<b>Total Respondents: 66</b>			

#	Improve key or congested intersections (signals, roundabouts, turn lanes, pedestrian crossing improvements)	Date
1	50	2/25/2015 9:51 PM
2	50	2/25/2015 4:38 PM

3	30	2/25/2015 1:15 PM
4	5	2/25/2015 12:41 PM
5	20	2/25/2015 11:58 AM
6	50	2/25/2015 11:01 AM
7	25	2/25/2015 10:59 AM
8	20	2/25/2015 9:27 AM
9	20	2/25/2015 9:25 AM
10	80	2/25/2015 9:16 AM
11	100	2/25/2015 8:59 AM
12	95	2/23/2015 3:16 PM
13	10	2/18/2015 9:10 PM
14	30	2/17/2015 4:18 PM
15	20	2/17/2015 2:34 PM
16	10	2/14/2015 1:01 PM
17	30	2/12/2015 8:42 AM
18	10	2/6/2015 4:04 PM
19	50	2/6/2015 3:51 PM
20	25	2/6/2015 3:38 PM
21	50	2/6/2015 3:32 PM
22	10	2/5/2015 5:02 PM
23	50	2/4/2015 11:15 AM
24	10	2/3/2015 3:39 PM
25	15	2/2/2015 9:36 PM
26	25	1/31/2015 1:59 PM
27	50	1/30/2015 8:32 PM
28	25	1/30/2015 3:05 PM
29	5	1/30/2015 1:19 PM
30	30	1/29/2015 7:28 PM
31	50	1/29/2015 11:50 AM
32	50	1/29/2015 11:43 AM
33	10	1/29/2015 9:09 AM
34	16	1/28/2015 11:40 AM
35	10	1/28/2015 10:35 AM
36	0	1/28/2015 9:43 AM
37	50	1/28/2015 9:37 AM
38	40	1/28/2015 9:12 AM
39	10	1/28/2015 9:04 AM
40	20	1/28/2015 6:02 AM

41	30	1/27/2015 11:08 PM
42	20	1/27/2015 8:00 PM
43	70	1/27/2015 6:22 PM
44	10	1/27/2015 1:39 PM
45	15	1/27/2015 11:39 AM
46	25	1/27/2015 11:39 AM
47	10	1/27/2015 11:28 AM
48	15	1/27/2015 11:26 AM
49	20	1/27/2015 8:43 AM
50	15	1/26/2015 2:45 PM
#	Construct/repair sidewalks	Date
1	100	2/25/2015 5:47 PM
2	5	2/25/2015 4:38 PM
3	15	2/25/2015 1:15 PM
4	5	2/25/2015 12:41 PM
5	5	2/25/2015 11:58 AM
6	10	2/25/2015 10:59 AM
7	10	2/25/2015 9:53 AM
8	20	2/25/2015 9:27 AM
9	10	2/25/2015 9:25 AM
10	10	2/25/2015 9:16 AM
11	0	2/23/2015 3:16 PM
12	25	2/20/2015 10:56 AM
13	20	2/18/2015 9:10 PM
14	10	2/17/2015 4:18 PM
15	40	2/17/2015 2:34 PM
16	10	2/14/2015 1:01 PM
17	30	2/12/2015 8:42 AM
18	25	2/6/2015 4:04 PM
19	35	2/6/2015 3:38 PM
20	20	2/5/2015 5:02 PM
21	10	2/4/2015 11:15 AM
22	25	2/3/2015 3:39 PM
23	25	2/2/2015 9:36 PM
24	25	1/31/2015 1:59 PM
25	25	1/30/2015 3:05 PM
26	15	1/30/2015 1:19 PM
27	10	1/29/2015 7:28 PM

28	5	1/29/2015 9:09 AM
29	16	1/28/2015 11:40 AM
30	15	1/28/2015 10:35 AM
31	25	1/28/2015 9:43 AM
32	5	1/28/2015 9:12 AM
33	10	1/28/2015 9:04 AM
34	10	1/28/2015 6:02 AM
35	10	1/27/2015 11:08 PM
36	10	1/27/2015 8:00 PM
37	5	1/27/2015 1:39 PM
38	100	1/27/2015 11:41 AM
39	25	1/27/2015 11:39 AM
40	25	1/27/2015 11:39 AM
41	10	1/27/2015 11:28 AM
42	10	1/27/2015 11:26 AM
43	5	1/27/2015 8:43 AM
44	10	1/26/2015 2:45 PM
<b>#</b>	<b>Construct bicycle lanes or off-street bike facilities</b>	<b>Date</b>
1	90	2/25/2015 7:33 PM
2	5	2/25/2015 4:38 PM
3	5	2/25/2015 1:15 PM
4	5	2/25/2015 12:41 PM
5	5	2/25/2015 11:58 AM
6	15	2/25/2015 10:59 AM
7	70	2/25/2015 9:53 AM
8	20	2/25/2015 9:27 AM
9	20	2/25/2015 9:25 AM
10	0	2/23/2015 3:16 PM
11	10	2/18/2015 9:10 PM
12	0	2/17/2015 4:18 PM
13	0	2/17/2015 2:34 PM
14	20	2/14/2015 1:01 PM
15	0	2/12/2015 8:42 AM
16	75	2/9/2015 8:12 AM
17	25	2/6/2015 4:04 PM
18	35	2/6/2015 3:38 PM
19	35	2/6/2015 2:24 PM
20	30	2/5/2015 5:02 PM



21	10	2/4/2015 11:15 AM
22	5	2/3/2015 3:39 PM
23	40	2/2/2015 9:36 PM
24	25	1/30/2015 3:05 PM
25	40	1/30/2015 1:19 PM
26	10	1/29/2015 7:28 PM
27	75	1/29/2015 9:09 AM
28	20	1/28/2015 11:40 AM
29	30	1/28/2015 10:35 AM
30	50	1/28/2015 9:43 AM
31	5	1/28/2015 9:12 AM
32	50	1/28/2015 9:04 AM
33	30	1/28/2015 6:02 AM
34	30	1/27/2015 11:08 PM
35	20	1/27/2015 8:00 PM
36	20	1/27/2015 6:22 PM
37	50	1/27/2015 1:39 PM
38	50	1/27/2015 12:54 PM
39	20	1/27/2015 11:39 AM
40	50	1/27/2015 11:30 AM
41	10	1/27/2015 11:28 AM
42	60	1/27/2015 8:43 AM
43	25	1/26/2015 2:45 PM
<b>#</b>	<b>Improve road maintenance</b>	<b>Date</b>
1	25	2/25/2015 9:51 PM
2	10	2/25/2015 4:38 PM
3	30	2/25/2015 1:15 PM
4	5	2/25/2015 12:41 PM
5	30	2/25/2015 11:58 AM
6	20	2/25/2015 10:59 AM
7	10	2/25/2015 9:53 AM
8	10	2/25/2015 9:27 AM
9	30	2/25/2015 9:25 AM
10	20	2/24/2015 5:52 PM
11	5	2/23/2015 3:16 PM
12	40	2/18/2015 9:10 PM
13	30	2/17/2015 4:18 PM
14	20	2/17/2015 2:34 PM

15	100	2/17/2015 2:11 PM
16	30	2/14/2015 1:01 PM
17	30	2/12/2015 8:42 AM
18	10	2/6/2015 4:04 PM
19	5	2/6/2015 3:38 PM
20	50	2/6/2015 3:32 PM
21	20	2/5/2015 5:02 PM
22	100	2/5/2015 3:52 PM
23	25	2/4/2015 11:15 AM
24	50	2/3/2015 3:39 PM
25	0	2/2/2015 9:36 PM
26	50	1/31/2015 1:59 PM
27	25	1/30/2015 3:05 PM
28	100	1/30/2015 2:51 PM
29	10	1/30/2015 1:19 PM
30	20	1/29/2015 7:28 PM
31	5	1/29/2015 9:09 AM
32	16	1/28/2015 11:40 AM
33	20	1/28/2015 10:35 AM
34	0	1/28/2015 9:43 AM
35	5	1/28/2015 9:12 AM
36	10	1/28/2015 9:04 AM
37	20	1/28/2015 6:02 AM
38	20	1/27/2015 8:00 PM
39	5	1/27/2015 1:39 PM
40	50	1/27/2015 12:54 PM
41	20	1/27/2015 11:39 AM
42	25	1/27/2015 11:39 AM
43	40	1/27/2015 11:28 AM
44	25	1/27/2015 11:26 AM
45	10	1/27/2015 8:43 AM
46	15	1/26/2015 2:45 PM
<b>#</b>	<b>Improve street aesthetics and amenities (street lighting, street trees, median landscaping, street furniture)</b>	<b>Date</b>
1	10	2/25/2015 7:33 PM
2	5	2/25/2015 4:38 PM
3	10	2/25/2015 1:15 PM
4	75	2/25/2015 12:41 PM
5	20	2/25/2015 11:58 AM

6	25	2/25/2015 11:01 AM
7	10	2/25/2015 10:59 AM
8	10	2/25/2015 9:53 AM
9	10	2/25/2015 9:27 AM
10	10	2/25/2015 9:25 AM
11	40	2/24/2015 5:52 PM
12	0	2/23/2015 3:16 PM
13	75	2/20/2015 10:56 AM
14	20	2/18/2015 9:10 PM
15	15	2/17/2015 4:18 PM
16	10	2/17/2015 2:34 PM
17	10	2/14/2015 1:01 PM
18	0	2/12/2015 8:42 AM
19	25	2/9/2015 8:12 AM
20	15	2/6/2015 4:04 PM
21	50	2/6/2015 3:51 PM
22	30	2/6/2015 2:24 PM
23	10	2/5/2015 5:02 PM
24	0	2/4/2015 11:15 AM
25	5	2/3/2015 3:39 PM
26	15	2/2/2015 9:36 PM
27	20	1/30/2015 1:19 PM
28	10	1/29/2015 7:28 PM
29	0	1/29/2015 9:09 AM
30	16	1/28/2015 11:40 AM
31	5	1/28/2015 10:35 AM
32	25	1/28/2015 9:43 AM
33	5	1/28/2015 9:12 AM
34	10	1/28/2015 9:04 AM
35	20	1/28/2015 6:02 AM
36	20	1/27/2015 8:00 PM
37	25	1/27/2015 1:39 PM
38	10	1/27/2015 11:39 AM
39	20	1/27/2015 11:28 AM
40	50	1/27/2015 11:26 AM
41	0	1/27/2015 8:43 AM
42	100	1/26/2015 11:46 PM
43	30	1/26/2015 2:45 PM

#	Improve traffic flow through access control, turn restrictions, and coordinated signal timing	Date
1	25	2/25/2015 9:51 PM
2	25	2/25/2015 4:38 PM
3	10	2/25/2015 1:15 PM
4	5	2/25/2015 12:41 PM
5	20	2/25/2015 11:58 AM
6	25	2/25/2015 11:01 AM
7	20	2/25/2015 10:59 AM
8	20	2/25/2015 9:27 AM
9	10	2/25/2015 9:25 AM
10	10	2/25/2015 9:16 AM
11	40	2/24/2015 5:52 PM
12	0	2/23/2015 3:16 PM
13	15	2/17/2015 4:18 PM
14	10	2/17/2015 2:34 PM
15	100	2/17/2015 9:57 AM
16	20	2/14/2015 1:01 PM
17	10	2/12/2015 8:42 AM
18	15	2/6/2015 4:04 PM
19	35	2/6/2015 2:24 PM
20	10	2/5/2015 5:02 PM
21	5	2/4/2015 11:15 AM
22	5	2/3/2015 3:39 PM
23	5	2/2/2015 9:36 PM
24	50	1/30/2015 8:32 PM
25	10	1/30/2015 1:19 PM
26	20	1/29/2015 7:28 PM
27	50	1/29/2015 11:50 AM
28	50	1/29/2015 11:43 AM
29	5	1/29/2015 9:09 AM
30	16	1/28/2015 11:40 AM
31	20	1/28/2015 10:35 AM
32	0	1/28/2015 9:43 AM
33	50	1/28/2015 9:37 AM
34	40	1/28/2015 9:12 AM
35	10	1/28/2015 9:04 AM
36	30	1/27/2015 11:08 PM
37	10	1/27/2015 8:00 PM

38	10	1/27/2015 6:22 PM
39	5	1/27/2015 1:39 PM
40	100	1/27/2015 1:39 PM
41	10	1/27/2015 11:39 AM
42	25	1/27/2015 11:39 AM
43	50	1/27/2015 11:30 AM
44	10	1/27/2015 11:28 AM
45	5	1/27/2015 8:43 AM
46	5	1/26/2015 2:45 PM

### Q12 7. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:

Answered: 39 Skipped: 39

#	Responses	Date
1	I am very sad that there are no bike lanes on the new spokane street. We need a safe bike route between q'melin park and Seltice way. We need to fix the centennial trail between highway 41 interchange and spokane street.	2/25/2015 7:36 PM
2	Making additional lanes for left turning around the new subdivision out near the Point Parkway area. At the present there is no left turn lanes to turn off Seltice to go into that subdivision.Safety should be considered.	2/25/2015 1:17 PM
3	Some areas need to be addressed: 1) Safety arms on railroad intersections 2) The intersection at Prairie and Idaho Street needs improvement. Drivers cannot see east up the hill, because the overgrowth is too tall. 3) The intersection at Poleline and N. Cecil Road. There is a fence on the south-east corner of the intersection that you cant see crossing traffic without pulling out halfway into the intersection. Very dangerous. 4) The swells along the west side of Idaho Street do not seem to ever have up-keeping. No one mows the grass/weeds or picks up the trash making this very atheistically unpleasing. 5) The homes along the north end of Spokane Street between Poleline and 17th street have been let go. They mostly all like junk yards. Would love the City to impose some cleanup since we all pass by this area.	2/25/2015 12:47 PM
4	Need to be better lighting on Seltice where all the food and shopping is. You can barely see where to turn into the parking lot at night.	2/25/2015 11:01 AM
5	I think in the area of spokane Street north of 15th and all of e 21st all needs sidewalks. The area is becoming very populated and at times it is nearly impossible to get onto spokane street from one of the side streets.	2/25/2015 9:30 AM
6	None	2/25/2015 9:16 AM
7	It is difficult to cross mullan at spokane st during the day. Stop lights or roundabout there would greatly improve safety of that intersection. Many people cross the street near auto credit without using the cross walk on seltice/spokane intersection. A pedestrian crossing there would be a great safety improvement.	2/25/2015 9:03 AM
8	I am concerned about the safety and quality of life that the railroad crossings affect through the city, specifically on the Prairie. The city, count, and railway property owners should work together to facilitate the City of Post Falls as a railway Quiet Zone. Not only would the improvement of the railway crossings improve traffic safety, it would allow the trains to pass quietly at all times of the day without disrupting those who live in the area.	2/23/2015 3:18 PM
9	Great city - we love it. Just need to fix damaged roads a little better, create sidewalks in certain areas (Seltice Ave has some areas w/o walks for instance), and other small improvements. Traffic flow? What traffic?!!! People need to live in a congested area for a while to realize how good we have it here.	2/18/2015 9:11 PM
10	. Design residential developments with a green strip between curb and sidewalk for snow plowing and landscaping and safety. 2. Too much emphasis on bike paths and pathways. If we are to talk about recreation that is an entirely separate issue (i.e. traffic flow versus health and recreation). 3. Enlarge the (unidentifiable word) of turn-about. It seems to be effective until the realtors start putting their signs up inside the circle. 4. Everywhere you go, the best parking and the least used are for handicapped. Do we need to have so many handicapped spaces?	2/17/2015 4:19 PM
11	1. 12th St. access 2 schools, In 1994 I wrote a letter to the city with my concern about school children walking in the road due to a lack of sidewalks. The city wrote and said 12th St. sidewalks were on the schedule. 20 years later there are no sidewalks and children are on the roads. 2. The single biggest enhancement for pedestrians the city could do is require snow removal! I am not sure why communities across the country can require son removal on walk ways and Post Falls cant. I hate seeing little old ladies carrying their groceries in the street because the sidewalks are covered with snow. 3. Construct sidewalks with a grassy swale between walk and road so there is a place for a snow berm.	2/17/2015 2:34 PM
12	More roundabouts , bigger. Keep trees limed to 4' or higher so they do not obstruct at intersections. Have maintenance people keep man hole covers level with the pavement. Keep street lights working	2/17/2015 2:14 PM

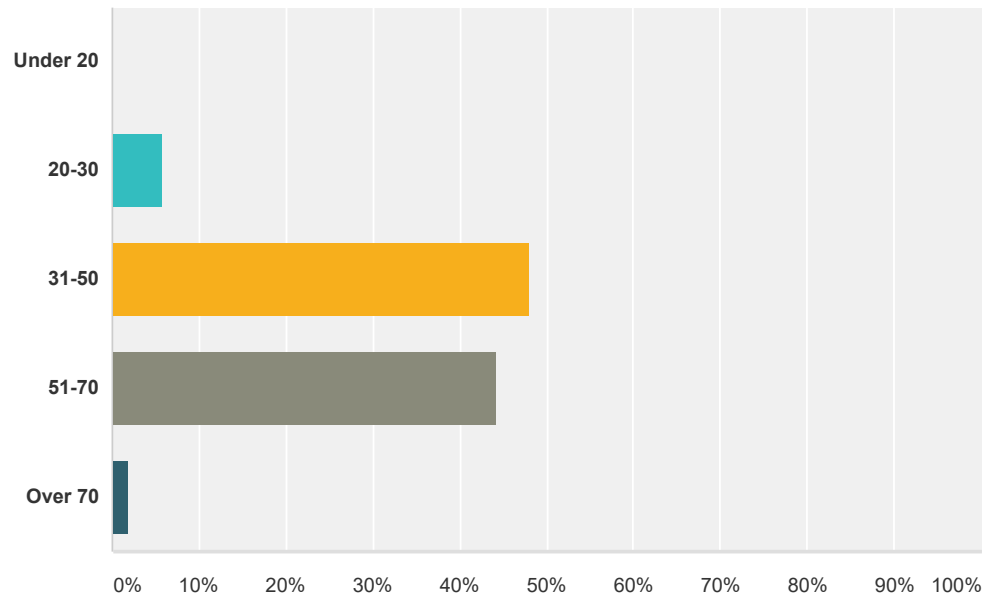


13	1) Stop Right turn @ Seltice and Idaho North , you can not get across street when the right turn uses is heavy . 2) Tree leaf type planted near corners when in a pickup or heavy truck you cannot see to start your turn left or right. Plant low plants about 25' past corner. 3) Make traffic circle bigger so that you don't run over edge - circle to short - 4) Stop and think about what planning and construction will have on end product . example : wide 4-5 lane - down to narrow 2 lane with trees, driveways etc on traffic, Greensferry @ 12th to Horsehaven - how you going to take care of extra traffic n that area.	2/17/2015 10:05 AM
14	Ensure that Poleline connects in the future; Improve the Centennial Trail connections and signage; Consider adding landscaped medians along Seltice to help narrow the roadway and slow traffic, which will help business in the CBD; Consider alternatives for future on- and off-ramps to I-90 (Spokane and Idaho Streets); Add more on-street bike lanes; Extend and connect sidewalks to mprove walkability.	2/9/2015 8:19 AM
15	As a taxpayer it is very frustrating to see intersections torn up to create needless roundabouts . millions wasted that could be better spent working toward a full interchange at Greensferry that would alleviate congestion on 41 and Spokane st. also too much money spent on redoing Spokane st. which really is cosmetic .	2/6/2015 4:42 PM
16	Adopt a "complete street" policy Implement Quiet Zones in areas where train cross city streets in close proximity to neighborhoods and add signage or arms where needed. Create adopt and implement a Ped/ Bike master plan. Form a Ped/ bike committee to serve as advisory to the city council The City of Post Falls has an excellent opportunity to implement good changes . Look ahead 5,10,20 years and get your plan in motion today. Quiet zones would be beneficial to neighborhoods , Rathdrum has implemented quiet zones.	2/6/2015 4:15 PM
17	Improve wheelchair access and sidewalk accessibility . More comments on page 5 of paper survey #11. from Virgil Edwards	2/6/2015 3:43 PM
18	Too much emphasis on bike paths, trails, etc. very few people out of the total population of Post Falls use these and they ( trails ,Paths,etc.) are not usable year round. if the people who want bicycle paths use them they should pay for them . I don't use a bicycle or trails why should i pay? What about the year round maintenance / upkeep cost? Let the user pay.	2/5/2015 4:12 PM
19	The Highway 41 Corridor needs more calming; maybe a signal @ 16th. I think this would help the Fire Dept. getting out on 41; as well as provide gaps for 12th turning.	2/4/2015 11:18 AM
20	Consider requiring bike licensees to help cover some of costs	2/3/2015 3:57 PM
21	Really need to reroute the centennial trail off of Third Street and Ponderosa area	2/2/2015 9:38 PM
22	Main concern for crossways, traffic safety, sidewalks are : pedestrian / bike traffic at hwy 41 / seltice freeway entrance. Although my husband and I have been long time residents of Post Falls, we have recently moved into the Meadow Ridge Development and have noticed some things we would improve if we could: Intersection of Prairie & Chase flashing red lights at stop signs on on prairie with warning that cross traffic does not stop (N-S Chase) . I think this should be either a roundabout intersection or a 4 way stop to save money. Upon buying our home . the realtor mentioned an active railroad with 1 or 2 trains a day. since moving in i have been awakened by loud train whistles some times 1-2 x per hour through the night . Daytime whistles are not as disturbing but are very loud and often. I would love it if Chase crossing & Prairie Crossing E. of Chase were made " Quiet Zones" providing appropriate flashing lights and lowered arms were installed at each crossing.	1/30/2015 3:17 PM
23	Adding on and off ramps to Seltice freeway interchange. *SEE Picture Survey 1 Page 5. *	1/30/2015 2:55 PM
24	Post Falls is car-dominant. A key to connecting the community and attracting well-educated residents (and the primary job creating industries that come with them) would be to provide for more non-car dominant features to the transportation system. Remember: Fighting traffic by adding lanes is like fighting obesity by buying larger pants...	1/30/2015 1:21 PM
25	Finish what you start. Send Survey's out with the city bill, Everyone that lives in this City should have a say. I have lived here all my life and this is the first one I have seen. Yet everytime something is done and I ask why. I get told "We took a Survey and that is what the people want." I have yet talked to anyone that has ever seen a survey.	1/29/2015 7:33 PM
26	I am a cyclist and I'm lucky to live in Hunters Glen, only a couple blocks from the Centennial Trail. I use it 4-5 days a week for exercise, but hate crossing Spokane Street to continue westward. I'd also like to see a bike lane on Spokane Street up past Qemiln Park and on Upriver drive to the stateline. An abundance of cyclist use that route, and I'm worried that motorists drive way too fast in that area for safety - a north/south bike lane is needed in the city -	1/29/2015 9:12 AM
27	Some areas of Post Falls are very underserved for area bicyclists. More connectivity is needed.	1/28/2015 9:44 AM

28	I think improving congestion by pre-planning, increasing roadway capacity and improving intersections is the most important. I also think the transit system is very important as far as improving the routes, and connecting to Rathdrum and to Spokane. There are many people that live in Kootenai County but work in Spokane County and option to ride the bus would improve congestion and the overall safety for the motoring public. Overall, I think the City of Post Falls is doing a great job.	1/28/2015 9:20 AM
29	A bike trail further North on 41 would be nice with connection to the Prairie trail. Widening roads to include bike lanes would be beneficial. I like the aesthetics near city hall and I would like to see more of that throughout the city.	1/28/2015 9:04 AM
30	3rd street getting busier, pedestrians and kids have to dedicated spot for walking in my neighborhood while going to black bay park. Not enough cross walks along seltice between 41 and trading co. It is extremely unsafe for all our young people whom bike and walk along hwy 41 from Ross point towards walmart. Also, I do not like to see kids with no good path on sides of overpass between trading co and super one. I get that urban renewal funds are available and feel that money should've been directed in the higher use areas, as opposed to the spokane street area, where I rarely see pedestrians. I would also love to see something done to increase safety at black bay park- it's a beautiful park and it seems like young people gravitate towards and act in appropriately there. I think a really cool playground down there that would draw more families would also increase visibility and help to curb some of the graffiti, cussing, teenage drinking that happens down there. I like that basketball and tennis courts were put in in 3rd-they have been do popular! I like that they were placed in a visible area, making it safer for youth. I would love to see the city purchase the land on 3rd that used to be a trail or park and do something cool there... Splash pad? Dog park? Restrooms for trail? More basketball courts?	1/27/2015 11:20 PM
31	please continue the centennial trail south of Seltice at Ross Point/ Highway 41	1/27/2015 6:23 PM
32	for the most part traffic flows fairly well	1/27/2015 1:40 PM
33	Better coordinate traffic light with traffic lights	1/27/2015 1:40 PM
34	Major business areas need sidewalk connectivity and safe bicycle connectivity.	1/27/2015 11:42 AM
35	roundabouts are working qwill	1/27/2015 11:39 AM
36	The signals make traffic wait to long.	1/27/2015 11:31 AM
37	love the downtown improvements	1/27/2015 11:27 AM
38	All the major intersections are dangerous to bicycles whether trying to go straight or trying to turn left. Have you ever thought of bringing down the city wide speed limit to 20-25 mph?	1/27/2015 8:47 AM
39	Crossings on major streets need improvement (i.e. Seltice, Mullan, Spokane). Neighborhood lighting needs improvement. Snow removal needs improvement. Snow should be moved to the middle of the street rather than covering sidewalks causing people to walk in the street as is done on north Spokane Street. (The turn lanes could still be kept clear near intersections.)	1/26/2015 3:08 PM

### Q13 8. What age bracket are you in?

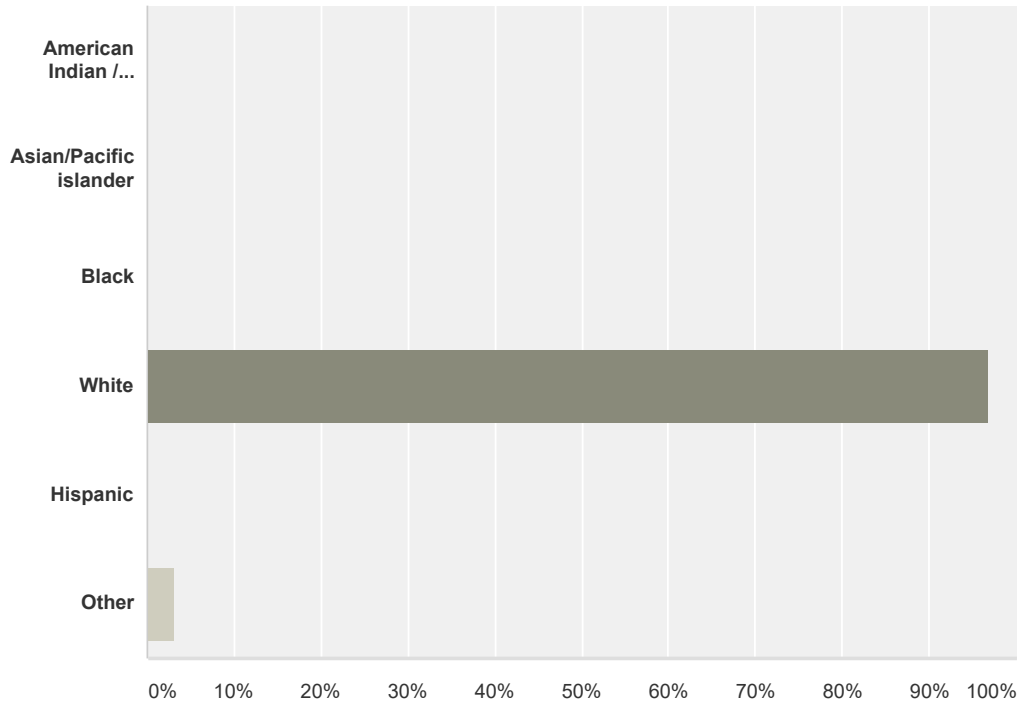
Answered: 52 Skipped: 26



Answer Choices	Responses
Under 20	0.00% 0
20-30	5.77% 3
31-50	48.08% 25
51-70	44.23% 23
Over 70	1.92% 1
<b>Total</b>	<b>52</b>

### Q14 9. Ethnicity

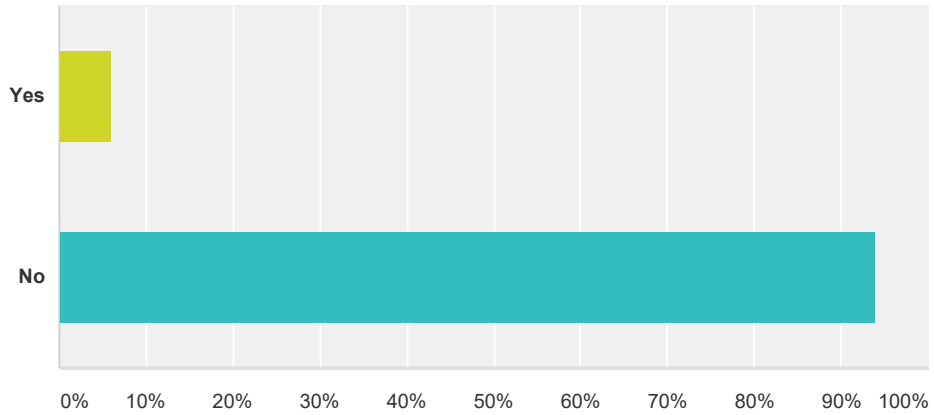
Answered: 66 Skipped: 12



Answer Choices	Responses
American Indian / Alaskan Native	0.00% 0
Asian/Pacific islander	0.00% 0
Black	0.00% 0
White	96.97% 64
Hispanic	0.00% 0
Other	3.03% 2
<b>Total</b>	<b>66</b>

### Q15 10. Disabled

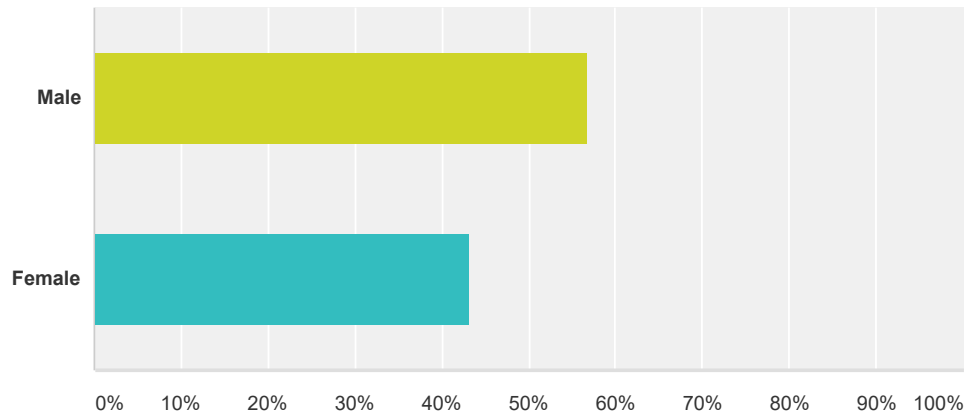
Answered: 67 Skipped: 11



Answer Choices	Responses
Yes	5.97% 4
No	94.03% 63
<b>Total</b>	<b>67</b>

### Q16 11. Male / Female

Answered: 67 Skipped: 11

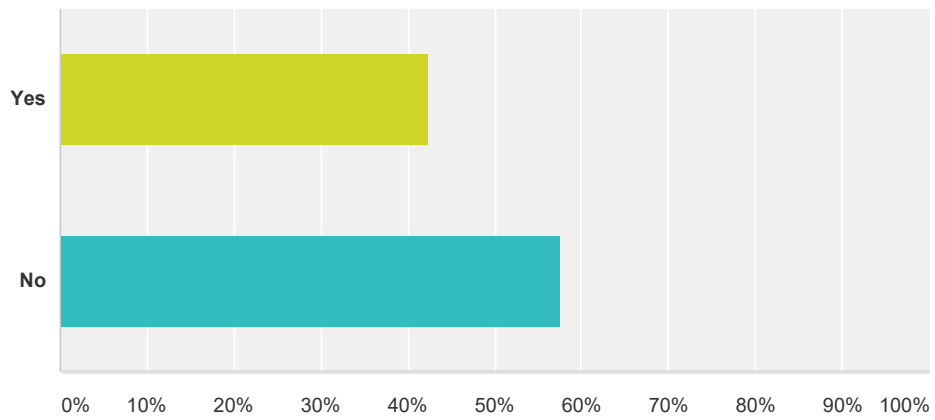


Answer Choices	Responses	Count
Male	56.72%	38
Female	43.28%	29
<b>Total</b>		<b>67</b>



### Q17 May we contact you regarding any follow-up questions from this survey:

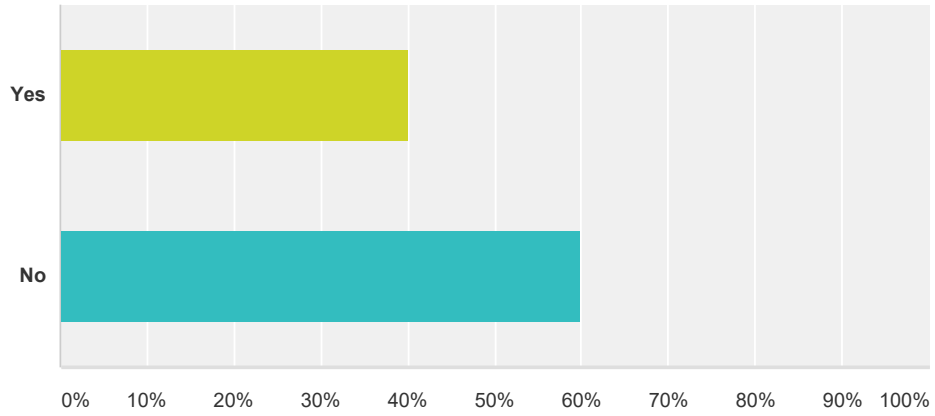
Answered: 66 Skipped: 12



Answer Choices	Responses
Yes	42.42% 28
No	57.58% 38
<b>Total</b>	<b>66</b>

### Q18 Would you like to receive periodic messages and updates regarding this project:

Answered: 60 Skipped: 18



Answer Choices	Responses
Yes	40.00% 24
No	60.00% 36
<b>Total</b>	<b>60</b>

## Q19 (Optional) Contact Name

Answered: 34 Skipped: 44

#	Responses	Date
1	Liz hamer	2/25/2015 7:37 PM
2	Katherine	2/25/2015 4:39 PM
3	Scott	2/25/2015 12:48 PM
4	Robb Repp	2/25/2015 9:54 AM
5	jaime	2/25/2015 9:03 AM
6	Fred Swanson	2/23/2015 3:19 PM
7	Chad Savoure	2/18/2015 9:12 PM
8	Russell D. Byoan PS3	2/17/2015 4:19 PM
9	Gail Worden Ps17	2/17/2015 2:34 PM
10	Bill Rodgers 773-0982 PS19	2/17/2015 2:16 PM
11	Richard Nordstrom , 208-661-8543 PS18	2/17/2015 10:12 AM
12	Hilary Anderson	2/9/2015 8:19 AM
13	PS15	2/6/2015 4:43 PM
14	Doug Eastwood PS14	2/6/2015 4:19 PM
15	PS13	2/6/2015 4:02 PM
16	PS12	2/6/2015 3:52 PM
17	Vergil Edwards PS11	2/6/2015 3:44 PM
18	ps 10	2/6/2015 3:32 PM
19	ps9	2/6/2015 3:21 PM
20	PS8	2/6/2015 1:58 PM
21	PS7	2/5/2015 5:03 PM
22	PS6	2/5/2015 4:13 PM
23	Bob Flowers PS5	2/5/2015 3:54 PM
24	Mike PS4	2/3/2015 4:03 PM
25	james	2/2/2015 9:39 PM
26	Dee Eastwood PS2	1/30/2015 3:17 PM
27	C.J.Rickston 208-699-4999 PS1	1/30/2015 2:57 PM
28	Brenda	1/29/2015 7:34 PM
29	Jerry Hitchcock	1/29/2015 9:12 AM
30	Bonnie Gow	1/28/2015 9:21 AM
31	Allison Burton	1/27/2015 11:21 PM
32	Dewey Berndt	1/27/2015 8:02 PM
33	James Timm	1/27/2015 8:48 AM

34	Henry	1/26/2015 11:46 PM
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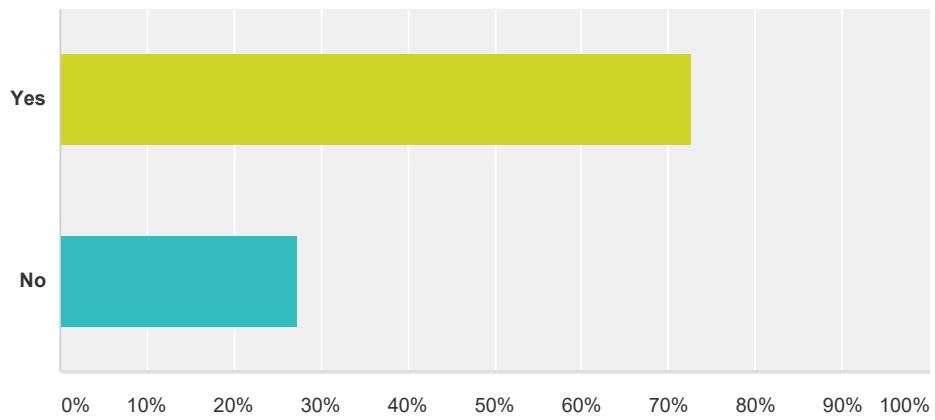
## Q20 (Optional) Email

Answered: 27 Skipped: 51

#	Responses	Date
1	Lizzyshmail@gmail.com	2/25/2015 7:37 PM
2	flowergirlsgarden@yahoo.com	2/25/2015 1:18 PM
3	presidentsimkins@gmail.com	2/25/2015 12:48 PM
4	rrepp.mail@gmail.com	2/25/2015 9:54 AM
5	jaimerose7@yahoo.com	2/25/2015 9:03 AM
6	chad.oswald@gmail.com	2/24/2015 5:52 PM
7	prettiwitty@gmail.com	2/23/2015 3:19 PM
8	savssports@hotmail.com	2/18/2015 9:12 PM
9	oldprospector2@gmail.com	2/17/2015 4:19 PM
10	gtworden@frontier.com	2/17/2015 2:34 PM
11	rodgers11@frontier.com	2/17/2015 2:16 PM
12	handerson@cdaid.org	2/9/2015 8:19 AM
13	paul83854@aol.com	2/6/2015 4:43 PM
14	rde78gnw@aol.com	2/6/2015 4:19 PM
15	vedwards@dacnw.org	2/6/2015 3:44 PM
16	gearup1956@gmail.com	2/5/2015 3:54 PM
17	coopersmithmc@gmail.com	2/3/2015 4:03 PM
18	jmikereno@gmail.com	2/2/2015 9:39 PM
19	deeeastwood@aol.com	1/30/2015 3:17 PM
20	bennysar139@gmail.com	1/29/2015 7:34 PM
21	id4js@frontier.com	1/29/2015 9:12 AM
22	bgow@kmpo.net	1/28/2015 9:21 AM
23	johnstolpp@gmail.com	1/28/2015 6:04 AM
24	tigerlily81000@yahoo.com	1/27/2015 11:21 PM
25	DeweyBerndt@gmail.com	1/27/2015 8:02 PM
26	alaskamisticflar@yahoo.com	1/27/2015 8:48 AM
27	presidentsimkins@gmail.com	1/26/2015 11:46 PM

### Q1 1. Do you or a member of your household regularly walk in Post Falls?

Answered: 51 Skipped: 1

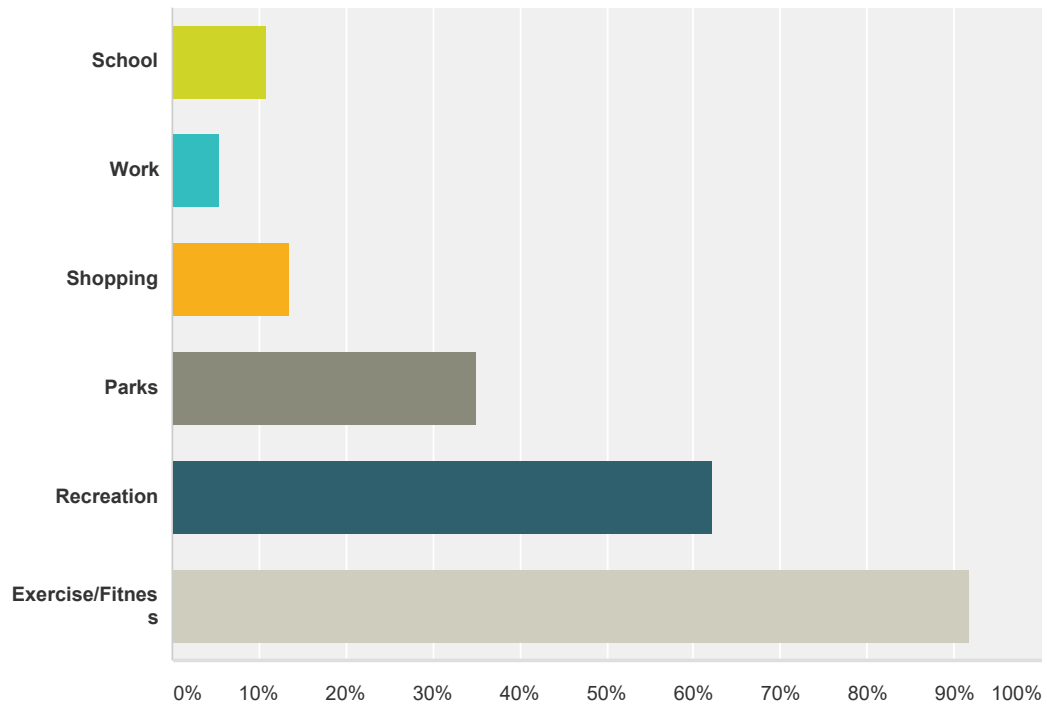


Answer Choices	Responses
Yes	72.55% 37
No	27.45% 14
<b>Total</b>	<b>51</b>



### Q2 1-1. Typical Destination

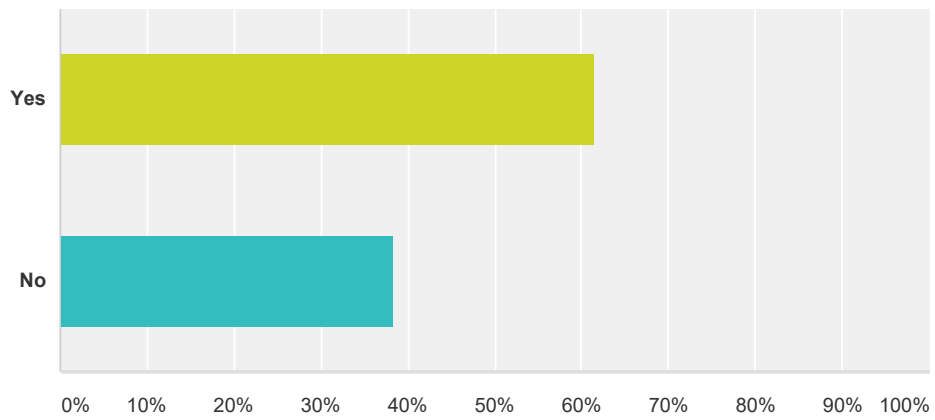
Answered: 37 Skipped: 15



Answer Choices	Responses
School	10.81% 4
Work	5.41% 2
Shopping	13.51% 5
Parks	35.14% 13
Recreation	62.16% 23
Exercise/Fitness	91.89% 34
<b>Total Respondents: 37</b>	

### Q3 2. Do you or a member of your household regularly bike in Post Falls?

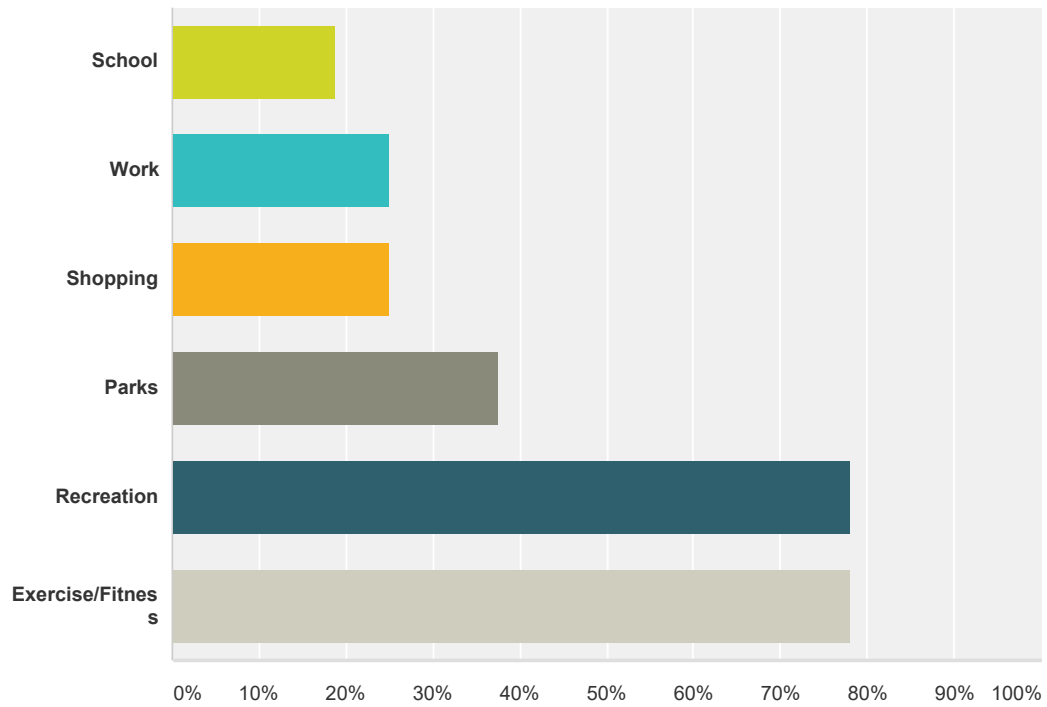
Answered: 52 Skipped: 0



Answer Choices	Responses
Yes	61.54% 32
No	38.46% 20
<b>Total</b>	<b>52</b>

### Q4 2-1. Typical Destination

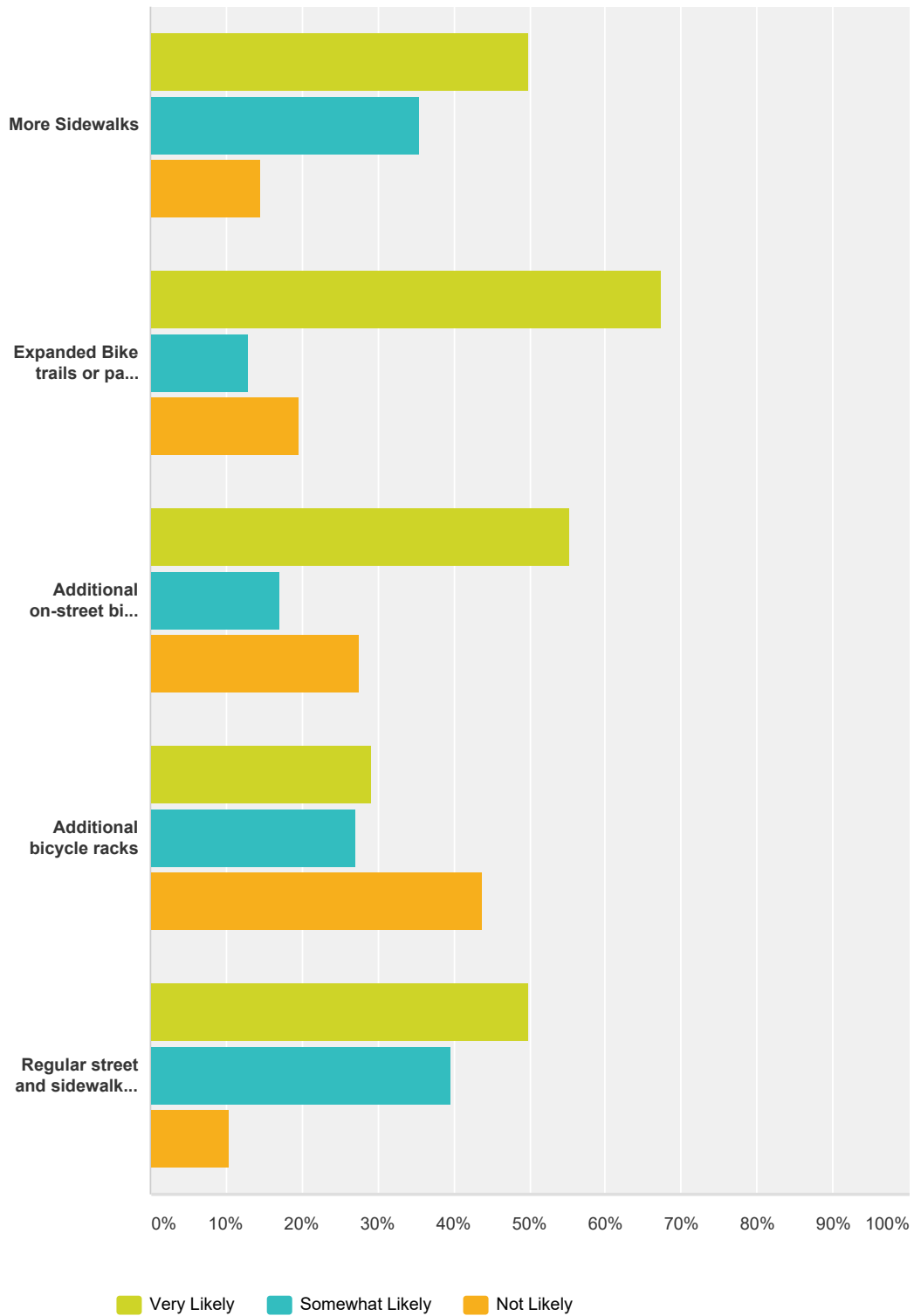
Answered: 32 Skipped: 20



Answer Choices	Responses
School	18.75% 6
Work	25.00% 8
Shopping	25.00% 8
Parks	37.50% 12
Recreation	78.13% 25
Exercise/Fitness	78.13% 25
<b>Total Respondents: 32</b>	

### Q5 3. How likely would you be to increase your use of walking and/or biking if the following improvements were made?

Answered: 49 Skipped: 3

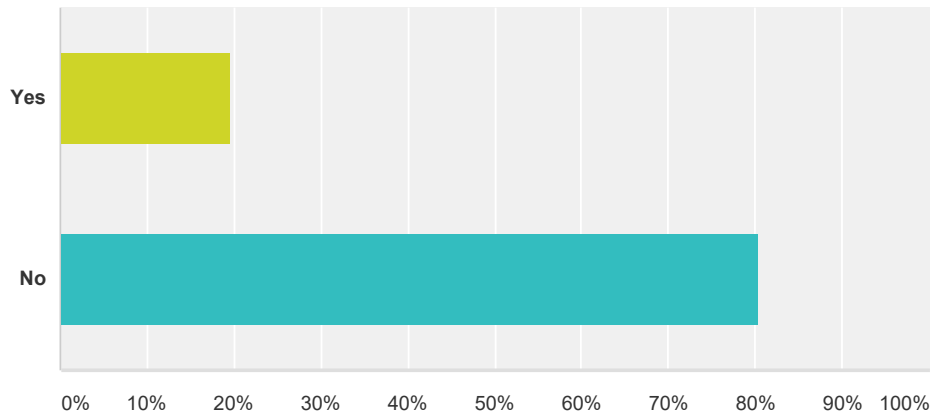


	Very Likely	Somewhat Likely	Not Likely	Total
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More Sidewalks	<b>50.00%</b> 24	<b>35.42%</b> 17	<b>14.58%</b> 7	48
Expanded Bike trails or paths (off street)	<b>67.39%</b> 31	<b>13.04%</b> 6	<b>19.57%</b> 9	46
Additional on-street bike lanes and/or designated routes	<b>55.32%</b> 26	<b>17.02%</b> 8	<b>27.66%</b> 13	47
Additional bicycle racks	<b>29.17%</b> 14	<b>27.08%</b> 13	<b>43.75%</b> 21	48
Regular street and sidewalk maintenance	<b>50.00%</b> 24	<b>39.58%</b> 19	<b>10.42%</b> 5	48

### Q6 4. Do you use public transit?

Answered: 51 Skipped: 1

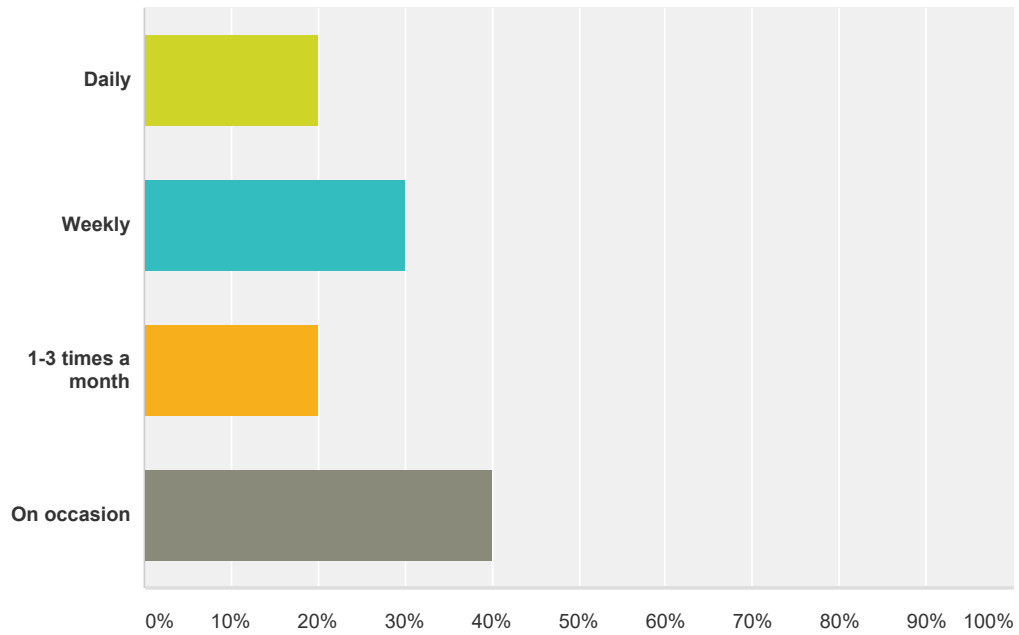


Answer Choices	Responses	
Yes	19.61%	10
No	80.39%	41
<b>Total</b>		<b>51</b>



### Q7 4-1. How often?

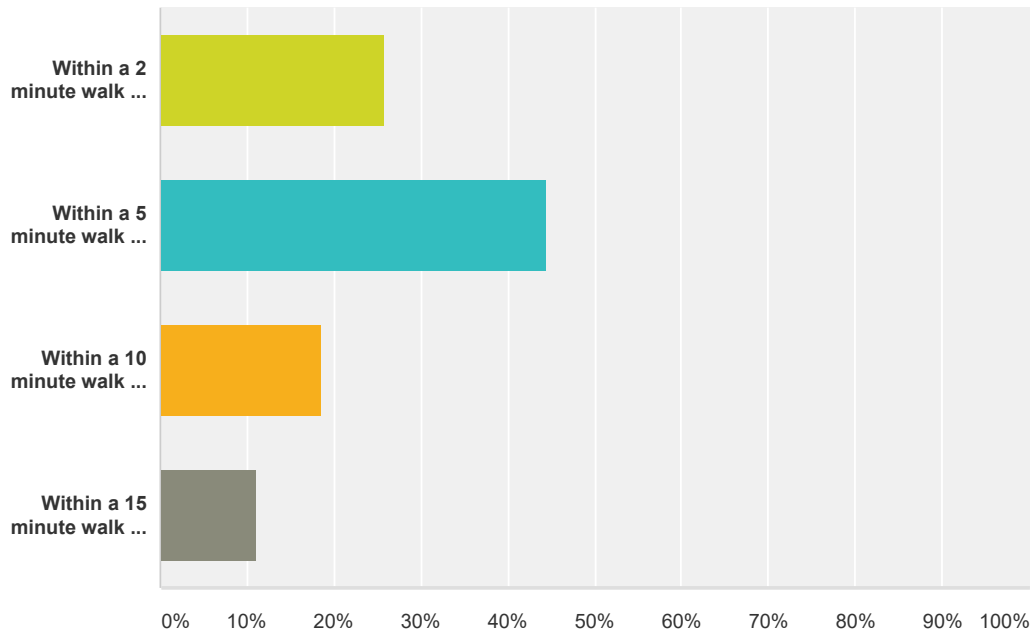
Answered: 10 Skipped: 42



Answer Choices	Responses
Daily	20.00% 2
Weekly	30.00% 3
1-3 times a month	20.00% 2
On occasion	40.00% 4
<b>Total Respondents: 10</b>	

### Q8 5-a. Expand routes

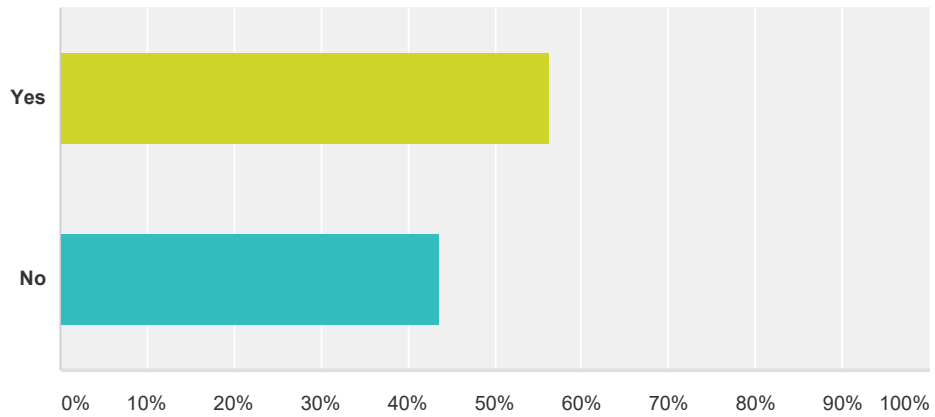
Answered: 27 Skipped: 25



Answer Choices	Responses
Within a 2 minute walk of destinations	25.93% 7
Within a 5 minute walk of destinations	44.44% 12
Within a 10 minute walk of destinations	18.52% 5
Within a 15 minute walk of destinations	11.11% 3
<b>Total</b>	<b>27</b>

### Q9 5-b. Provide benches and / or shelters

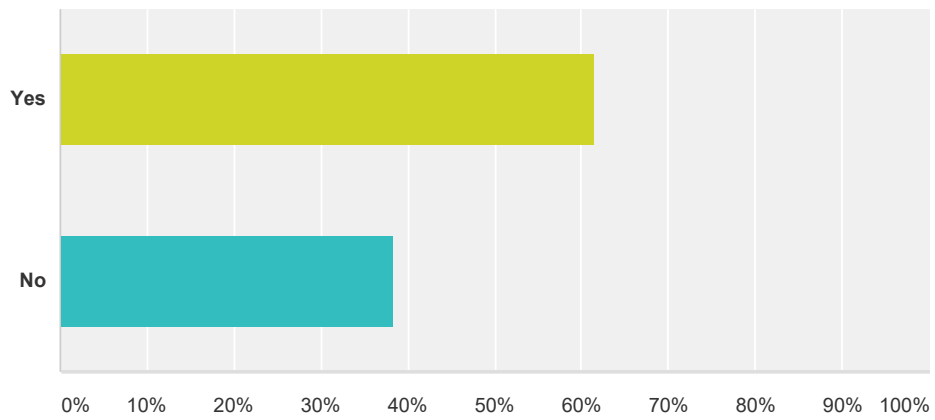
Answered: 39 Skipped: 13



Answer Choices	Responses	
Yes	56.41%	22
No	43.59%	17
<b>Total</b>		<b>39</b>

### Q10 5-c. Improve walking access to bus stops

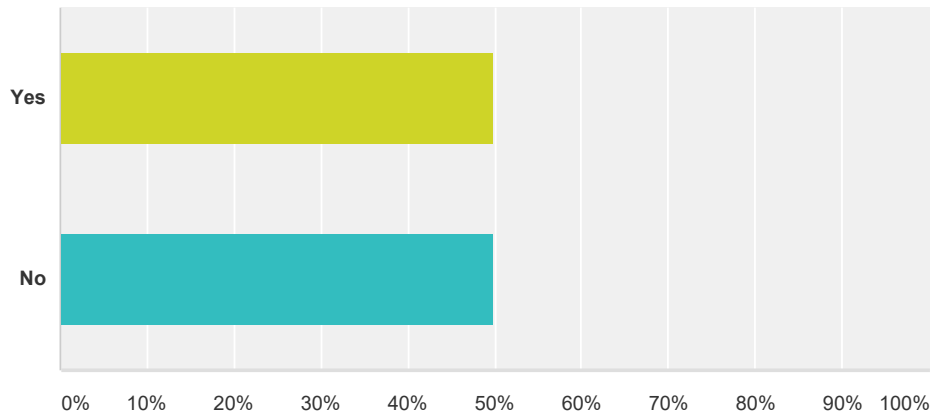
Answered: 39 Skipped: 13



Answer Choices	Responses	
Yes	61.54%	24
No	38.46%	15
<b>Total</b>		<b>39</b>

### Q11 5-d. Increase the frequency of the bus

Answered: 38 Skipped: 14



Answer Choices	Responses	Count
Yes	50.00%	19
No	50.00%	19
<b>Total</b>		<b>38</b>

## Q12 6. Additional comments, suggestions or concerns related to the City of Post Falls' Bicycle / sidewalk or Public Transit System:

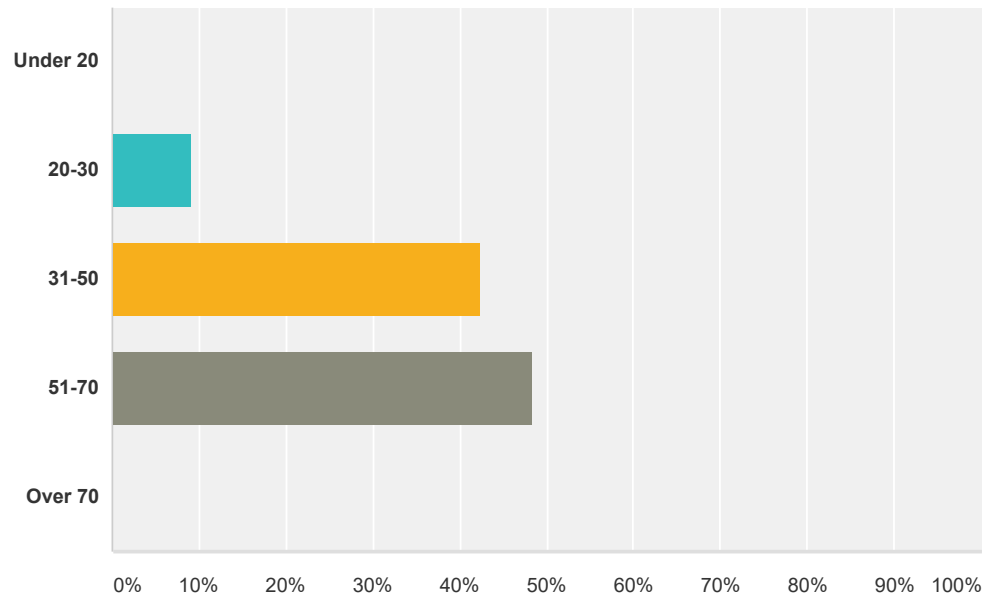
Answered: 14 Skipped: 38

#	Responses	Date
1	If the transit connected with STA, I would be more likely to use it for my daily commute	2/20/2015 11:12 AM
2	We need more on street bicycle lanes. The fees for your services are very high and I don't see that my money is used for things that are really needed, like bicycle lanes or a better snow removal job on residential areas.	2/16/2015 8:31 AM
3	I would love more pretty areas to walk in.	2/6/2015 2:02 PM
4	Reroute Third street centennial bike path	2/2/2015 9:49 PM
5	The sidewalk on the bridge on Spokane street needs to be kept clear. In the winter time school kids walk on the roadway because the sidewalk is full of snow. I would make it a city ordinance to keep all sidewalks Residential and Commercial clear of snow and debris. As a walker I have noticed that no one stops for you when you are in a crosswalk. I don't know what can be done for this, maybe bigger fines. I believe it has gotten better on Spokane Street since your completion of the project. We really enjoy walking their since you have installed all of the lightening. I would keep the speed limit at 20mph through that section. Thank you for the great job!	2/2/2015 12:22 PM
6	Q3 - " This is not a fair question" Q5- " ? "	1/30/2015 4:55 PM
7	More info on where buses stop	1/30/2015 3:01 PM
8	It would help many of us who work in Spokane and Spokane Valley and vice versa if there were bus service to the Valley Transit Center. also would reduce traffic - check and see how many Idaho cars are parked there every day.	1/30/2015 11:59 AM
9	I am a competitive cyclist, use Cent. Trail 4-5 times a week through Post Falls, but live in Hunters Glen (Post Falls resident). Lack of bike lanes hinders many cyclists from biking, instead they drive everywhere. We need more bike lanes within city, especially a north-south route, preferably to Rathdrum -	1/29/2015 9:22 AM
10	I believe the routes should be enhanced to include Rathdrum to Post Falls and previous routes either restored or improved based on public opinion.	1/28/2015 11:04 AM
11	A public transit link (bus service) is needed to Spokane Valley where people who work in Post Falls or Spokane could transfer to other routes.	1/28/2015 10:04 AM
12	More bicycle facilities are needed to connect to destinations and transit services.	1/28/2015 9:36 AM
13	I would like to see more walking and biking trails. I use the Centennial Trail whenever the weather permits.	1/27/2015 7:53 PM
14	none	1/27/2015 1:48 PM



### Q13 7. What age bracket are you in?

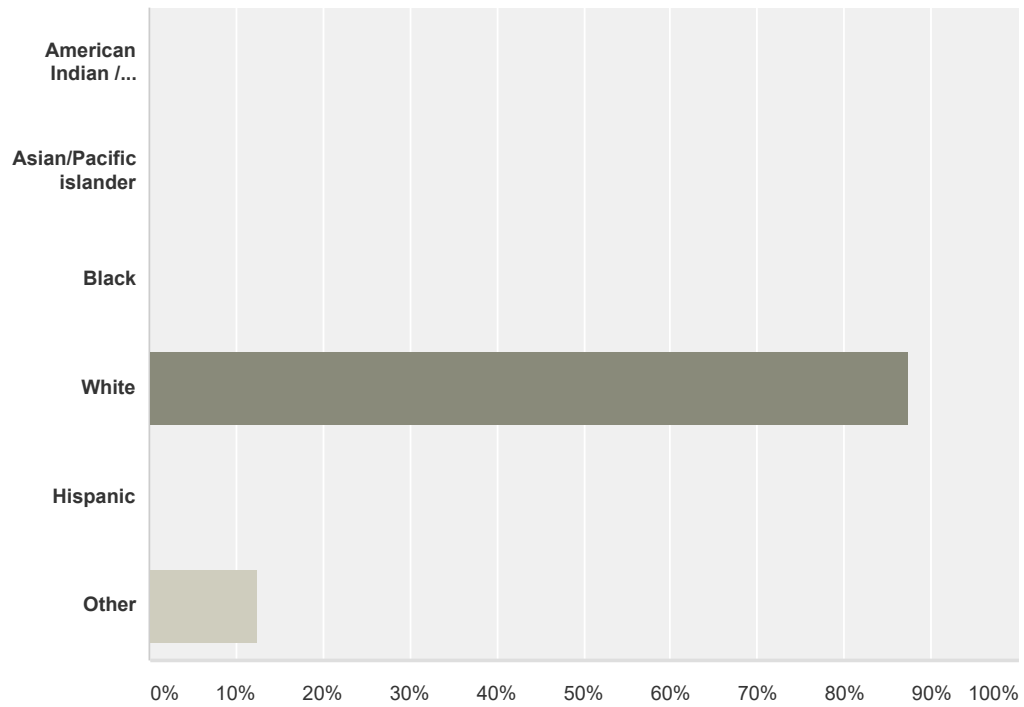
Answered: 33 Skipped: 19



Answer Choices	Responses
Under 20	0.00% 0
20-30	9.09% 3
31-50	42.42% 14
51-70	48.48% 16
Over 70	0.00% 0
<b>Total</b>	<b>33</b>

### Q14 8. Ethnicity

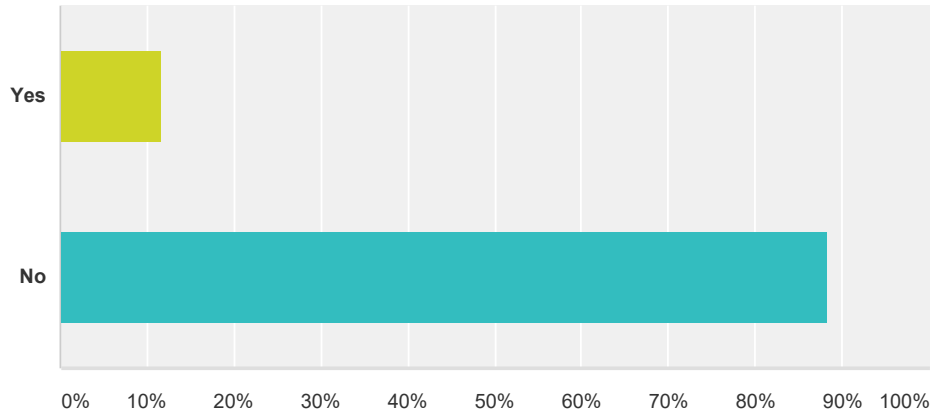
Answered: 32 Skipped: 20



Answer Choices	Responses	
American Indian / Alaskan Native	0.00%	0
Asian/Pacific islander	0.00%	0
Black	0.00%	0
White	87.50%	28
Hispanic	0.00%	0
Other	12.50%	4
<b>Total</b>		<b>32</b>

### Q15 9. Disabled

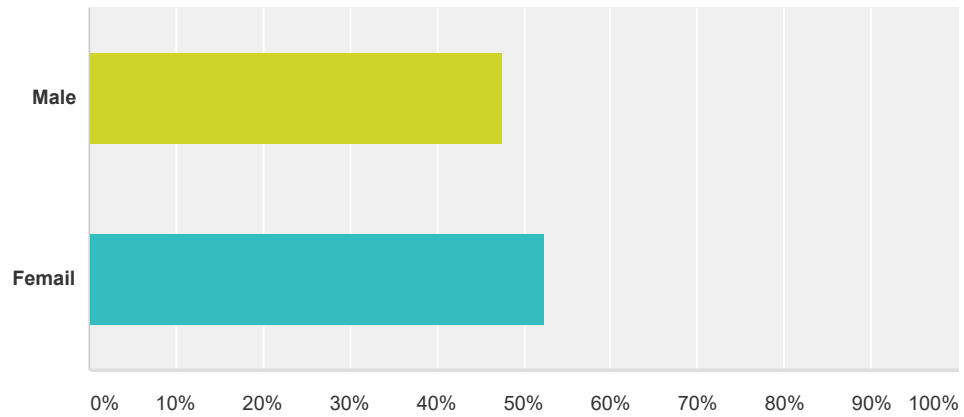
Answered: 34 Skipped: 18



Answer Choices	Responses
Yes	11.76% 4
No	88.24% 30
<b>Total</b>	<b>34</b>

### Q16 10. Male / Female

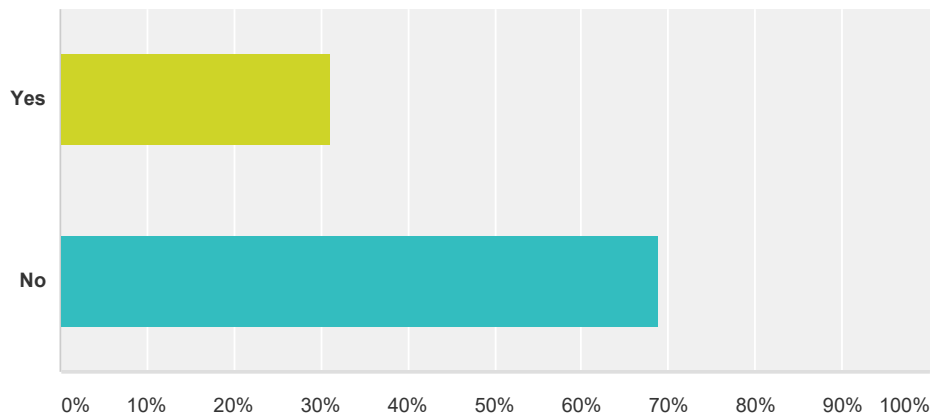
Answered: 40 Skipped: 12



Answer Choices	Responses
Male	47.50% 19
Female	52.50% 21
<b>Total</b>	<b>40</b>

### Q17 May we contact you regarding any follow-up questions from this survey:

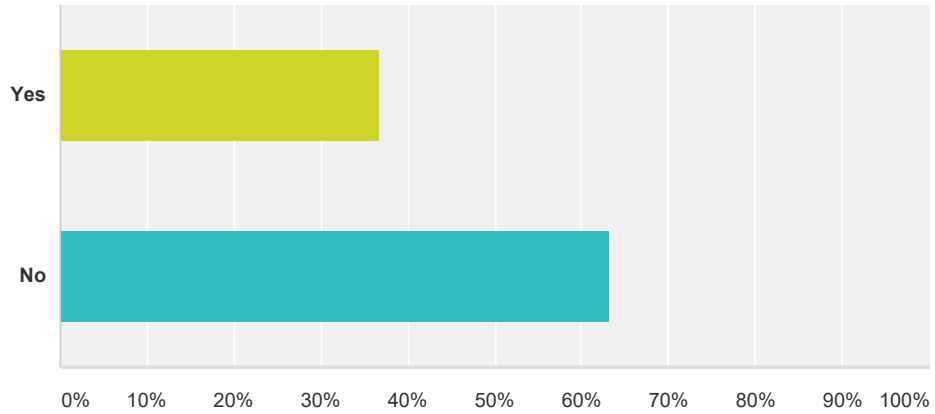
Answered: 29 Skipped: 23



Answer Choices	Responses
Yes	31.03% 9
No	68.97% 20
<b>Total</b>	<b>29</b>

### Q18 Would you like to receive periodic messages and updates regarding this project:

Answered: 30 Skipped: 22



Answer Choices	Responses	
Yes	36.67%	11
No	63.33%	19
<b>Total</b>		<b>30</b>



## Q19 (Optional) Contact Name

Answered: 25 Skipped: 27

#	Responses	Date
1	Liz hamer	2/25/2015 7:45 PM
2	Robb Repp	2/25/2015 9:49 AM
3	Bill Rodgers 773-0982 PS19	2/17/2015 2:17 PM
4	Richard Nordstrom , 208-661-8543 PS18	2/17/2015 10:31 AM
5	Hilary Anderson	2/9/2015 10:56 AM
6	Gail Worden PS16	2/6/2015 5:01 PM
7	Doug Eastwood PS14	2/6/2015 4:24 PM
8	PS12	2/6/2015 3:56 PM
9	Vergil Edwards PS11	2/6/2015 3:49 PM
10	ps 10	2/6/2015 3:35 PM
11	ps9	2/6/2015 3:26 PM
12	PS8	2/6/2015 2:02 PM
13	PS7	2/5/2015 5:06 PM
14	PS6	2/5/2015 4:24 PM
15	Bob Flowers PS5	2/5/2015 3:56 PM
16	Mike PS4	2/3/2015 4:06 PM
17	james	2/2/2015 9:50 PM
18	Marlene Musch	2/2/2015 12:23 PM
19	Russell D. Byoan PS3	1/30/2015 4:56 PM
20	Dee Eastwood PS2	1/30/2015 3:21 PM
21	C.J.Rickston 208-699-4999 PS1	1/30/2015 3:01 PM
22	Jerry Hitchcock	1/29/2015 9:23 AM
23	Bonnie Gow	1/28/2015 11:05 AM
24	Dewey Berndt	1/27/2015 7:54 PM
25	James Timm	1/27/2015 8:38 AM

## Q20 (Optional) Email

Answered: 11 Skipped: 41

#	Responses	Date
1	Lizzyshmail@gmail.com	2/25/2015 7:45 PM
2	flowergirlsgarden@yahoo.com	2/25/2015 10:11 AM
3	rrepp.mail@gmail.com	2/25/2015 9:49 AM
4	handerson@cdaid.org	2/9/2015 10:56 AM
5	jmikereno@gmail.com	2/2/2015 9:50 PM
6	marlene@cdaid.org	2/2/2015 12:23 PM
7	id4js@frontier.com	1/29/2015 9:23 AM
8	bgow@kmpo.net	1/28/2015 11:05 AM
9	johnstolpp@gmail.com	1/28/2015 6:09 AM
10	DeweyBerndt@gmail.com	1/27/2015 7:54 PM
11	alaskamisticflar@yahoo.com	1/27/2015 8:38 AM

**Q1 1-1. List a roadway and/or intersection in the City where you believe improvements are most needed.**

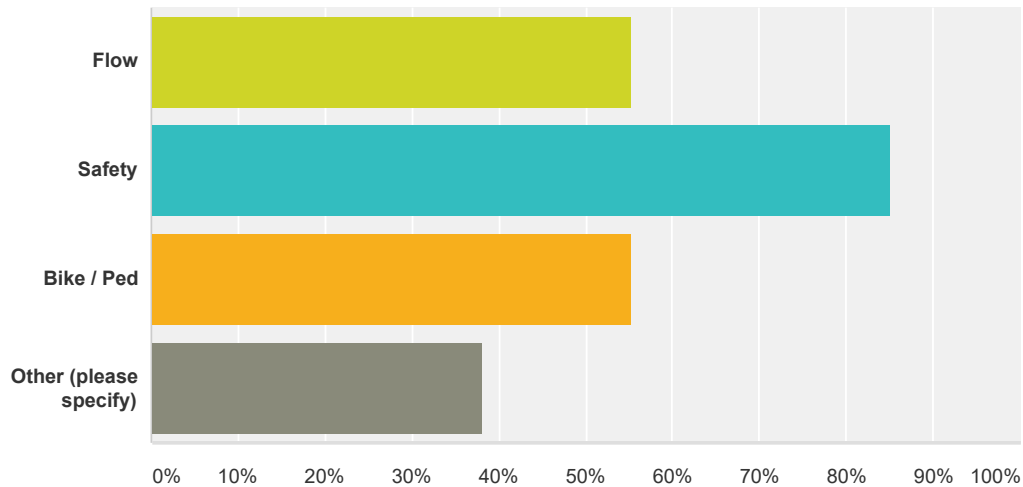
Answered: 46 Skipped: 4

#	Responses	Date
1	Spokane street	2/25/2015 7:39 PM
2	Spokane St. north of Poleline	2/25/2015 7:08 PM
3	Seltice and 4th	2/25/2015 5:53 PM
4	Centennial Trail Intersection at Hwy 41/Seltice Way	2/25/2015 2:45 PM
5	Mcquire to Stateline	2/25/2015 1:22 PM
6	Centennial Trail from Hwy 41 interchange to Spokane St	2/25/2015 9:57 AM
7	Seltice and 41	2/25/2015 9:17 AM
8	4th Avenue - East of JACC	2/20/2015 11:07 AM
9	4th Avenue-East of JACC	2/20/2015 10:58 AM
10	Sidewalks on Seltice Way to get to crossing over the highway.	2/17/2015 6:15 PM
11	Greensferry North of 12th	2/17/2015 2:18 PM
12	Idaho & Seltice	2/17/2015 10:34 AM
13	hwy 41	2/14/2015 1:03 PM
14	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:34 AM
15	Seltice / Spokane	2/9/2015 8:24 AM
16	12th , Spokane to Chase	2/6/2015 4:58 PM
17	Chase & Prarie	2/6/2015 4:22 PM
18	I90 to Rathdrum	2/6/2015 3:53 PM
19	Seltice.	2/6/2015 3:46 PM
20	idaho/ Seltice	2/6/2015 3:21 PM
21	greensfery & 16th	2/6/2015 2:00 PM
22	mullan	2/5/2015 5:04 PM
23	idaho/ Seltice	2/5/2015 4:13 PM
24	pleasant view at I-90	2/2/2015 9:45 PM
25	Highway 41 and Seltice	1/31/2015 2:01 PM
26	Poleline between spokane and chase needs a continuous sidewalk	1/30/2015 9:26 PM
27	3rd & Spokane	1/30/2015 4:50 PM
28	Chase & Prarie	1/30/2015 3:19 PM
29	Seltice Overpass I-90a	1/30/2015 2:58 PM
30	16 and 41	1/29/2015 7:45 PM
31	Huetter and Seltice	1/29/2015 11:45 AM

32	Spokane Street/Third Ave	1/29/2015 9:17 AM
33	SH 41 & I-90	1/28/2015 9:51 AM
34	SH-41/Seltice Way	1/28/2015 9:37 AM
35	Ross Point intersection	1/28/2015 9:35 AM
36	Idaho between Seltice and Mullan	1/28/2015 9:10 AM
37	Between black bay and greensferry	1/27/2015 11:27 PM
38	A left turn lane on North bound 41 going west on 12th.	1/27/2015 7:42 PM
39	4th and Seltice	1/27/2015 4:06 PM
40	Greensferry and Mullan	1/27/2015 1:44 PM
41	Seltice Way between Idaho & Bay Street	1/27/2015 11:45 AM
42	Mullan Ave. & Spokane St.	1/27/2015 11:43 AM
43	Seltics Way all the way through Post Falls	1/27/2015 8:31 AM
44	area near 7-11.	1/26/2015 11:48 PM
45	traveling west on Mullan at Greensferry (once overpass is complete)	1/26/2015 5:46 PM
46	Seltice from Idaho to Bay	1/26/2015 3:00 PM

### Q2 1-1. Check any concerns

Answered: 47 Skipped: 3



Answer Choices	Responses
Flow	55.32% 26
Safety	85.11% 40
Bike / Ped	55.32% 26
Other (please specify)	38.30% 18
<b>Total Respondents: 47</b>	

#	Other (please specify)	Date
1	sidewalks and widening	2/25/2015 7:08 PM
2	The area from Hwy 41 to Greensferry is very confusing to new users	2/25/2015 9:57 AM
3	a multitude of bikes & pedestrians makes for traffic hazards - sidewalks would make a big difference	2/20/2015 11:07 AM
4	pedestrians do not have sidewalks to walk on - creates traffic hazards	2/20/2015 10:58 AM
5	Very poor road surface after Spokane Street redevelopment	2/9/2015 10:34 AM
6	Needs Sidewalks	2/6/2015 4:58 PM
7	need 4 way stop	2/6/2015 4:22 PM
8	use for all	2/6/2015 3:46 PM
9	synchronize traffic signals	2/2/2015 9:45 PM
10	On - Off Ramps	1/30/2015 2:58 PM
11	I have seen many wrecks. hard to get out on to 41 from 16	1/29/2015 7:45 PM
12	Street Lights	1/29/2015 11:45 AM
13	Difficult crossing to continue on Cent. Trail	1/29/2015 9:17 AM
14	High traffic, congestion, safety for non motorized, WB off ramp reconfigure needed	1/28/2015 9:51 AM
15	very congested and dangerous with all the traffic coming from the businesses	1/28/2015 9:10 AM

16	needs stop light	1/27/2015 4:06 PM
17	Not ADA accessible	1/27/2015 11:45 AM
18	retain & improve left turn from Mullan into Greensferry Landing apartment complex on that corner	1/26/2015 5:46 PM



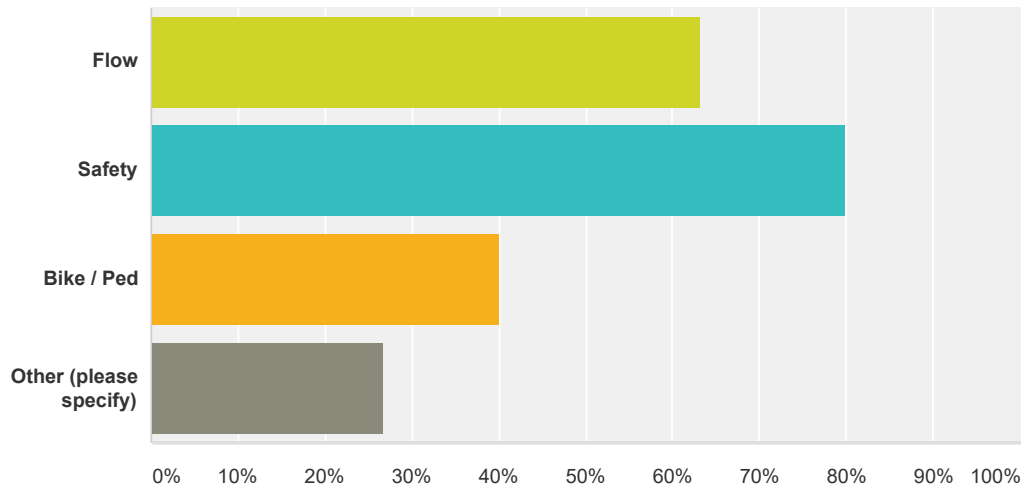
**Q3 1-2. List a roadway and/or intersection in the City where you believe improvements are most needed.**

Answered: 31 Skipped: 19

#	Responses	Date
1	Mullan and Spokane St.	2/25/2015 7:08 PM
2	Seltice Way	2/25/2015 5:53 PM
3	S Ross Point Rd	2/25/2015 2:45 PM
4	Spokane and Seltice	2/25/2015 1:22 PM
5	Sr41	2/17/2015 2:18 PM
6	Spokane & Seltice	2/17/2015 10:34 AM
7	hwy 41 and 12th	2/14/2015 1:03 PM
8	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:34 AM
9	Highway 41 / Seltice / Ross Point Road	2/9/2015 8:24 AM
10	Seltice	2/6/2015 4:58 PM
11	Seltice & Hwy 41	2/6/2015 4:22 PM
12	Seltice & Hwy 41 Freeway Entrance	2/6/2015 3:53 PM
13	seltice	2/6/2015 2:00 PM
14	seltice	2/5/2015 5:04 PM
15	Idaho street between seltice and Mullan	2/2/2015 9:45 PM
16	Mullan and Highway 41	1/31/2015 2:01 PM
17	3rd & Greensferry	1/30/2015 4:50 PM
18	Seltice & Hwy 41 Freeway Entrance	1/30/2015 3:19 PM
19	Pleasant View	1/30/2015 2:58 PM
20	Mullan and Spokane	1/29/2015 7:45 PM
21	Seltice road both directions needs to be repaved	1/29/2015 11:45 AM
22	Spokane Street over Spokane River bridge	1/29/2015 9:17 AM
23	Seltice Way & I-90	1/28/2015 9:51 AM
24	Hwy 41 from Seltice to Rathdtum	1/28/2015 9:10 AM
25	Seltice, 3rd street x bay	1/27/2015 11:27 PM
26	A few more seconds to the yellow light crossing Seltice on 42/Ross Point	1/27/2015 7:42 PM
27	15th/16th and Idaho	1/27/2015 1:44 PM
28	Seltice Idaho Intersection	1/27/2015 11:45 AM
29	15th Ave & Spokane St.	1/27/2015 11:43 AM
30	Seltic Way and Spokane Street	1/27/2015 8:31 AM
31	Highway 41 from Seltice north	1/26/2015 3:00 PM

### Q4 1-2. Check any concerns

Answered: 30 Skipped: 20



Answer Choices	Responses
Flow	63.33% 19
Safety	80.00% 24
Bike / Ped	40.00% 12
Other (please specify)	26.67% 8
<b>Total Respondents: 30</b>	

#	Other (please specify)	Date
1	No road markings either for turning or stop lines at all interchanges	2/9/2015 10:34 AM
2	Sidewlks nedded wher odvious stails exist.	2/6/2015 4:58 PM
3	Poorly planned. Impossible to get out of Polston onto Idaho at Super 1 parking lot	2/2/2015 9:45 PM
4	During drop off and pick up it is bad.	1/29/2015 7:45 PM
5	Need bike lanes for cyclists safety	1/29/2015 9:17 AM
6	Directionality Functionality Access to WB on I-90 EB off should be added if it is at all possible	1/28/2015 9:51 AM
7	many people walk or bike on the side of the highway	1/28/2015 9:10 AM
8	Signal Timing	1/27/2015 11:45 AM

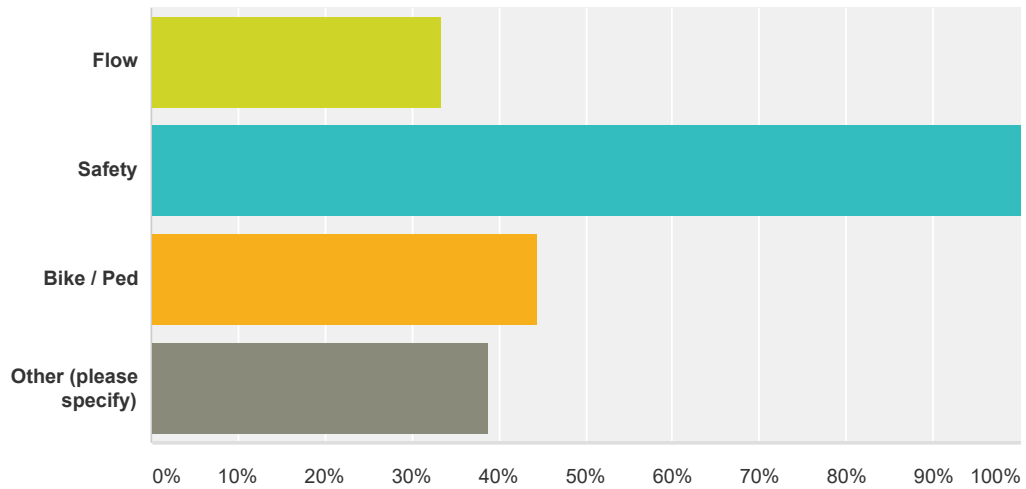
**Q5 1-3. List a roadway and/or intersection in the City where you believe improvements are most needed.**

Answered: 19 Skipped: 31

#	Responses	Date
1	Corner of McGuire and Fisher.	2/25/2015 7:08 PM
2	Highway 41 at Ross Pt.	2/25/2015 5:53 PM
3	Ross Point and Seltice	2/25/2015 1:22 PM
4	any street where people walk in the street	2/17/2015 2:18 PM
5	41 & Mullan	2/17/2015 10:34 AM
6	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:34 AM
7	Highway 41 / Mullan	2/9/2015 8:24 AM
8	Seltice and Spokane	2/6/2015 4:58 PM
9	HWY 41 & 16th	2/6/2015 4:22 PM
10	Seltice to CDA	2/6/2015 3:53 PM
11	poleline	2/5/2015 5:04 PM
12	E. Mullan	1/30/2015 4:50 PM
13	HWY 41	1/30/2015 2:58 PM
14	north Williams and 4	1/29/2015 7:45 PM
15	Prairie & Idaho	1/28/2015 9:51 AM
16	41 & 12th northward	1/28/2015 9:10 AM
17	Greensferry between Mullan and Poleline	1/27/2015 1:44 PM
18	Idaho St and 15th Ave.	1/27/2015 11:43 AM
19	Seltic Way and Idaho Street	1/27/2015 8:31 AM

### Q6 1-3. Check any concerns

Answered: 18 Skipped: 32



Answer Choices	Responses
Flow	33.33% 6
Safety	100.00% 18
Bike / Ped	44.44% 8
Other (please specify)	38.89% 7
<b>Total Respondents: 18</b>	

#	Other (please specify)	Date
1	poor visibility when turning south off fisher	2/25/2015 7:08 PM
2	Dangerous rail crossing, surface very poor and badly aligned to remaining road level	2/9/2015 10:34 AM
3	need better crossing for bike trail.	2/6/2015 4:58 PM
4	road condition	2/6/2015 3:53 PM
5	You can not see comming off of Williams on to 4 th untill you are out in the intersection.	1/29/2015 7:45 PM
6	Increasing traffic Idaho needs to be 2 lanes ea direction future to accomodate hsg pop increase	1/28/2015 9:51 AM
7	turn lane needed	1/28/2015 9:10 AM

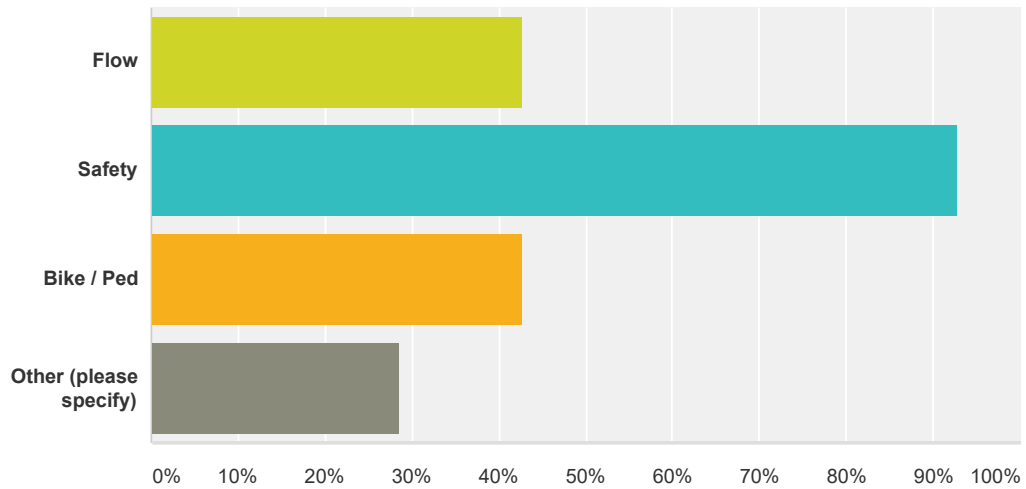
**Q7 1-4. List a roadway and/or intersection in the City where you believe improvements are most needed.**

Answered: 14 Skipped: 36

#	Responses	Date
1	Hwy 41	2/25/2015 7:08 PM
2	Spokane Street north of Poleline	2/25/2015 5:53 PM
3	Idaho and Seltice	2/25/2015 1:22 PM
4	41 & Seltice	2/17/2015 10:34 AM
5	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:34 AM
6	Prairie	2/9/2015 8:24 AM
7	Seltice & Hwy 41 Freeway Entrance	2/6/2015 4:58 PM
8	Praire & Pleasant view	2/6/2015 4:22 PM
9	Spokane RR xing	1/30/2015 4:50 PM
10	Hwy 41	1/29/2015 7:45 PM
11	Poleline & Huetter	1/28/2015 9:51 AM
12	Seltice overpass between trading co and super one- not safe for pedestrians	1/27/2015 11:27 PM
13	15th & Spokane	1/27/2015 1:44 PM
14	Spokane Street and Mullan	1/27/2015 8:31 AM

### Q8 1-4. Check any concerns

Answered: 14 Skipped: 36



Answer Choices	Responses
Flow	42.86% 6
Safety	92.86% 13
Bike / Ped	42.86% 6
Other (please specify)	28.57% 4
<b>Total Respondents: 14</b>	

#	Other (please specify)	Date
1	needs left turn lanes	2/25/2015 7:08 PM
2	No warning signs on Spokane River bridge approach, when road narrows	2/9/2015 10:34 AM
3	needs sidewalks.	1/29/2015 7:45 PM
4	Connection to Atlas 2 lanes each direction for future	1/28/2015 9:51 AM



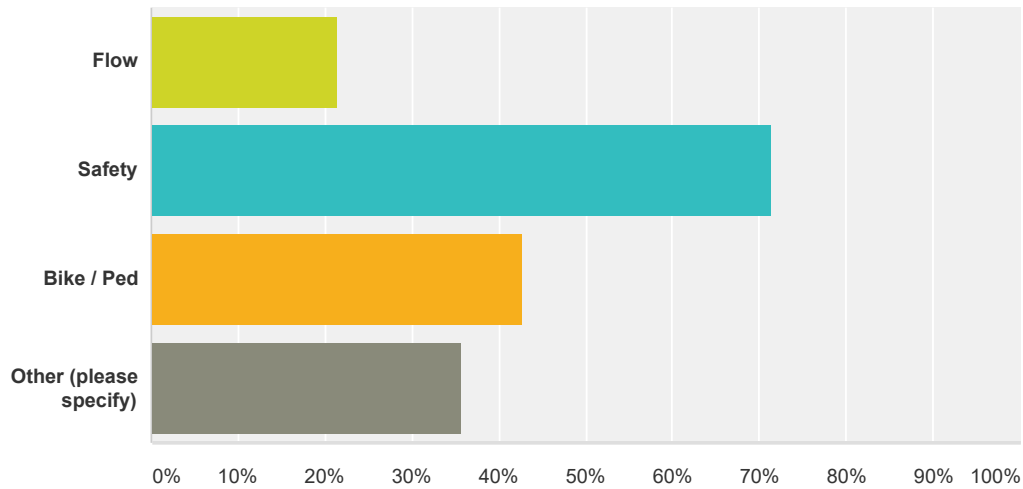
**Q9 1-5. List a roadway and/or intersection in the City where you believe improvements are most needed.**

Answered: 14 Skipped: 36

#	Responses	Date
1	McGuire	2/25/2015 7:08 PM
2	Seltice Way - Idaho to Bay St.	2/25/2015 5:53 PM
3	Mullan and Highway 41	2/25/2015 1:22 PM
4	Spokane south to Park	2/17/2015 10:34 AM
5	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:34 AM
6	Chase	2/9/2015 8:24 AM
7	mullan & 41	2/6/2015 4:58 PM
8	All RR Crossings	2/6/2015 4:22 PM
9	Spokane & Poleline	1/30/2015 4:50 PM
10	Seltice and Idaho.	1/29/2015 7:45 PM
11	I90 West of SH 41	1/28/2015 9:51 AM
12	Underpass at hwy 41- not safe for pedestrians	1/27/2015 11:27 PM
13	12th & Hwy 41	1/27/2015 1:44 PM
14	Seltic Way and hwy 41	1/27/2015 8:31 AM

### Q10 1-5. Check any concerns

Answered: 14 Skipped: 36

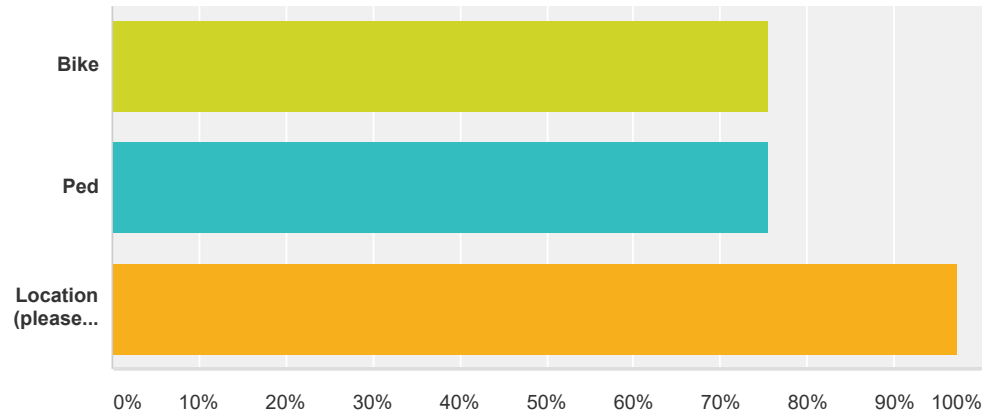


Answer Choices	Responses
Flow	21.43% 3
Safety	71.43% 10
Bike / Ped	42.86% 6
Other (please specify)	35.71% 5
<b>Total Respondents: 14</b>	

#	Other (please specify)	Date
1	Who planned that new street	2/17/2015 10:34 AM
2	Old street lights need to be removed, ruins esthetics to new and improved Spokane Street	2/9/2015 10:34 AM
3	Need Quiet zones	2/6/2015 4:22 PM
4	the lights on selctice do not line up with the lanes..when heading east	1/29/2015 7:45 PM
5	Widening to 3 lanes each direction needed on I 90 West of SH 41	1/28/2015 9:51 AM

**Q11 2-1. List the first of your top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.**

Answered: 37 Skipped: 13



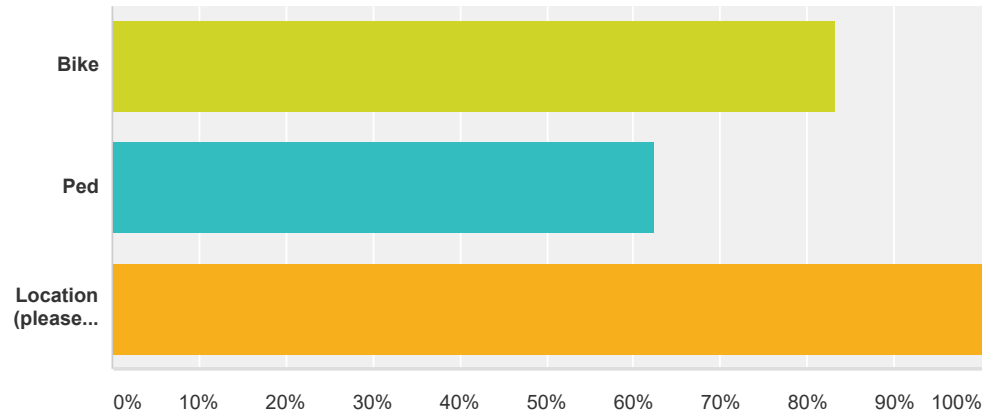
Answer Choices	Responses
Bike	75.68% 28
Ped	75.68% 28
Location (please specify)	97.30% 36
<b>Total Respondents: 37</b>	

#	Location (please specify)	Date
1	Highway 41 to spokane street	2/25/2015 7:41 PM
2	Spokane St north of poeline	2/25/2015 7:09 PM
3	Seltice- Idaho to Bay	2/25/2015 6:02 PM
4	S Ross Point Rd	2/25/2015 2:46 PM
5	Seltice and Mcquire	2/25/2015 1:24 PM
6	Centennial Trail from Hwy 41 interchange to Spokane St	2/25/2015 10:02 AM
7	Seltice and 41	2/25/2015 9:17 AM
8	4th Avenue	2/20/2015 11:09 AM
9	Crossing over freeway using Seltice Way	2/17/2015 6:19 PM
10	Same as above	2/17/2015 2:19 PM
11	hwy 41	2/14/2015 1:04 PM
12	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:35 AM
13	Highway 41 / Ross Point Road - Centennial Trail crossing	2/9/2015 8:36 AM
14	12th street	2/6/2015 4:59 PM
15	Hwy 41 & Seltice Way	2/6/2015 4:23 PM

16	poleline by the HS	2/6/2015 3:53 PM
17	seltice	2/6/2015 3:47 PM
18	Hwy 41 & I-90 & Seltice Way	2/6/2015 3:22 PM
19	centennial and handy	2/5/2015 5:05 PM
20	Not Needed	2/5/2015 3:55 PM
21	Centennial bike path on Third	2/2/2015 9:46 PM
22	Highway 41 underpass	1/31/2015 2:02 PM
23	Poleline should have a continuous sidewalk from end to end.	1/30/2015 9:27 PM
24	Hwy 41 & I-90	1/30/2015 4:50 PM
25	Hwy 41	1/29/2015 7:53 PM
26	Spokane Street/Third Avenue - vicinity of Cent. Trail - difficult to cross, and contine	1/29/2015 9:18 AM
27	SH 41 and Seltice Way large Intersection dangerous for non motorized xing	1/28/2015 11:01 AM
28	SH41/Seltice Way	1/28/2015 9:40 AM
29	41 between Seltice and Prairie	1/28/2015 9:14 AM
30	hiway 41 underpass at I-90	1/27/2015 4:07 PM
31	Greensferry between Mullan and Poleline	1/27/2015 1:46 PM
32	Seltice Way between Idaho Street and Bay Street	1/27/2015 11:46 AM
33	!5th Ave. & Spokane St.	1/27/2015 11:44 AM
34	Seltic Way all the way through Post Falls	1/27/2015 8:34 AM
35	Mullan and Spokane St. on the library side-possibly a lighted crosswalk sign (only-not another traffic light there)	1/26/2015 5:52 PM
36	crossing Seltice	1/26/2015 3:00 PM

**Q12 2-2. List the second of your top two (2) bicycle and/ or pedestrian locations where you believe improvements are most needed.**

Answered: 24 Skipped: 26



Answer Choices	Responses
Bike	83.33% 20
Ped	62.50% 15
Location (please specify)	100.00% 24
<b>Total Respondents: 24</b>	

#	Location (please specify)	Date
1	Q'melin to Seltice way	2/25/2015 7:41 PM
2	centennial trail at ross point road	2/25/2015 7:09 PM
3	Seltice Way at Ross Pt.	2/25/2015 6:02 PM
4	Seltice and Pointe Parkway	2/25/2015 1:24 PM
5	A safe bike route from Q'emiln Park to Seltice	2/25/2015 10:02 AM
6	Centenniel Trail needs path on S Ross Point Rd	2/17/2015 6:19 PM
7	Spokane Street from Spokane Bridge to I-90 interchange	2/9/2015 10:35 AM
8	Seltice Corridor	2/9/2015 8:36 AM
9	Seltice Way	2/6/2015 4:59 PM
10	Safe routs to schools	2/6/2015 4:23 PM
11	Greensferry	2/6/2015 3:22 PM
12	Make bike crossing part of greensferry overpass	2/2/2015 9:46 PM
13	Tie in from Highway 41 to the balance of the bike path going west	1/31/2015 2:02 PM
14	Seltice from Idaho st to Bay street	1/29/2015 7:53 PM
15	Spokane Street bridge/Riverview Dr - road too narrow for cyclists in some spots	1/29/2015 9:18 AM

16	Seltice Way just east of Spokane St conn missing	1/28/2015 11:01 AM
17	Move more the Centennial Trail onto shared use paths and off of streets	1/28/2015 9:40 AM
18	Seltice to o CdA	1/28/2015 9:14 AM
19	Seltice from Bay Street to Idaho Street	1/27/2015 4:07 PM
20	Spokane north of poleline ave	1/27/2015 1:46 PM
21	School areas for safety to and from schools	1/27/2015 11:46 AM
22	Mullan Ave. & Spokane St.	1/27/2015 11:44 AM
23	Seltice Way at Spokane Street	1/27/2015 8:34 AM
24	crossing Mullan	1/26/2015 3:00 PM



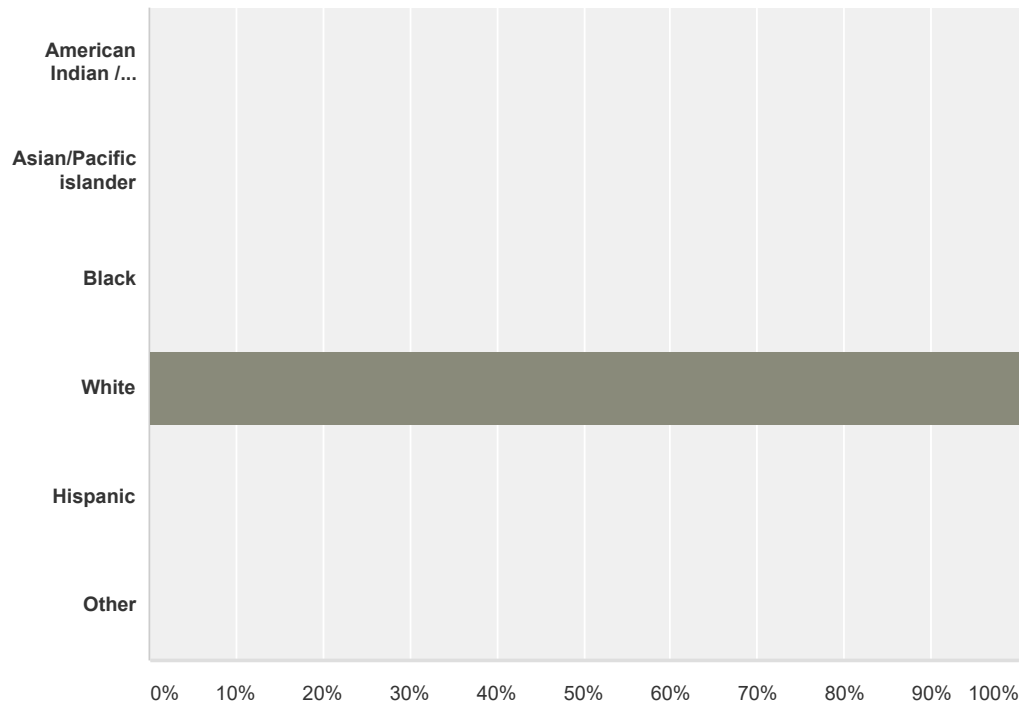
**Q13 3. Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:**

Answered: 8 Skipped: 42

#	Responses	Date
1	Narrow Seltice Way and add bike lanes.	2/25/2015 6:02 PM
2	A safe bike route from Q'emiln Park to Seltice is a concern with the amount of traffic there	2/25/2015 10:02 AM
3	Why is the only place to cross the freeway at Spokane St!!!!!!!!!!!!!!!!!!!!!!!!?	2/17/2015 6:19 PM
4	Dangerous for both Peds & Bikes in current condition	2/9/2015 10:35 AM
5	Continue to focus on improving and expanding bike and ped facilities throughout the city.	2/9/2015 8:36 AM
6	Overall the traffic flow isn't bad, but planning for the future, I believe that public transportation and alternate commute types are key.	1/28/2015 9:14 AM
7	none	1/27/2015 1:46 PM
8	In case it was unclear from the previous screen, once the Greensferry overpass is complete, I sincerely hope the new traffic light which will be at Mullan and Greensferry will continue to allow for a left turn (just past Greensferry) into Greensferry Landing apartments. Currently, there is a double line and n-e-a-r-l-y enough of a center turn lane for the 66 apartments/residents to turn into the complex. My fear is that a new traffic light at that intersection (for cars to turn left off of Mullan to travel across the new overpass) will either shorten or eliminate that left turn opportunity. It is a VERY heavily used entrance/exit from that apartment complex.	1/26/2015 5:52 PM

### Q14 4. Ethnicity

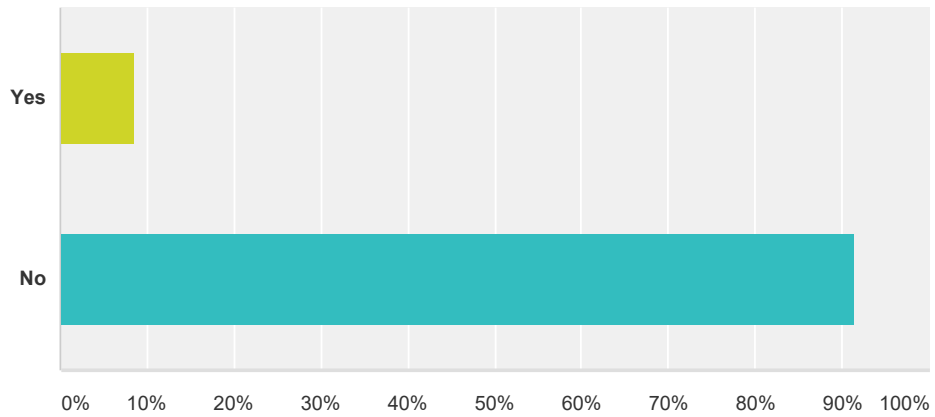
Answered: 34 Skipped: 16



Answer Choices	Responses
American Indian / Alaskan Native	0.00% 0
Asian/Pacific islander	0.00% 0
Black	0.00% 0
White	100.00% 34
Hispanic	0.00% 0
Other	0.00% 0
<b>Total</b>	<b>34</b>

### Q15 5. Disabled

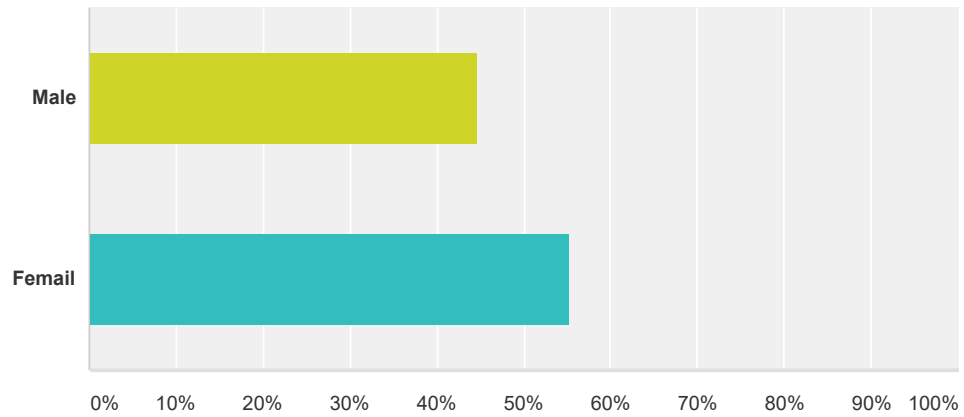
Answered: 35 Skipped: 15



Answer Choices	Responses	
Yes	8.57%	3
No	91.43%	32
<b>Total</b>		<b>35</b>

### Q16 6. Male / Female

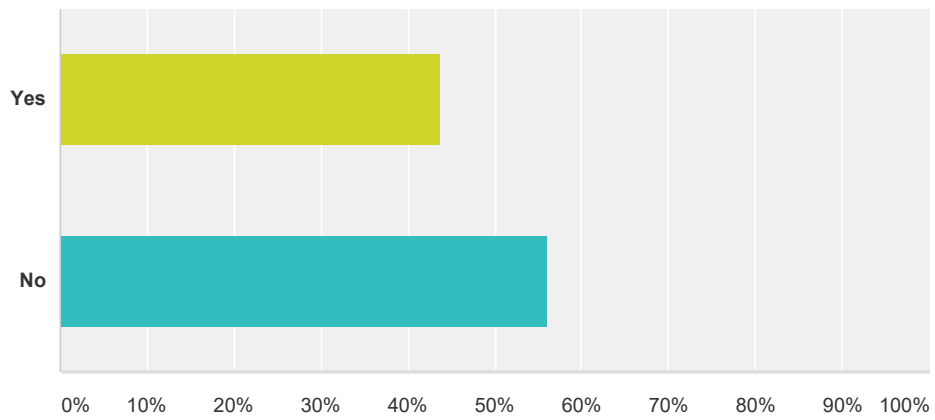
Answered: 38 Skipped: 12



Answer Choices	Responses
Male	44.74% 17
Female	55.26% 21
<b>Total</b>	<b>38</b>

### Q17 May we contact you regarding any follow-up questions from this survey:

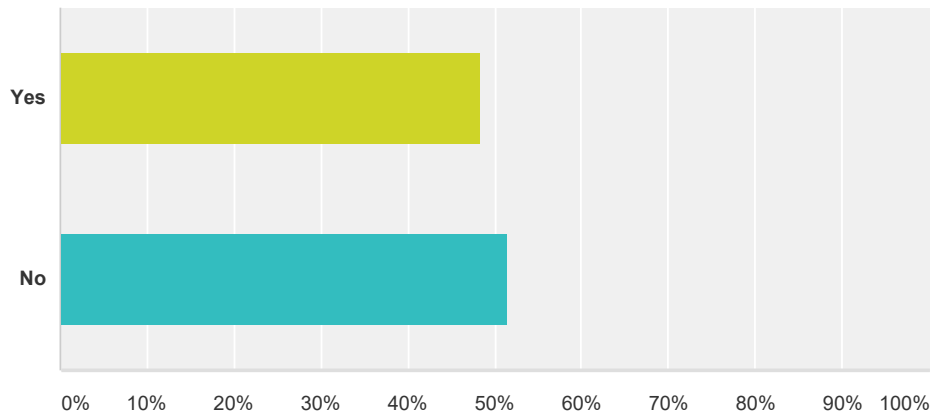
Answered: 32 Skipped: 18



Answer Choices	Responses
Yes	43.75% 14
No	56.25% 18
<b>Total</b>	<b>32</b>

### Q18 Would you like to receive periodic messages and updates regarding this project:

Answered: 33 Skipped: 17



Answer Choices	Responses	
Yes	48.48%	16
No	51.52%	17
<b>Total</b>		<b>33</b>



**Q19 Additional comments, suggestions or concerns related to the City of Post Falls' transportation system:**

Answered: 3 Skipped: 47

#	Responses	Date
1	An on/off freeway ramp at McGuire Rd would be great!	2/25/2015 7:10 PM
2	You spelled female wrong on the choices.	2/17/2015 6:20 PM
3	The Spokane Street improvement and redevelopment is a big improvement and should attract both visitors and businesses alike; however, in light of the poor finish to the project and lack of attention to detail; leaves Post Falls in a poor light. The writer hopes that the project is yet to be completed with some additional finishing touches, including but not limited to the previous comments. Further drastic improvements are necessary on the rail crossing, clearing & grading the land all along each side abutting the project, intersection road esthetic improvements to surfaces, attention to some of the new lighting maintenance (a couple new lighting top blue lights are not working).	2/9/2015 10:51 AM

### Q20 (Optional) Contact Name

Answered: 26 Skipped: 24

#	Responses	Date
1	Liz hamer	2/25/2015 7:42 PM
2	Kristin Goodmansen	2/25/2015 7:10 PM
3	Robb Repp	2/25/2015 10:03 AM
4	Bill Rodgers 773-0982 PS19	2/17/2015 2:19 PM
5	Richard Nordstrom , 208-661-8543 PS18	2/17/2015 10:34 AM
6	Gordon Springell	2/9/2015 10:51 AM
7	Hilary Anderson	2/9/2015 8:36 AM
8	Gail Worden PS16	2/6/2015 5:00 PM
9	Doug Eastwood PS14	2/6/2015 4:23 PM
10	PS12	2/6/2015 3:54 PM
11	Vergil Edwards PS11	2/6/2015 3:48 PM
12	ps9	2/6/2015 3:24 PM
13	PS8	2/6/2015 2:01 PM
14	PS7	2/5/2015 5:05 PM
15	PS6	2/5/2015 4:13 PM
16	Bob Flowers PS5	2/5/2015 3:55 PM
17	James	2/2/2015 9:47 PM
18	Russell D. Byoan PS3	1/30/2015 4:50 PM
19	Dee Eastwood PS2	1/30/2015 3:19 PM
20	C.J.Rickston 208-699-4999 PS1	1/30/2015 2:59 PM
21	Jerry Hitchcock	1/29/2015 9:19 AM
22	Bonnie Gow	1/28/2015 11:01 AM
23	Dewey Berndt	1/27/2015 7:45 PM
24	Kristy Reed Johnson	1/27/2015 4:08 PM
25	James Timm	1/27/2015 8:34 AM
26	Dana Culp	1/26/2015 5:54 PM

### Q21 (Optional) Email

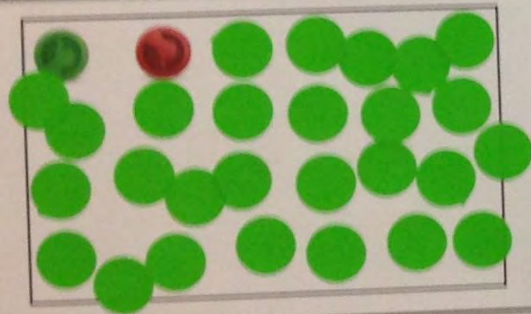
Answered: 13 Skipped: 37

#	Responses	Date
1	Lizyshmail@gmail.com	2/25/2015 7:42 PM
2	kgoodmansen@gmail.com	2/25/2015 7:10 PM
3	flowergirlsgarden@yahoo.com	2/25/2015 1:25 PM
4	rrepp.mail@gmail.com	2/25/2015 10:03 AM
5	gordon.springell@icl-group.com	2/9/2015 10:51 AM
6	handerson@cdaid.org	2/9/2015 8:36 AM
7	jmikereno@gmail.com	2/2/2015 9:47 PM
8	id4js@frontier.com	1/29/2015 9:19 AM
9	Bgow@kmpo.net	1/28/2015 11:01 AM
10	DeweyBerndt@gmail.com	1/27/2015 7:45 PM
11	kristyrj@roadrunner.com	1/27/2015 4:08 PM
12	alaskamisticflar@yahoo.com	1/27/2015 8:34 AM
13	dpoutwest@hotmail.com	1/26/2015 5:54 PM

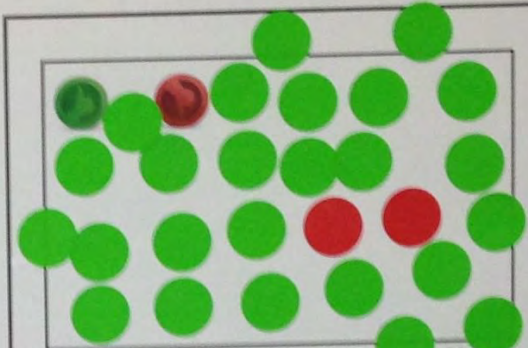


# Post Falls 2015 Transportation Plan Update

## Enhanced / Safer Pedestrian Crossings



## Enhanced / Improved Bike Facilities



## Improved Sidewalks, Paths, and Pedestrian Environment



## Multi-Use Trails



## PEDESTRIAN / BICYCLE

### Sidewalks:

- Wider sidewalks and/or separated sidewalks to create greater separation or buffer from vehicular traffic and to make more inviting to pedestrians.
- Fill gaps in network of sidewalks

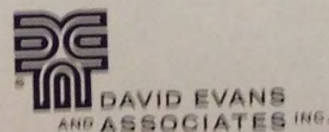
### Bike Facilities:

- Expansion of designated bike facilities and closure of gaps in the system

### Pedestrian Crossings: Improve safety of pedestrian crossings. Potential improvements include:

- Enhanced signing/stripping
- Flashing beacons or warning devices to improve driver awareness
- Corner Bulbouts and/or median refuges

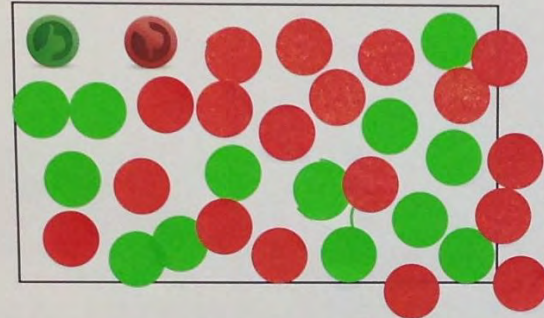
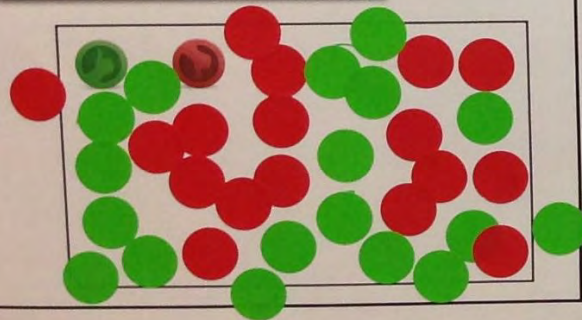
### Trails: Expansion of bike/ped trail system.





# Post Falls 2015 Transportation Plan Update

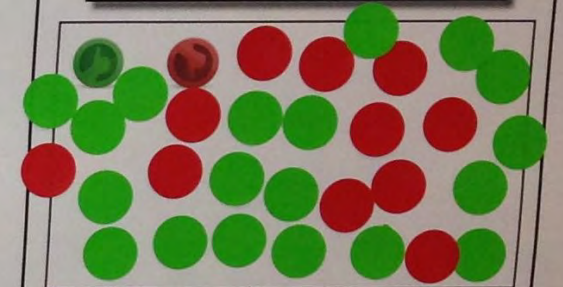
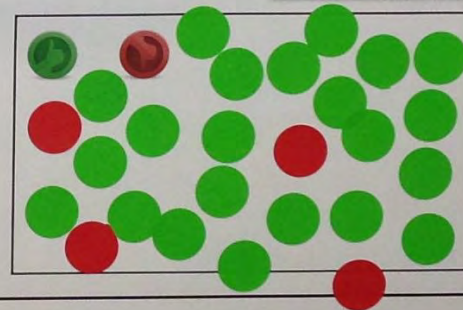
## Roundabouts



## Traffic Calming



## Traffic Signals / Advanced Signal Timing Technology



## Complete Streets



## ROADWAY / VEHICULAR

**Intersection Control:** The following are all intersection control alternatives each with different applications or conditions where they are warranted or suited for the specific traffic conditions of the location.

- Roundabouts
- Traffic Signals
- Stop Controlled

**Signal Timing/Advanced Technology:**

- Upgrade or use of new traffic signal controller technology
- Advanced or Adaptive signal timing

**Complete Streets:** Design principal that emphasizes addressing all modes of transportation and users (vehicular, bike, pedestrian, transit) and is sensitive to the context or location of the roadway and adjacent land uses.

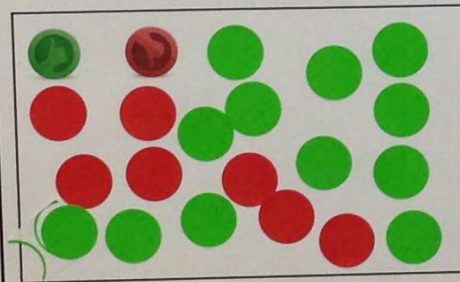
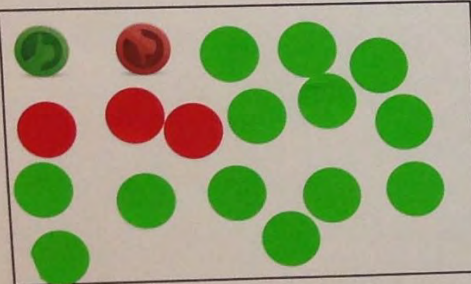
**Traffic Calming:** A roadway design application intended to slow or 'calm' traffic generally within residential areas or neighborhood commercial districts. Examples of Traffic Calming features include:

- Corner Bulbouts
- Chicanes
- Traffic Circles
- Speed Radar / Signage
- Lane Narrowing
- Raised Medians
- Speed Tables

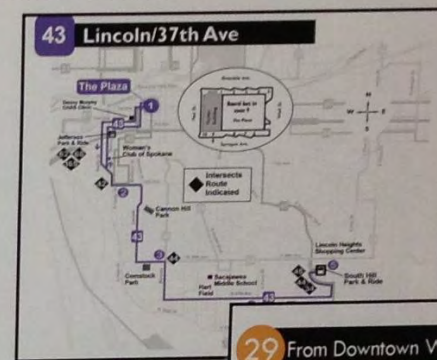


# Post Falls 2015 Transportation Plan Update

## Convenient Location and Access

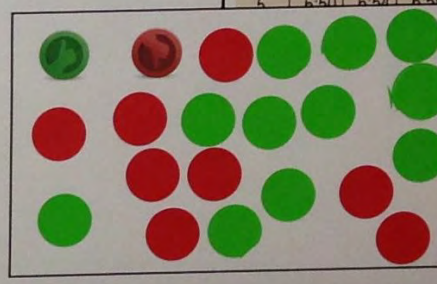


## Enhanced Bus Stops / Shelters



## Increased Routes and Frequency

29 From Downtown Weekday				29 To Downtown Weekday			
Zone	Leave Plaza	Riverpoint Campus	Napa Mission	Arrive SCC	Leave SCC	Napa Mission	Riverpoint Campus
1	---	---	---	---	5:57	6:01	6:07
5	5:50	5:54	5:59	6:07*	6:27	6:31	6:37
5	6:20	6:24	6:29	6:37	6:57	7:01	7:07
5	6:50	6:54	6:59	7:07	7:27	7:31	7:37



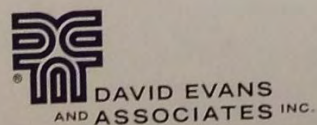
## TRANSIT

Transit Access: Target potential high generators of transit usage.

Transit Amenities: Bus shelters, benches or other amenities.

Route / Frequency Improvements: Increase the number of routes and/or increase frequency of existing routes.

*Note: the transit system in Kootenai County is operated by Citylink.*





## Snapshot of the September 15 Open House

There were 20 attendees of the Open House

The attendees provided 24 comments at the function and 5 citizens completed surveys online.

Of the feedback received:

- Four (4) comments were made to improve visibility and/or enforce the site triangle requirements at intersections.
- Respondents favor roundabouts in residential areas and traffic signals in commercial areas.
- The “Multimodal” boards were the most heavily visited and commented. Of the 18 comments provided on the displays, 11 of them were related to bicycles or pedestrians.
- The top priorities for transportation improvements were ranked as follows:
  - Safety
  - Bicycle and Pedestrian Improvements
  - Intersection Traffic Control
  - Mass Transit Improvements

# 2015 Transportation Plan Update, Sep. 15<sup>th</sup>, 2015, City Hall Rotunda

The City of Post Falls monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Jeremy Clark	David Burns and Associates	663. W. Corfield CDA, ID 83815	jcl@desinc.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Barry Rubin		1108 E. Autumn Crest Ln Post Falls, ID 83854		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
Bob Flowers	self	3914 E. Maplewood Post Falls, Id 83854	gearup@gmail.com 1956	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
DANIEL P E/SIE CASTEE	Self	3675 W. Addida Post Falls, ID 83854	DR CASTEE 667 @gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes		
Kerri Thoreson	Post Falls City Council	2508 Powderhorn St Post Falls, ID 83854	KerriT@postfallsidaho.org	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Nathaniel Howell	Exec. Assistant Developer	617 E. Lakeside Ave COA, 83814	NathanielH@Silverleafshydro.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Kaylakrise	DEA			<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
LYNN BORDERS	CITIZEN PLZ COMMISSION	107 S. BENTLEY PL. POST FALLS, ID 83854	LBORDERS2@FRONTIER.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
JUDYNE LACK	RESIDENT	704 E 15th		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
CLAY LARKIN	M	711 E WILLIAM AVE		<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
And + Mary Ostermeyer	Residents	2111 N Stagecoach Dr.	maryostermeyer@frontier.com	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Corey Clarke	Kootenai County City Link	400 NW Blvd, COA	cclarke@kcgov.us	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other



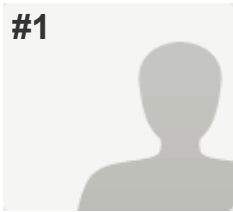
**2015 Transportation Plan Update, Sep. 15<sup>th</sup>, 2015,  
City Hall Rotunda**

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Robert Palus	Assist Eng City of Post Falls	409 N. Spokane St Post Falls	rpalus@postfallsidaho.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Bill Melvin	City Eng PF	"	bmelvin@postfallsidaho.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Teresa Bennet	HR Director PF	"	tbennet@postfallsidaho.org	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
Sharollette DeLeon	HR Assistant PF	"	sdeleon@postfallsidaho.org	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input checked="" type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other	
Linda McQuinn		120 Bentley P.F.		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
James Mulcahy	STAFF ENG POST FALLS	408 N. SPokane St P.F.	smulcahy@postfallsidaho.org	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
SID BURWELL		1813 N SPOKANE ST		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	
DONALLY HARRISON	RESIDENT POST FALLS	1407 N. FREDERICK ST POST FALLS, ID	DONALLY@HOTMAIL.COM	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other	

**CITY OF POST FALLS TRANSPORTATION PLAN UPDATE OPEN HOUSE - SEPTEMBER 15TH, 2015**

COMMENT		RECOMMENDATION / COURSE OF ACTION
<b>CITIZEN INPUT - Let us know where you would like to see investments made in transportation improvements</b>		
1	Enforce site visibility / site triangles for improved safety.	
2	Complete roads through developments for connectivity.	
3	Improve operations at Idaho/Seltice.	
4	Pedestrian mall area near Wal-mart/SH41.	
5	Visibility concerns at the S/E corner of Cecil/Poleline.	
6	Mailboxes on N Side of Mullan Avenue - there is too much traffic to cross Mullan.	
<b>SAFETY ANALYSIS</b>		
7	Consider larger set backs on fences on corner lots for visibility	
8	Idaho/16th, turning SB onto Idaho from 16th, have to pull out blocking northbound traffic in order to see.	
<b>GROWTH</b>		
9	2020 AND 2035 population gain as shown in TAZ Map. "Equate these numbers to numbers of cars."	
<b>MULTI-MODAL</b>		
10	Why don't we have a crosswalk at 1st/Spokane St.?	
11	Is the proposed multi-use trail west of Spokane St. a good cost effective use since in parallels Centennial Trail?	
12	Centennial trail connectivity is incomplete and difficult to follow.	
13	Pedestrian area at Centennial trail/Ross Point/Highway 41/Seltice Way is dangerous for bikers/walkers etc.	
14	Like "share the road," picture, need it on Spokane St.	
15	Schools should provide their facilities and charge to make money and increase presence in neighborhood.	
16	Please provide to Seniors, City link bus service.	
17	Consider adding more sidewalks on the south side of town to the river. There are many blocks with no place to walk safely.	
18	Please improve Spokane St. Add bike lanes and stop light at 15th, protected lanes for bikes and pedestrians, keep our children safe.	
<b>CITIZEN INPUT - Please let us know your preferred alternative</b>		
<b>SURVEY</b>		<b>PREFERRED OPTION</b>
1	Two-way stop controlled intersection with failure on the minor movement.	Add stop control to major movement (100%) - 1 vote
2	Congested intersection in a residential area.	Install a roundabout (80%), Install a traffic signal (20%) - 5 votes
3	Congested intersection in a commercial/retail area	Install a traffic signal (100%) - 2 votes
4	Two-way stop controlled intersection with failure on the minor movement.	Add lanes at standard widths (maximize capacity) - (100%) 1 vote
5	Two-way stop controlled intersection with failure on the minor movement.	Add lanes at standard widths (maximize capacity) - (100%) 1 vote
<b>CITIZEN INPUT - 2025 and 2035 Roadway Network</b>		
<b>SURVEY</b>		<b>PREFERRED OPTION</b>
1	Place a red dot under the improvement type you thinks is the most effective.	Enhance Roadway Segments (2 votes), Expand Individual Intersections (1 vote), Construct New Routes (none)



#1

**COMPLETE**

**Collector:** Embedded Survey 2 (Website Survey)  
**Started:** Thursday, September 17, 2015 4:39:04 PM  
**Last Modified:** Thursday, September 17, 2015 4:58:09 PM  
**Time Spent:** 00:19:04  
**IP Address:** 70.199.180.28

**PAGE 1: Transportation Master Plan 2015 Update**

**Q1: 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

- |   |  |
|---|--|
| 1 | Extension of "complete streets" for entire north and south Spokane Street corridor |
| 2 | Install traffic signal at 15th Ave/Spokane Street (3rd highest accident location)  |

**Q2: 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

Everyone (including home and business owners) would benefit from a "complete street" program that includes transportation needs for autos, bicyclists, and pedestrians. It equates to having several choices for transportation for all.

**PAGE 2**



**Q3: 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Travel time	2
Safety	5
Roadside environment / views	3
Travel speed	1
Road/travel lane capacity	1
Consideration of bicycles	5
Consideration of pedestrians	5
Consideration of mass transit (City Link)	5
Consideration of on-street parking	1
Access management (driveway locations)	3
Roadway lighting	5
Traffic controls (stop signs / signals / roundabouts)	5
Street trees	2
Economic impacts	3

**PAGE 3**

**Q4: 4-a. Today**

1	Reconfigure Spokane Street to make safer for autos, bicylists, and pedestrians
2	Install bike lanes in any new chipsealing project
3	Improve CityLink service to better meet needs of community

**Q5: 4-b. Year 2020**

1	Implement "complete streets" configuration in any new project
---	---

**Q6: 4-c. Year 2025**

1	Implement "complete streets" configuration in any new project
---	---

**Q7: 4-d. Year 2035**

1	Implement "complete streets" configuration in any new project
---	---

**Q8: 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?**

- |   |  |
|---|--|
| 1 | Improve safety at all five top accident sites in Post Falls              |
| 2 | Reconfigure Spokane Street to make safer for all forms of transportation |
| 3 | Add crosswalks and lighted pedestrian signs at high-traffic areas        |
- 

PAGE 4

---

**Q9: 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):**

- |                                   |   |
|-----------------------------------|---|
| Connectivity throughout the City  | 5 |
| Accessibility to all users        | 5 |
| Separation from vehicular traffic | 5 |
| Bike lanes within the roadway     | 3 |
- 

**Q10: 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high priority)**

- |  |   |
|--|---|
| Along school walking routes / near Schools                                   | 5 |
| In neighborhoods that do not have bicycle facilities                         | 5 |
| In areas that will connect residential neighborhoods                         | 5 |
| In areas that will connect residential neighborhoods to retail / business    | 5 |
| In areas that will connect residential neighborhoods to schools              | 5 |
| In areas that will connect residential neighborhoods to parks                | 5 |
| In areas that will connect residential neighborhoods to the Centennial Trail | 5 |
| In areas that will connect retail / business districts                       | 5 |
| In areas that will connect retail / business to schools                      | 5 |
| In areas that will connect retail / business to parks                        | 5 |
| In areas that will connect retail / business to the Centennial Trail         | 5 |
-

**Q11: 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

On-street bicycle lanes (5 ft.- 6ft. width)	5
Regional trails (Centennial trail improvements, Highway 41 trail, Karen Streeter Trail)	2
Multi-use (bicycle / pedestrian) asphalt trails separated from the roadway	2
Bike racks	5
Trail heads	4
Route markings / signing	4

---

**PAGE 5**

**Q12: 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?**

Along existing school walking routes / near schools	5
At intersections with traffic signals	5
In existing residential neighborhoods that do not have pedestrian facilities	5
Installing missing segments in areas with sidewalks	5
In new residential neighborhood construction	5
In areas that will connect residential neighborhoods to each other	5
In areas that will connect residential neighborhoods to retail/business	5
In areas that will connect residential neighborhoods to schools	5
In areas that will connect residential neighborhoods to parks	5
In areas that will connect residential neighborhoods to the Centennial Trail	5
In areas that will connect retail / business districts	5
In areas that will connect retail / business to schools	5
In areas that will connect retail / business to parks	5
In areas that will connect retail / business to the Centennial Trail	5

---

**PAGE 6**

**Q13: 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

Reconstructing existing pedestrian ramps to comply with accessibility (ADA / handicap)	5
Concrete sidewalks	5
Multi-use (bicycle / pedestrian) asphalt trails separated from the roadway	5
Benches	2
Waste (garbage) containers	5
Way finding (maps / mile markers / information kiosks / destination signs)	4

**Q14: 11. Where should improvements for Mass Transit (City Link) be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)**

Near residential neighborhoods within a 5 minute walk	1
Near residential neighborhoods within a 10 minute walk	3
Near residential neighborhoods within a 15 minute walk	5
Near business / retail districts within a 5 minute walk	1
Near business / retail districts within a 10 minute walk	3
Near business / retail districts within a 15 minute walk	5
Near health care facilities	5
Near government office / public service agencies (i.e. City Hall, food bank, library, Department of Labor, etc...)	5
Near elderly / assisted living facilities	5
Near workforce housing	5
Near subsidized housing	5
Near Parks / Recreation destinations	5

**Q15: 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

Connecting bus stops to existing sidewalks or trails	5
Accessibility (ADA / handicap)	5
Benches at bus stops	5
Bike racks at bus stops	3
Shelters at bus stops	5
Lighting at bus stops	5
Route expansion	5

PAGE 7

---

**Q16: May we contact you regarding any follow-up questions from this survey:**

Yes

---

**Q17: Would you like to receive periodic messages and updates regarding this project:**

Yes

---

**Q18: (Optional) Contact Name**

Donally Harrison

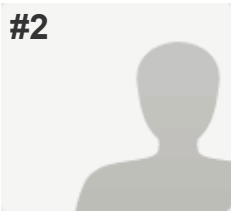
---

**Q19: (Optional) Email**

donally@hotmail.com

---

#2



**COMPLETE**

**Collector:** Embedded Survey 2 (Website Survey)  
**Started:** Friday, September 18, 2015 11:17:10 AM  
**Last Modified:** Friday, September 18, 2015 11:29:50 AM  
**Time Spent:** 00:12:39  
**IP Address:** 67.185.54.228

**PAGE 1: Transportation Master Plan 2015 Update**

**Q1: 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

- 1 Dated roads and lights give a city an old worn out feeling. Keep main business corridors fresh with resurfacing and re-striping.
- 2 Ensure good marking for bike lanes and pedestrian crossings throughout city.

**Q2: 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

More bike lanes like what was done to Poline. We have several streets with wide lanes and over-sized center turning lanes Idaho St is a great example.... it could be re-striped to add nice bike lanes both ways for a north/south bike corridor. I bike commute regularly and the north/south corridors are not bike friendly.

**PAGE 2**



**Q3: 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Travel time	2
Safety	5
Roadside environment / views	4
Travel speed	2
Road/travel lane capacity	3
Consideration of bicycles	5
Consideration of pedestrians	5
Consideration of mass transit (City Link)	4
Consideration of on-street parking	2
Access management (driveway locations)	3
Roadway lighting	4
Traffic controls (stop signs / signals / roundabouts)	5
Street trees	3
Economic impacts	3

**PAGE 3**

**Q4: 4-a. Today**

1	Upgrade lights/intersections
2	Resurface and re-lane to keep main thoroughfares fresh and safe
3	Add more bike lanes

**Q5: 4-b. Year 2020**

1	Improve and add Interstate exchanges
2	Beautification of streets with more planters, trees, and greenspace

**Q6: 4-c. Year 2025**

*Respondent skipped this question*

**Q7: 4-d. Year 2035**

*Respondent skipped this question*

**Q8: 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?**

*Respondent skipped this question*

**PAGE 4**

**Q9: 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):**

Connectivity throughout the City	5
Accessibility to all users	5
Separation from vehicular traffic	5
Bike lanes within the roadway	5

**Q10: 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high priority)**

Along school walking routes / near Schools	5
In neighborhoods that do not have bicycle facilities	4
In areas that will connect residential neighborhoods	3
In areas that will connect residential neighborhoods to retail / business	5
In areas that will connect residential neighborhoods to schools	5
In areas that will connect residential neighborhoods to parks	5
In areas that will connect residential neighborhoods to the Centennial Trail	5
In areas that will connect retail / business districts	3
In areas that will connect retail / business to schools	2
In areas that will connect retail / business to parks	2
In areas that will connect retail / business to the Centennial Trail	2

**Q11: 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

On-street bicycle lanes (5 ft.- 6ft. width)	5
Regional trails (Centennial trail improvements, Highway 41 trail, Karen Streeter Trail)	3
Multi-use (bicycle / pedestrian) asphalt trails separated from the roadway	2
Bike racks	1
Trail heads	1
Route markings / signing	1

**Q12: 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?**

At intersections with traffic signals	4
In existing residential neighborhoods that do not have pedestrian facilities	2
Installing missing segments in areas with sidewalks	4
In new residential neighborhood construction	2
In areas that will connect residential neighborhoods to each other	2
In areas that will connect residential neighborhoods to retail/business	3
In areas that will connect residential neighborhoods to schools	5
In areas that will connect residential neighborhoods to parks	5
In areas that will connect residential neighborhoods to the Centennial Trail	2
In areas that will connect retail / business districts	2
In areas that will connect retail / business to schools	1
In areas that will connect retail / business to parks	1
In areas that will connect retail / business to the Centennial Trail	1

PAGE 6

**Q13: 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

*Respondent skipped this question*

**Q14: 11. Where should improvements for Mass Transit (City Link) be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)**

*Respondent skipped this question*

**Q15: 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

*Respondent skipped this question*

PAGE 7

**Q16: May we contact you regarding any follow-up questions from this survey:**

Yes

**Q17: Would you like to receive periodic messages and updates regarding this project:**

Yes

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**Q18: (Optional) Contact Name**

Russell Frame

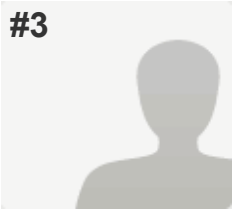
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**Q19: (Optional) Email**

russellcframe@gmail.com

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#3



**INCOMPLETE**

**Collector:** Embedded Survey 2 (Website Survey)

**Started:** Friday, September 18, 2015 12:13:09 PM

**Last Modified:** Friday, September 18, 2015 12:50:01 PM

**Time Spent:** 00:36:51

**IP Address:** 98.180.145.48

PAGE 1: Transportation Master Plan 2015 Update

**Q1: 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

- 1 Increase the safety and ability to walk and bike to destinations; parks, schools, businesses, etc.
- 2 Adopt a Complete Street Policy and create modern street designs for buffered and protected bike lanes as well as protected intersections.

**Q2: 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

The ability to walk and bike to key destinations makes Post Falls more attractive. It will help keep current residents here, but it will also entice prospective residents to come and invest in our community. This also helps the health of our environment as well as our people.

PAGE 2

**Q3: 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Travel time	4
Safety	5
Roadside environment / views	4
Road/travel lane capacity	3
Consideration of bicycles	5
Consideration of pedestrians	5
Consideration of mass transit (City Link)	5
Consideration of on-street parking	3
Access management (driveway locations)	3
Roadway lighting	4
Traffic controls (stop signs / signals / roundabouts)	4
Street trees	4
Economic impacts	5
Other (please specify)	The transportation hierarchy should be shifted to 1.) Pedestrian, 2.) Bicycle, 3.) Public Transit, 4.) Trucks, Taxis & Commercial Veh, 5.) High Occupancy Veh, 6.) Single Occupancy Veh. Travel speeds should be greatly reduced where ped/bike's have access to the street. Safety of the user's of the street should be primary with an emphasis on ped & bike.

**PAGE 3**

<b>Q4: 4-a. Today</b>	<i>Respondent skipped this question</i>
<b>Q5: 4-b. Year 2020</b>	<i>Respondent skipped this question</i>
<b>Q6: 4-c. Year 2025</b>	<i>Respondent skipped this question</i>
<b>Q7: 4-d. Year 2035</b>	<i>Respondent skipped this question</i>
<b>Q8: 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?</b>	<i>Respondent skipped this question</i>

**PAGE 4**



**Q9: 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):**

*Respondent skipped this question*

**Q10: 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high priority)**

*Respondent skipped this question*

**Q11: 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

*Respondent skipped this question*

**PAGE 5**

**Q12: 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?**

*Respondent skipped this question*

**PAGE 6**

**Q13: 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

*Respondent skipped this question*

**Q14: 11. Where should improvements for Mass Transit (City Link) be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)**

*Respondent skipped this question*

**Q15: 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

*Respondent skipped this question*

**PAGE 7**

**Q16: May we contact you regarding any follow-up questions from this survey:**

*Respondent skipped this question*

**Q17: Would you like to receive periodic messages and updates regarding this project:**

*Respondent skipped this question*

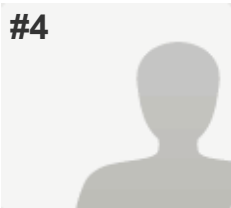
**Q18: (Optional) Contact Name**

*Respondent skipped this question*

**Q19: (Optional) Email**

*Respondent skipped this question*

#4



**INCOMPLETE**

**Collector:** Embedded Survey 2 (Website Survey)  
**Started:** Friday, September 18, 2015 3:06:15 PM  
**Last Modified:** Friday, September 18, 2015 3:10:26 PM  
**Time Spent:** 00:04:11  
**IP Address:** 172.79.106.253

**PAGE 1: Transportation Master Plan 2015 Update**

**Q1: 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

*Respondent skipped this question*

**Q2: 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

*Respondent skipped this question*

**PAGE 2**

**Q3: 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Travel time	3
Safety	5
Roadside environment / views	3
Travel speed	2
Road/travel lane capacity	2
Consideration of bicycles	5
Consideration of pedestrians	5
Consideration of mass transit (City Link)	5
Consideration of on-street parking	3
Access management (driveway locations)	3
Roadway lighting	4
Traffic controls (stop signs / signals / roundabouts)	5
Street trees	4
Economic impacts	4

PAGE 3

<b>Q4: 4-a. Today</b>	<i>Respondent skipped this question</i>
<b>Q5: 4-b. Year 2020</b>	<i>Respondent skipped this question</i>
<b>Q6: 4-c. Year 2025</b>	<i>Respondent skipped this question</i>
<b>Q7: 4-d. Year 2035</b>	<i>Respondent skipped this question</i>
<b>Q8: 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?</b>	<i>Respondent skipped this question</i>

PAGE 4

<b>Q9: 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):</b>	<i>Respondent skipped this question</i>
<b>Q10: 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high priority)</b>	<i>Respondent skipped this question</i>
<b>Q11: 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?</b>	<i>Respondent skipped this question</i>

PAGE 5

<b>Q12: 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?</b>	<i>Respondent skipped this question</i>
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PAGE 6

<b>Q13: 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?</b>	<i>Respondent skipped this question</i>
<b>Q14: 11. Where should improvements for Mass Transit (City Link) be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)</b>	<i>Respondent skipped this question</i>

**Q15: 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

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*Respondent skipped this question*

**PAGE 7**

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**Q16: May we contact you regarding any follow-up questions from this survey:**

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*Respondent skipped this question*

**Q17: Would you like to receive periodic messages and updates regarding this project:**

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*Respondent skipped this question*

**Q18: (Optional) Contact Name**

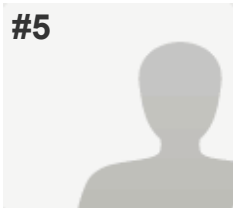
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*Respondent skipped this question*

**Q19: (Optional) Email**

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*Respondent skipped this question*



**INCOMPLETE**

**Collector:** Web Link (Web Link)  
**Started:** Friday, September 18, 2015 5:09:34 PM  
**Last Modified:** Friday, September 18, 2015 5:14:34 PM  
**Time Spent:** 00:04:59  
**IP Address:** 76.178.22.88

**PAGE 1: Transportation Master Plan 2015 Update**

**Q1: 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

- 1 paved bike access along Seltice near Exit 6
- 2 reconsider striping on Hwy 41/12th Street

**Q2: 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

Fairly strict ordinances about the height, appearance, etc. of new improvements that emphasize neighborhood friendliness, noise control, and blend in with or genuinely improve the quality of the neighborhood.

**PAGE 2**

**Q3: 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Travel time	4
Safety	5
Roadside environment / views	4
Travel speed	4
Road/travel lane capacity	2
Consideration of bicycles	2
Consideration of pedestrians	2
Consideration of mass transit (City Link)	3
Consideration of on-street parking	3
Access management (driveway locations)	4
Roadway lighting	5
Traffic controls (stop signs / signals / roundabouts)	5
Street trees	5
Economic impacts	5

PAGE 3

<b>Q4: 4-a. Today</b>	<i>Respondent skipped this question</i>
<b>Q5: 4-b. Year 2020</b>	<i>Respondent skipped this question</i>
<b>Q6: 4-c. Year 2025</b>	<i>Respondent skipped this question</i>
<b>Q7: 4-d. Year 2035</b>	<i>Respondent skipped this question</i>
<b>Q8: 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?</b>	<i>Respondent skipped this question</i>

PAGE 4

<b>Q9: 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):</b>	<i>Respondent skipped this question</i>
<b>Q10: 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high priority)</b>	<i>Respondent skipped this question</i>
<b>Q11: 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?</b>	<i>Respondent skipped this question</i>

PAGE 5

<b>Q12: 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?</b>	<i>Respondent skipped this question</i>
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PAGE 6

<b>Q13: 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?</b>	<i>Respondent skipped this question</i>
<b>Q14: 11. Where should improvements for Mass Transit (City Link) be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)</b>	<i>Respondent skipped this question</i>



**Q15: 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

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*Respondent skipped this question*

**PAGE 7**

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**Q16: May we contact you regarding any follow-up questions from this survey:**

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*Respondent skipped this question*

**Q17: Would you like to receive periodic messages and updates regarding this project:**

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*Respondent skipped this question*

**Q18: (Optional) Contact Name**

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*Respondent skipped this question*

**Q19: (Optional) Email**

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*Respondent skipped this question*

**Q1 1. One of the Goals and Objectives of the Transportation Master Plan is to support economic growth and vitality for the community. Based on the information at the open house, what/where would you place the two (2) transportation projects that would best contribute to the economic growth of Post Falls?**

Answered: 4 Skipped: 1

Answer Choices	Responses
1	100.00% 4
2	100.00% 4

#	1	Date
1	paved bike access along Seltice near Exit 6	9/18/2015 5:13 PM
2	Increase the safety and ability to walk and bike to destinations; parks, schools, businesses, etc.	9/18/2015 12:35 PM
3	Dated roads and lights give a city an old worn out feeling. Keep main business corridors fresh with resurfacing and re-striping.	9/18/2015 11:22 AM
4	Extension of "complete streets" for entire north and south Spokane Street corridor	9/17/2015 4:46 PM

#	2	Date
1	reconsider striping on Hwy 41/12th Street	9/18/2015 5:13 PM
2	Adopt a Complete Street Policy and create modern street designs for buffered and protected bike lanes as well as protected intersections.	9/18/2015 12:35 PM
3	Ensure good marking for bike lanes and pedestrian crossings throughout city.	9/18/2015 11:22 AM
4	Install traffic signal at 15th Ave/Spokane Street (3rd highest accident location)	9/17/2015 4:46 PM

**Q2 2. Roadway and transportation improvements can impact the look, feel, and desirability to locate homes, businesses, schools, etc.... How best can these improvements enhance the community?**

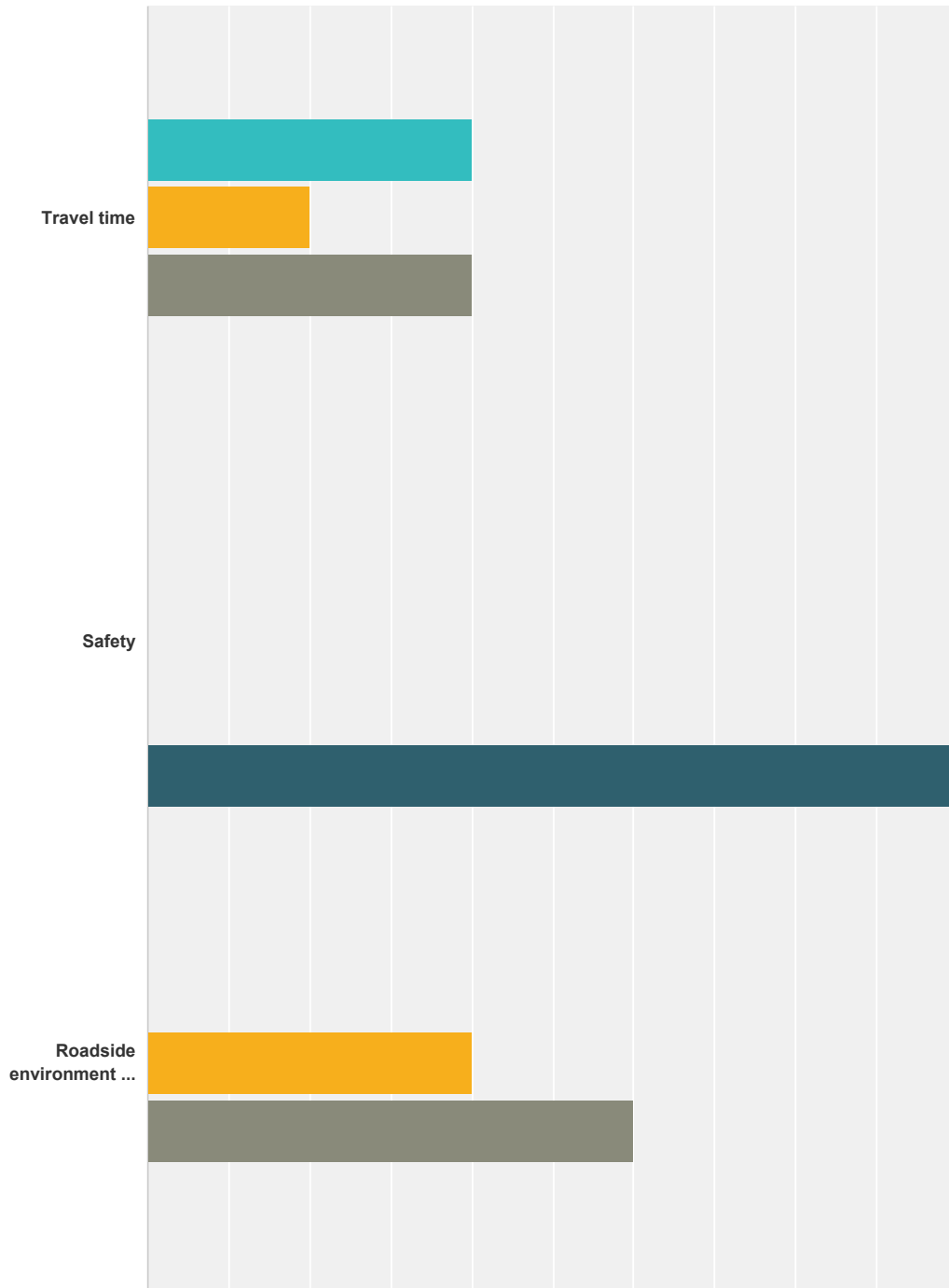
Answered: 4 Skipped: 1

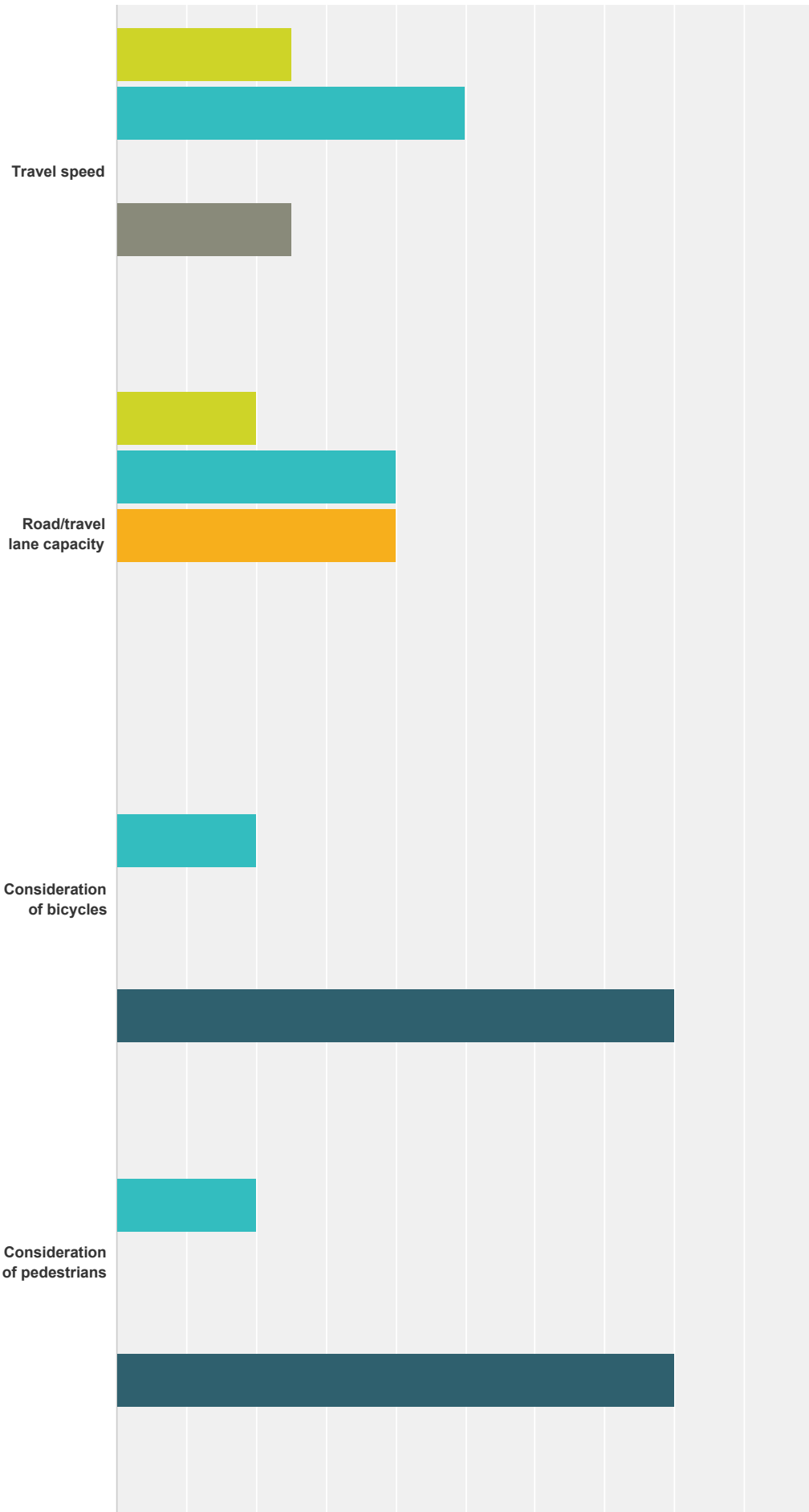
#	Responses	Date
1	Fairly strict ordinances about the height, appearance, etc. of new improvements that emphasize neighborhood friendliness, noise control, and blend in with or genuinely improve the quality of the neighborhood.	9/18/2015 5:13 PM
2	The ability to walk and bike to key destinations makes Post Falls more attractive. It will help keep current residents here, but it will also entice prospective residents to come and invest in our community. This also helps the health of our environment as well as our people.	9/18/2015 12:35 PM

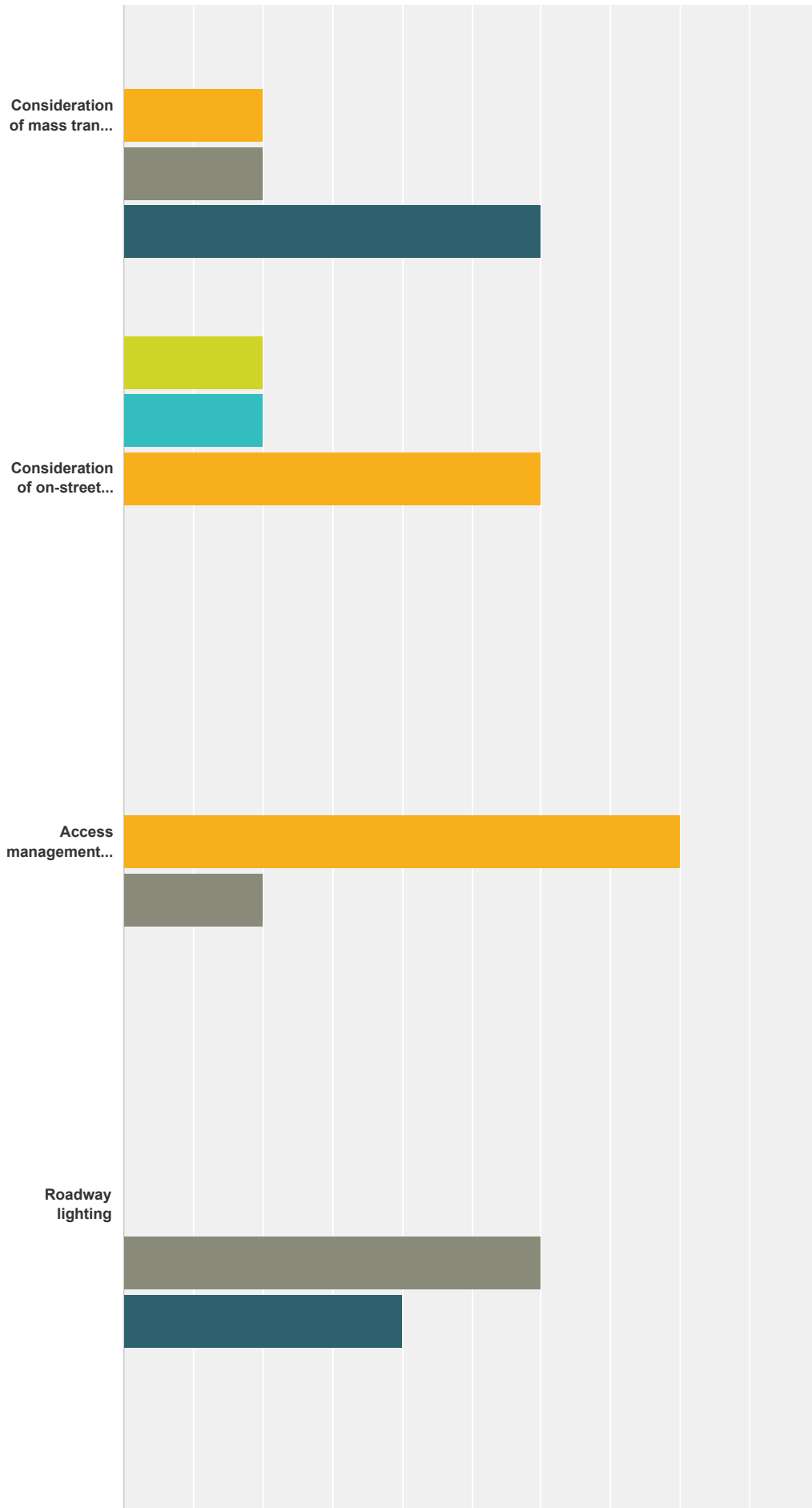
3	More bike lanes like what was done to Poline. We have several streets with wide lanes and over-sized center turning lanes Idaho St is a great example.... it could be re-striped to add nice bike lanes both ways for a north/south bike corridor. I bike commute regularly and the north/south corridors are not bike friendly.	9/18/2015 11:22 AM
4	Everyone (including home and business owners) would benefit from a "complete street" program that includes transportation needs for autos, bicyclists, and pedestrians. It equates to having several choices for transportation for all.	9/17/2015 4:46 PM

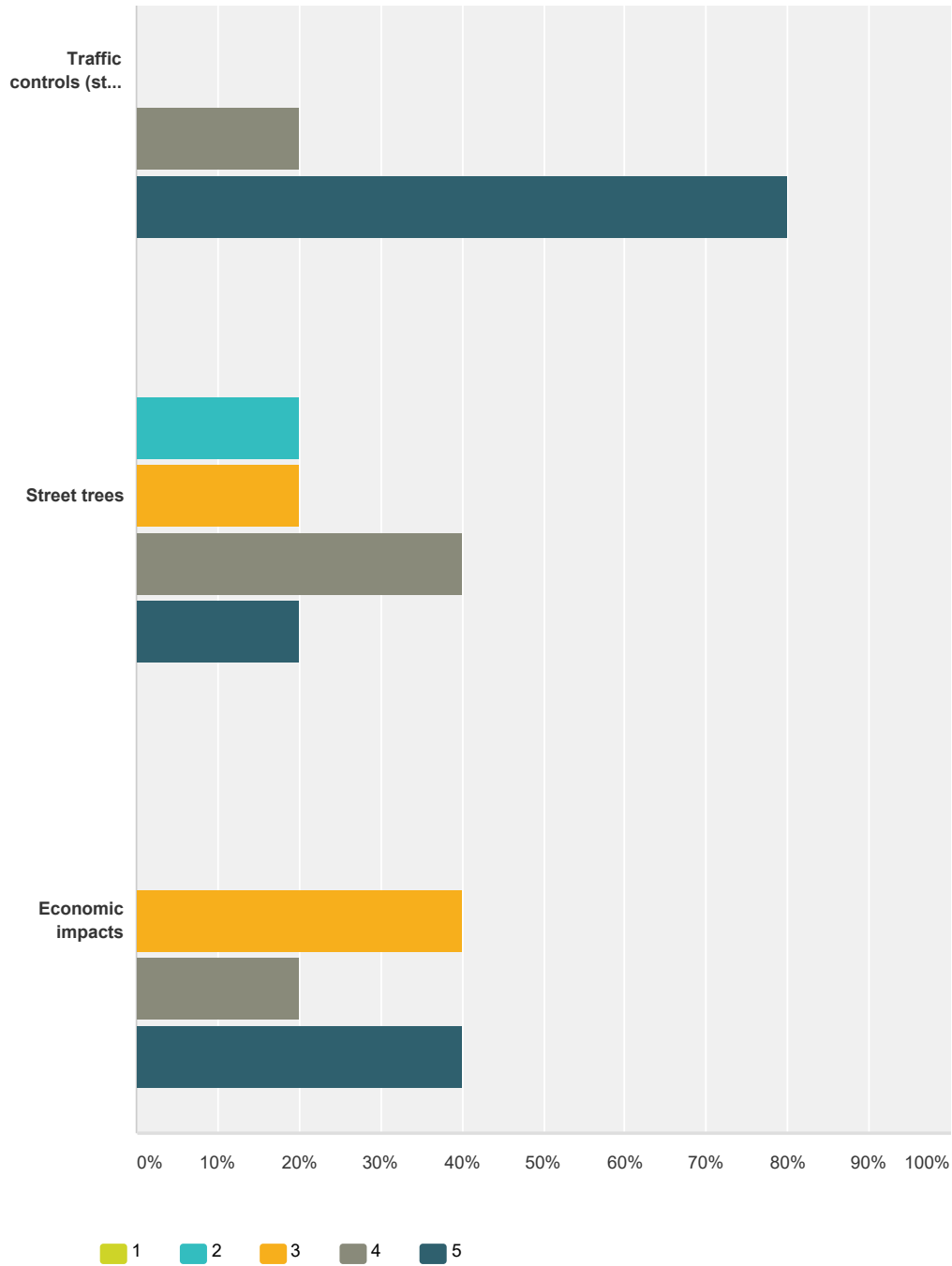
**Q3 3. Rank your priorities (individual rankings 1-5; 1 = not a priority, 5 = high priority) When considering vehicular transportation improvements:**

Answered: 5 Skipped: 0









	1	2	3	4	5	Total
Travel time	0.00% 0	40.00% 2	20.00% 1	40.00% 2	0.00% 0	5
Safety	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 5	5
Roadside environment / views	0.00% 0	0.00% 0	40.00% 2	60.00% 3	0.00% 0	5
Travel speed	25.00% 1	50.00% 2	0.00% 0	25.00% 1	0.00% 0	4
Road/travel lane capacity	20.00% 1	40.00% 2	40.00% 2	0.00% 0	0.00% 0	5



Consideration of bicycles	0.00% 0	20.00% 1	0.00% 0	0.00% 0	80.00% 4	5
Consideration of pedestrians	0.00% 0	20.00% 1	0.00% 0	0.00% 0	80.00% 4	5
Consideration of mass transit (City Link)	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5
Consideration of on-street parking	20.00% 1	20.00% 1	60.00% 3	0.00% 0	0.00% 0	5
Access management (driveway locations)	0.00% 0	0.00% 0	80.00% 4	20.00% 1	0.00% 0	5
Roadway lighting	0.00% 0	0.00% 0	0.00% 0	60.00% 3	40.00% 2	5
Traffic controls (stop signs / signals / roundabouts)	0.00% 0	0.00% 0	0.00% 0	20.00% 1	80.00% 4	5
Street trees	0.00% 0	20.00% 1	20.00% 1	40.00% 2	20.00% 1	5
Economic impacts	0.00% 0	0.00% 0	40.00% 2	20.00% 1	40.00% 2	5

#	Other (please specify)	Date
1	The transportation hierarchy should be shifted to 1.) Pedestrian, 2.) Bicycle, 3.) Public Transit, 4.) Trucks, Taxis & Commercial Veh, 5.) High Occupancy Veh, 6.) Single Occupancy Veh. Travel speeds should be greatly reduced where ped/bike's have access to the street. Safety of the user's of the street should be primary with an emphasis on ped & bike.	9/18/2015 12:50 PM

### Q4 4-a. Today

Answered: 2 Skipped: 3

Answer Choices	Responses
1	100.00% 2
2	100.00% 2
3	100.00% 2

#	1	Date
1	Upgrade lights/intersections	9/18/2015 11:27 AM
2	Reconfigure Spokane Street to make safer for autos, bicylists, and pedestrians	9/17/2015 4:53 PM
#	2	Date
1	Resurface and re-lane to keep main thoroughfares fresh and safe	9/18/2015 11:27 AM
2	Install bike lanes in any new chipsealing project	9/17/2015 4:53 PM
#	3	Date
1	Add more bike lanes	9/18/2015 11:27 AM
2	Improve CityLink service to better meet needs of community	9/17/2015 4:53 PM

### Q5 4-b. Year 2020

Answered: 2 Skipped: 3

Answer Choices	Responses
1	100.00% 2
2	50.00% 1
3	0.00% 0

#	1	Date
1	Improve and add Interstate exchanges	9/18/2015 11:27 AM
2	Implement "complete streets" configuration in any new project	9/17/2015 4:53 PM
#	2	Date
1	Beautification of streets with more planters, trees, and greenspace	9/18/2015 11:27 AM
#	3	Date
	There are no responses.	

### Q6 4-c. Year 2025

Answered: 1 Skipped: 4

Answer Choices	Responses
1	100.00% 1
2	0.00% 0
3	0.00% 0

#	1	Date
1	Implement "complete streets" configuration in any new project	9/17/2015 4:53 PM
#	2	Date
	There are no responses.	
#	3	Date
	There are no responses.	

### Q7 4-d. Year 2035

Answered: 1 Skipped: 4

Answer Choices	Responses
1	100.00% 1
2	0.00% 0
3	0.00% 0

#	1	Date
1	Implement "complete streets" configuration in any new project	9/17/2015 4:53 PM
#	2	Date
	There are no responses.	
#	3	Date

There are no responses.

**Q8 5. Based on what you've seen with the safety analysis, and considering the future congested facilities, where do you think the three (3) most important safety improvements should be made?**

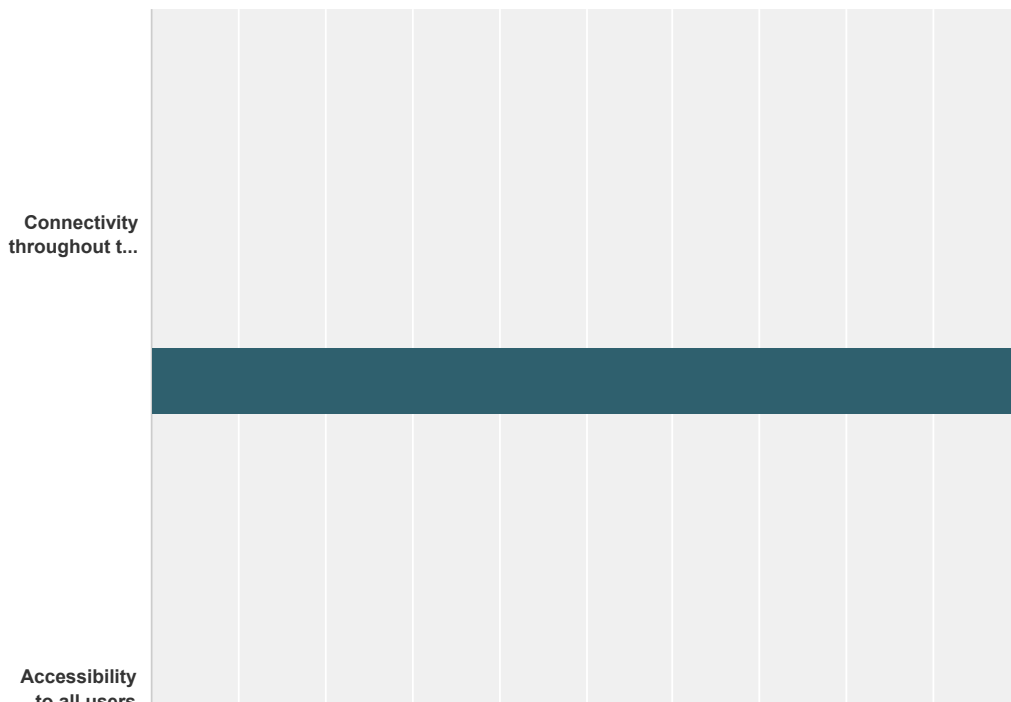
Answered: 1 Skipped: 4

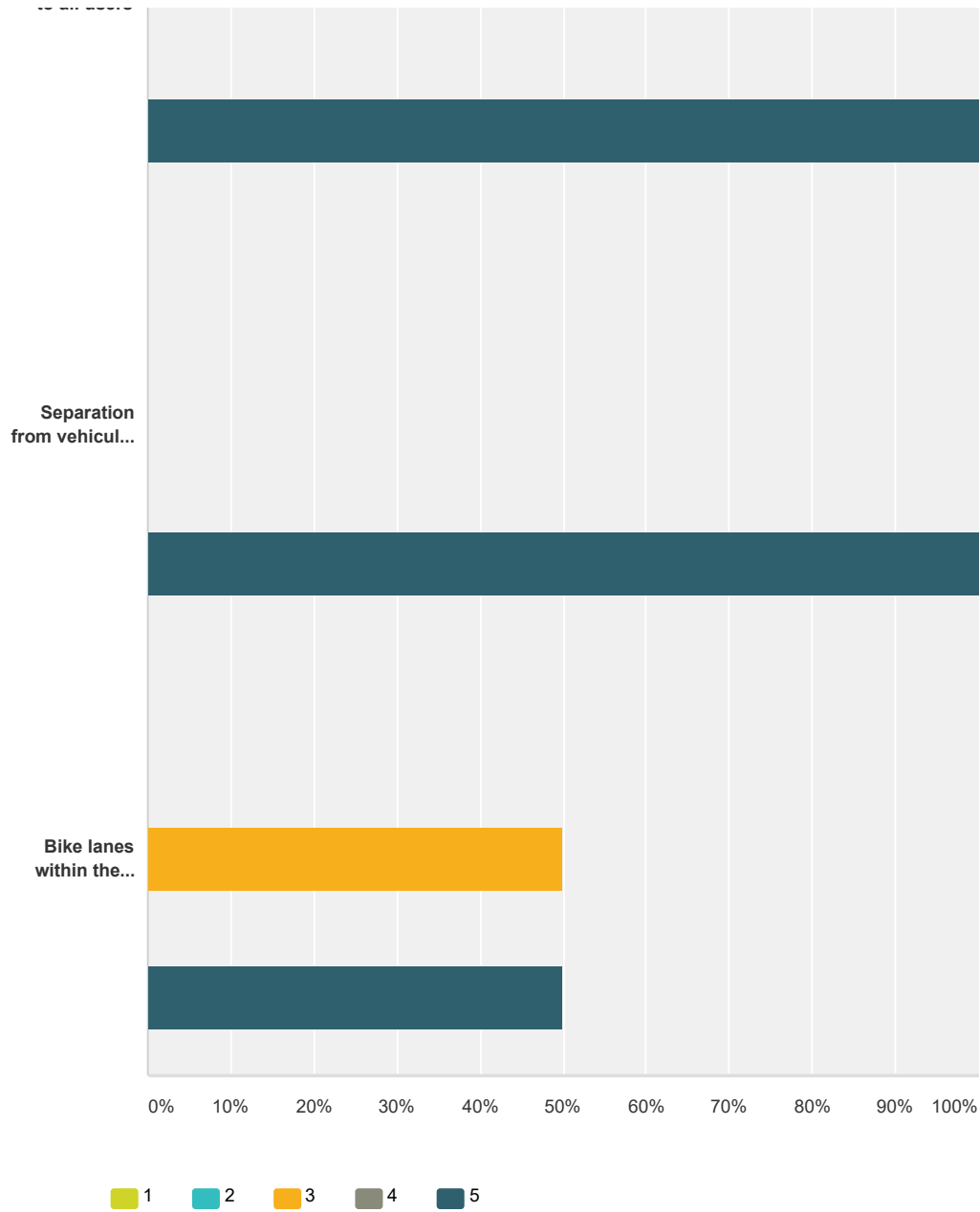
Answer Choices	Responses
1	100.00% 1
2	100.00% 1
3	100.00% 1

#	1	Date
1	Improve safety at all five top accident sites in Post Falls	9/17/2015 4:53 PM
#	2	Date
1	Reconfigure Spokane Street to make safer for all forms of transportation	9/17/2015 4:53 PM
#	3	Date
1	Add crosswalks and lighted pedestrian signs at high-traffic areas	9/17/2015 4:53 PM

**Q9 6. Rank your priorities when considering bicycle and pedestrian transportation improvements (individual rankings 1-5; 1= not a priority, 5= high priority):**

Answered: 2 Skipped: 3



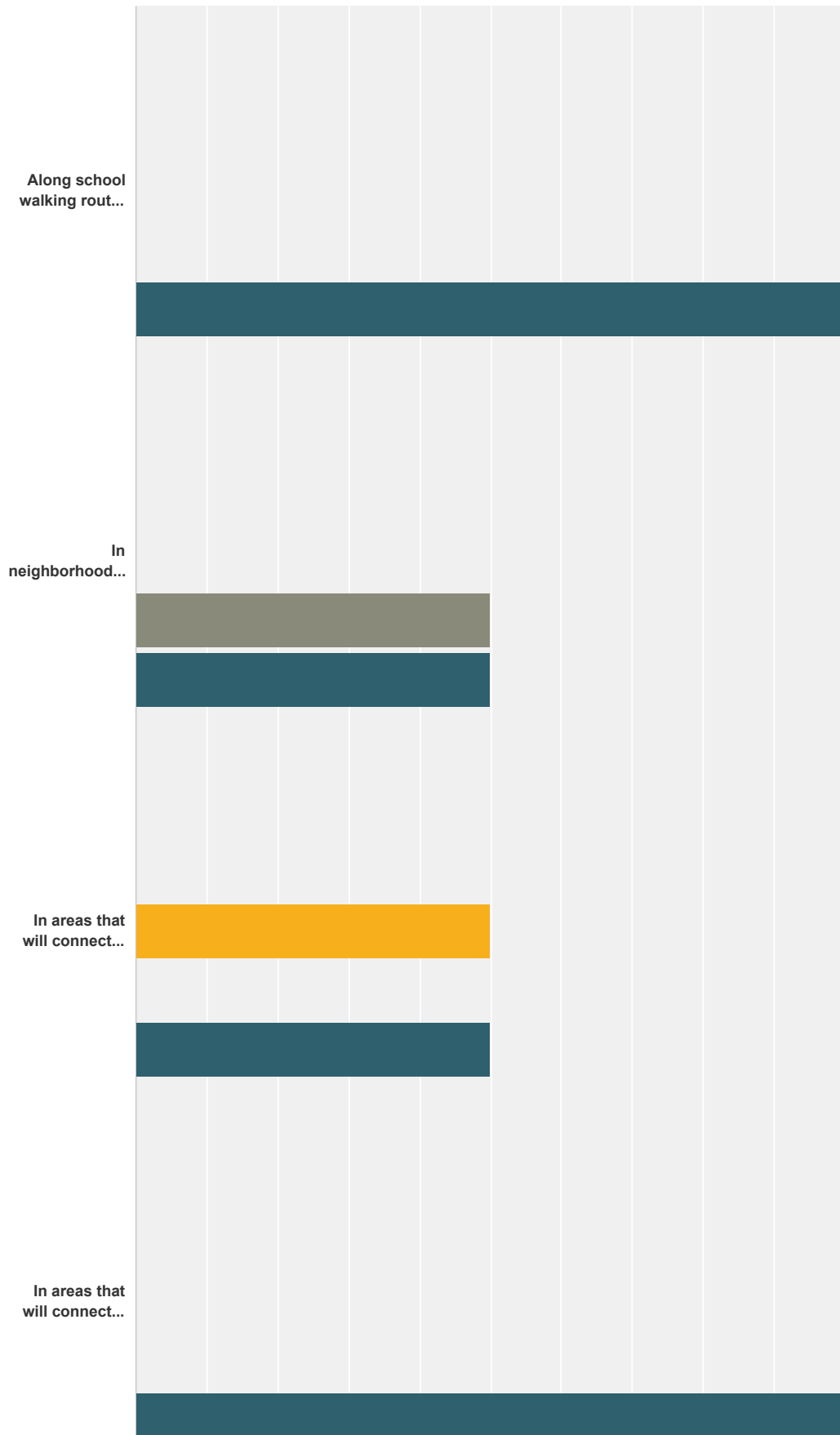


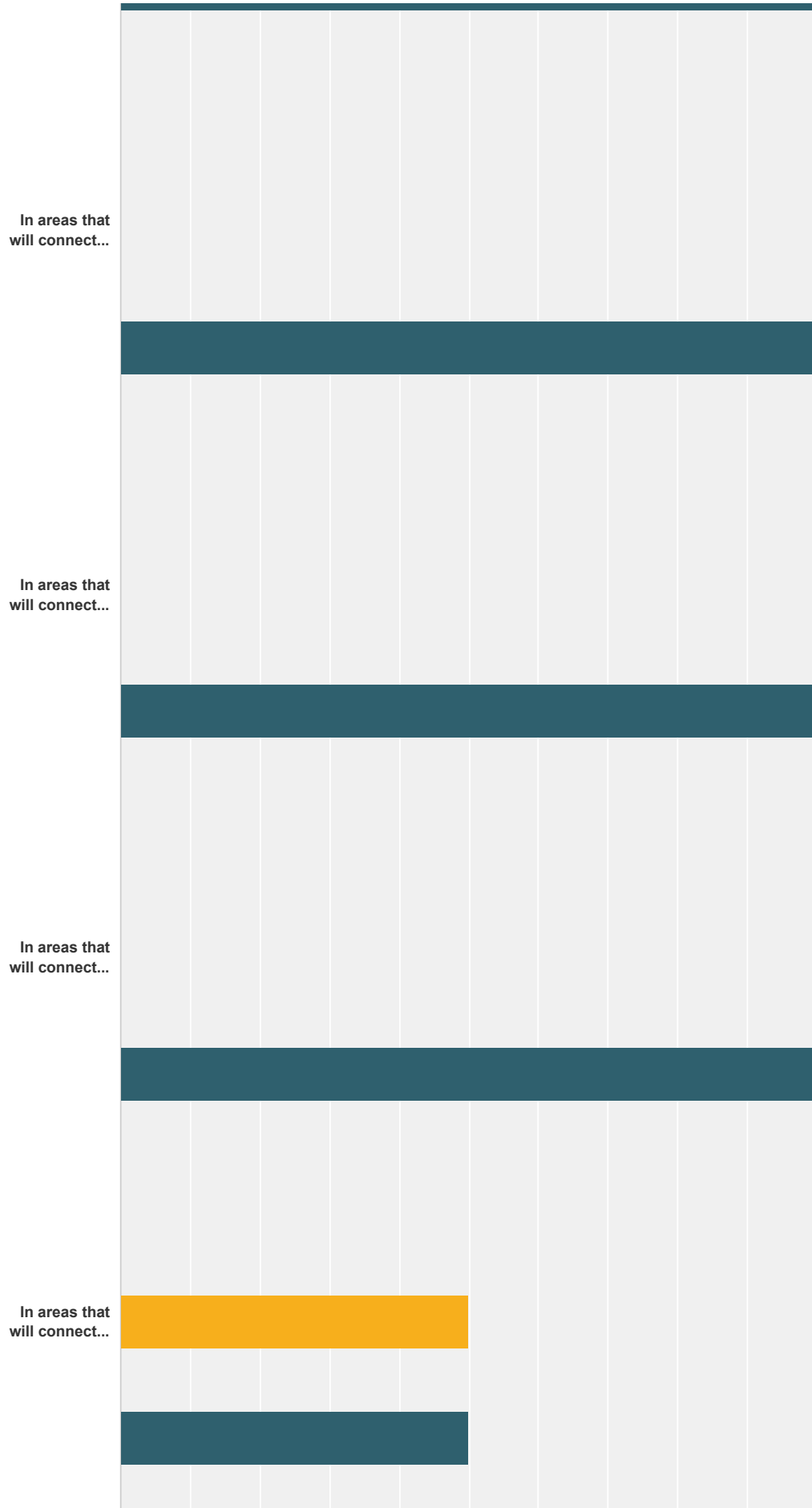
	1	2	3	4	5	Total
Connectivity throughout the City	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
Accessibility to all users	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
Separation from vehicular traffic	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
Bike lanes within the roadway	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2

**Q10 7. Where should bicycle facility improvements be a priority? (individual rankings 1-5; 1= not a priority, 5= high)**

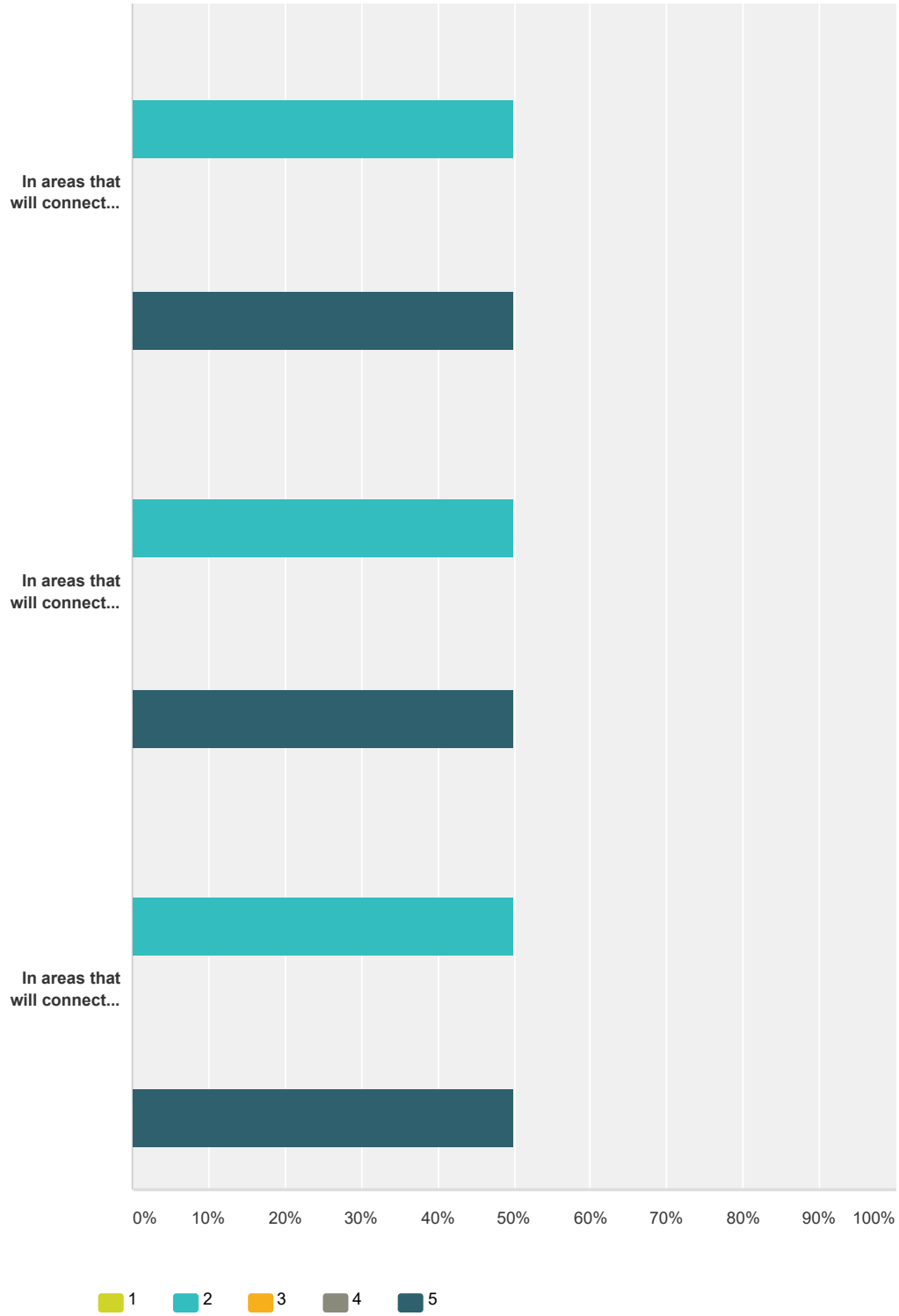
priority)

Answered: 2 Skipped: 3







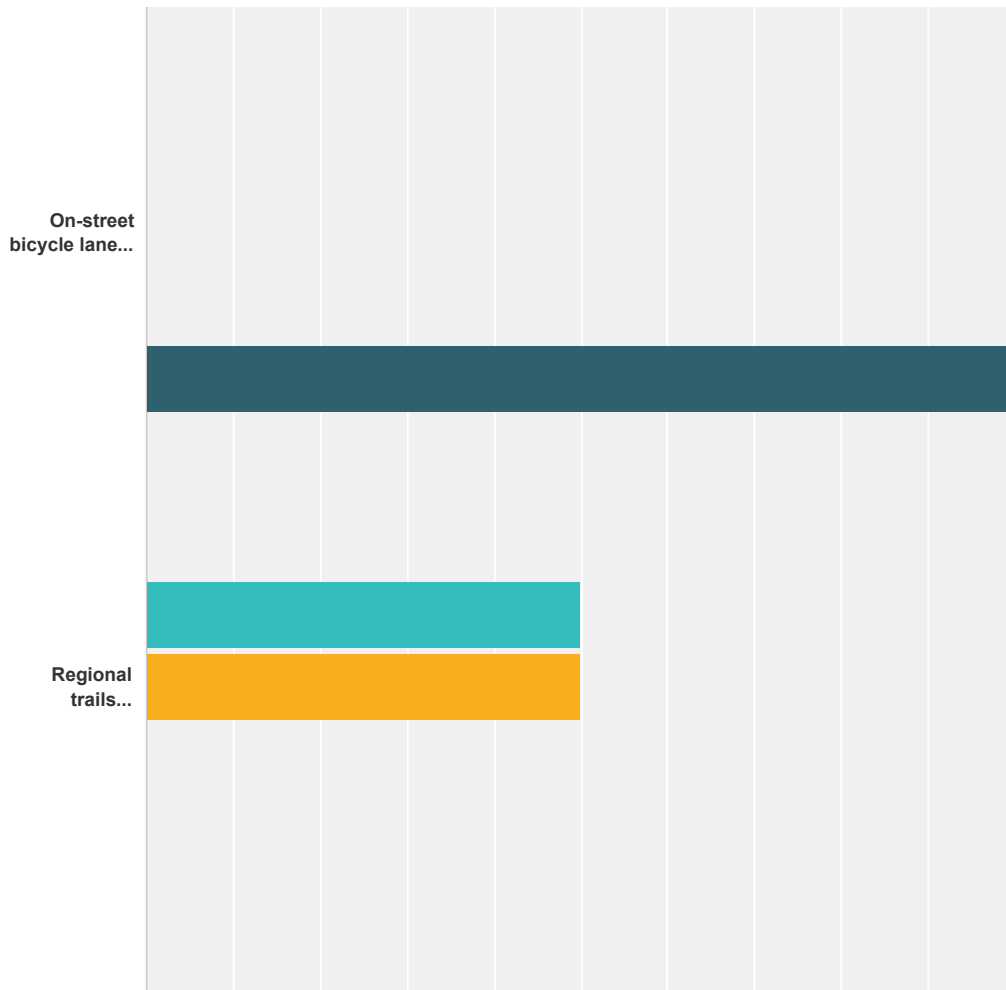


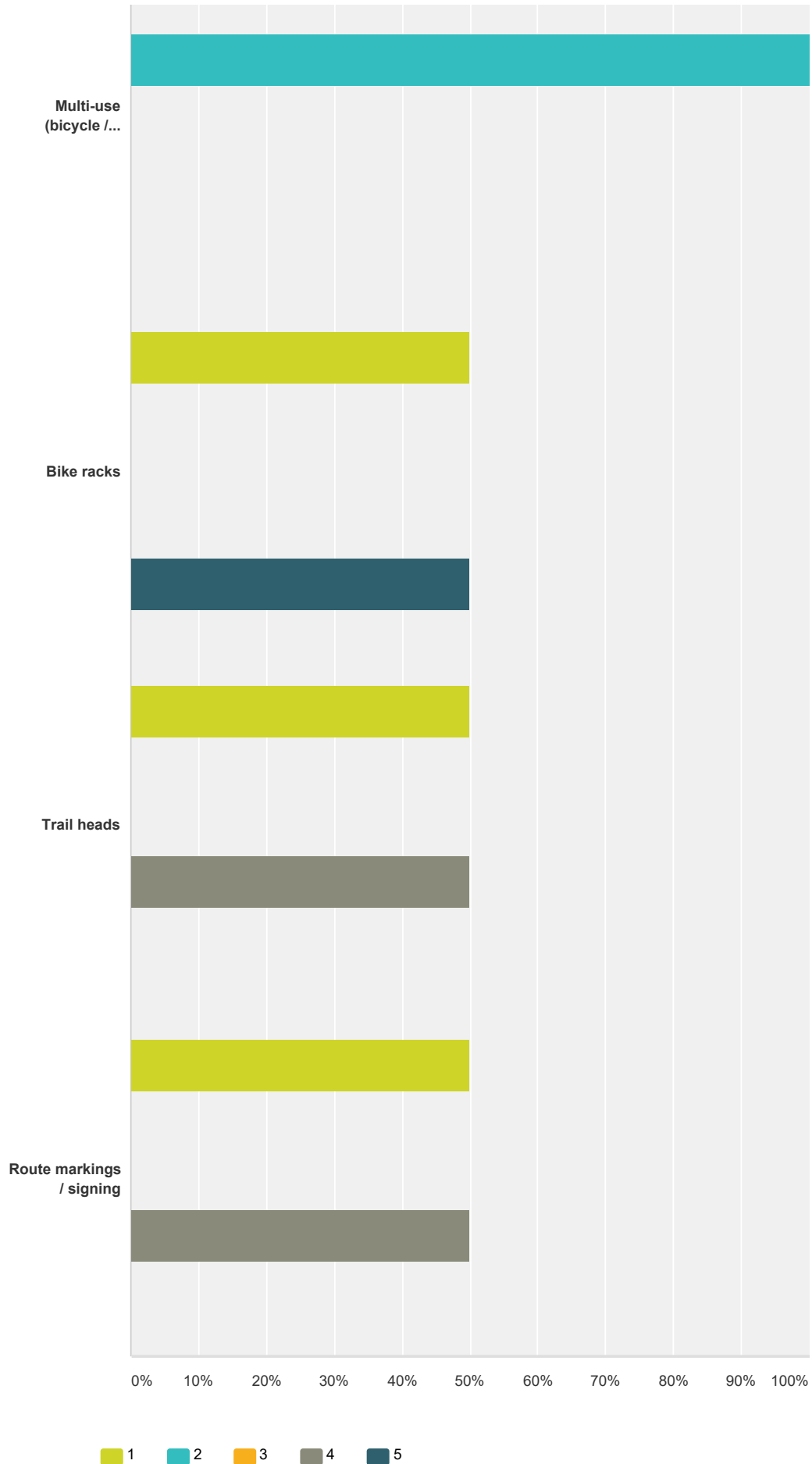
	1	2	3	4	5	Total
Along school walking routes / near Schools	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In neighborhoods that do not have bicycle facilities	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
In areas that will connect residential neighborhoods	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2

In areas that will connect residential neighborhoods to retail / business	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect residential neighborhoods to schools	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect residential neighborhoods to parks	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect residential neighborhoods to the Centennial Trail	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect retail / business districts	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2
In areas that will connect retail / business to schools	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business to parks	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business to the Centennial Trail	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2

**Q11 8. What types of bicycle facilities should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

Answered: 2 Skipped: 3

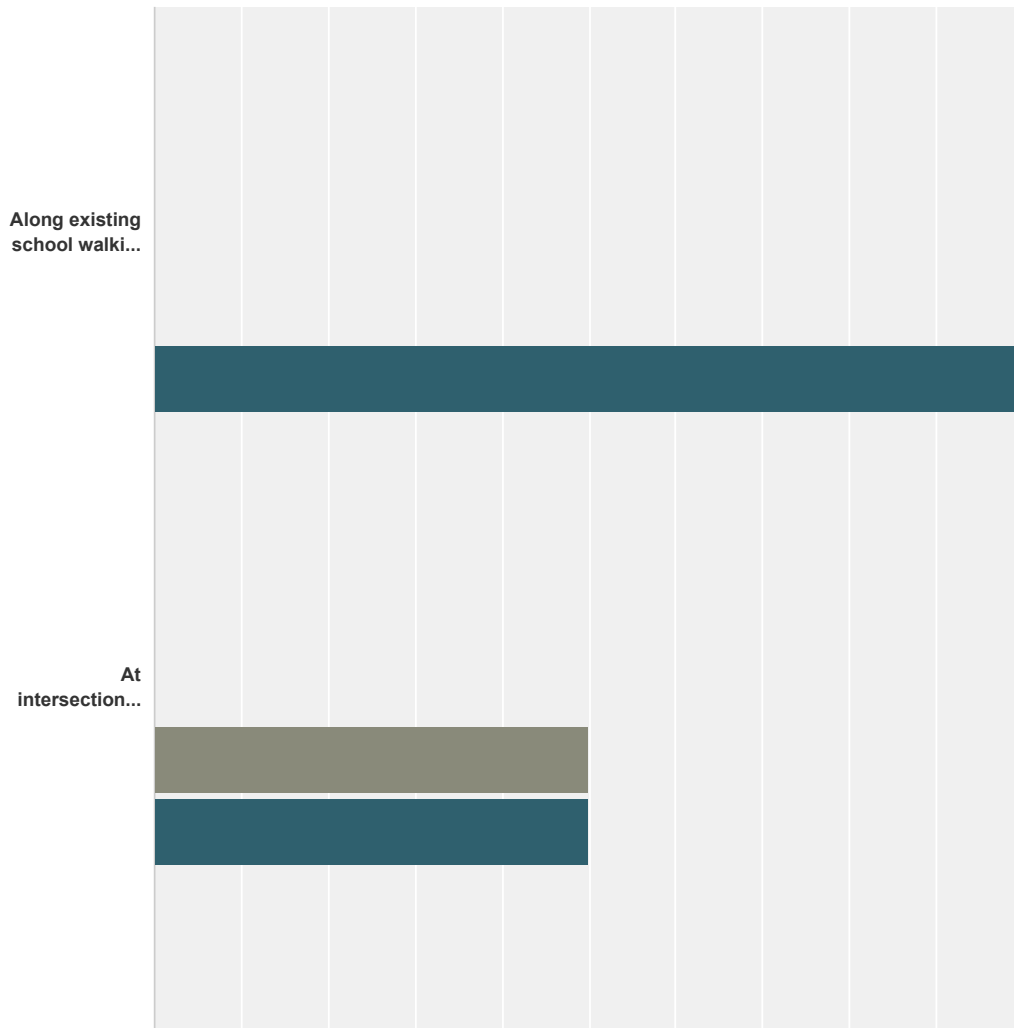


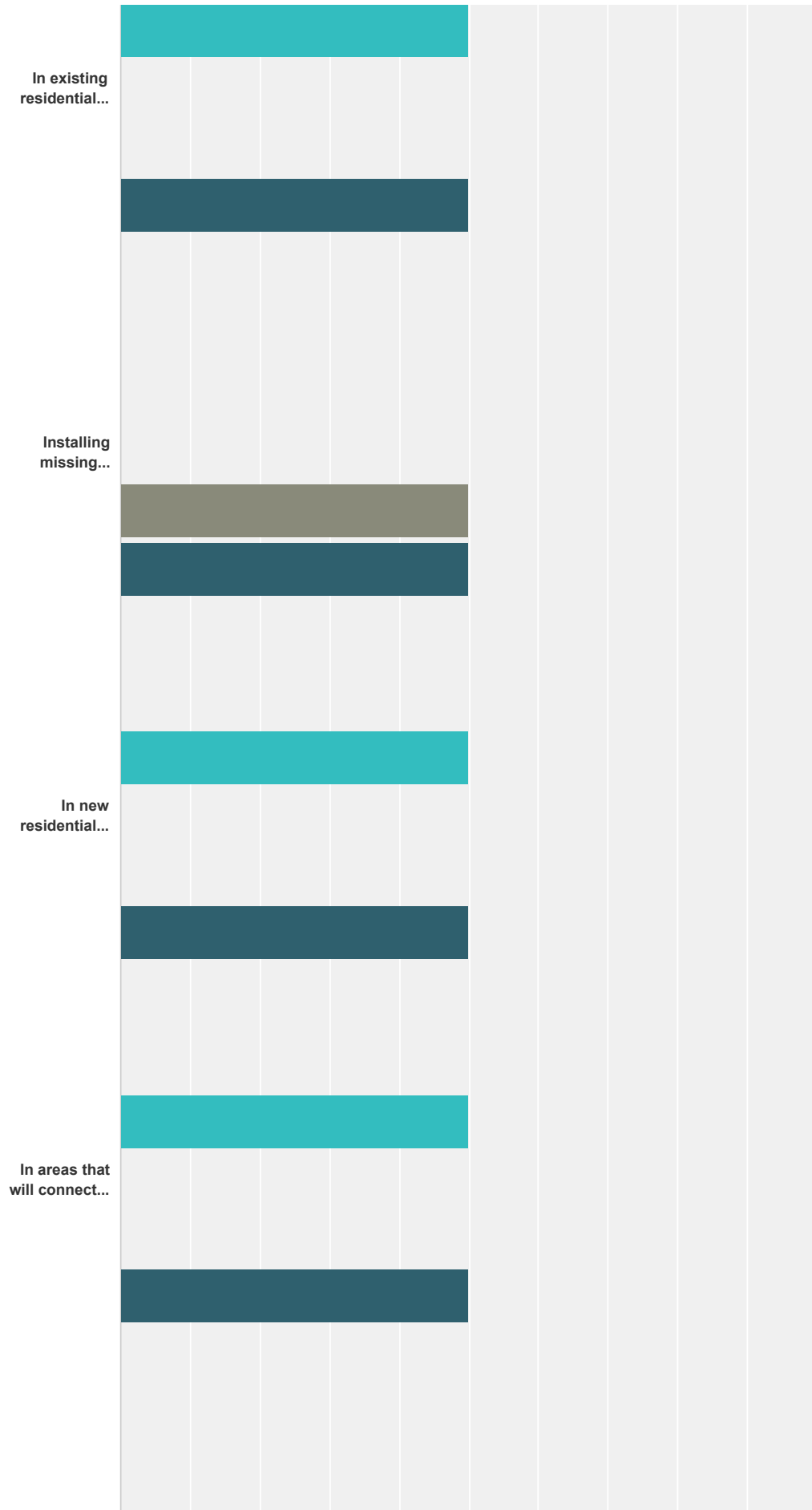


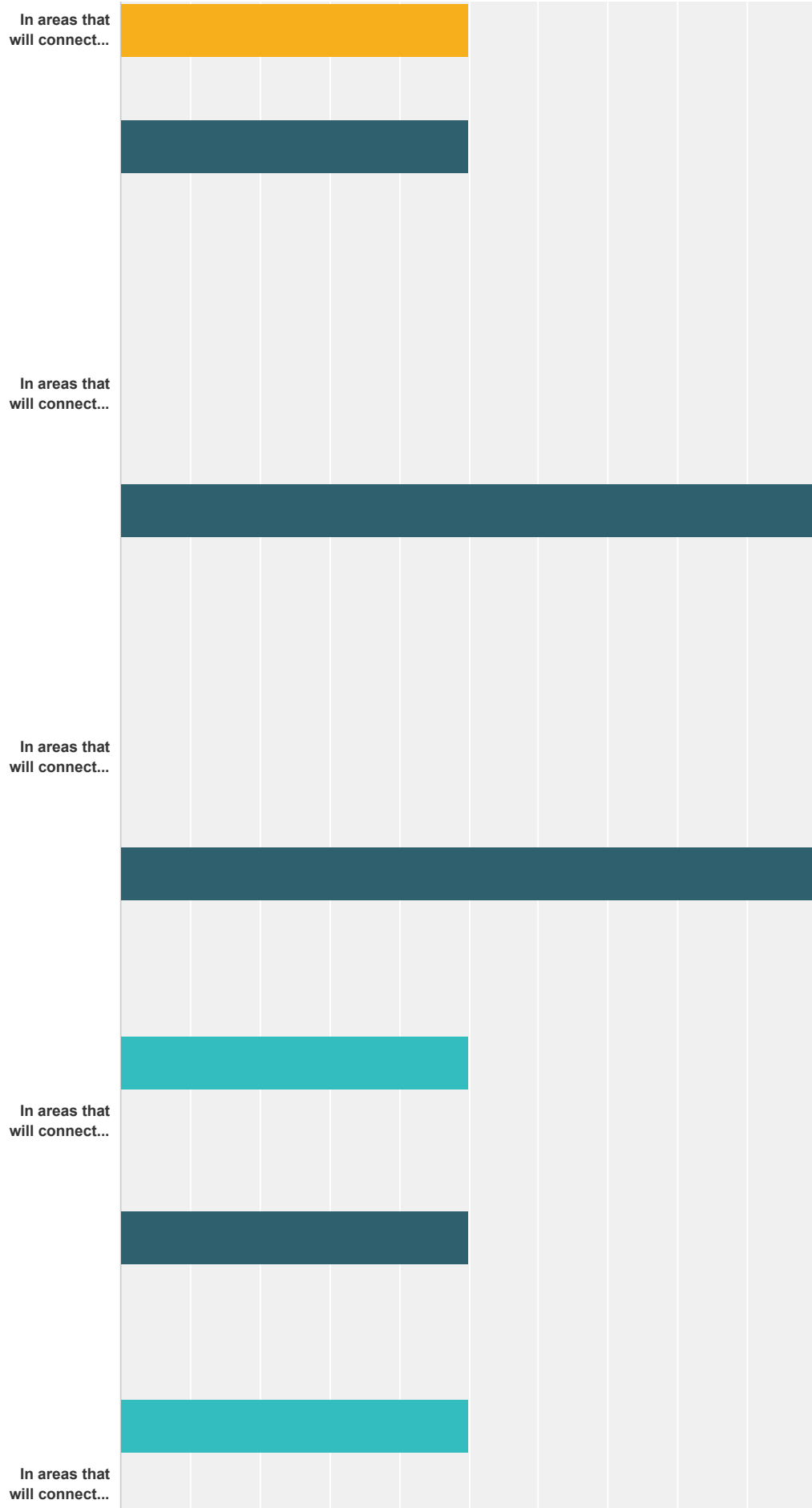
	1	2	3	4	5	Total
On-street bicycle lanes (5 ft.- 6ft. width)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
Regional trails (Centennial trail improvements, Highway 41 trail, Karen Streeter Trail)	0.00% 0	50.00% 1	50.00% 1	0.00% 0	0.00% 0	2
Multi-use (bicycle / pedestrian) asphalt trails separated from the roadway	0.00% 0	100.00% 2	0.00% 0	0.00% 0	0.00% 0	2
Bike racks	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2
Trail heads	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2
Route markings / signing	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	2

**Q12 9. Where should improvements for pedestrians be a priority? (Individual rankings 1-5; 1= not a priority, 5= high priority)?**

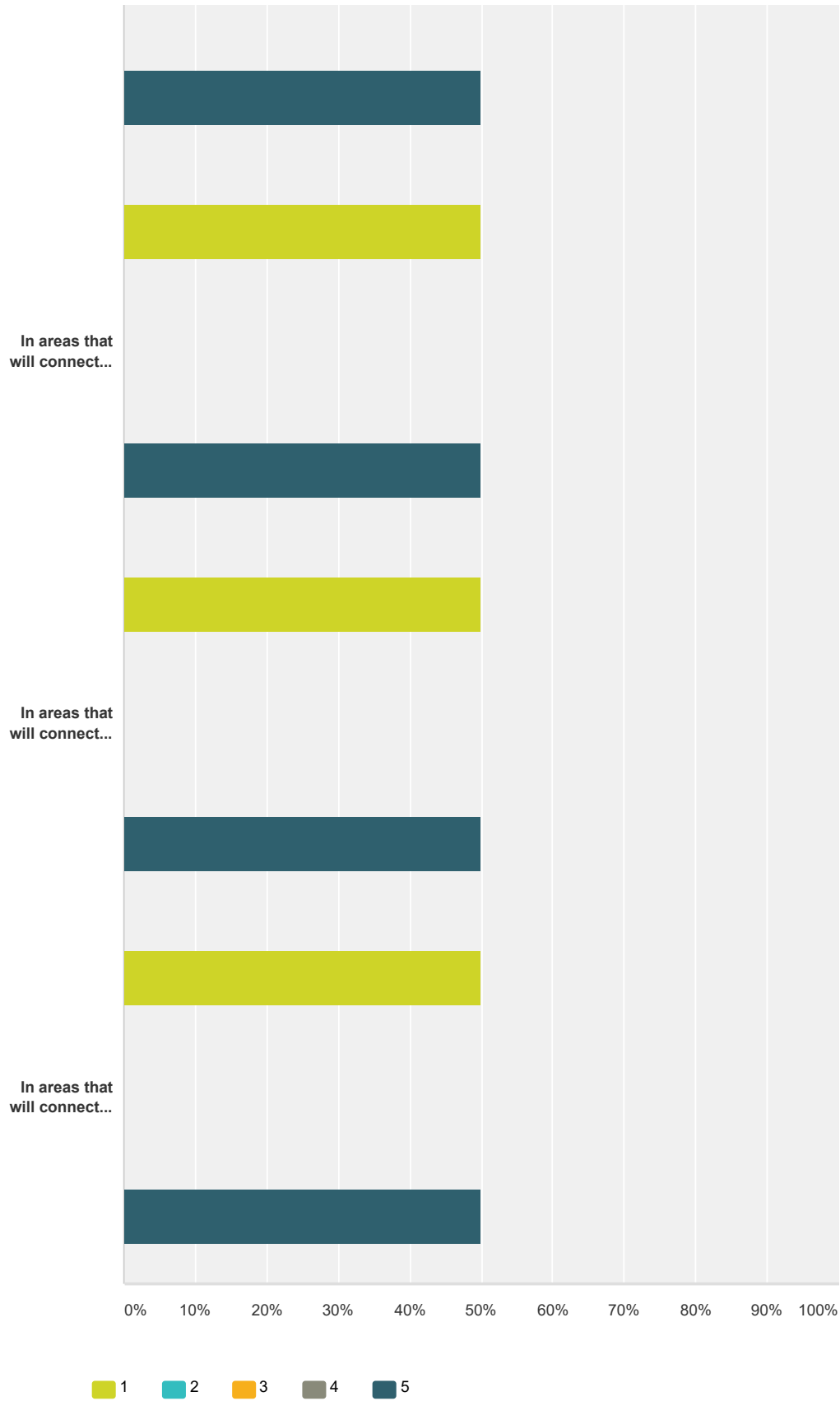
Answered: 2 Skipped: 3









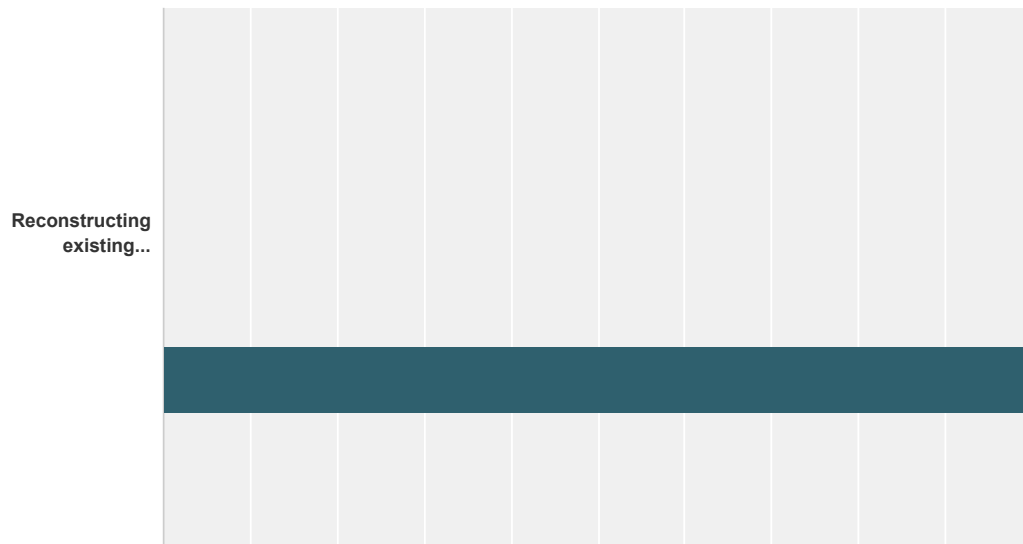


	1	2	3	4	5	Total

Along existing school walking routes / near schools	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
At intersections with traffic signals	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
In existing residential neighborhoods that do not have pedestrian facilities	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
Installing missing segments in areas with sidewalks	0.00% 0	0.00% 0	0.00% 0	50.00% 1	50.00% 1	2
In new residential neighborhood construction	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect residential neighborhoods to each other	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect residential neighborhoods to retail/business	0.00% 0	0.00% 0	50.00% 1	0.00% 0	50.00% 1	2
In areas that will connect residential neighborhoods to schools	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect residential neighborhoods to parks	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	2
In areas that will connect residential neighborhoods to the Centennial Trail	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business districts	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business to schools	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business to parks	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2
In areas that will connect retail / business to the Centennial Trail	50.00% 1	0.00% 0	0.00% 0	0.00% 0	50.00% 1	2

**Q13 10. What types of accommodations for pedestrians should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)?**

Answered: 1 Skipped: 4



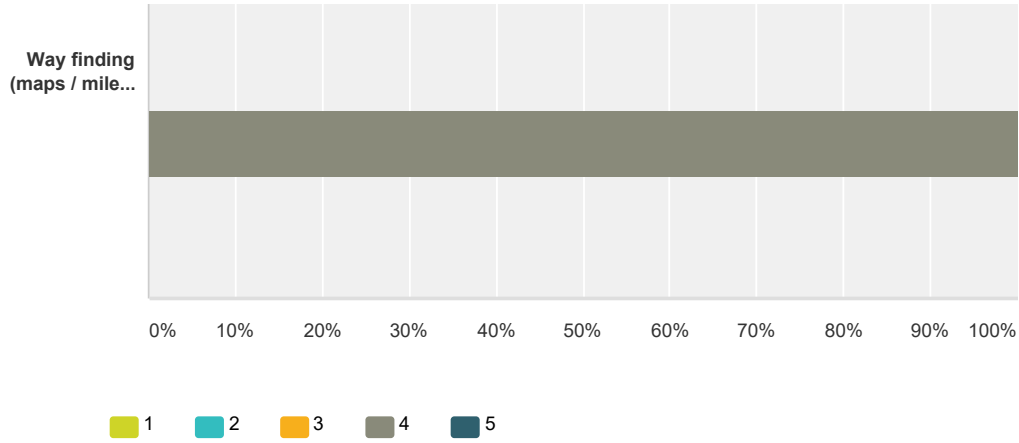
Concrete sidewalks

Multi-use (bicycle /...

Benches

Waste (garbage)...

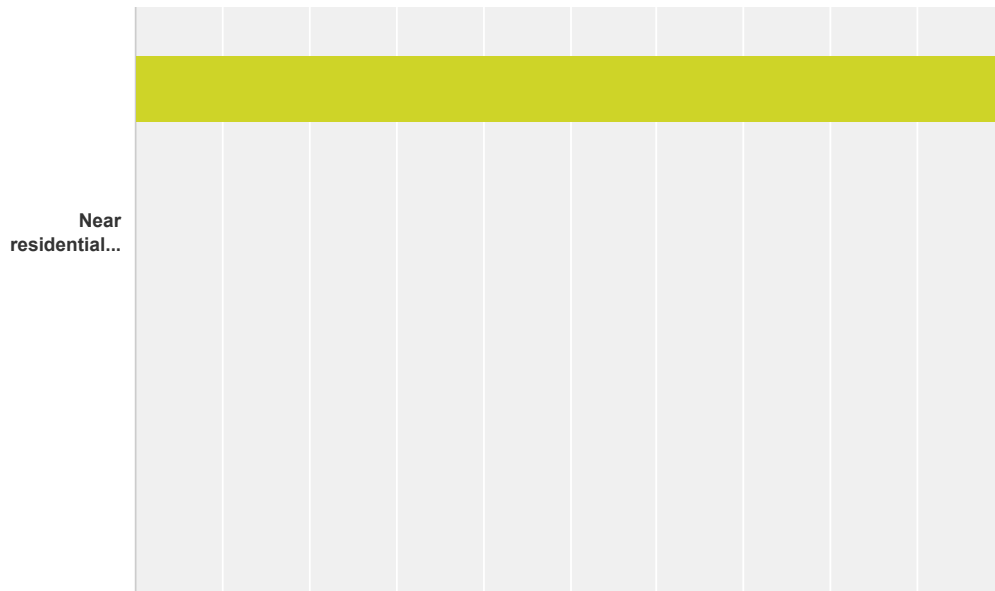


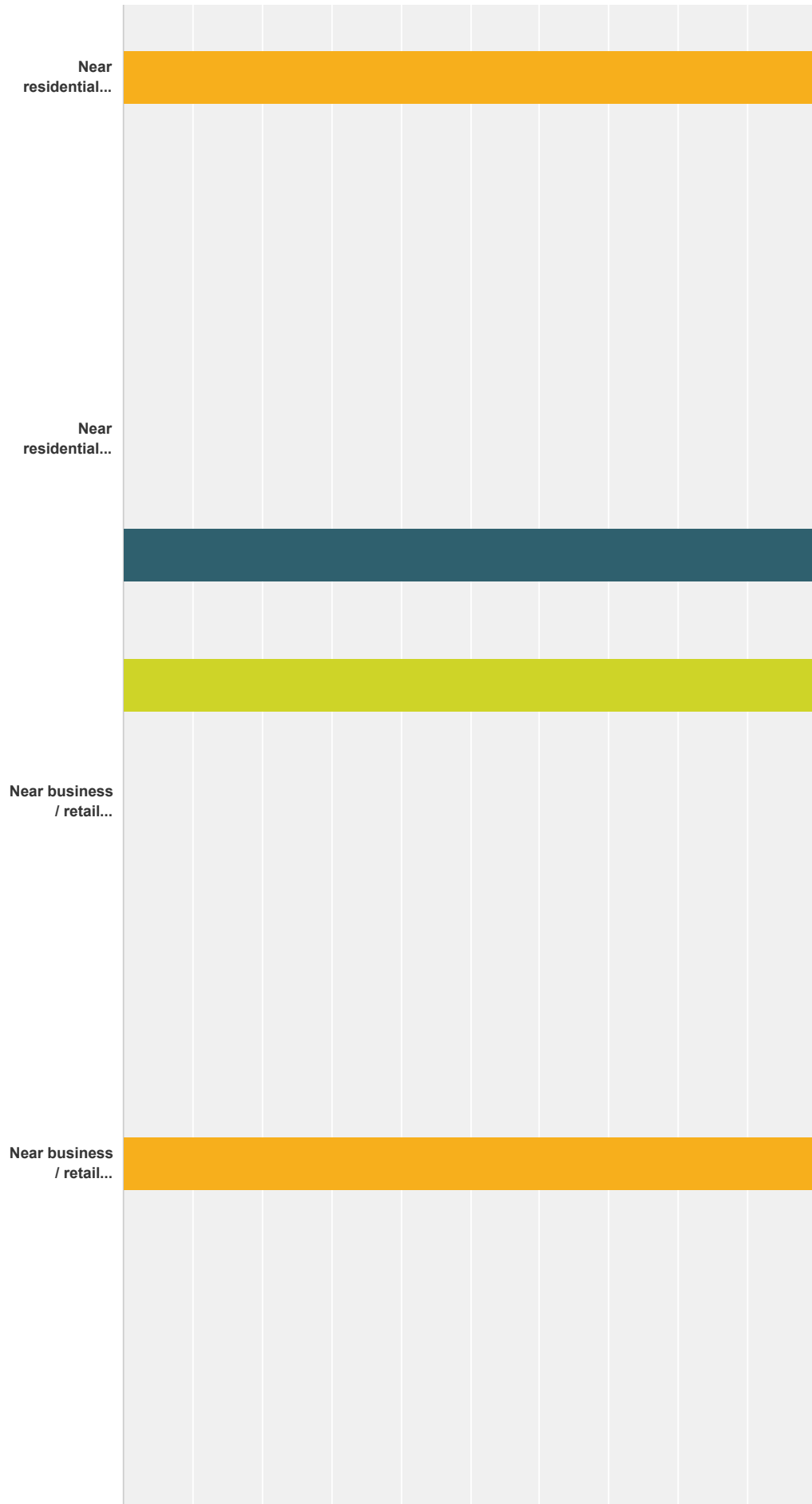


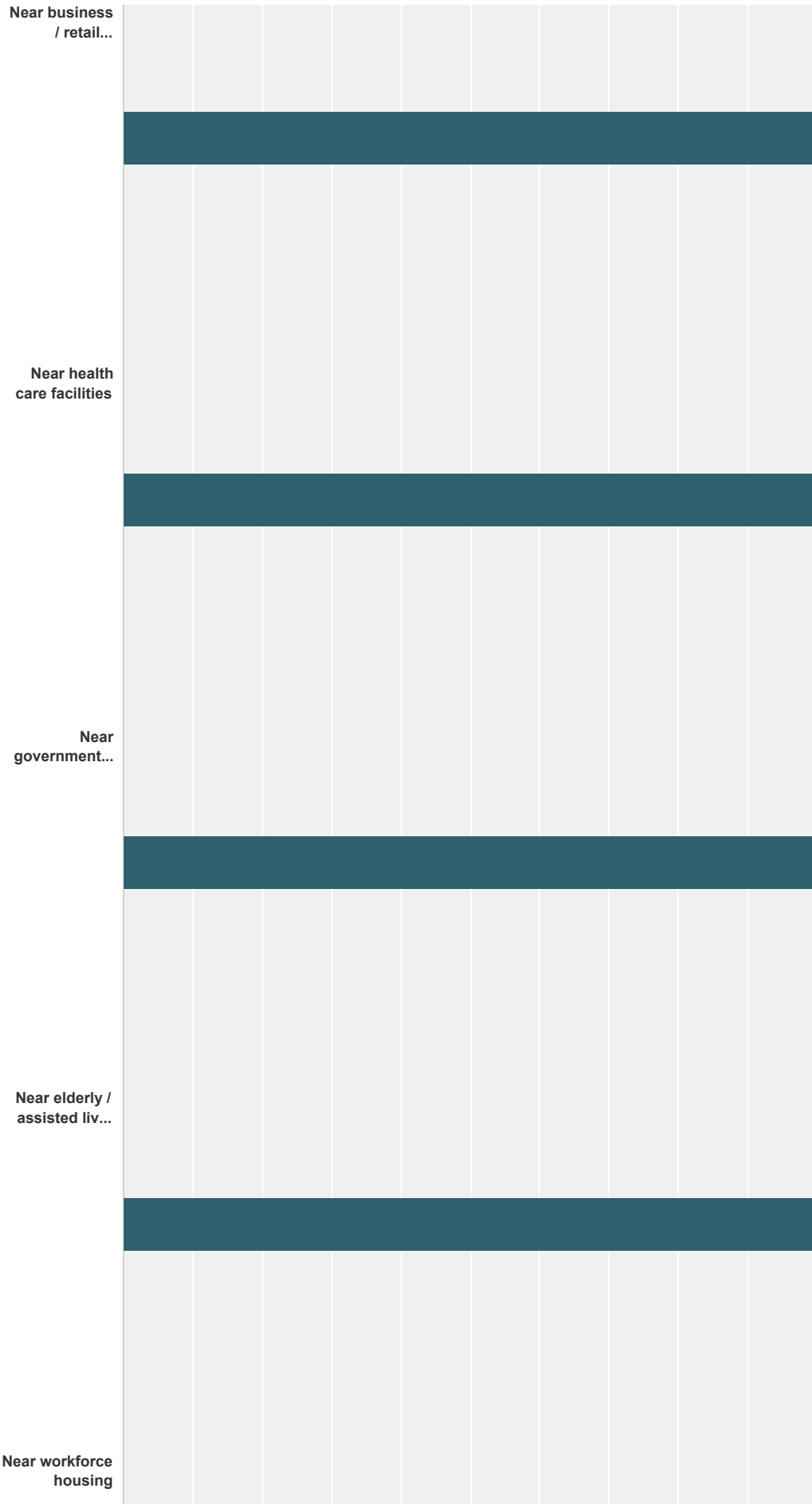
	1	2	3	4	5	Total
Reconstructing existing pedestrian ramps to comply with accessibility (ADA / handicap)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Concrete sidewalks	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Multi-use (bicycle / pedestrian) asphalt trails separated from the roadway	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Benches	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Waste (garbage) containers	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Way finding (maps / mile markers / information kiosks / destination signs)	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

**Q14 11. Where should improvements for Mass Transit (City Link) be a priority?  
(Individual rankings 1-5; 1= not a priority, 5= high priority)**

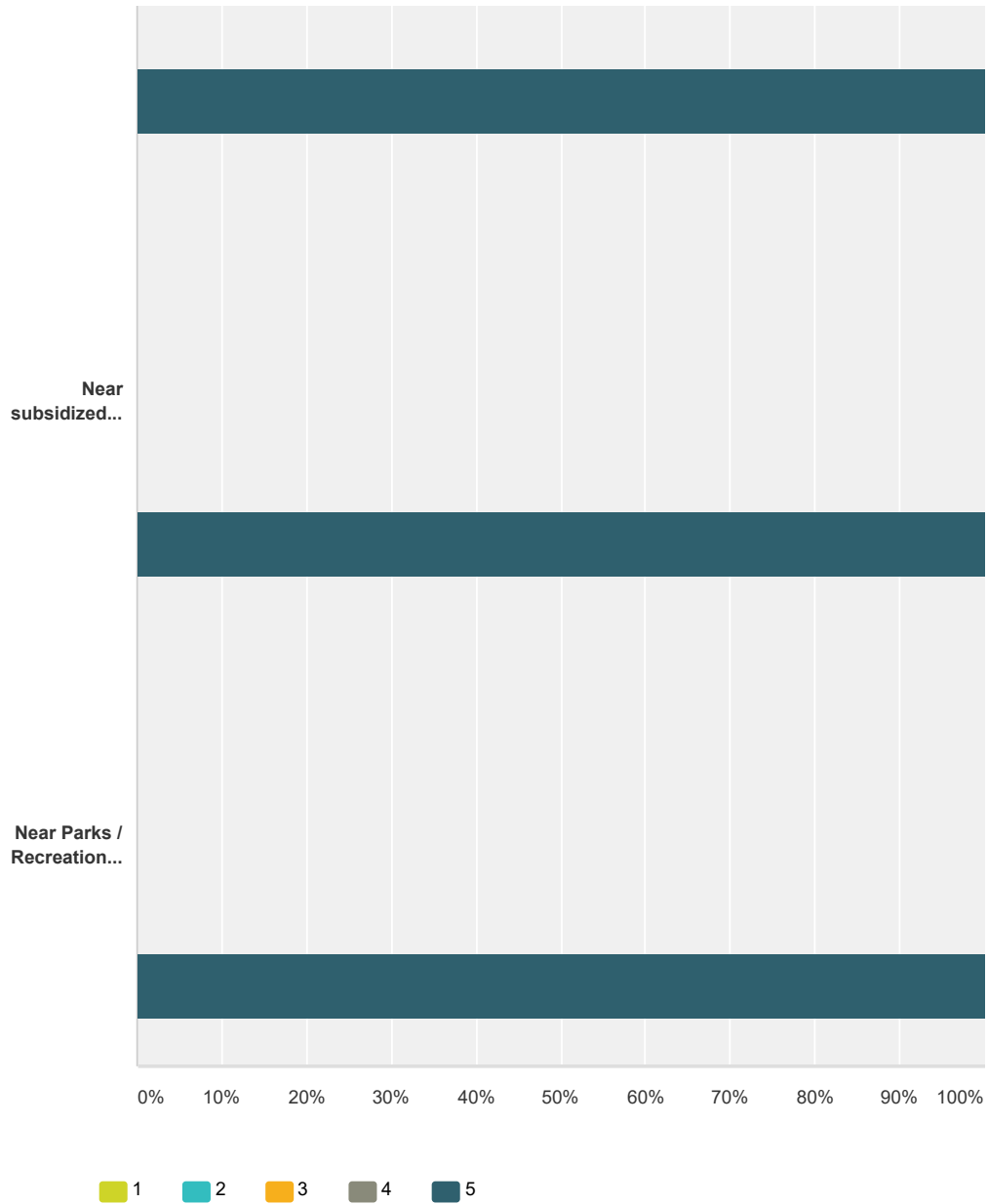
Answered: 1 Skipped: 4









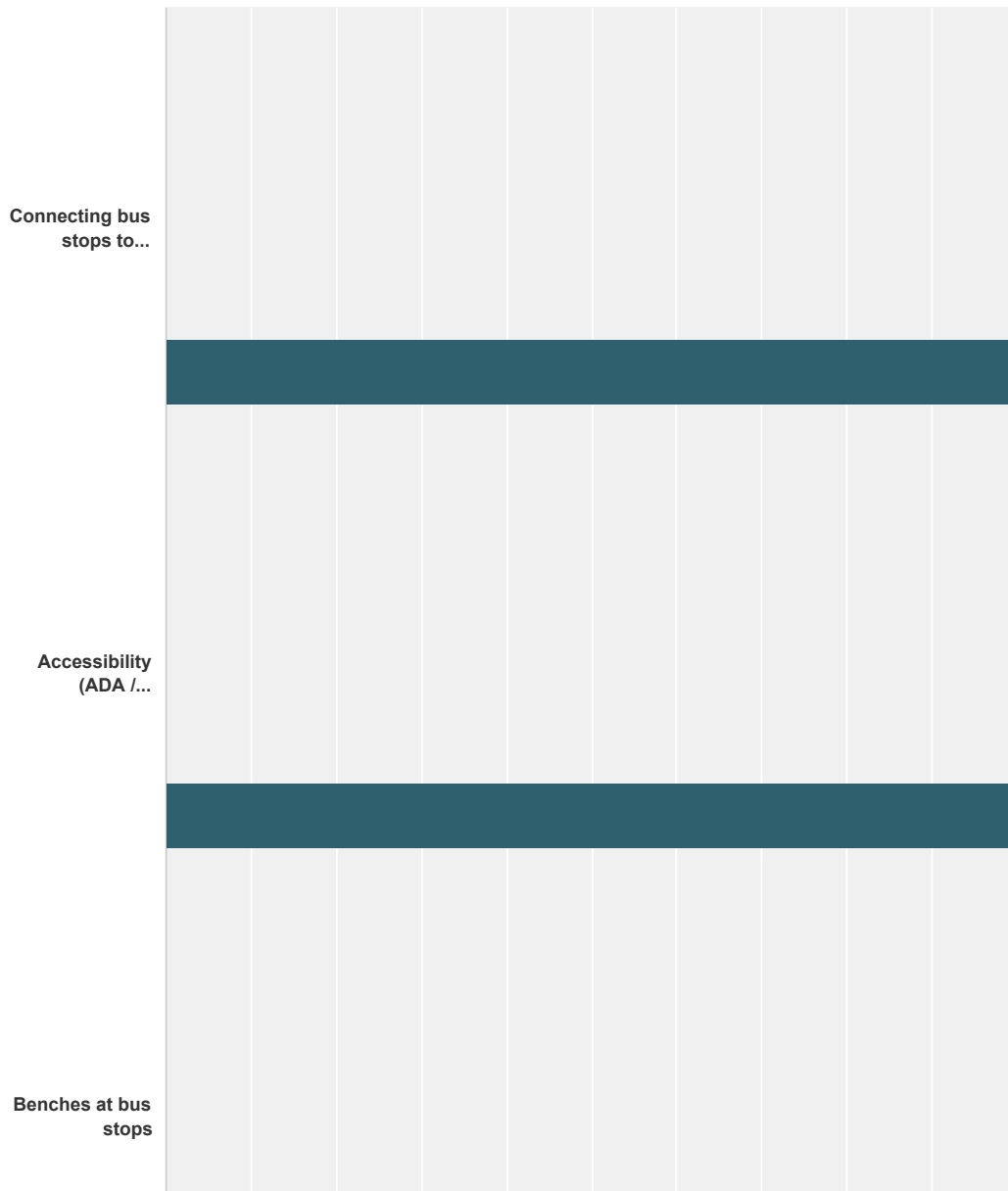


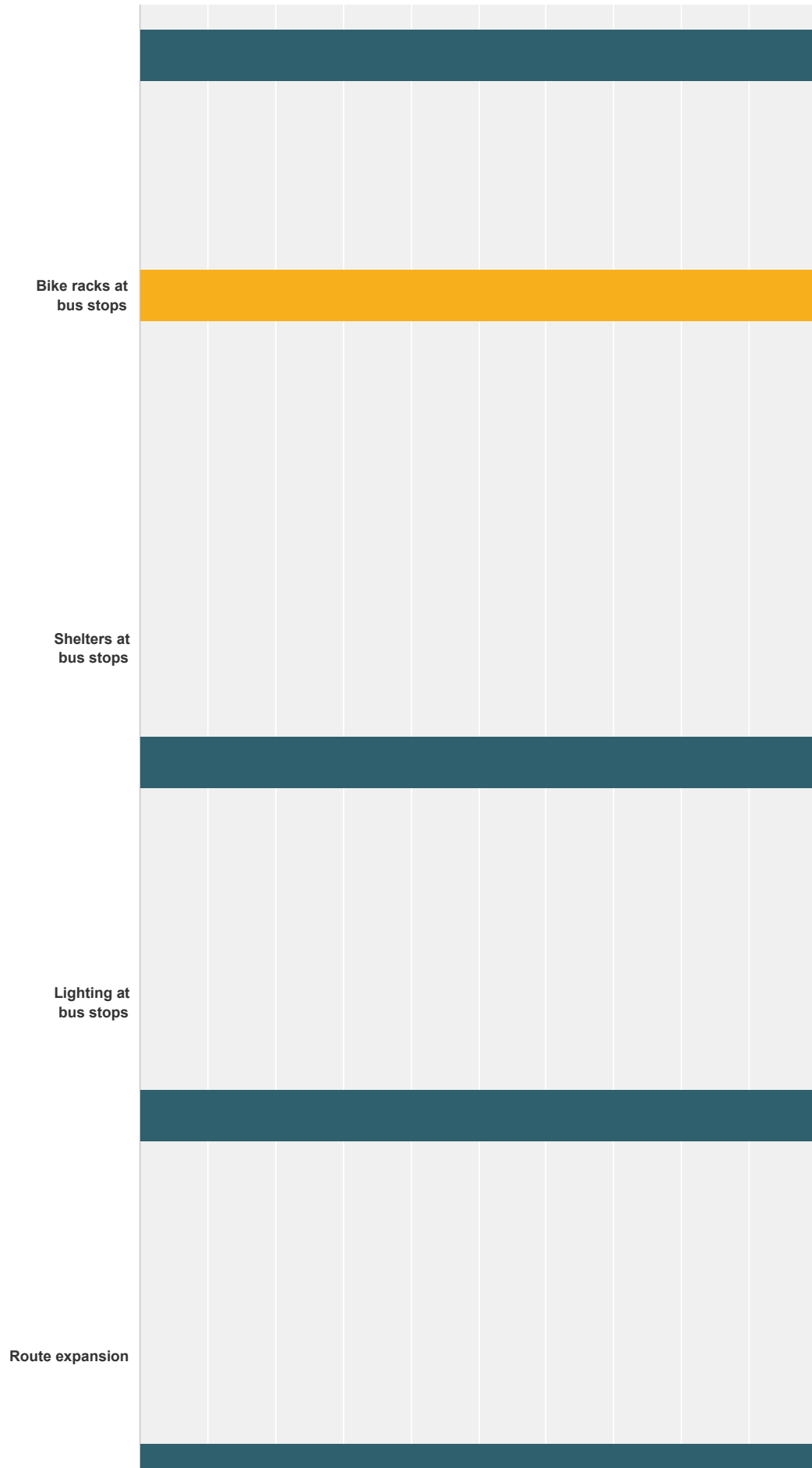
	1	2	3	4	5	Total
Near residential neighborhoods within a 5 minute walk	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Near residential neighborhoods within a 10 minute walk	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Near residential neighborhoods within a 15 minute walk	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Near business / retail districts within a 5 minute walk	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Near business / retail districts within a 10 minute walk	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Near business / retail districts within a 15 minute walk	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Near health care facilities	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1

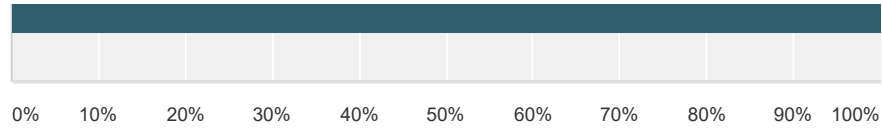
Near government office / public service agencies (i.e. City Hall, food bank, library, Department of Labor, etc...)	0.00%	0.00%	0.00%	0.00%	100.00%	1
	0	0	0	0	1	1
Near elderly / assisted living facilities	0.00%	0.00%	0.00%	0.00%	100.00%	1
	0	0	0	0	1	1
Near workforce housing	0.00%	0.00%	0.00%	0.00%	100.00%	1
	0	0	0	0	1	1
Near subsidized housing	0.00%	0.00%	0.00%	0.00%	100.00%	1
	0	0	0	0	1	1
Near Parks / Recreation destinations	0.00%	0.00%	0.00%	0.00%	100.00%	1
	0	0	0	0	1	1

**Q15 12. What types of accommodations for Mass Transit (City Link) should be of higher importance (individual rankings 1-5; 1= not important, 5= very important)**

Answered: 1 Skipped: 4



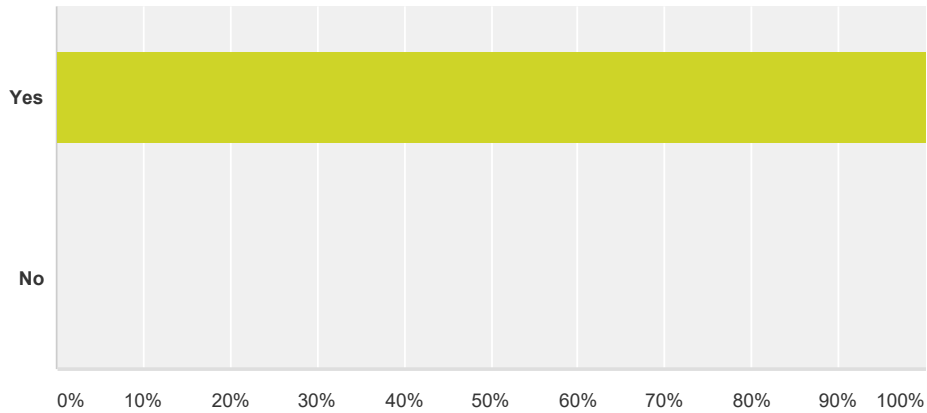




	1	2	3	4	5	Total
Connecting bus stops to existing sidewalks or trails	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Accessibility (ADA / handicap)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Benches at bus stops	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Bike racks at bus stops	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Shelters at bus stops	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Lighting at bus stops	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Route expansion	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1

**Q16 May we contact you regarding any follow-up questions from this survey:**

Answered: 2 Skipped: 3

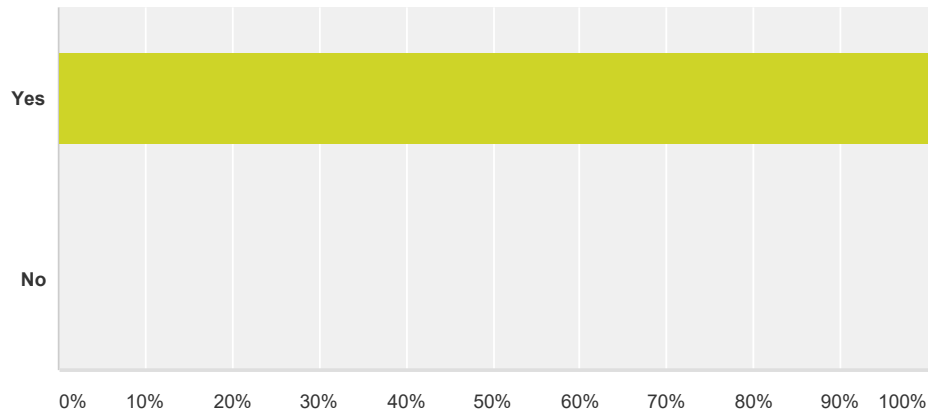


Answer Choices	Responses
Yes	100.00% 2
No	0.00% 0
<b>Total</b>	<b>2</b>

**Q17 Would you like to receive periodic**

### messages and updates regarding this project:

Answered: 2 Skipped: 3



Answer Choices	Responses
Yes	100.00% 2
No	0.00% 0
<b>Total</b>	<b>2</b>

### Q18 (Optional) Contact Name

Answered: 2 Skipped: 3

#	Responses	Date
1	Russell Frame	9/18/2015 11:30 AM
2	Donally Harrison	9/17/2015 4:58 PM

### Q19 (Optional) Email

Answered: 2 Skipped: 3

#	Responses	Date
1	russellcframe@gmail.com	9/18/2015 11:30 AM
2	donally@hotmail.com	9/17/2015 4:58 PM

# Multimodal Stakeholder Meeting 11/3/15

<u>NAME</u>	<u>AGENCY</u>	<u>EMAIL</u>
Jeremy Clark	David Evans and Associates	jecl@deamc.com
Bill Melvin	Post Falls	bmelvin@postfallsidaho.org
BRYAN MYERS	POST FALLS	bmyers@postfallsidaho.org
Ken Peterson	Post Falls Streets	kpeterson@postfallsidaho.org
Jim Porter	Post Falls	jporter@postfallsidaho.org
Rob Palus	City of Post Falls	rpalus@postfallsidaho.org
Wick Snyder	Kootenai County	wsnyder@kcgov.us
Greta Gissel	North Idaho Centennial Trail Fund	greta.gissel@gmail.com
PAT KNIGHT	POST FALLS POLICE	PKNIGHT@POSTFALLSPOLICE.COM
Dave Fair	City of Post Falls	dfair@postfallsidaho.org
John Bruning	N.I. Centennial Trail	retiredobruno@gmail.com
John Kelly	BikeCDA	jkelly@yahoo.com
Sid Armstrong	Post Falls School District	sarmstro@sd273.com
Corey Clarke	Kootenai County, CityLink	cclarke@kcgov.us





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## Meeting Minutes – Multimodal Planning Meeting

**DATE:** Tuesday, November 3, 2015  
**TO:** Project Team Members  
**FROM:** Jerremy Clark, P.E., PTOE  
**SUBJECT:** **Multimodal Planning Meeting**  
**PROJECT:** Post Falls Transportation Master Plan  
**PROJECT NO:** **DEA Project No. POST0000-0022**  
**ATTENDEES:** Bill Melvin, P.E., Rob Palus, P.E., Bryan Myers, Ken Peterson, Jim Porter, and Dave Fair (City of Post Falls), Jerremy Clark (DEA), Nick Snyder and Corey Clarke (Kootenai County), Greta Gissel and John Bruning (North Idaho Centennial Trail Foundation), Pat Knight (Post Falls Police Department), John Kelly (Bike CDA), Sid Armstrong (Post Falls School District)

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**Meeting Date and Time:** **Tuesday, November 3, 2015, from 2:00 pm to 4:00 pm**

**Location:** **Post Falls City Hall; Basement Conference Room**

**Objective:** Meet with identified stakeholders that have a vested interest in the provision, safety and efficiency of multimodal (bicycle, pedestrian, mass transit) facilities in the City of Post Falls; to discuss the existing status of the City's existing system in terms of available facilities and its current and projected future utilization. Brainstorm on system needs and potential priorities to help formulate draft polices guiding the development of new multimodal facilities and a Capital Improvement Plan (CIP) for the implementation thereof.

**Stakeholders:** - City of Post Falls (Engineering, Planning, Street & Fleet, Parks & Rec, Police)  
- Post Falls School District  
- City Link  
- Bike CDA  
- Centennial Trail Commission

The items covered were as follows:

### 1. Project Background

Jerremy gave a brief presentation of the project status to date with a primer on the multimodal tasks ahead.

The presentation included:

- a. Assessing the impact of growth on the transportation network
- b. Addressing safety issues on the transportation network
- c. Identifying Multimodal Network Improvements

## 2. Multimodal Emphasis – Points of Discussion

Following the presentation, a round-table type discussion was conducted to gather feedback on concerns, observations, and preferences of the stakeholders.

- a. Rather than using the term “Multimodal”, many are planning for “Active Transportation”. This covers more than just commuters. As the Post Falls Multi Modal Plan covers both Active Transportation and Transit, the term Multi Modal will be used throughout the document.
- b. The Centennial Trail is an excellent example of the impact of a Class 1 trail.
  - Previous studies have shown a ½ mile “trail shed” of increased business along the Centennial Trail.
  - The North Idaho Centennial Trail Foundation (NICTF) hasn’t found a good measure for the economic impact of the trail. There aren’t sufficient counts along the trail. The City of Post Falls has data from AVISTA counting locations throughout several parks and one on the Centennial Trail near the 4<sup>th</sup> Avenue Trailhead They will share the data.
  - NICTF will be undertaking a project to increase way-finding signage-both vertical and horizontal-like those recently placed on the Spokane Centennial Trail. They are also considering “smart” sites with codes that can be scanned to identify nearby attractions.
  - There was discussion of working with businesses to incorporate their location onto the signage.
  - There are ongoing discussions with developers of the Atlas Mill to relocate the Centennial Trail closer to the water – away from the highway.
  - Previous plans have included a project to provide a Class 1 trail connection all the way through Post Falls. The Section of trail from Spokane Street east through the community is disjointed, with the connection at Ross Point Road being difficult to navigate. This should be planned for.
  - The City is currently reviewing the use of the old Corbin Ditch rights of way and easements for development of a trail system from Falls Park to Pleasantview Road.
- c. Class 1 trails were heavily discussed.
  - Right-of-way is a priority for establishing the trail network. Even if the trail isn’t funded, if ROW becomes available, the City should make efforts to retain it as it is more difficult to acquire routes after the land is developed. An unimproved trail is more effective than no trail.
  - The City of Coeur d’Alene owns the Prairie Trail ROW to Meyer Road. As the rail lines move out of the City, the City should capitalize on that to acquire strips of ROW, using the Prairie Trail as an example.
  - There are two gas pipelines through Post Falls. As development occurs, the City should consider maintaining these as green space or recreational areas.
  - There is a need for a Class 1 trail on the north side of the City, like the Prairie Trail. Along with north/south connector(s)
  - The SH-41 path through the interchange is planned for 2016.
  - Need to consider grade separated crossing point(s) for Class 1 Trails along SH41 and potentially other major roadways
  - Bozeman has a “Main Street to the Mountain” trail. Something similar could be done in Post Falls.
  - There were two priorities discussed for Class 1 trail planning: connectivity to the Centennial Trail and to area parks.

- d. Facilities around Schools were discussed
- There is a new high school and middle school planned at the NW corner of Prairie/McGuire.
  - The new school currently being built in Fieldstone is immersed in a fully developed neighborhood with sidewalks and shared-use paths. It is estimated that 2/3 of the seats will be filled in the school without bussing. Prairie Elementary was built before the surrounding neighborhood, almost all of the students are bussed in.
  - There is a requirement to bus students who live farther than 1.5 miles away. Bussing from closer locations is provided where there aren't any pedestrian facilities and safety is a concern.
  - Weather permitting, bicycling is a very popular mode for students where facilities are provided (such as the shared-use path in Fieldstone). This is particularly true for middle school and below.
  - Pedestrian activated Flashing Beacons at crosswalks have been very effective.
  - The School District indicated that more students would bike to school if the facilities were available. A desire for a combination of on-street bike lanes and off street multi use trails was discussed., as students use both.
  - It was discussed if the planning of schools depends on the infrastructure in place. Bill will be meeting with the school district as soon as possible to identify future plans.
- e. The planning of future bicycle and pedestrian facilities was discussed:
- There is a guideline published (either by NHTSA or AASHTO) that defines the hierarchy of transportation facilities placing pedestrians on top and single occupancy vehicles on bottom. This is a model used by many in Europe and cities in the U.S. with high bicycle usage.
  - The NACTO Guide (National Association of City Transportation Officials) is a source for guidelines in design and planning.
  - The highest crash rate involving for bicyclists is a bicycle on a sidewalk. This highlights the need beyond design and planning: the 5-E's.
  - Fieldstone is a good model for providing facilities, but older infrastructure is a different animal. As development occurs or as roadways are improved, the classification of that roadway defines the bicycle and pedestrian facility.
  - Funding is available through the County's recreational trail program grant for projects not associated with a roadway or development.
  - ITD is seeking \$8 million to improve SH-41 from Mullan to Prairie. This will likely include some type of improvement for multimodal facilities.
  - Road diets and utilizing smaller lanes to accommodate bicycle facilities is available for consideration. The City has moved toward adopting road standards with 11' lanes, allowing exceptions for 10' lanes in retrofit situations.
  - There is a push to redevelop the downtown core, but the amenities need to be there to attract redevelopment. Conditions are improving, such as the improvements along Spokane Street, the new brewpub opening soon, and others.
  - Seltice Way is the only continuous route to efficiently go East and West through the City. There was a consensus to make this a "centerpiece" corridor through the city, including Active Transportation.
  - Recent changes to Prairie Avenue have included bicycle lanes. However, due to the high speed traffic, many cyclists have been observed preferring the sidewalk (see previous note of higher crash risk). Situations like this should be considered in route planning.

- An assessment of the “cow paths” is a good way to see where choke points or necessary additions exist. These are the locations where users will blaze their own trail to walk or ride.
  - Regarding the maintenance of facilities, there seems to be a contradiction. Roads have been laid out to maximize the volumes, now the push is to restrict the facilities to add capacity for non-vehicular modes. This includes winter maintenance, which facilities are cleared first? This will be an ongoing point of discussion as this City and others place more emphasis on Active Transportation. However, it should be considered that access for residents to work out of town or non-residents who work in Post Falls will still need the roadways for transportation.
- f. Kootenai County is working with David Evans and Associates, Inc. to refine and improve their routing and stops across the network (CityLink).
- Connection to trails, parks, and other facilities are being considered.
  - ADA accessibility is a major focus. As stops are identified, the ability of disabled riders to access the bus is essential. As roads are improved, CityLink asks for coordination to add bus stop improvements.
  - There is ongoing coordination with STA. It is desirable to have a connection to Spokane or the Liberty Lake Park and Ride.
  - Given their current scheduling of 1 bus per hour, there isn’t a need for bus pullouts. As ridership and routes increased, this should be considered.
  - The infrequent scheduling results in longer wait times. The “VISION 2030” plan addressed this by adding covered bus stops to accommodate longer wait times. More frequent bus routes would likely require additional funding, such as a fare.
  - There is an effort underway to improve the visibility of the stops. This is possible with something as simple as larger signs or benches.
  - Coordination has taken place with Post Falls PD to avoid transient abuse of facilities: uncomfortable benches and fares are suggestions.
  - Students Future plans for transit routing

**3. Action Items**

No.	Description of Action Item	Person Responsible	Due Date	Completion Date	Status
1					
2					
3					
4					

CITY OF POST FALLS TMP  
 Multi modal Stake holders Workshop 6/28/2017

<u>NAME</u>	<u>-WITH</u>	<u>e-mail</u>
Robert Palus	City of PF	rpalus@postfallsidaho.us
Todd Dunfield	W. Idaho Centennial Trail	todd@nictf.org
Ali Marjanian	KMPO	amarjanian@kmpo.net
PAUL KINNEY	CITY OF PF	pkkinney@postfallsidaho.org
Ken Petersen	U	kpetersen@postfallsidaho.us
Judy Jorgensen	KC	jjorg@kcpv.us
Jannelle Leckwold	KC	jleckwold@kcpv.us
Bill Meekins	Post Falls	bmeekins@postfallsidaho.org
Dave Fair	City of PF	dfair@postfallsidaho.org
PAT KNIGHT	POST FALLS PD	PKNIGHT@POSTFALLSPOLICE.COM



## Transportation Master Plan Update

Multimodal Stakeholder Meeting  
 Post Falls City Hall  
 June 28, 2017

Post Falls Transportation Master Plan Update

### Project Background

#### Where are we going? (objectives)

- Strive to improve livability while addressing the needs of all modes of transportation by taking in to account complete streets and road diet concepts.
- Develop a fiscally constrained Capital Improvement Plan.
  - Capacity improvements funded by impact fees; identify a plan to fund multimodal improvements.
- Attain buy-in and consensus from the community and stakeholders.
- Focus on long term cost effectiveness as it relates to operation and maintenance (O & M) costs.
- Provide for a sound transportation network that encourages and supports economic growth and vitality.

Post Falls Transportation Master Plan Update

### Project Update

#### Where have we been?

- ✓ Open House #1: Receive Public Direction
- ✓ Analysis: Population and Transportation Growth
- ✓ Open House #2: Describe future conditions, gather feedback on preferred improvements
- Analysis: Identify mitigation for future conditions, Develop Capital Improvement Plan, Draft Transportation Master Plan document

Post Falls Transportation Master Plan Update

### Project Update

#### Where have we been?

- ✓ Multimodal Stakeholder Meeting #1
  - ✓ Determine stakeholder priorities and community needs
- ✓ Analysis: Identify improvements
  - ✓ Evaluate existing conditions
  - ✓ Create improvement Plan

Post Falls Transportation Master Plan Update


### Multimodal Priorities

- Policy to reinforce multimodal improvements.
- “Centerpiece” corridor along Seltice Way.
- Pedestrian facility planning
- Class 1 trail planning
- Trail accessibility and guidance
- Transit routes and amenities

Post Falls Transportation Master Plan Update

### Policies recommended to reinforce multimodal improvements

- Maintenance Policy:
  - Include multimodal facilities in the hierarchy of plowing importance.
  - Initiate public outreach and hotlines to aid homeowners in the completion of snow removal on sidewalks and express concerns.
  - Plan for snow removal when designing new facilities, such as the width of a protected bicycle lane or shared-use path to allow for plows.
  - Complete scheduled sweeping of bicycle lanes.
  - Include all pavement (including bicycle lanes and shared-use paths) in the maintenance program to include seal coating and crack sealing.
  - Identify maintenance considerations in the design of separated facilities.





Post Falls Transportation Master Plan Update

### Policies recommended to reinforce multimodal improvements

- **Project Funding Policy:**
  - Establish criteria for multimodal project screening, including:
    - System connectivity – “missing links” that will complete a route are a higher priority.
    - Proximity to user generators such as parks, schools, healthcare facilities, government offices, etc.
  - Designate a funded budget or funding program for multimodal improvements.
  - Pursue grants to support funding of the multimodal CIP.

Post Falls Transportation Master Plan Update

### Policies recommended to reinforce multimodal improvements

- **Future Development Policy:**
  - New streets shall have sidewalks on at least one side.
  - Incorporate off-street multimodal facilities into the review of lot or neighborhood development.
  - Designate routes (such as utility corridors) as future off-street facilities to be implemented upon redevelopment.
- **Roadway Retrofit Policy:**
  - Establish a system for variances to allow for multimodal facilities in redeveloped areas.
  - Incorporate Roadway Retrofit typical sections into project planning.

Post Falls Transportation Master Plan Update

### Policies recommended to reinforce multimodal improvements

- **Multimodal Facility Policy:**
  - Establish a standardized classification system for multimodal facilities based on quantitative metrics.
  - Incorporate the facility classification into a funding policy.
  - Consider form of adjoining land uses in determining roadway and multimodal facilities on a block to block basis.

Post Falls Transportation Master Plan Update

### Multimodal Facility Policy

2035 Volumes

- Spokane Street
  - ~20,000 adt
- McGuire Road
  - ~12,000 adt
- 16 Avenue
  - ~6,000 adt

Figure 7-15. Low Stress Bicycling Facility Recommendations  
 Source: Page 52 of Review of Bicycle and Pedestrian Data Elements for Possible Inclusion in a Statewide Inventory - First Interim Report

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- “Centerpiece” corridor along Seltice Way.
  - Improvements to a 2-way Seltice Way
    - Expansion of pavement section for bicycle lanes
    - Full replacement of curb/gutter/sidewalk and curb ramps
  - Improvements to a 1-way Seltice Way/Mullan Avenue
    - Use existing pavement section for vehicle lanes and 2-way cycle track on Seltice
    - Incorporate bicycle lanes on Mullan
    - Maintain existing curb/gutter/sidewalk as possible

Post Falls Transportation Master Plan Update

### Centerpiece corridor along Seltice Way.

- **One-Way Couplet Concept:**
  - Pro: Space for multimodal facilities within R/W
  - Con: Filtering of traffic through other streets

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- Pedestrian Facilities
  - All new roadways required to install sidewalks or shared use paths
  - Retrofits to collector/arterial system also require installation of sidewalks or shared use paths
  - Prioritize projects based on
    - Ensuring connectivity
    - Safe Routes to Schools
    - ADA access
    - Access to amenities

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- Class 1 trail planning
  - Focus on connections to area parks and the Centennial Trail
  - Plan for extension of the Prairie Trail
  - Reserve space above gas pipelines for trails

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- Trail accessibility and guidance
  - Increased signage and “identity” along named trails
  - Install guidance in neighborhoods adjacent to regional trails
  - Install guidance on regional trails with reference to nearby amenities
  - Example systems include QR codes and smartphone applications

Post Falls Transportation Master Plan Update

### Trail Accessibility & Guidance

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- Transit routes and amenities
  - Recommend route expansion through Post Falls
    - South of I-90 currently unserved (Included with Kootenai Transit recommendations)

Post Falls Transportation Master Plan Update

### Multimodal Priorities

- Transit routes and amenities
  - Recommend route expansion through Post Falls
    - West of Spokane Street (to State Line) currently unserved
    - Potential to STA Transfer

Post Falls Transportation Master Plan Update

## Multimodal Priorities

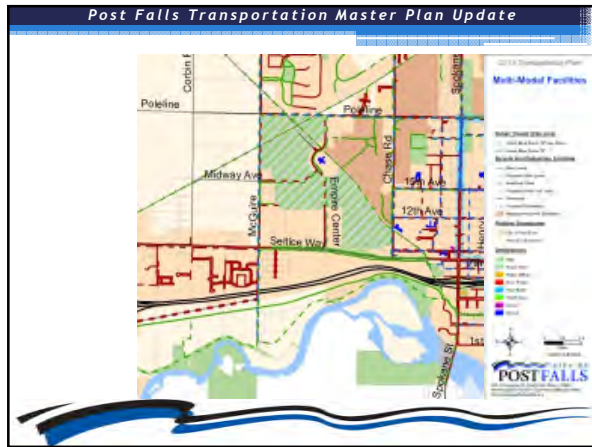
- Transit routes and amenities
  - Identify stop amenities to provide shelter yet deter loitering



Post Falls Transportation Master Plan Update

## Multimodal Recommendations

- Other High Priority Routes
  - Spokane Street north of Mullan Ave.
    - (parks, schools, regional connection)
  - 16<sup>th</sup> Avenue east of Idaho St.
    - (regional connection to SH-41)
  - McGuire Road
    - (schools, parks, regional connection via Centennial Trail)
  - Compton Street (schools)



Post Falls Transportation Master Plan Update

## Additional Transportation Plan Multimodal Components

- Route Planning Resources
- Bicycle and Pedestrian Facility Options
- Multimodal Amenities

Post Falls Transportation Master Plan Update

## Route Planning



Goodman, Dan, et al. *Separated Bike Lanes Planning and Design Guide*, No. FHWA-HRP-15-025, 2015

Post Falls Transportation Master Plan Update

## Bike/Ped Facilities



*Post Falls Transportation Master Plan Update*

## Amenities



The image collage shows three different transportation amenities. The leftmost photo shows a person walking past two large blue recycling bins. The middle photo shows a person walking past a bike rack. The rightmost photo is a close-up of a colorful bike rack with yellow, red, and blue frames.

*Post Falls Transportation Master Plan Update*

## Open Discussion

- Priorities
- Facilities
- Improvements



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**CITY COUNCIL  
WORKSHOP  
AGENDA**

**July 17, 2017  
5:15 pm**

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**Location: Police Department Community Room, 1717 E. Polston Ave, Post Falls, ID 83854**

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**WORKSHOP – 5:15 pm Police Department Community Room**

**Topic: Transportation Master Plan**

**ROLL CALL OF CITY COUNCIL MEMBERS**

Kerri Thoreson, Alan Wolfe, Joe Malloy, Betty Ann Henderson, Lynn Borders, Linda Wilhelm

**David Evans and Associates is finalizing the update to the City’s Transportation Master Plan and will be conducting this workshop with City Council to review and discuss the results, findings and final steps in the process.**

**The Transportation Master Plan provides a five, ten and twenty year projection of the needs to maintain the capacity of the transportation system to accommodate growth. This Master Plan update additionally includes an emphasis on incorporating multi modal (transit, bike, pedestrian) elements into our transportation system.**

Questions concerning items appearing on this Agenda or requests for accommodation of special needs to participate in the meeting should be addressed to the Office of the City Clerk, 408 Spokane Street or call 208-773-3511. This meeting is broadcast live on the City of Post Falls Cable Channel 97.103 or Channel 13.

Mayor Ron Jacobson

Councilors: Kerri Thoreson, Alan Wolfe, Joe Malloy, Betty Ann Henderson, Lynn Borders, Linda Wilhelm

**Mission**

The City of Post Falls mission is to provide leadership, support common community values, promote citizen involvement and provide services which ensure a superior quality of life.

**Vision**

Post Falls, Idaho is a vibrant city with a balance of community and economic vitality that is distinguished by its engaged citizens, diverse businesses, progressive leaders, responsible management of fiscal and environmental resources, superior service, and a full range of opportunities for education and healthy lifestyles.

“Where opportunities flow and community is a way of life”



## Transportation Master Plan Update

Planning and Zoning/City Council  
 Joint Workshop  
 Post Falls City Hall  
 July 17, 2017

Post Falls Transportation Master Plan Update

### Team Introduction

- City Staff
  - Bill Melvin
  - Rob Palus
  - Jon Manley
  - Russ Connole
- Consultant Staff
  - Jeremy Clark
  - Kayla Kruse
  - Chad Karns
  - Greg Holder

Post Falls Transportation Master Plan Update

### Project Introduction

- Transportation Master Plan Update
  - Original TMP Completed in 2004
  - Impact Fee Program and Improvement Plan Completed in 2011
- Focus:
  - Develop fiscally constrained improvement plan
  - Enhance multimodal network
  - Incorporate stakeholder input into projects

Post Falls Transportation Master Plan Update

### Project Background

- Since the 2004 Transportation Master Plan
  - Changes in Land Use and Population



	2004 Baseline	Current Baseline
Population (20-year projection)	17,247 (38,500)	31,932 (91,500)
Dwelling Units (20-year projection)	9,679 (16,716)	14,696 (36,557)

(Compounded growth has a greater impact on higher values)

Post Falls Transportation Master Plan Update

### TMP Evolution Since 2004

- Enhanced focus on multimodal transportation

- Impact Fee income and fiscal constraints

Year	Total Trips	Growth (over previous horizon)		Estimated Fees (by horizon)
		Home Based	Non-Home Based	
2014	23,783			\$2,240,637**
2020	28,694	3,770	1,440	\$3,028,196
2025	33,205	4,203	308	\$4,043,628
2032	41,916	8,112	999	\$7,806,118
		Estimated Total		\$18,018,309

\*\* Existing Impact Fee Balance after FY2015

Post Falls Transportation Master Plan Update

### What is the Purpose of a TMP?

- Functional Roadway Classification
  - Evaluate Existing
  - Develop Proposed
- Typical Street Sections
  - Based on classification
  - Increased focus on building what is needed
  - Create retrofit options



Post Falls Transportation Master Plan Update

## What is the Purpose of a TMP?

- Capital Improvement Plan
  - Progress to-date:

Baseline	Completed	Partially Constructed	Under Design
2004 TMP CIP	16	6	3
2011 Impact Fee CIP	11	-	5

- Impact Fee Funding is limited to documented *future* deficiencies
- Important to identify where growth will occur

Post Falls Transportation Master Plan Update

## TMP Development

```

    graph TD
      A[Compile Network Inventory] --> B[Evaluate Current Conditions]
      B --> C[Gather Public Input]
      C --> D[Project Future Growth]
      D --> E[Identify Future Deficiencies]
      E --> F[Provide Recommendations]
    
```

Post Falls Transportation Master Plan Update

## TMP Development

- Compile Network Inventory
  - Streets, sections, sidewalks, signals
  - Land-use and trip generation facilities

Post Falls Transportation Master Plan Update

## TMP Development

- Evaluate Current Conditions
  - Data collection
    - New Counts and “used” SH-41 Counts
  - Operations and Peak Hour Level of Service (LOS)
    - Establish LOS Threshold
  - Safety Evaluation
    - Top 10 Crash Locations Identified
    - Mitigation Developed

Post Falls Transportation Master Plan Update

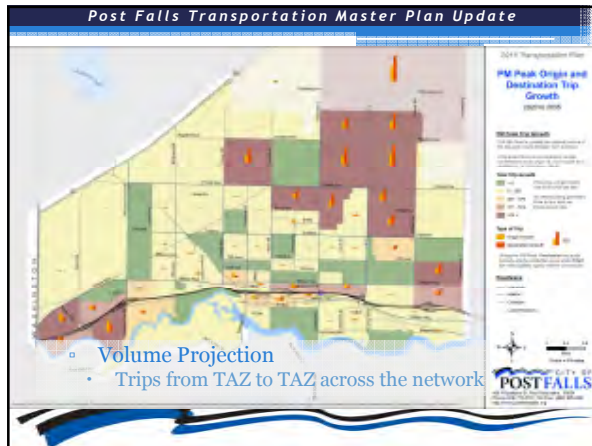
## TMP Development

- Gather Public Input
  - Project Kickoff – Open House #1
    - Citizen concerns and preferred projects
  - Existing Conditions & No-Build – Open House #2
    - Reactions to projections and improvement priorities
  - Multimodal Stakeholder Forum #1
    - Policy shift, facility benefits, and location priorities
  - Interagency Coordination Meeting
    - ITD, PFHD, and KMPO Project Impacts

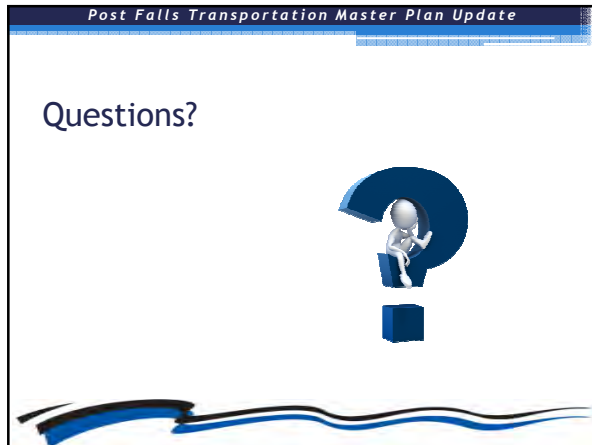
Post Falls Transportation Master Plan Update

## TMP Development

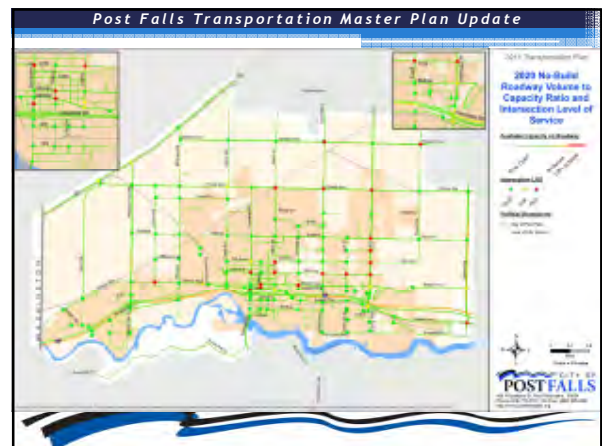
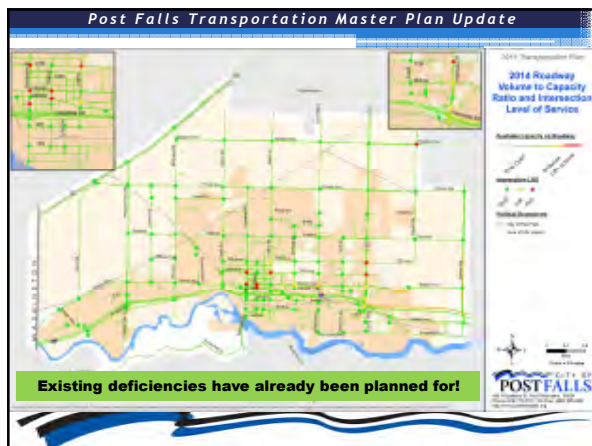
- Project Future Growth
  - KMPO Regional Travel Demand Model Sub-Area
    - Traffic Analysis Zones (TAZ)
    - Land use allocation
    - Calibration & Validation

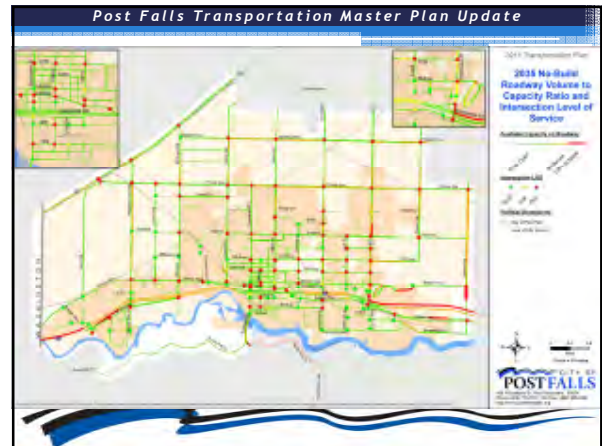
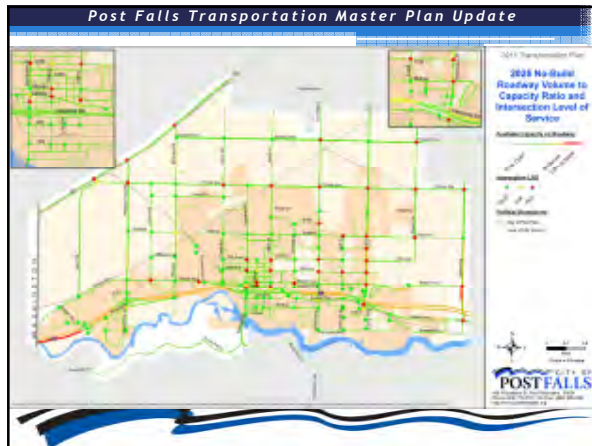


- Post Falls Transportation Master Plan Update
- ### TMP Development
- Identify Future Deficiencies and Provide Recommendations
    - Operational Needs
    - Community Growth
    - Stakeholder Feedback
    - Fiscal Constraints



- Post Falls Transportation Master Plan Update
- ### TMP Findings
- Existing No-Build
  - Future Horizons; “No-Build” Condition
    - 2020, 2025, 2035
    - Short, Medium, Long Term
    - Generally...
      - Roadway segments have ample capacity
      - Intersections will require improvements
  - Future Horizons: “Build” Condition



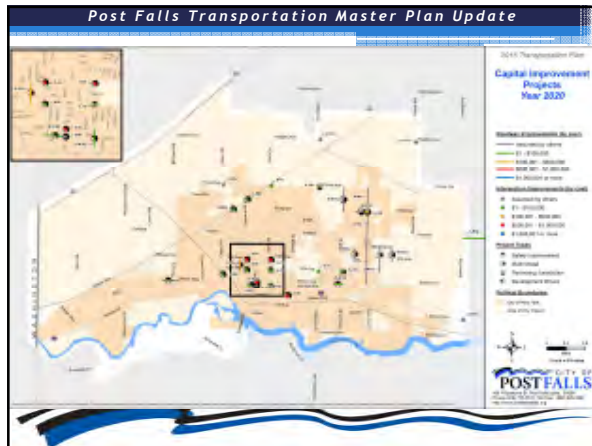


- ### Recommended Improvements
- Intersection Improvements
    - Environmental context of solution
    - Type of intersection control
  - Roadway/Typical Section Improvements
    - With or without center turn lane
    - Multimodal facilities in the roadside
  - Funding Considerations
    - Impact Fees, Development, or Grants

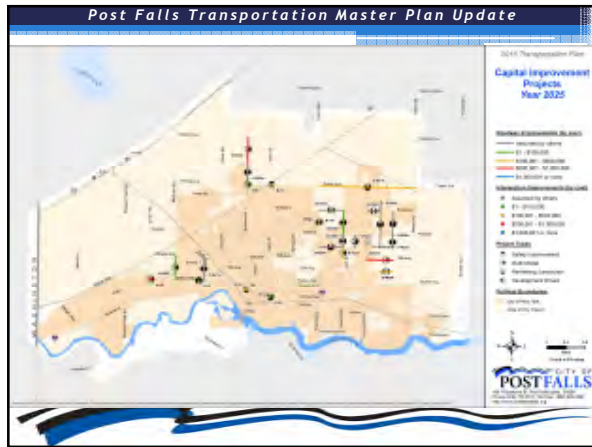
- ### Capital Improvement Plan
- Assumed ITD project by 2021 (2025) on SH-41
    - 1/2 Mile & 1/4 Mile backage roads staged from south to north
    - Horsehaven:2020, Poleline:2025, Prairie:2035
  - Seltice/Mullan Study Improvements
    - 6<sup>th</sup> Ave connection to Spokane St @ I-90 WB
    - 5<sup>th</sup> Ave frontage but not connect to I-90
    - 4<sup>th</sup> @ Idaho Roundabout
    - 4<sup>th</sup> @ Seltice/I-90 Signalization

- ### Capital Improvement Plan
- Operational Deficiencies
    - Intersection Control
    - Roadway Segment Improvements
    - Complementing Projects
  - Safety Improvements
    - Access Management
    - Intersection Control
- 
- The inset map shows a detailed view of the city center with various streets labeled and colored circles indicating specific project locations or deficiencies at intersections.

- ### Capital Improvement Plan
- Fiscal Constraints
    - Converted Existing Impact Fees to Expected Growth
    - Adjusted CIP to Match Funding for 2020 & 2025
  - Long Term Improvements
    - I-90 Corridor Study underway for ITD
    - Huetter Bypass Impact not measured
    - Potential impact to traffic patterns through Post Falls
    - Long Term improvements listed but not allocated



Proj No.	Project Title	Imprvt. Category	Project Description
S-54	Spokane and 15th	Intersection	Install signal when warranted
S-55	Spokane and 12th	Intersection	Restrict left turns and through movements from 12th
S-66	Henry and Selchie	Intersection	Add southbound left turn bay, install signal when warranted
S-73	Idaho and Prairie	Intersection	Add northbound left turn lane
S-78	Idaho and 15th/16th	Intersection	Add eastbound left turn lane, install signal when warranted
S-79	Idaho and 12th	Intersection	Restrict left turns and through movements from 12th
S-108	Greensferry and Prairie	Intersection	Add left turn bays on Greensferry
S-113	Greensferry and 12th	Intersection	Add WB left turn lane
S-127	Cecil and 12th	Intersection	Install all-way stop control (AWSC)
S-R210b	Hope, Charbonville to SH-41	New Const.	Build as Major Collector
S-55a	Compton, 12th to 15th	Upgrade	Rebuild as Minor Collector
D-R15c	E. 1/4 Mile, 12th to Horseshaven	New Const.	Build as Major Collector
D-R12c	E. 1/2 Mile, 16th to Horseshaven	New Const.	Build as Local Road
S-R210c	W. 1/4 Mile, 16th to Horseshaven	New Const.	Build as Major Collector
D-R17c	W. 1/2 Mile, Hope to Prairie	New Const.	Build as Major Collector
S-R110	2025 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads
S-R128	Madam Sugar, Maple to Cecil	Safety	Extend median 300' west
S-R142	Idaho, Selchie to Midway	Safety	Install raised median sections, interconnect signals
S-R137	Selchie, Elm to McGuire	Safety	Consolidate & Improve Access, install raised median
S-R154	Selchie, Spokane to Henry	Safety	Consolidate access points, relocate to side streets
S-91	Selchie Way and 4th-90 EB	Intersection	Install traffic signal
S-65	Henry and Midway	Intersection	Install median roundabout
S-148	SH-41 and Hope	Intersection	Install signal when warranted
S-RR1	Chase Road RR Crossing	Safety	Widen crossing between Selchie & 12th
S-RR2	Grange Avenue RR Crossing	Safety	Install gated crossing and urban improvements
S-RR3	Spokane Street RR Crossing	Safety	Install gated crossing
S-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects



Proj No.	Project Title	Imprvt. Category	Project Description
M-R216	Prairie, Meyer to Greensferry	Upgrade	Rebuild to 5-Lane Minor Arterial
D-R20m	Spokane St., Prairie to Bodine	New Const.	Build as Major Collector (INTERIM)
M-51	Spokane St. and Prairie Ave	Intersection	Align approaches and construct north leg
M-R223	Spokane St., Bodine to Hayden	New Const.	Build as Major Collector (INTERIM)
M-R248	Cecil (W. 1/2 Mile), 16th to Horseshaven	Upgrade	Rebuild as Major Collector
M-R263	Cecil (W. 1/2 - 3/4 mile), Horseshaven to	Upgrade	Rebuild as Major Collector (1/2 Road)
M-R228	Cecil (W. 1/2 Mile), Pokeline to Hope	Upgrade	Rebuild as Major Collector
D-R24m	W. 1/4 Mile, Horseshaven to Pokeline	New Const.	Build as Major Collector (INTERIM)
D-R26m	E. 1/4 Mile, Horseshaven to Kakee	New Const.	Build as Major Collector (INTERIM)
D-R28m	E. 1/2 Mile, Horseshaven to Pokeline	New Const.	Build as Major Collector (INTERIM)
D-R28m	E. 1/2 Mile, Pokeline to Hope	New Const.	Build as Major Collector (INTERIM)
M-R274	2025 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads
M-R269	12th Ave., E 1/4 Mile to E 1/2 Mile	New Const.	Build as Major Collector (INTERIM)
M-R271	16th Ave., SH-41 to E 1/2 Mile	Upgrade	Widen to 49' Optional Retrofit Section with sidewalks
M-R244	Horseshaven, Cecil to Greensferry	New Const.	Build as Minor Collector (INTERIM)
M-R215	Blaggrass/Hops, Cecil to Greensferry	Upgrade/New	Build as Major Collector, connect Blaggrass to Cecil
M-R293	Hope, SH 41 to E 1/4 Mile	Upgrade/New	Build as Major Collector, extend E. Hope to E. 1/4 Mile
D-R21m	Clark Fork, Selchie to Midway	Upgrade/New	Rebuild as Major Collector, connect to Clark Fork Pkwy
M-R227	McGuire, Selchie to Midway	Upgrade	Rebuild to 4 Lanes
M-38	Clark Fork and Selchie	Intersection	Install dual line roundabout
M-73	Idaho Rd and Prairie Ave	Intersection	Install signal or roundabout as warranted
M-25	Corbin and Selchie	Intersection	Add southbound left turn bay and install signal when warranted
M-59	Spokane St and 6th Ave/1-90 WB	Intersection	Modify signal and approach to allow movement from WB 6th
M-53	Idaho St and 4th Ave	Intersection	Realign 5th and 4th and construct single lane roundabout
M-110	Greensferry and Bogie Dr.	Intersection	Convert to all-way stop control
M-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects

Questions?

- ### Multimodal Emphasis
- Identifying a Need
    - Through public meetings and agency coordination, a need was identified for increased emphasis on multimodal improvements (bike, pedestrian, transit)
    - Focus on generators: schools, parks, food bank, etc.
    - New Development is a good opportunity for future facilities
    - Plans to improve existing facilities include typical sections and high priority corridors



Post Falls Transportation Master Plan Update

## Multimodal Emphasis

- Outreach
  - Multimodal Stakeholder Forum
    - Adjacent Jurisdictions, Police, & Schools
    - Bicycle and Trail Advocacy Groups
    - City staff
  - Project Open Houses
    - #1: What kind of projects do residents prefer?
    - #2: Where should improvements be a priority?

Post Falls Transportation Master Plan Update

## Multimodal Emphasis

- Recommendations
  - Engineering and maintenance policy shift
  - Seltice Way was identified as a centerpiece through Post Falls and a high priority corridor
  - Emphasis on planning for Class 1 trails
  - Need for connections to the downtown core, between green spaces, and to schools

Post Falls Transportation Master Plan Update

## Multimodal Improvement Plan

- Class I Trail Alignments
  - **Prairie Trail, Corbin Ditch Trail, Centennial Trail**

Post Falls Transportation Master Plan Update

## Multimodal Improvement Plan

- Infill Improvements through residential areas
  - Sidewalks and bicycle lanes
- Bicycle Facilities along arterials and collectors
  - Spokane Street, 16<sup>th</sup> Avenue, McGuire Road, Seltice Way
- Transit routes and amenities
  - 
- Identify Funding

Post Falls Transportation Master Plan Update


## Capital Improvement Projects - Roadwork

Post Falls Transportation Master Plan Update

Proj No.	Project Title	Impacts	Project Description
MM-08	Compton, 12th to Parkside	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-09	Compton, Midway to 12th	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-10	Becker, Pleasant View to McGuire	New Const	Build Class I Trail
MM-11	Becker, Compton to Midway	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-12	Becker, Midway to Parkside	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-13	Becker, Midway to 12th	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-14	Seltice, Way to 16th St	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-24	Centennial Trail, Compton to River Park	New Const	Build Class I Trail
MM-26	Centennial Trail, Gap East of Lincoln	New Const	Build Class I Trail
MM-47	Centennial Trail, River Park	Upgrade	Upgrade Sidewalk and Pedestrian Facilities
MM-56	Brinn Point, Midway to Seltice	Upgrade	Upgrade Sidewalk and Bicycle Lanes
MM-59	McGuire, South of 16th	Upgrade	Upgrade to include bicycle lanes
MM-62	McGuire, 16th to Seltice	New Const	Build Class I Trail
MM-63	McGuire, Midway to Parkside	Upgrade	Upgrade to Minor Arterial
MM-64	McGuire, Parkside to Fisher	Upgrade	Upgrade to include bicycle lanes
MM-65	McGuire, Fisher to Howard	Upgrade	Upgrade to include bicycle lanes
MM-67	Spokane, Midway to 12th	Upgrade	Upgrade to include bicycle lanes, street lighting and green paint
MM-69	Private Trail, Meyer to Granddaddy	New Const	Build Class I Trail (connect upon additional funding)
MM-85	Spokane, Parkside to Compton	Upgrade	Rebuild as Major Collector
MM-87	Becker, Back to Compton	New Const	Build as Local Connector
MM-88	Lincoln, Midway to Parkside	Upgrade	Upgrade to include bicycle lanes
MM-90	Brinn Point, Midway to Pleasant View	New Const	Build Class I Trail
MM-94	Brinn Point, Pleasant View to Pleasant View	New Const	Build Class I Trail
MM-95	Brinn Point and Pleasant View to McGuire	New Const	Build Class I Trail
MM-96	Brinn Point and McGuire to Compton	New Const	Build Class I Trail
MM-97	Brinn Point and Compton to Parkside	New Const	Build Class I Trail (dirt)
MM-61	12th, Compton to Spokane St	Upgrade	Upgrade to include bicycle lanes
MM-62	12th, Compton to Spokane St	Upgrade	Upgrade to include sidewalk, street lighting and bicycle lanes
MM-63	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-64	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-65	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-66	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-67	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-68	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-69	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-70	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-71	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-72	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-73	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-74	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-75	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-76	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-77	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-78	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-79	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-80	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-81	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-82	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-83	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-84	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-85	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-86	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-87	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-88	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-89	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-90	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-91	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-92	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-93	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-94	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-95	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-96	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-97	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-98	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-99	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes
MM-100	12th, Spokane St to Idaho St	Upgrade	Upgrade to include sidewalk and bicycle lanes

Post Falls Transportation Master Plan Update

## Questions?



Post Falls Transportation Master Plan Update

## Focused Corridor Analysis

- Seltice Way is a primary corridor from State Line to Coeur D'Alene
- Commercial, Residential, Retail, Recreation
- Segment between Empire Center and Idaho Street
  - Primary commercial center
  - Transitioning traffic from commuting to commercial
  - Shared jurisdiction with ITD
  - In-depth analysis conducted for major movements
- Overall review of corridor is recommended

Post Falls Transportation Master Plan Update

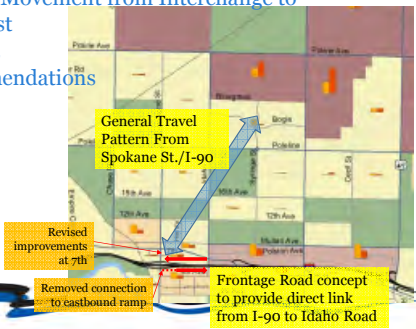
## Focused Corridor Analysis

- Re-Evaluate Seltice/Mullan One-Way Couplet
  - Congestion Mitigation without additional capacity
  - Directional Roads Allow for Multimodal Elements



Post Falls Transportation Master Plan Update


- Re-Evaluate Seltice/Mullan One-Way Couplet
  - Primary Movement from Interchange to Northeast
  - Previous Recommendations



Post Falls Transportation Master Plan Update

## Focused Corridor Analysis

- Seltice Way Eastbound, Mullan Ave. Westbound
- Terminal Locations
  - Roundabout at Seltice/Mullan with opportunity to tie into Clark Fork Parkway
  - Idaho/Seltice and Idaho/Mullan Intersections



Post Falls Transportation Master Plan Update

## Focused Corridor Analysis

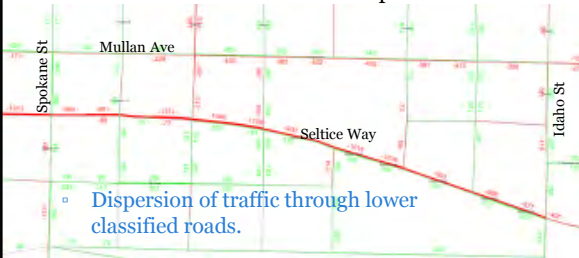
- Idaho Street to Seltice/Mullan
  - Existing Signalized Control at Idaho/Seltice & Idaho/Mullan
  - Roughly 1/3 of the westbound traffic uses Mullan
  - Remaining traffic uses 6<sup>th</sup>/Ramp or is dispersed through the network



Post Falls Transportation Master Plan Update

## Focused Corridor Analysis

- Volumes between Idaho and Spokane



The map displays a network of roads between Spokane, Idaho (left) and Post Falls, Idaho (right). Key roads include Spokane St, Mullan Ave, and Seltice Way. Traffic volumes are indicated by numbers along the road segments. A blue callout box points to lower-classified roads, stating: "Dispersion of traffic through lower classified roads."

Post Falls Transportation Master Plan Update


## Focused Corridor Analysis

- Henry Street to Seltice/Mullan
  - Roundabouts at Henry/Seltice & Henry/Mullan
  - Roughly 1/2 of the westbound traffic uses Mullan
  - Reduced southbound traffic on Spokane Street
  - Functionally "works", but creates an additional dividing line at Henry

Post Falls Transportation Master Plan Update

## Project Financing

- Impact Fees
- Development Driven Project
- Grants and Matching Funds



A map showing several green-shaded areas, likely representing project financing zones or development areas.

Post Falls Transportation Master Plan Update


## Moving Forward

### Concurrence on Direction

- Improvements and Prioritization
  - Cost Range
  - Benefitting Modes
  - Community Impact
- Focused Corridor Planning: Seltice/Mullan
  - Pros
    - Benefits Multimodal Travel, Economic Access/Market Area
  - Cons
    - Cost of Construction, Restricts Downtown Movement
    - Idaho Street versus Henry Street

Post Falls Transportation Master Plan Update

## Questions?



An illustration of a 3D white figure sitting inside a large blue question mark, symbolizing inquiry or questions.

# Public Open House: 2015 Transportation Master Plan - 8/23/17 City Hall Rotunda

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	Male <input type="checkbox"/>	Female <input type="checkbox"/>	Disabled <input type="checkbox"/>	American Indian/Alaskan Native <input type="checkbox"/>	Asian/Pacific Islander <input type="checkbox"/>	Black <input type="checkbox"/>	Hispanic <input type="checkbox"/>	Other <input type="checkbox"/>
LENN JENSEN		2625 E 12TH POST FALLS IDA		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BETTY JENSEN		2625 E 12TH POST FALLS IDA		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Robert Palus	Assist City Engineer/ City of Post Falls	408 N SPOKANE ST POST FALLS ID.	rpalus@postfallsidaho.org	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jane Berner	HR Director	"		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
JAMES MULLAWAY	STAFF ENG. COPF	"		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BILL YELSON	CITY ENG CITY OF PF	"	BYELSON@POST-FALLS-IDAHO.ORG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
RYAN MYERS	CITY OF POST FALLS	"	By Myers @ Post Falls IDAHO .org	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
LAWRENCE R NOSKA	HOUSER	15911 Hollister Hills	LNOSKA@ROADRUNNER.COM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please check the appropriate boxes

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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Rich Kirsch	Train Noise	2033 W Edwain Star Post Falls ID 83854	richard.kirsch@ gmail.com	ON FILE	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
CLAY LARKIN	HOMEOWNERS	711 E WILLIAMS AVE			<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
WALTER MERRITT	Fire Chief	1590 E. Scenic Wy Post Falls, ID 83854	wmerritt@ kootenainfire.com		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
TAVIS SCHMIDT	City of Post Falls	406 N. Spokane St.			<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
MIKE SLOTHOWER	Homeowner	815 W Sepul Maple Trl.	Mike.Slothower@ gmail.com		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Kathleen Kraft-Watson	P.F. Homeowner	607 E Rainbow Ct PF 83854	KraftWatson@ mac.com		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	



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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Lynn Borders	CITY OF POST FALLS	PO Box 545 POST FALLS, ID	[Redacted]	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Kayla Knise	David Evans and the Evans Association	908 N Howard St Spokane WA		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Russ Connors	C.B. of Post Falls	408 N. Spokane St		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Josh Oakes	City of Post Falls	408 N. Spokane		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Catherine Berrier		311 W. Montgomery P.O. P.F.		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	
Christopher Delorto	HDR	610 W Hubbard, ste 227 Coeur d'Alene, ID 83314		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
Jack Wardian		2450 E Seftice way Post Falls, ID 83854		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input checked="" type="checkbox"/> White	
				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	E-mail	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	Please check the appropriate boxes					
Patricia Gerloff		4961 E Royal Dr Post Falls ID 83854	PLEUBFF@ gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Tom L. Kelly		1852 Cowan Post Falls	Tom@terrdon18	<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other
Darrin Hibbs		2122 E. Prairie View Dr PF		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Jen Cresci		306 W. 4th Ave #55 P.F.	Jcresci@ gmail.com	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Bruce Kaufman		4340 E. Inverness Dr P.F.		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
Brian T. Carpenter		4102 S. Chinook Circle P.F.	bcbirdhouse@ gmail.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other
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				<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	<input type="checkbox"/> White	<input type="checkbox"/> Other

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Name (Please print or write clearly)		Title/Representing	Address (City, State, and ZIP)	E-mail	Please check the appropriate boxes			
Jerremy Clark		David Evans and Associates	18634 W Hardison Rd Post Falls ID 83854	jecl@daenc.com	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Other
Megan Mervy			2940 E 14th Ave Post Falls ID 83854		<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input checked="" type="checkbox"/> Hispanic <input type="checkbox"/> Other
Bill Gray			Guy Rd.		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other
Robert Peltus		City of Post Falls	408 N. Speltanz St		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> Other
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					<input type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> White	<input type="checkbox"/> Hispanic <input type="checkbox"/> Other





2015 TRANSPORTATION MASTER PLAN  
August 23, 2017  
PUBLIC OPEN HOUSE

**Public Comment**

Name: Christopher Delorto Date: 8/23/17

Title / Representing: HDR

Address: 610 W Hubbard, Suite 227, Coeur d'Alene, ID 83814

e-mail: christopher.delorto@hdrinc.com

Please contact me regarding these comments and recommendations

Comments: I appreciate planning the transportation system for growth that is quite likely. The multimodal emphasis is a must for community-oriented design. The complet would create a favorable environment for growth and a walkable urban section.

Recomendations: 1. A grade separated Prairie Trail crossing over SH 41 would be a great benefit to bicycle and pedestrian connectivity and would improve highway traffic operations.

2. This plan needs to be integrated with a parks and greenspace master plan. The usefulness of the pedestrian and bicycle improvements will be hindered without more greenspace along corridors such as the Prairie Trail and more park destinations.

3. What would be the implications of growth being distributed differently, say with higher growth south of the river or on the west side of town by State Line?



2015 TRANSPORTATION MASTER PLAN  
August 23, 2017  
PUBLIC OPEN HOUSE

Public Comment

Name: Warren Merritt Date: 8-23-17

Title / Representing: Fire Chief / KCFR

Address: 1590 E. Seltice Wy PF 83854

e-mail: Warrenm@kootenairfire.com

Please contact me regarding these comments and recommendations

Comments: 1. Monitor on-street pkg needs - it can  
restrict FD access.

2. Fire Dept connections on the bldg or at  
the street will need FD only pkg availability

3. Watch back-up @ Seltice / Spokane / Mullan  
area with lights. Proximity to I-90 could be an  
issue as City grows.

4. More lights (signals) may increase  
accident rates.

Recommendations: 1. As more signals are installed optics  
are needed

2. Bus routes should be aligned based on study;  
apartments, etc.



2015 TRANSPORTATION MASTER PLAN

August 23, 2017

PUBLIC OPEN HOUSE

**Public Comment**

Name: Bill Guy Date: 8/23

Title / Representing: \_\_\_\_\_

Address: \_\_\_\_\_

e-mail: \_\_\_\_\_

Please contact me regarding these comments and recommendations

Comments: Leave Guy road alone. It is unsafe and works fine.

Recommendations: \_\_\_\_\_

# DISPLAY COMMENTS 8/23/17

GROWTH MAP: KEEP SOME GREEN SPACE  
TO THE NORTHEAST

MULTIMODAL CIP: 1) GOOD TO SEE IMPROVEMENTS  
ALONG S. HENRY

2) CONSIDER CONNECTIONS TO THE  
CENTENNIAL TRAIL N.W. OF  
SH-41 (MULLAHS).

GENERAL: SOCIAL MEDIA ADVERTISING &  
INVITATIONS ARE AN EXCELLENT WAY  
TO ~~BE~~ INFORM PUBLIC



# *Welcome*

**Post Falls**

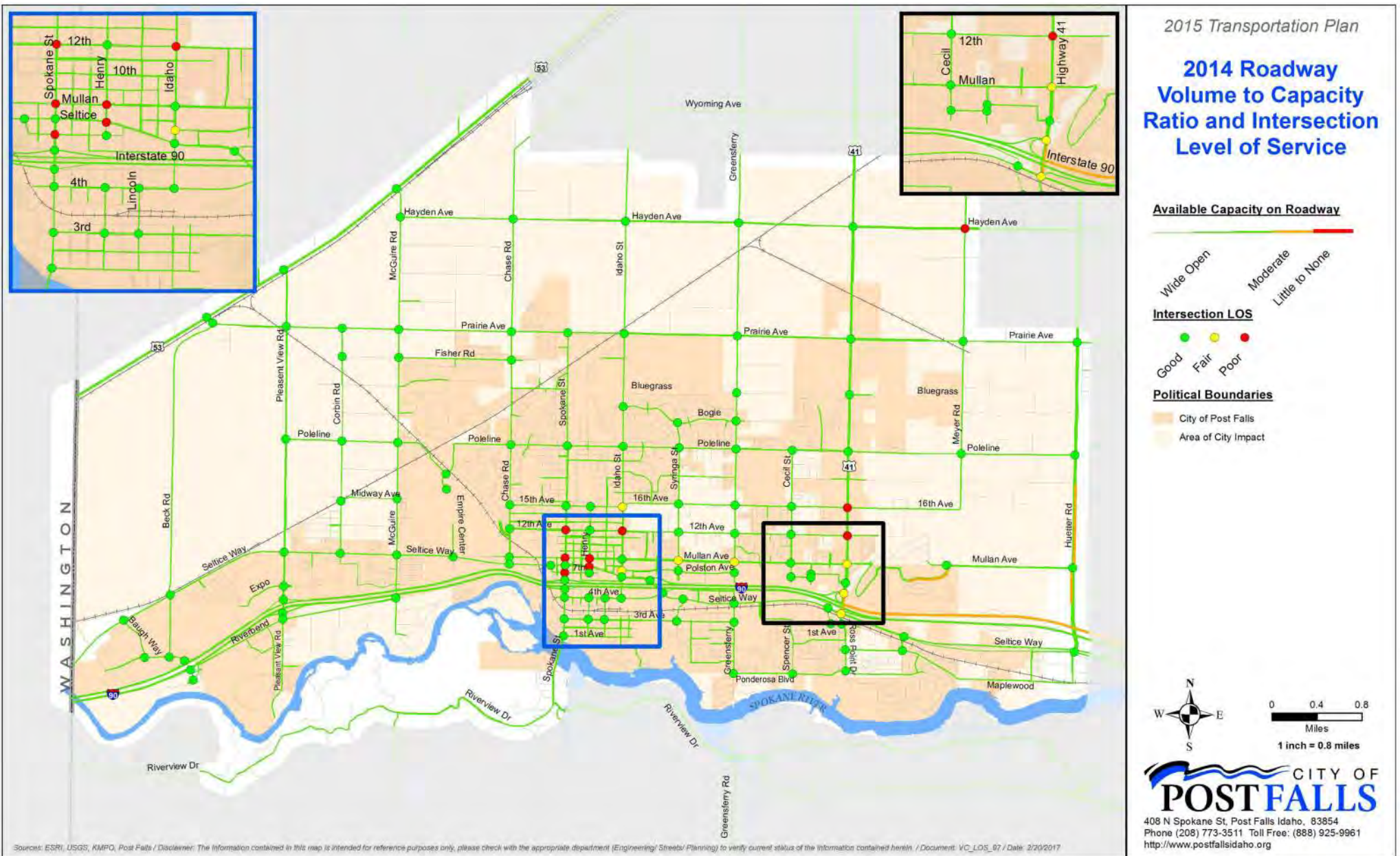
**Transportation**

**Master Plan**

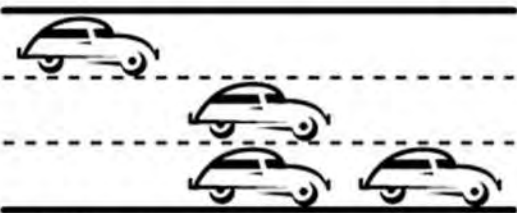
**Update**



# Existing Operations



## VOLUME TO CAPACITY RATIO (V/C)



**VOLUME:** The amount of traffic on a roadway.  
 For example: 4 automobiles.



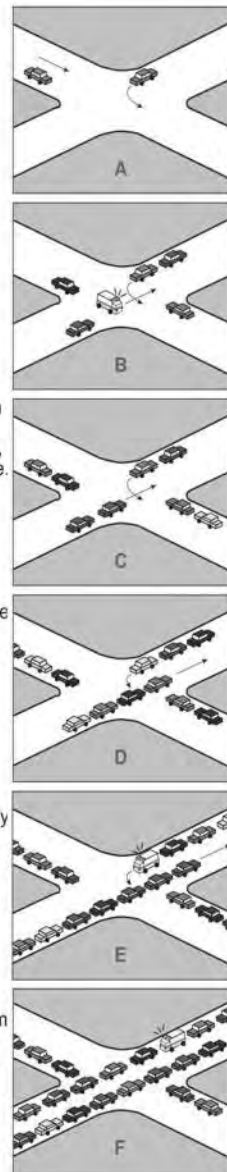
**CAPACITY:** The amount of traffic a roadway can carry.  
 For example: 9 automobiles.



**VOLUME TO CAPACITY RATIO:** The amount of traffic on a roadway (volume) compared to the amount of traffic a roadway can carry (capacity).  
 For example: 4 automobiles (volume) to 9 automobiles (capacity) is 4/9 which is .44 or 44%.

## LOS Intersections

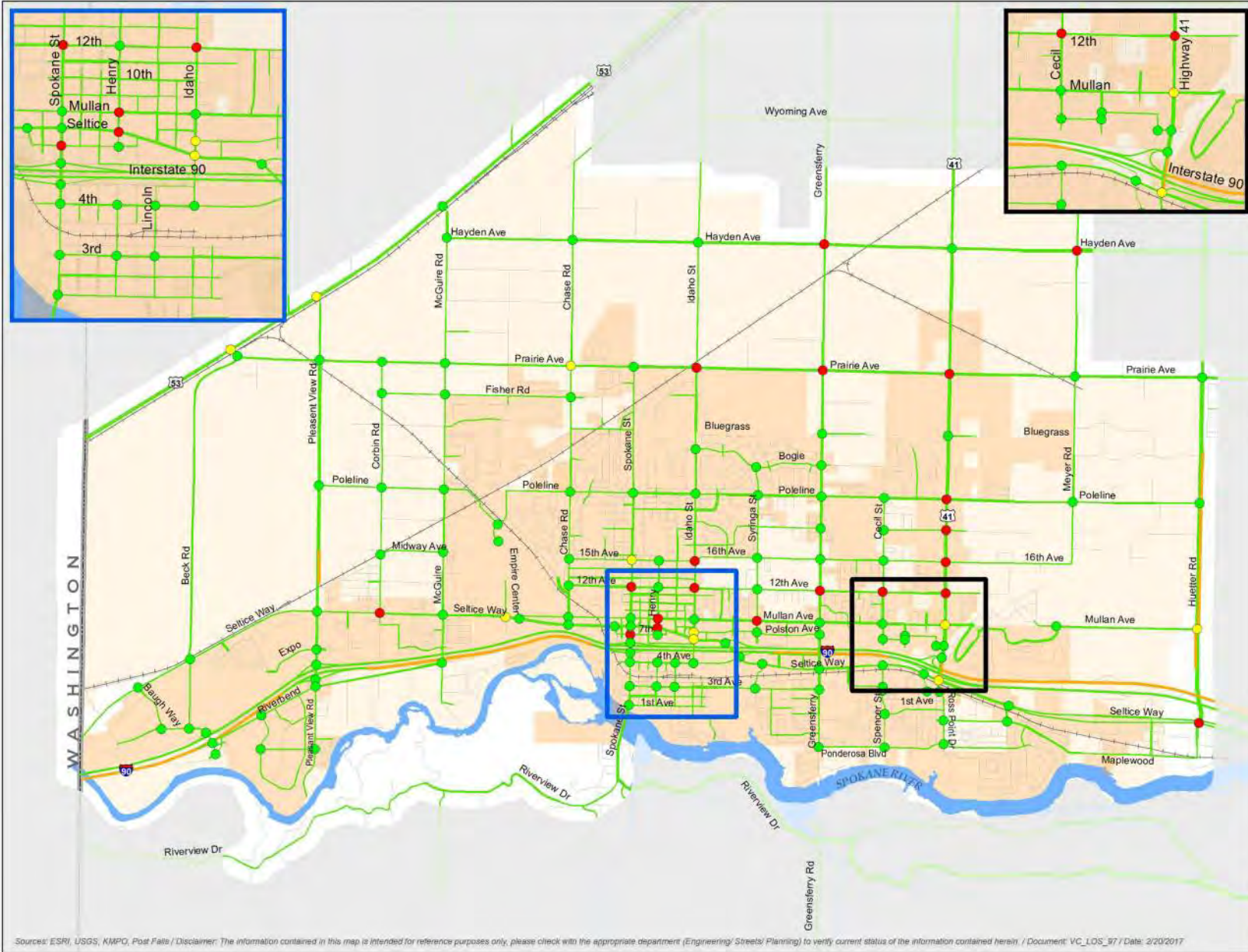
- A No vehicle waits longer than one signal indication.
- B On a rare occasion, vehicles wait through more than one signal indication.
- C Intermittently, vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.
- D Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups.
- E Very long queues may create lengthy delays.
- F Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition.



Delay
S: 0 to 10 seconds U: 0 to 10 seconds
S: 10 to 20 seconds U: 10 to 15 seconds
S: 20 to 35 seconds U: 15 to 25 seconds
S: 35 to 55 seconds U: 25 to 35 seconds
S: 55 to 80 seconds U: 35 to 50 seconds
S: 80 seconds + U: 50 seconds +

S: Signalized U: Unsignalized

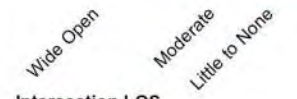




2015 Transportation Plan

### 2020 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service

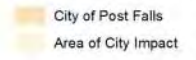
Available Capacity on Roadway



Intersection LOS

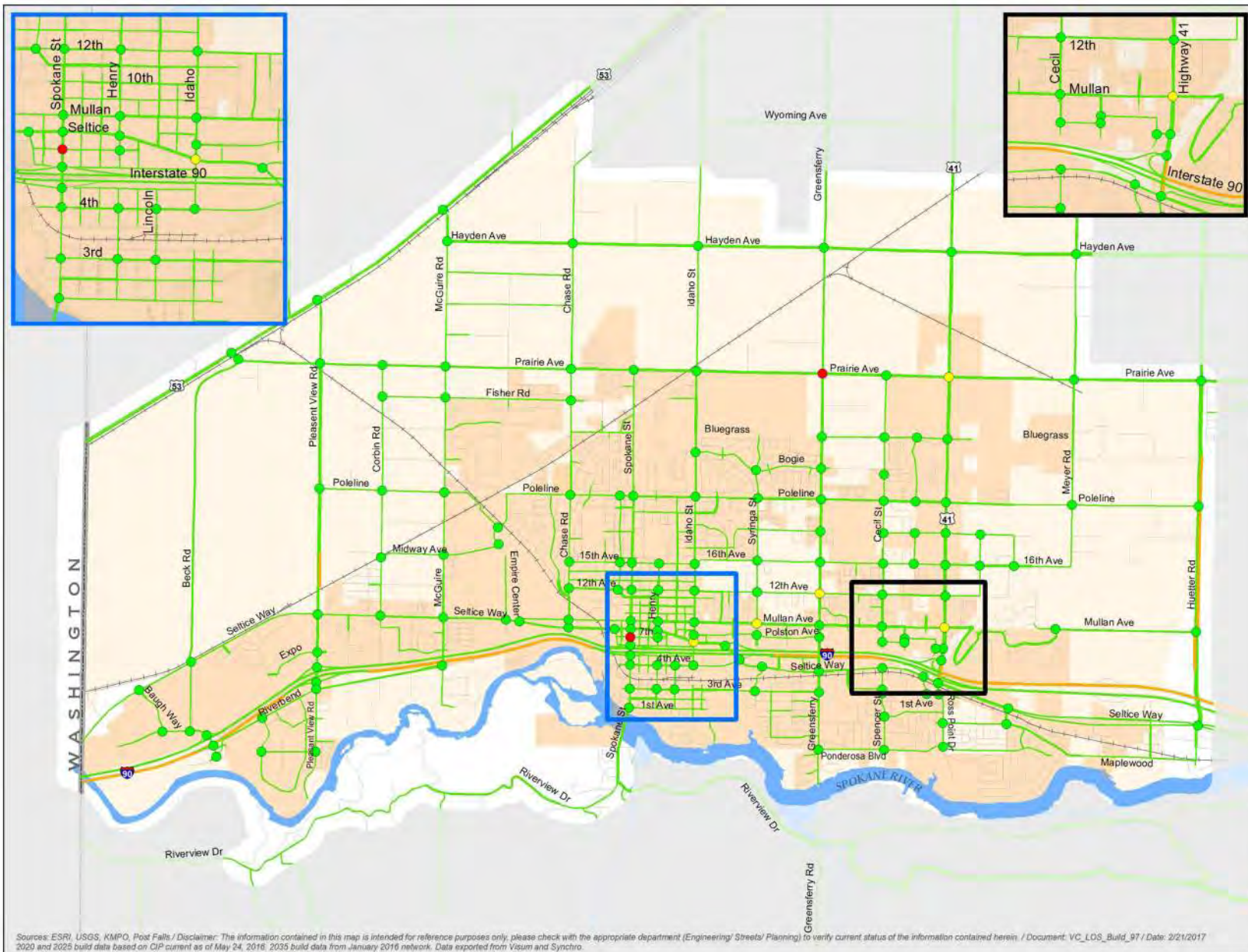


Political Boundaries



**CITY OF POST FALLS**  
 408 N Spokane St, Post Falls Idaho, 83854  
 Phone (208) 773-3511 Toll Free: (888) 925-9961  
<http://www.postfallsidaho.org>

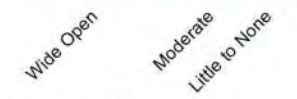
Sources: ESRI, USGS, KMPQ, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LOS\_97 / Date: 2/20/2017



2015 Transportation Plan

### 2020 Build Roadway Volume to Capacity Ratio and Intersection Level of Service

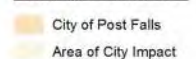
Available Capacity on Roadway



Intersection LOS



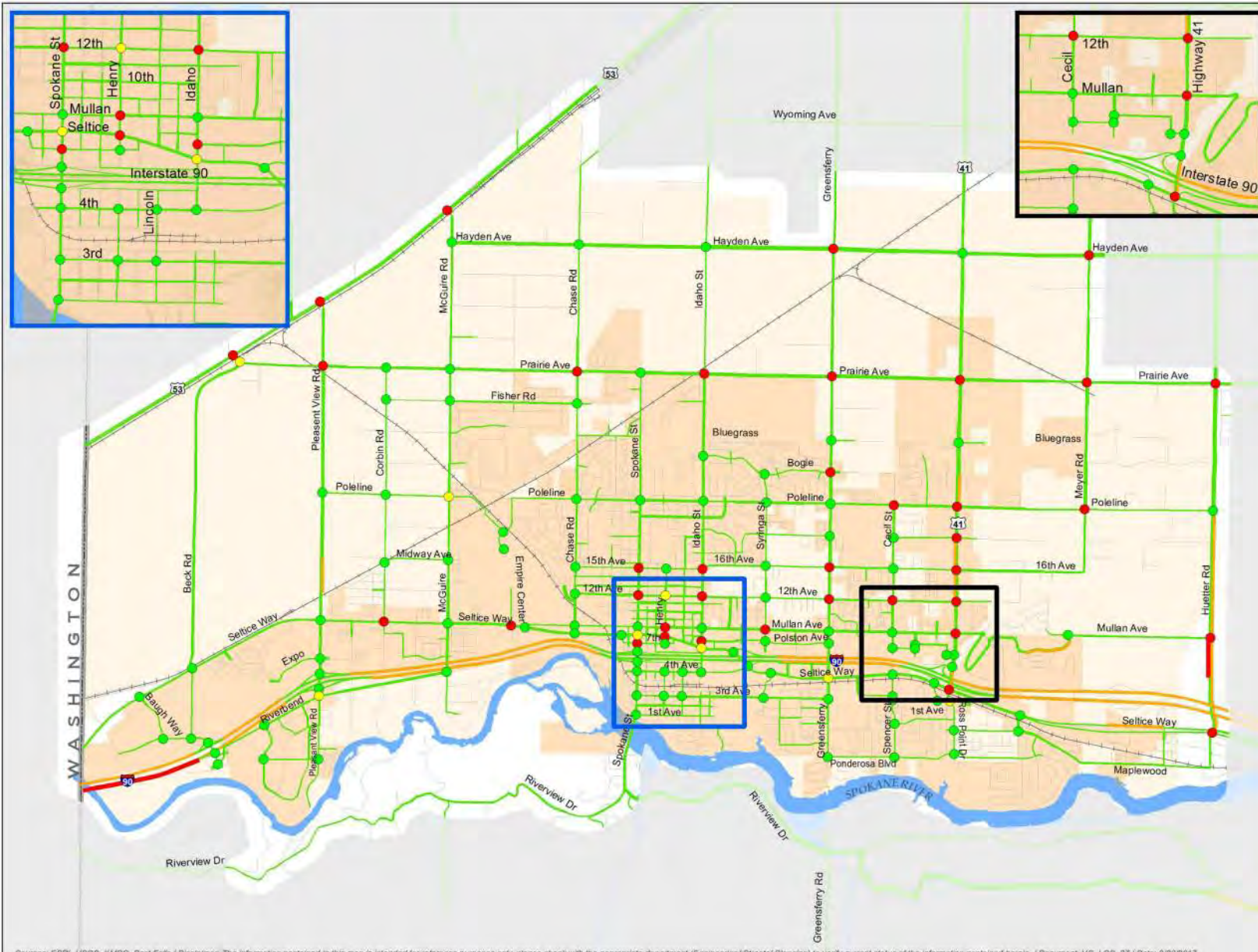
Political Boundaries



**CITY OF POST FALLS**  
 408 N Spokane St, Post Falls Idaho, 83854  
 Phone (208) 773-3511 Toll Free: (888) 925-9961  
<http://www.postfallsidaho.org>

Sources: ESRI, USGS, KMPQ, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LOS\_Build\_97 / Date: 2/21/2017  
 2020 and 2025 build data based on GP current as of May 24, 2016. 2035 build data from January 2016 network. Data exported from Visum and Synchro.

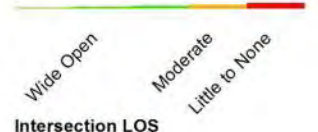




2015 Transportation Plan

### 2025 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service

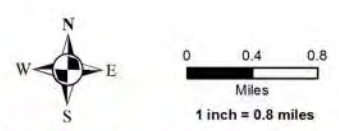
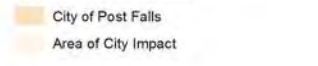
Available Capacity on Roadway



Intersection LOS

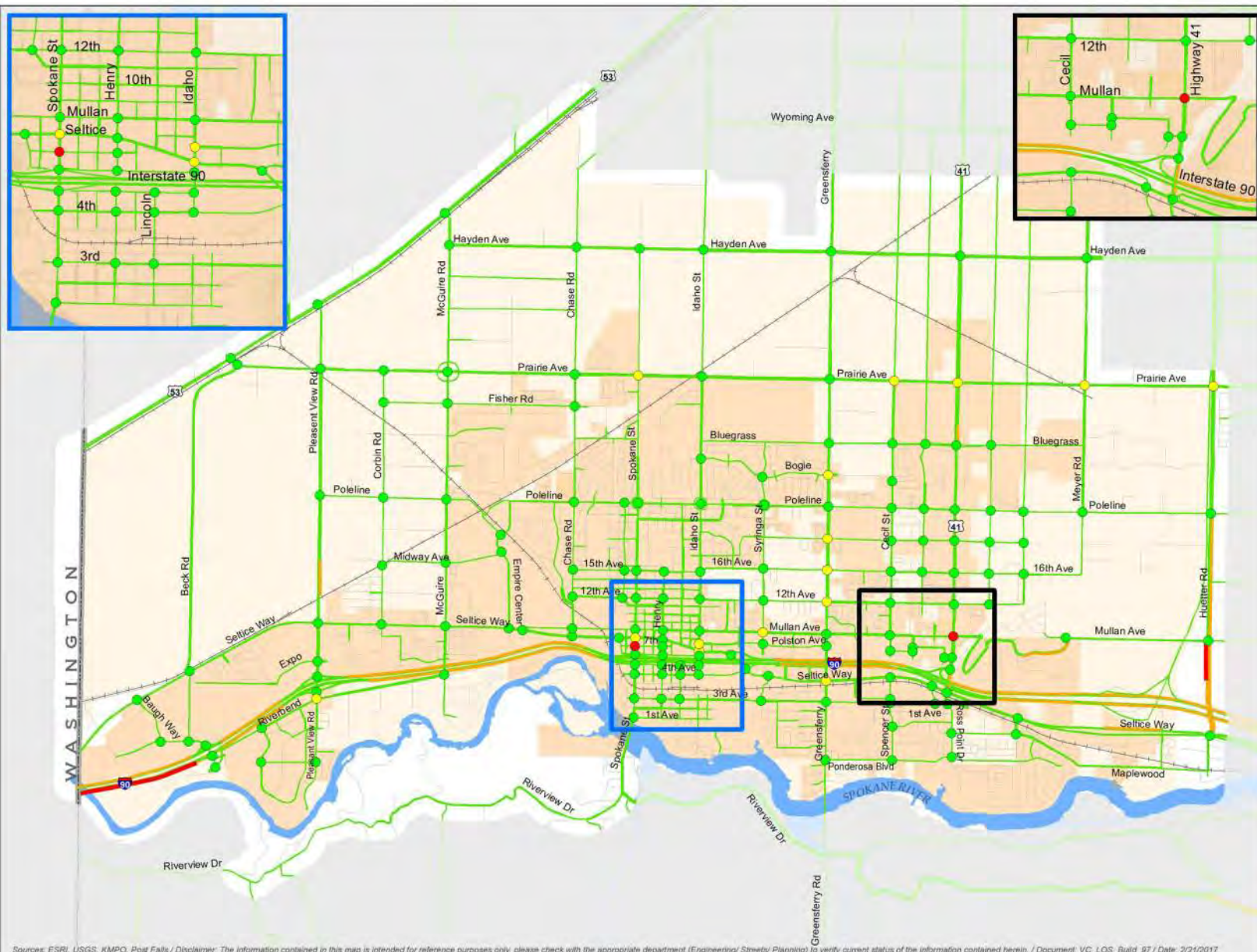


Political Boundaries



**CITY OF POST FALLS**  
 408 N Spokane St, Post Falls Idaho, 83854  
 Phone (208) 773-3511 Toll Free: (888) 925-9961  
<http://www.postfallsidaho.org>

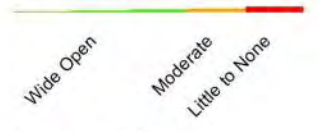
Sources: ESRI, USGS, KMPQ, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LOS\_97 / Date: 2/20/2017



2015 Transportation Plan

### 2025 Build Roadway Volume to Capacity Ratio and Intersection Level of Service

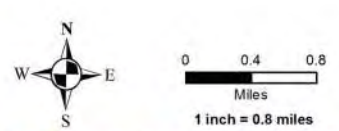
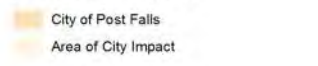
Available Capacity on Roadway



Intersection LOS



Political Boundaries



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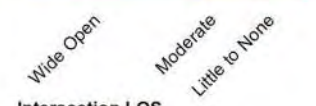
Sources: ESRI, USGS, KMPQ, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LOS\_Build\_97 / Date: 2/21/2017  
 2020 and 2025 build data based on CIP current as of May 24, 2016. 2025 build data from January 2016 network. Data exported from Visum and Synchro.





### 2035 No-Build Roadway Volume to Capacity Ratio and Intersection Level of Service

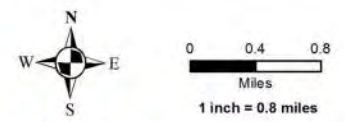
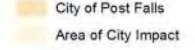
**Available Capacity on Roadway**



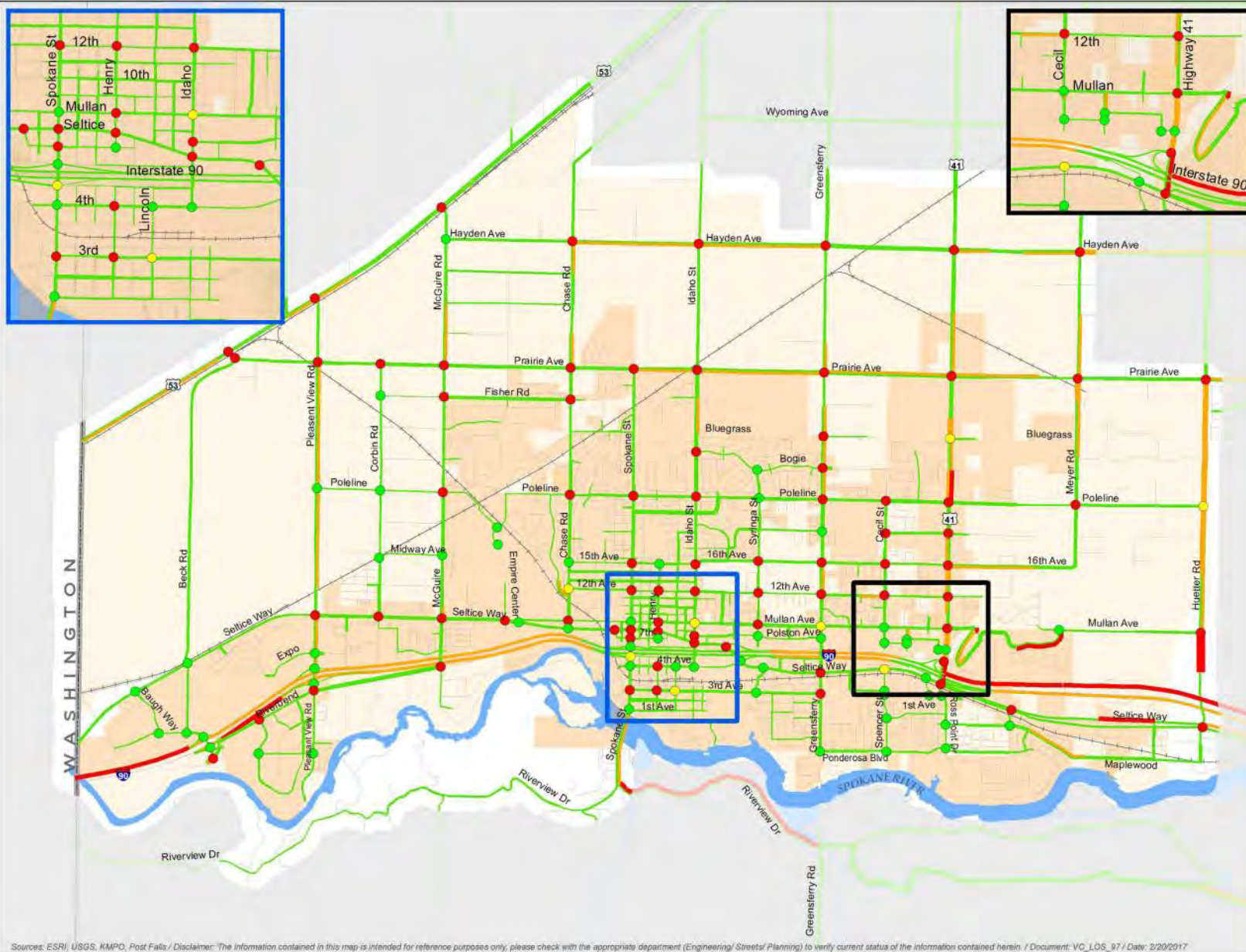
**Intersection LOS**



**Political Boundaries**



**CITY OF POST FALLS**  
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Sources: ESRI, USGS, KMPPO, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LoS\_97 / Date: 2/20/2017

### 2035 Build Roadway Volume to Capacity Ratio and Intersection Level of Service

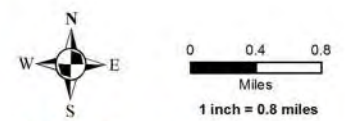
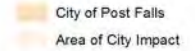
**Available Capacity on Roadway**



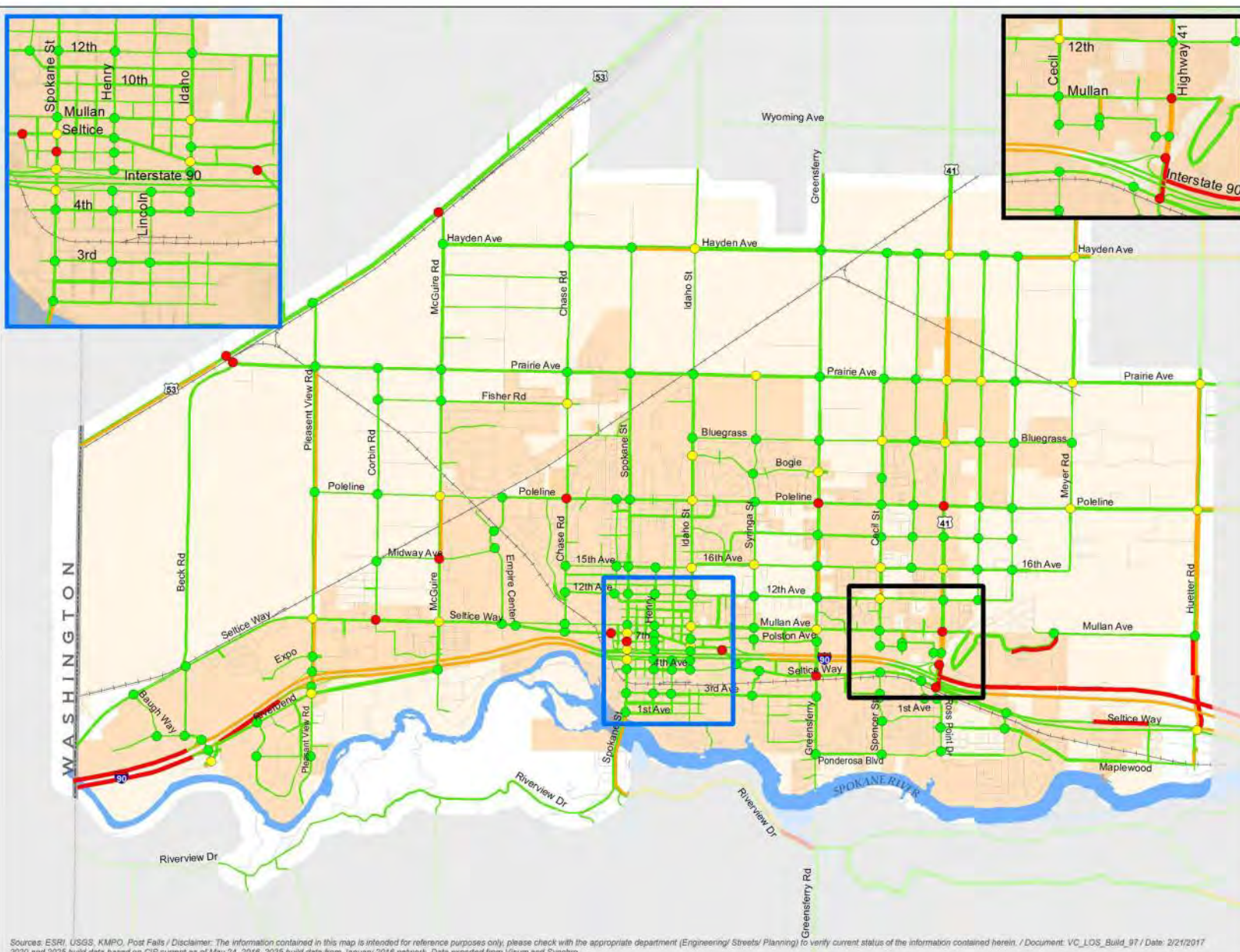
**Intersection LOS**



**Political Boundaries**



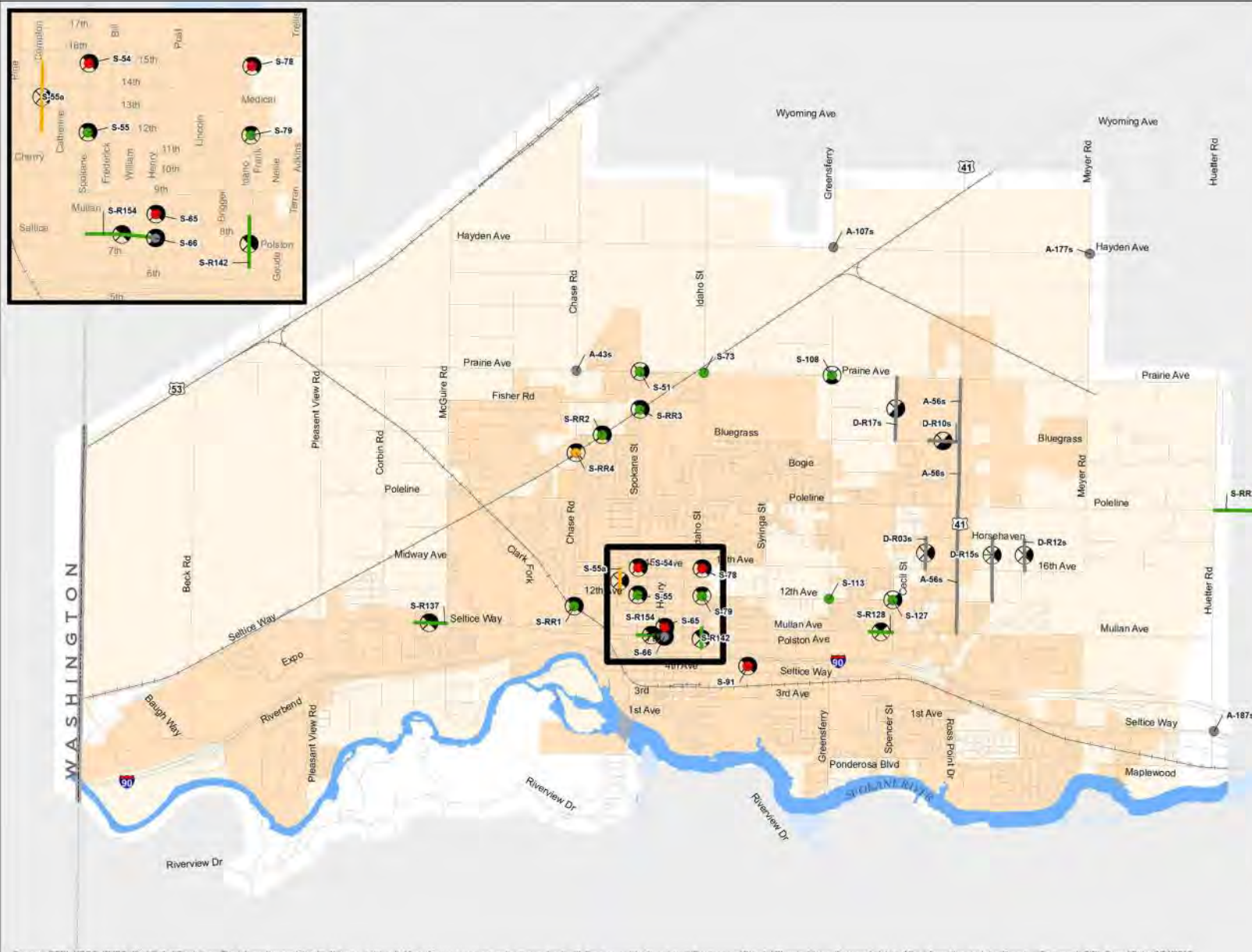
**CITY OF POST FALLS**  
 408 N Spokane St, Post Falls Idaho, 83854  
 Phone (208) 773-3511 Toll Free: (888) 925-9961  
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Sources: ESRI, USGS, KMPPO, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: VC\_LoS\_Build\_97 / Date: 2/21/2017  
 2020 and 2025 build data based on GP current as of May 24, 2016. 2035 build data from January 2016 network. Data exported from Vissum and Synchro.



### Capital Improvement Projects Year 2020



**Roadway Improvements (by cost)**

- Assumed by others
- \$1 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 or more

**Intersection Improvements (by cost)**

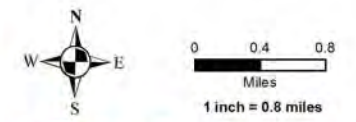
- Assumed by others
- \$1 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 or more

**Project Types**

- Safety Improvement
- Multi Modal
- Partnering Jurisdiction
- Development Driven

**Political Boundaries**

- City of Post Falls
- Area of City Impact



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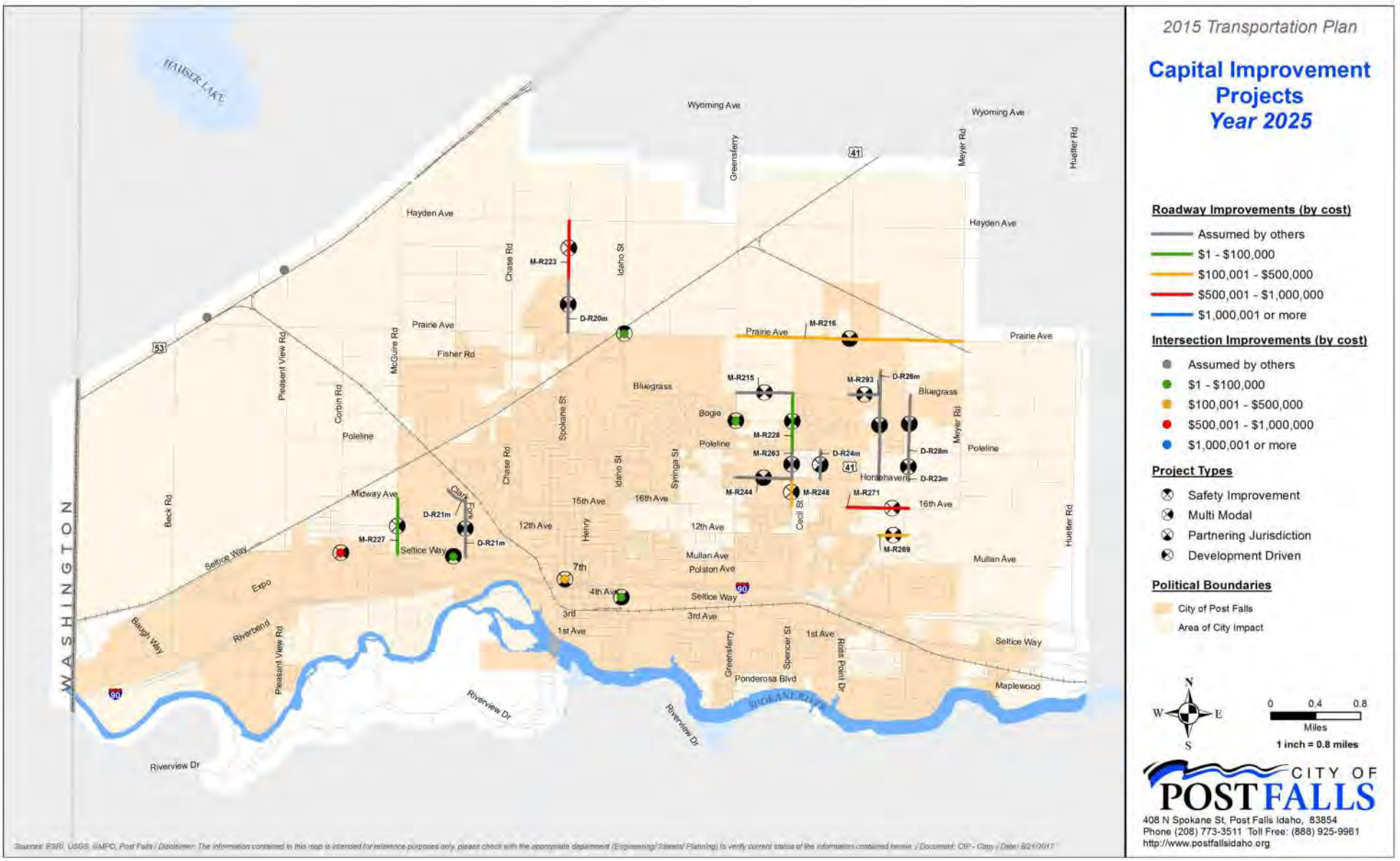
Source: ESRI, USGS, KMPG, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only; please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. Document: CIP - Copy / Date: 9/21/2015

Proj No.	Project Title	Improvement Category	Project Description
S-54	Spokane and 15th	Intersection	Install signal when warranted
S-55	Spokane and 12th	Intersection	Restrict left turns and through movements from 12th
S-66	Henry and Seltice	Intersection	Add southbound left turn bay, install signal when warranted
S-73	Idaho and Prairie	Intersection	Add northbound left turn lane
S-78	Idaho and 15th/16th	Intersection	Add eastbound left turn lane, install signal when warranted
S-79	Idaho and 12th	Intersection	Restrict left turns and through movements from 12th
S-108	Greensferry and Prairie	Intersection	Add left turn bays on Greensferry
S-113	Greensferry and 12th	Intersection	Add WB left turn lane
S-127	Cecil and 12th	Intersection	Install all way stop control (AWSC)
D-R10s	Hope, Charleville to SH-41	New Const.	Build as Major Collector
S-55a	Compton, 12th to 15th	Upgrade	Rebuild as Minor Collector
D-R15s	E. 1/4 Mile, 12th to Horsehaven	New Const.	Build as Major Collector
D-R12s	E 1/2 Mile, 16th to Horsehaven	New Const.	Build as Local Road
D-R03s	W. 1/4 Mile, 16th to Horsehaven	New Const.	Build/Complete as Major Collector
D-R17s	W. 1/2 Mile, Hope to Prairie	New Const.	Build as Major Collector
S-R110	2020 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads
S-R128	Mullan: Sugar Maple to Cecil	Safety	Extend median 300' west
S-R142	Idaho: Seltice to Mullan	Safety	Install raised median sections, interconnect signals
S-R137	Seltice: Elm to McGuire	Safety	Consolidate & Improve Access, install raised median
S-R154	Seltice: Spokane to Henry	Safety	Consolidate access points, relocate to side streets
S-91	Seltice Way and 4th/I-90 EB	Intersection	Install traffic signal
S-65	Henry and Mullan	Intersection	Install multi-lane roundabout
S-122	Seltice Way: State Line to CDA Study	Planning	Evaluate geometry of Seltice Way through Post Falls
S-RR1	Chase Road RR Crossing	Safety	Widen crossing between Seltice & 12th
S-RR2	Grange Avenue RR Crossing	Safety	Install gated crossing and urban improvements
S-RR3	Spokane Street RR Crossing	Safety	Install gated crossing
S-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects
S-51	Spokane St. and Prairie Ave.	Intersection	Align approaches and construct north leg
S-RR4	Chase Rd. Grange to UPRR	Safety	Reconstruct vertical alignment to grade crossing

August 22, 2017







Proj No.	Project Title	Improvement Category	Project Description
M-R216	Prairie, Meyer to Greensferry	Upgrade	Rebuild to 5-Lane Minor Arterial
D-R20m	Spokane St., Prairie to Bodine	New Const.	Build as Major Collector (INTERIM)
M-R223	Spokane St., Bodine to Hayden	New Const.	Build as Major Collector (INTERIM)
M-R248	Cecil (W. 1/2 Mile), 16th to Horsehaven	Upgrade	Rebuild as Major Collector
M-R263	Cecil (W. 1/2 Mile), Horsehaven to Poleline	Upgrade	Rebuild as Major Collector (1/2 Road)
M-R228	Cecil (W. 1/2 Mile), Poleline to Hope	Upgrade	Rebuild as Major Collector
D-R24m	W 1/4 Mile, Horsehaven to Poleline	New Const.	Build as Major Collector (INTERIM)
D-R26m	E 1/4 Mile, Horsehaven to Kildeer	New Const.	Build as Major Collector (INTERIM)
D-R23m	E 1/2 Mile, Horsehaven to Poleline	New Const.	Build as Major Collector (INTERIM)
D-R28m	E 1/2 Mile, Poleline to Hope	New Const.	Build as Major Collector (INTERIM)
M-R274	2025 Frontage Road Grant Programming	New Const.	Supplemental Funding to Fill In Frontage Roads
M-R269	12th Ave., E1/4 Mile to E 1/2 Mile	New Const.	Build as Major Collector (INTERIM)
M-R271	16th Ave., SH-41 to E 1/2 Mile	Upgrade	Widen to 40' Optional Retrofit Section with sidewalks
M-R244	Horsehaven, Cecil to Greensferry	New Const.	Build as Minor Collector (INTERIM)
M-R215	Bluegrass/Hope, Cecil to Greensferry	Upgrade/New	Build as Major Collector, connect Bluegrass to Cecil
M-R293	Hope, SH 41 to E 1/4 Mile	Upgrade/New	Build as Major Collector, extend E. Hope to E. 1/4 Mile
D-R21m	Clark Fork: Seltice to Midway	Upgrade/New	Rebuild as Major Collector, connect to Clark Fork Pkwy
M-R227	McGuire, Seltice to Midway	Upgrade	Rebuild to 4 Lanes
M-38	Clark Fork and Seltice	Intersection	Install dual lane roundabout
M-73	Idaho Rd and Prairie Ave	Intersection	Install signal or roundabout as warranted
M-25	Corbin and Seltice	Intersection	Add southbound left turn bay and install signal when warranted
M-59	Spokane St and 6th Ave/I-90 WB	Intersection	Modify signal and approach to allow movement from WB 6th
M-83	Idaho St and 4th Ave	Intersection	Realign 5th and 4th and construct single lane roundabout
M-110	Greensferry and Bogie Dr.	Intersection	Convert to all-way stop control
M-TMPU	Transportation Master Plan Update	Planning	Update transportation plan forecasts, operations, and projects

August 22, 2017





### Federal Functional Classification

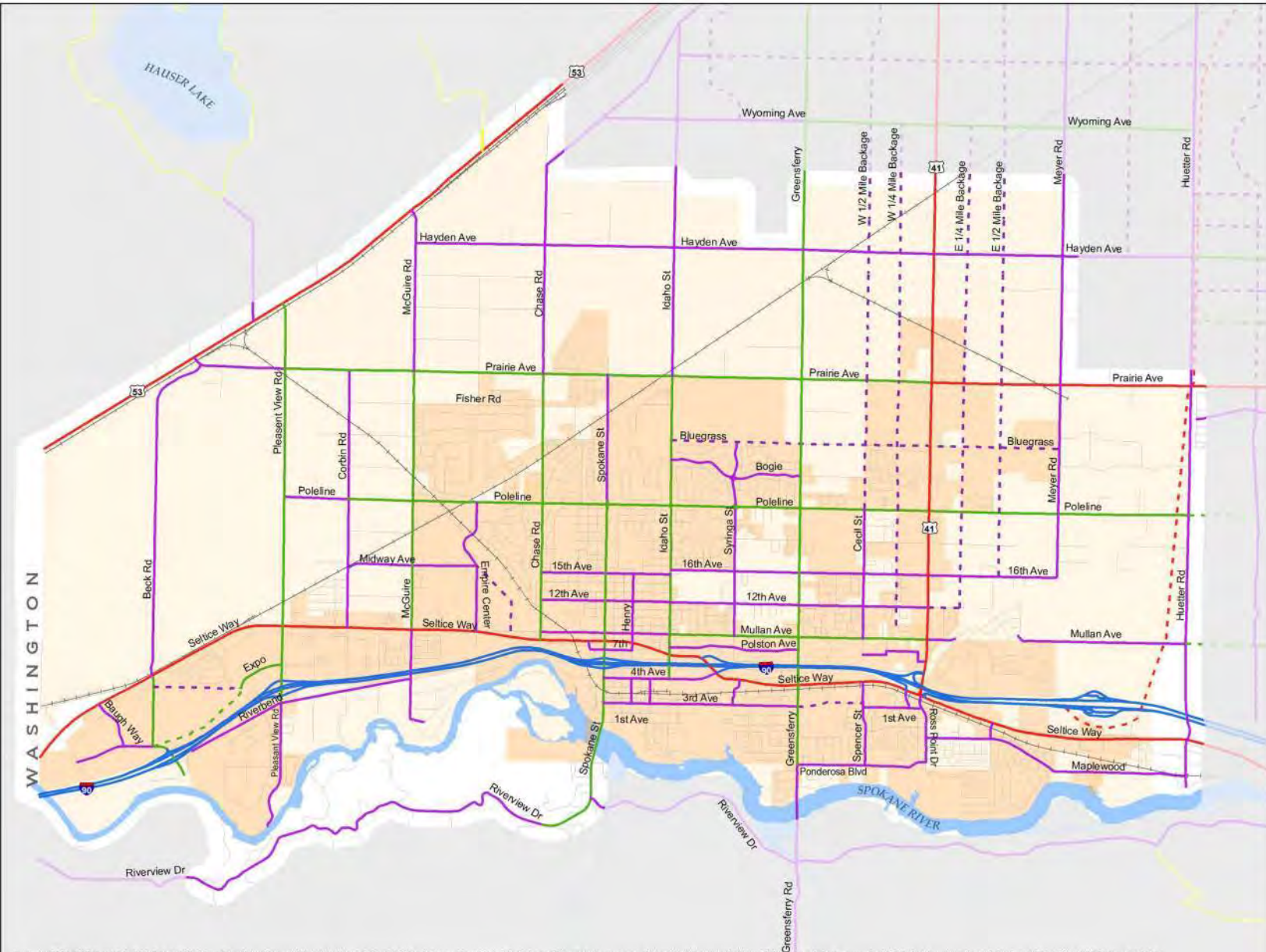
FHWA Approved November 2014

#### Federal Functional Classification

- Interstate
- Other Freeways or Expressways
- Other Principal Arterials
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- - - dashed lines are proposed roadways

#### Political Boundaries

- City of Post Falls
- Area of City Impact




  
 1 inch = 0.79 miles

  
 CITY OF  
**POST FALLS**  
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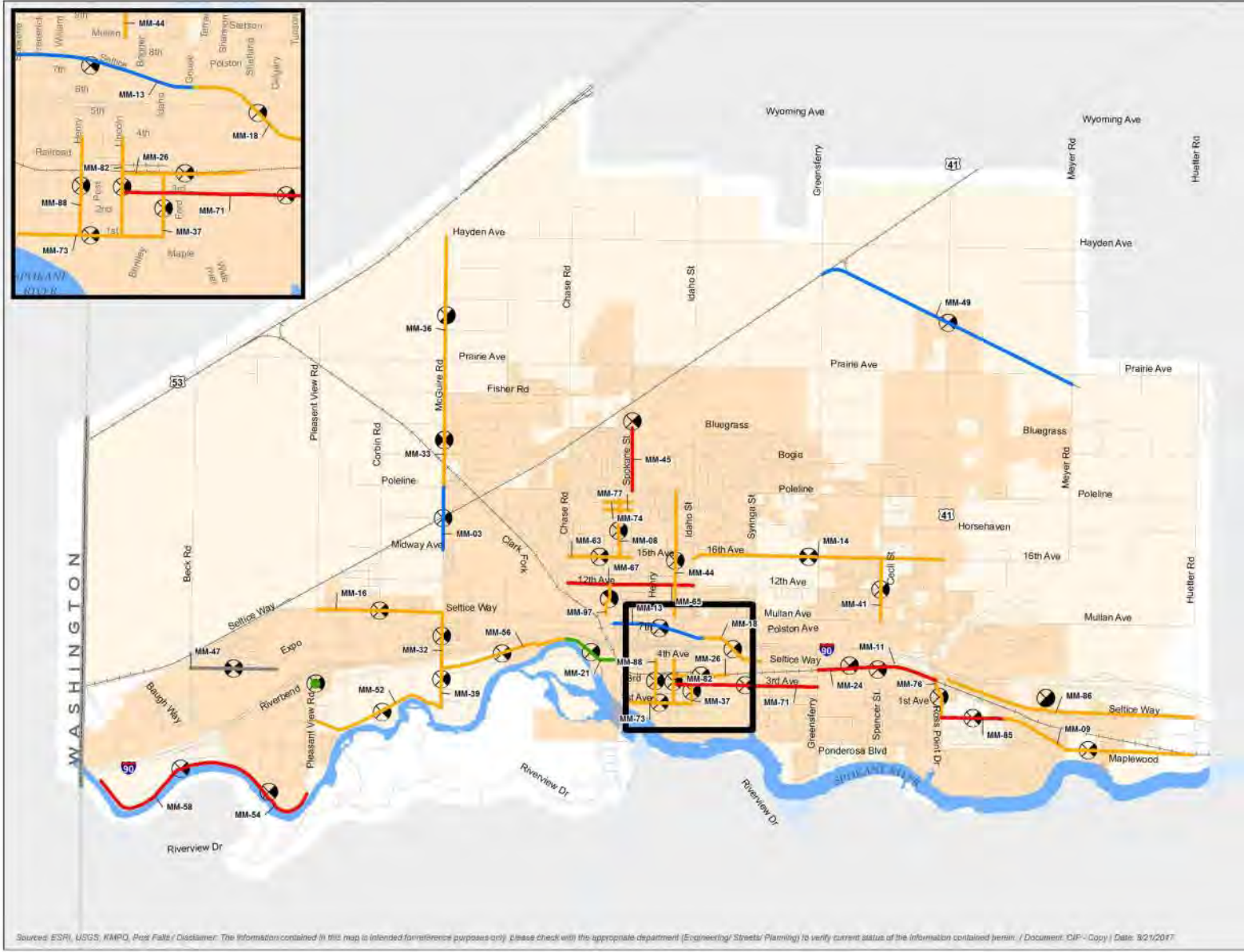
Sources: ESRI, USGS, KMPQ, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: FFC / Date: 9/1/2015

**No Proposed FFC Map Available as of August 14, 2017**





### Capital Improvement Projects Multimodal



**Roadway Improvements (by cost)**

- Assumed by others
- \$1 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 or more

**Intersection Improvements (by cost)**

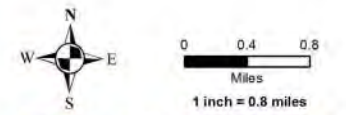
- Assumed by others
- \$1 - \$100,000
- \$100,001 - \$500,000
- \$500,001 - \$1,000,000
- \$1,000,001 or more

**Project Types**

- ⊗ Safety Improvement
- ⊗ Multi Modal
- ⊗ Partnering Jurisdiction
- ⊗ Development Driven

**Political Boundaries**

- City of Post Falls
- Area of City Impact



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Sources: ESRI, USGS, KAPQ, Post Falls. Disclaimer: The information contained in this map is intended for reference purposes only. Please check with the appropriate department (Engineering/ Streets Planning) to verify current status of the information contained herein. / Document: CAP-1-Copy / Date: 9/21/2017

Proj No.	Project Title	Improvement Category	Project Description
MM-08	Compton, 15th to Poleline	Upgrade	Incorporate Bicycle and Pedestrian Facilities
MM-97	Compton, Mullan to 12th	Upgrade	Construct Sidewalk and Improve Crossings
MM-16	Seltice, Pleasant View to McGuire	New Const.	Build Class I Trail
MM-13	Seltice, Compton to Idaho	Upgrade	Incorporate Bicycle and Pedestrian Facilities
MM-18	Seltice, Idaho to Bay	Upgrade	Incorporate Bicycle and Pedestrian Facilities
MM-11	Seltice, Bay to SH-41	Upgrade	Incorporate Bicycle and Pedestrian Facilities
MM-24	Centennial Trail, Greensferry to Ross Point	New Const.	Build Class I Trail
MM-26	Centennial Trail, Gap East of Lincoln	New Const.	Build Class I Trail
MM-93	Centennial Trail, Riverbend	Upgrade	Improve Crossings and Southeast Corner
MM-76	Ross Point, Maplewood to Seltice	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-39	McGuire, South of I-90	Upgrade	Widen to include bicycle lanes
MM-32	McGuire, I-90 to Seltice	New Const.	Build Class I Trail
MM-03	McGuire, Midway to Poleline	Upgrade	Rebuild as Minor Arterial
MM-33	McGuire, Poleline to Fisher	Upgrade	Widen to include bicycle lanes
MM-36	McGuire, Fisher to Hayden	Upgrade	Widen to include bicycle lanes
MM-41	Cecil, Mullan to 16th	Upgrade	Widen to include bicycle lanes, extend shared use path
MM-49	Prairie Trail, Meyer to Greensferry	New Const.	Build Class I Trail (contingent upon railroad vacation)
MM-45	Spokane, Poleline to Grange	Upgrade	Rebuild as Major Collector
MM-47	Jacklin, Beck to Expo	New Const.	Build as Local Commercial
MM-44	Lincoln, Mullan to Poleline	Upgrade	Widen/restripe to include shared bicycle lanes
MM-58	Riverside trail, StateLine to Pointe Pkwy	New Const.	Build Class I Trail
MM-54	Riverside trail, Pointe Pkwy to Pleasant View	New Const.	Build Class I Trail
MM-52	Riverside trail, Pleasant View to McGuire	New Const.	Build Class I Trail
MM-56	Riverside trail, McGuire to Chase	New Const.	Build Class I Trail
MM-21	Riverside trail, Chase to Falls Park	New Const.	Build Class I Trail (dirt)
MM-63	15th, Chase to Spokane St	Upgrade	Restripe/Widen to include bicycle lanes
MM-67	12th, Chase to Spokane St	Upgrade	Upgrade to include sidewalks, shared use path, and bicycle lanes
MM-65	12th, Spokane St to Idaho St	Upgrade	Upgrade to include multimodal facilities
MM-14	16th, Idaho St to SH-41	Upgrade	Widen to include bicycle lanes
MM-73	1st, Spokane St to Idaho St	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-37	Idaho, 1st to Centennial Trail	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-71	3rd, Lincoln to Greensferry	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-77	21st, Pine to Spokane St	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-74	22nd, Pine to Spokane St	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-88	Henry, 1st to 4th	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-82	Lincoln, 1st to 4th	Upgrade	Construct Sidewalk and Bicycle Lanes
MM-85	Maplewood, Ross Point to Cedar	Upgrade	Construct Sidewalk, Bicycle Lanes, and Shared-Use Path
MM-09	Maplewood, Cedar to Huetter	Upgrade	Complete Bicycle Lanes
MM-86	Seltice Trail, Ross Point to Huetter	Upgrade	Build Class I Trail, Bicycle lanes, Transit Improvements
MM-61	West Post Falls Transit		Extend/Create Transit Route to West Post Falls
MM-29	Post Falls City Center Transit		Extend/Create Transit Route to Post Falls South of I-90
MM-01	Transit Stop Enhancement		Install Shelter and Resting Areas to 5 Selected Locations

August 22, 2017





# Multimodal Policies And Facilities

## Maintenance Policy

- \* Plowing and sweeping priority
- \* Homeowner assistance
- \* Include in maintenance program
- \* Evaluate maintenance during design



## Future Development Policy

- \* Incorporate facilities into new developments
- \* Designate routes to be implemented during development



## Roadway Retrofit Policy

- \* Establish a system to allow for facilities in redeveloped areas
- \* Incorporate roadway retrofit typical sections into project planning

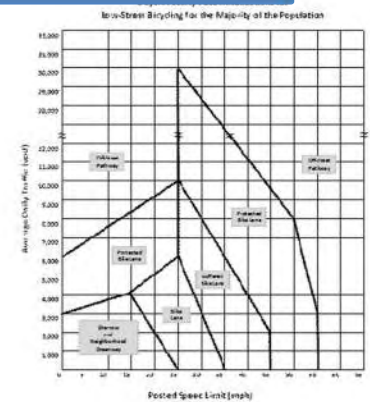


## Multimodal Facility Policy

- \* Establish a facility classification system
- \* Consider land use in determining facilities

## Project Funding Policy

- \* Establish criteria for multimodal project screening, including:
  - ~ System connectivity
  - ~ Proximity to user generators such as parks, schools, healthcare, government, etc.
- \* Designate a budget or funding program
- \* Pursue grants



### Signed Routes (No Pavement Markings)

A roadway designated as a preferred route for bicycles.



### Shared Lane Markings

A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operating in mixed traffic.



### On-Street Bike Lanes

An on-road bicycle facility designated by striping, signing, and pavement markings.



### On-Street Buffered Bike Lanes

Bike lanes with a painted buffer increase lateral separation between bicyclists and motor vehicles.



### Separated Bike Lanes

A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.



### Off Street Trails / Sidepaths

Bicycle facilities physically separated from traffic, but intended for shared use by a variety of groups, including pedestrians, bicyclists, and joggers.



(Photo sources, from top: Nick Foster, Eric Gilliland, Conor Semler, Kevin Lee, Karla Kingsley, Nick Foster)



## Bicycle and Pedestrian Facilities

### Bicycle and Pedestrian Facilities

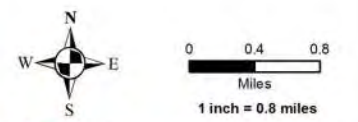
- Bike Lanes
- Proposed Bike Lanes
- Multi-Use Trails
- Proposed Multi-Use Trails
- Sidewalks
- Proposed Sidewalks
- Neighborhood with Sidewalks

### Political Boundaries

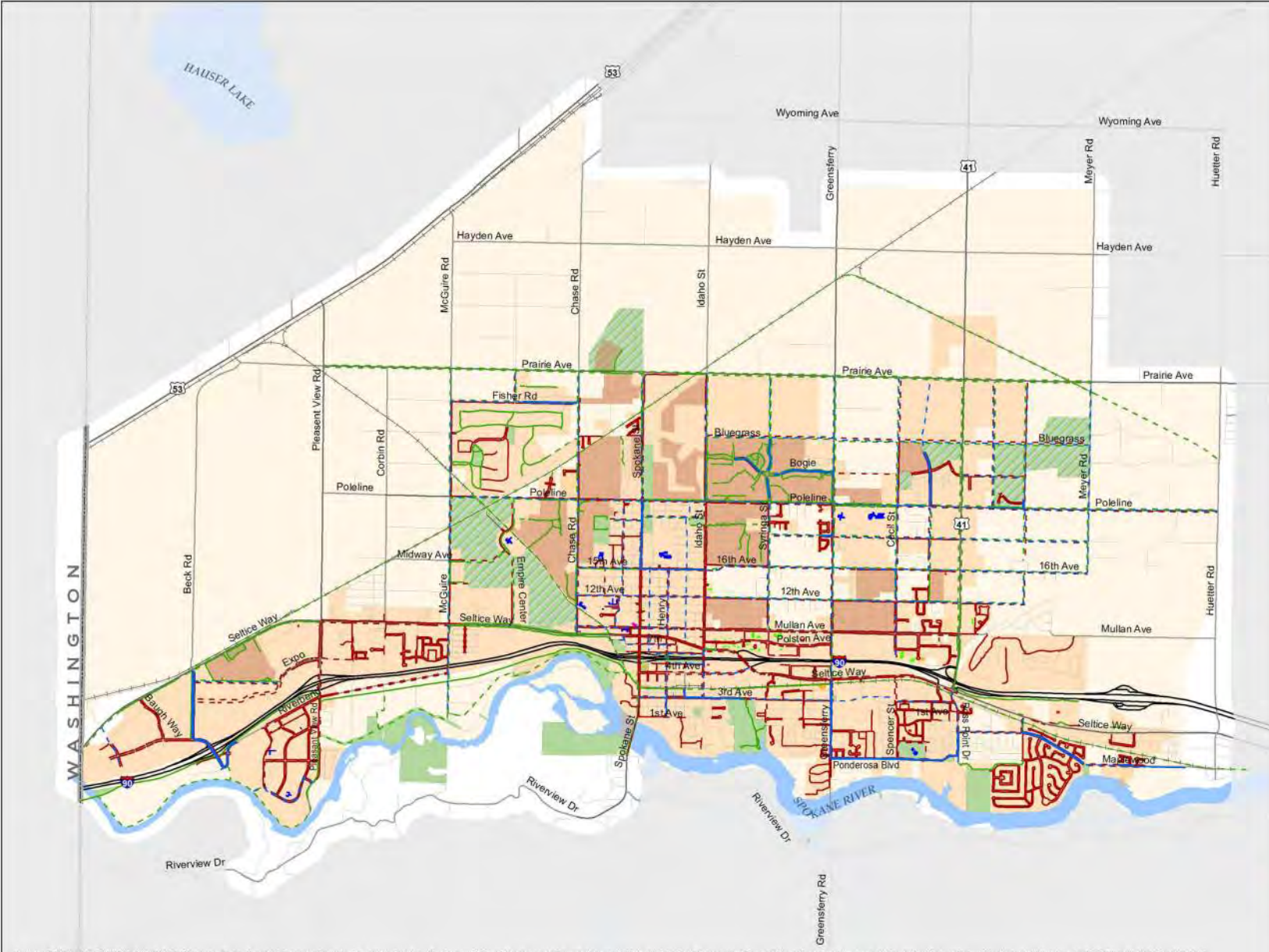
- City of Post Falls
- Area of City Impact

### Destinations

- Park
- Future Park
- Public Offices
- Fire / Police
- Food Bank
- Health Care
- Library
- School

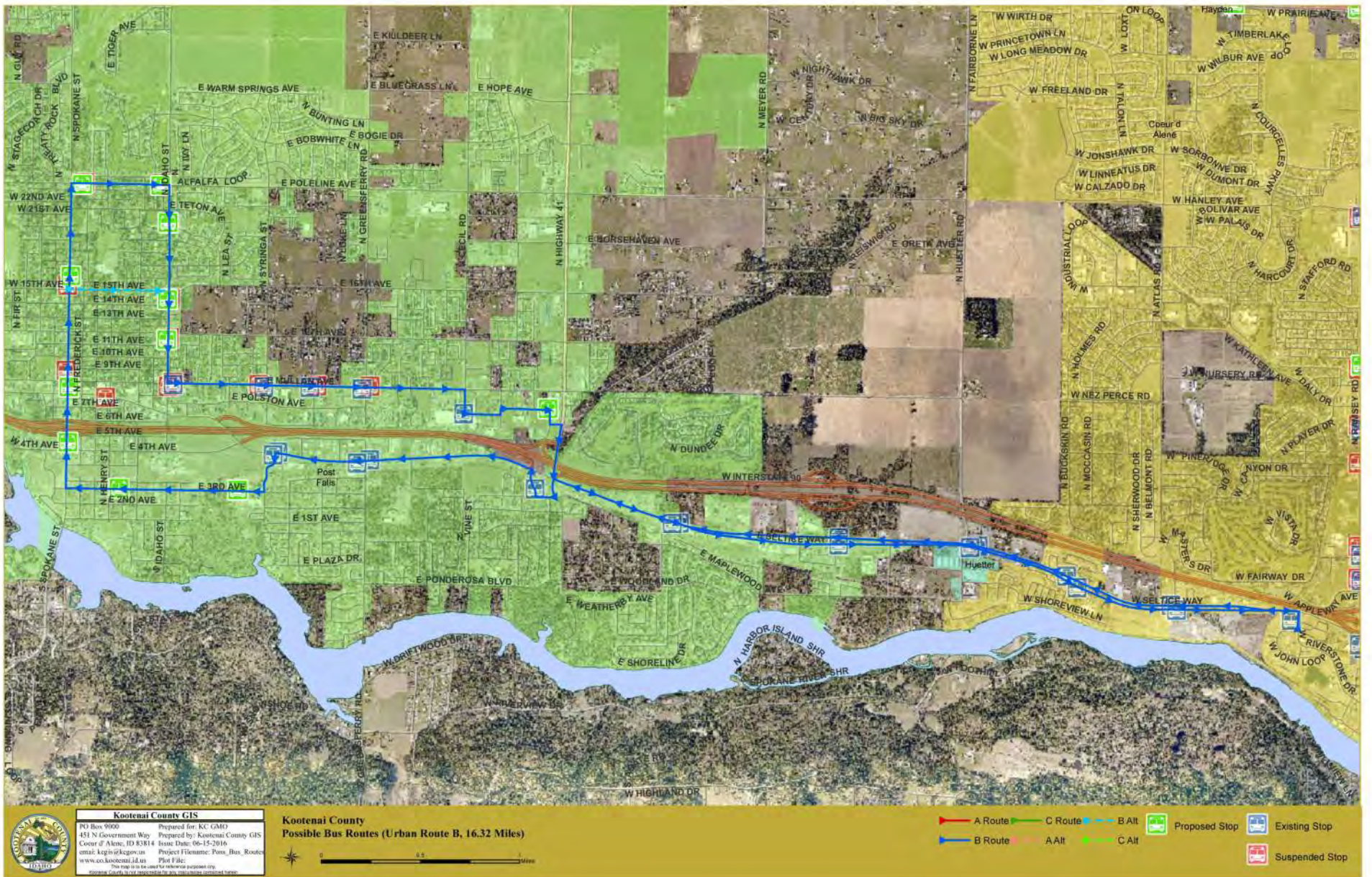


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Sources: ESRI, USGS, KMPO, Post Falls / Disclaimer: The information contained in this map is intended for reference purposes only, please check with the appropriate department (Engineering/ Streets/ Planning) to verify current status of the information contained herein. / Document: Trails-Bike-Ped / Date: 9/1/2015

# Potential Bus Route



Kootenai County GIS  
 PD Box 9000 Prepared for: KC GMD  
 431 N Government Way Prepared by: Kootenai County GIS  
 Center of Alene, ID 83814 Issue Date: 06-15-2016  
 email: kgis@kcgov.us Project Filename: Post\_Bus\_Routes  
 www.co.kootenai.id.us Plot File:  
 This map is for reference purposes only.  
 All other rights reserved to the copyright owner.

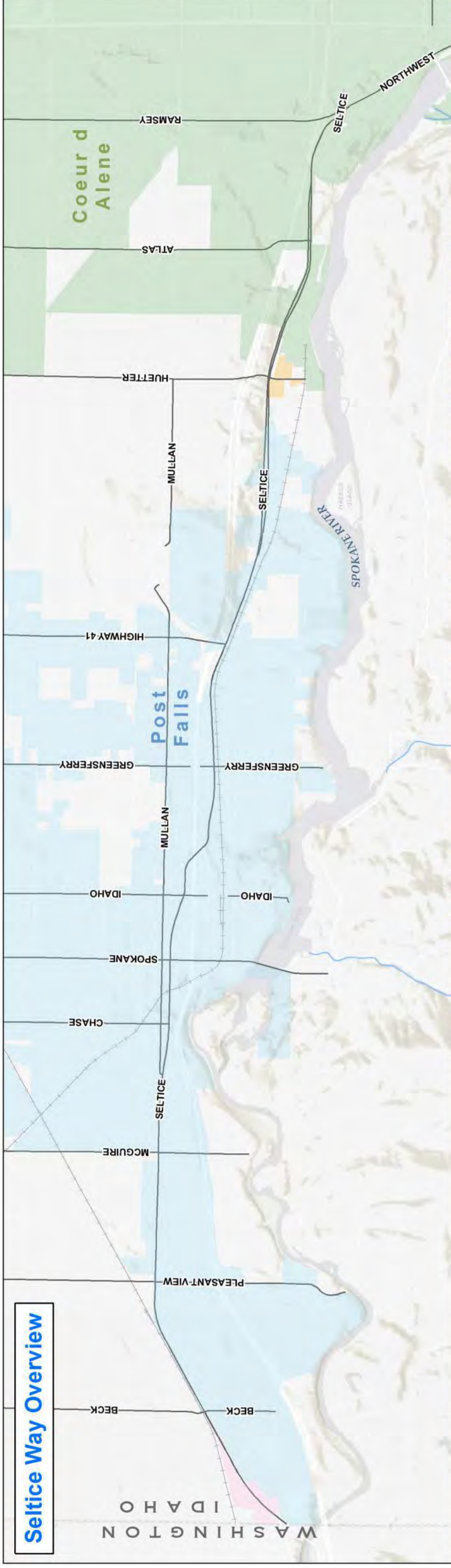
Kootenai County  
 Possible Bus Routes (Urban Route B, 16.32 Miles)

- A Route
- C Route
- B All
- Proposed Stop
- Existing Stop
- B Route
- A All
- C All
- Suspended Stop





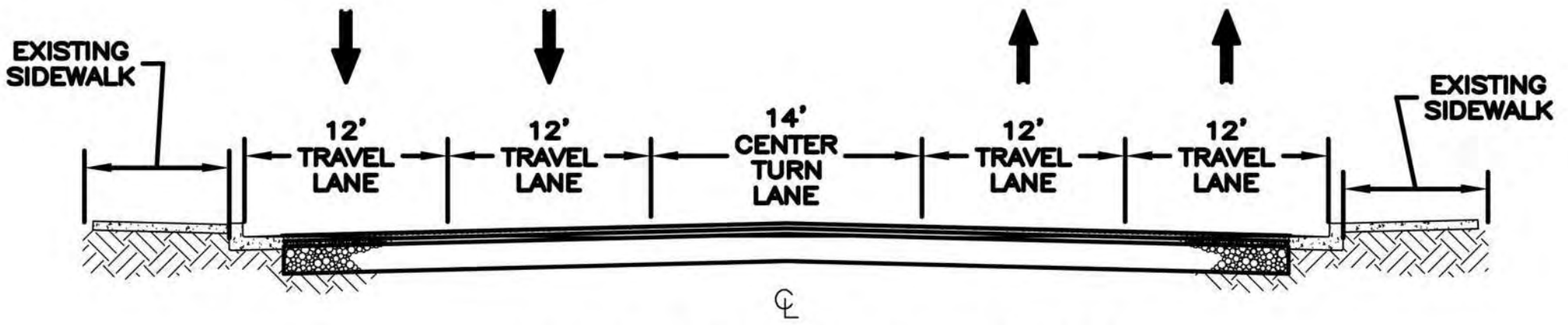
### Seltice Way Overview



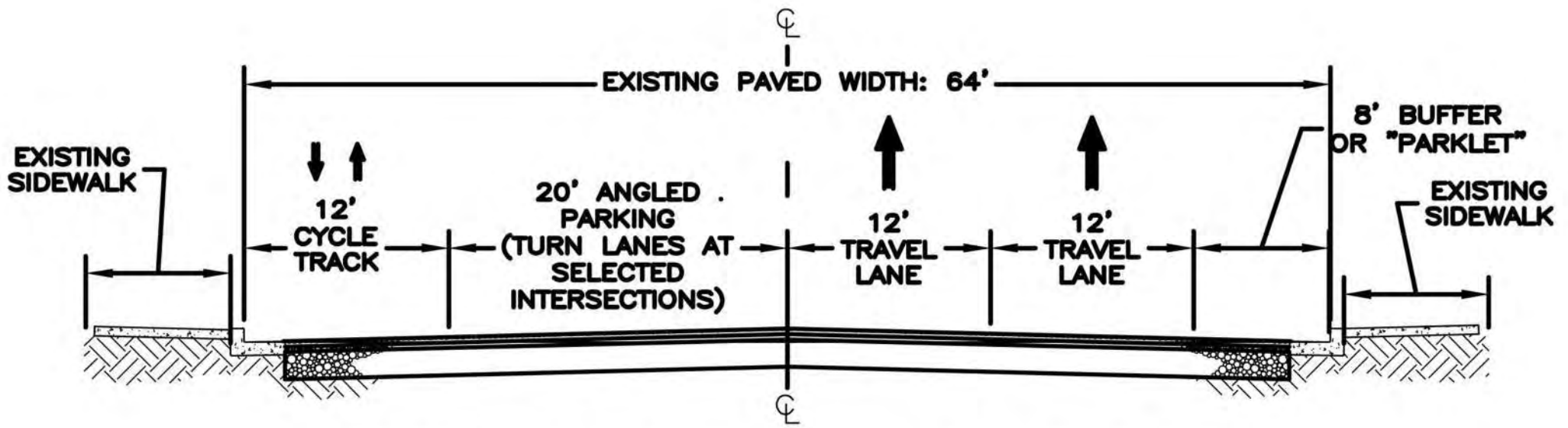
### Seltice/Mullan Couplet to Idaho



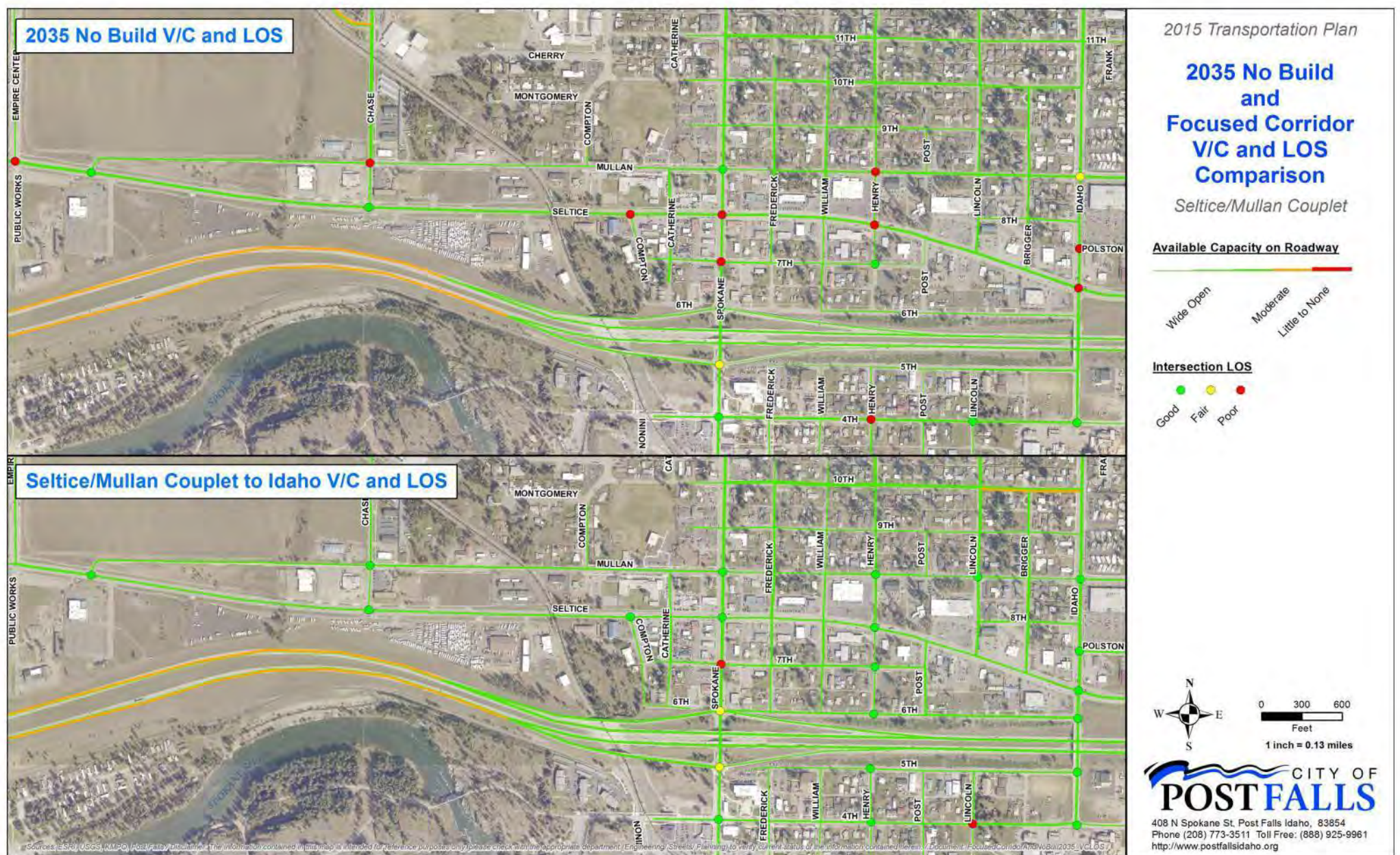




EXISTING CONFIGURATION

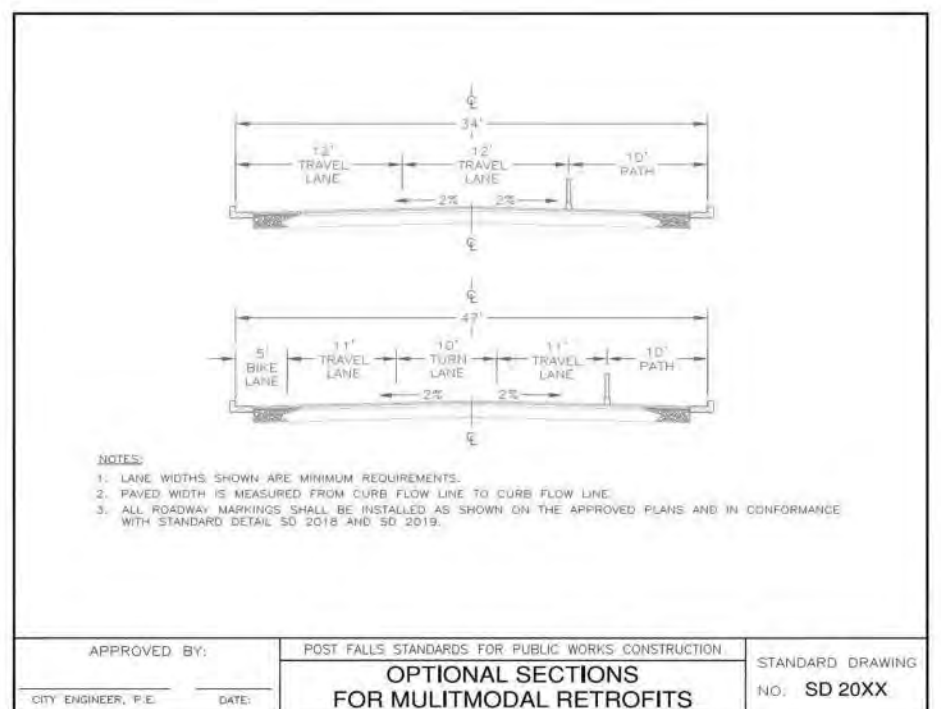
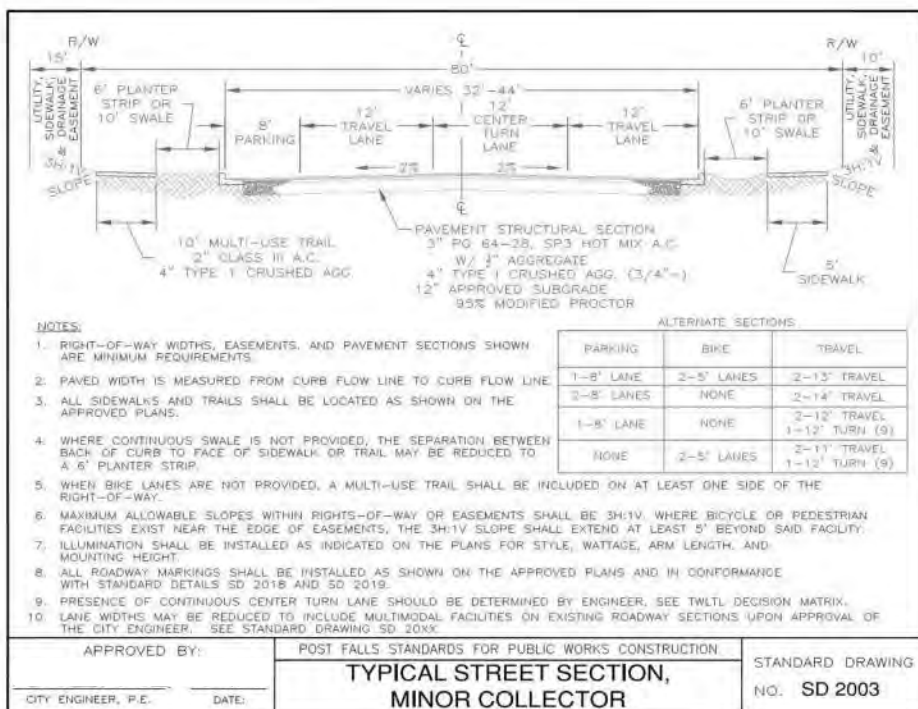
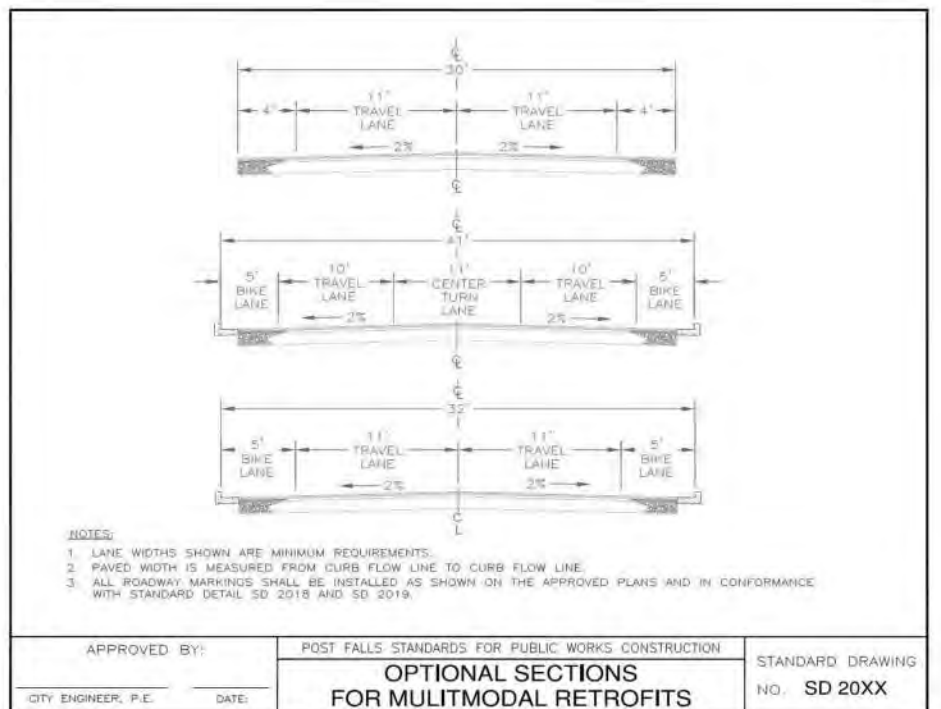
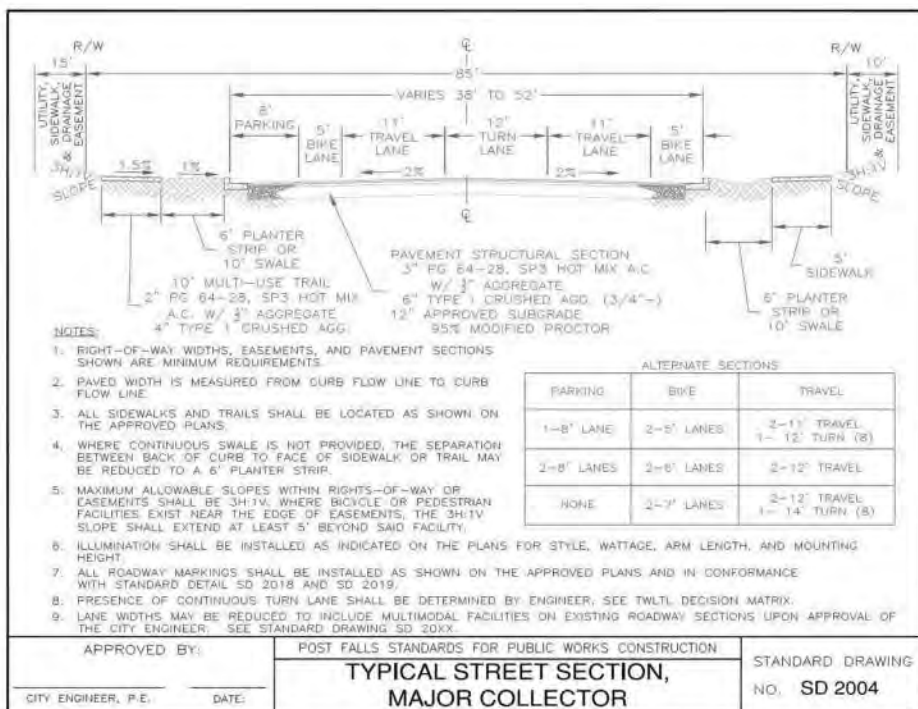
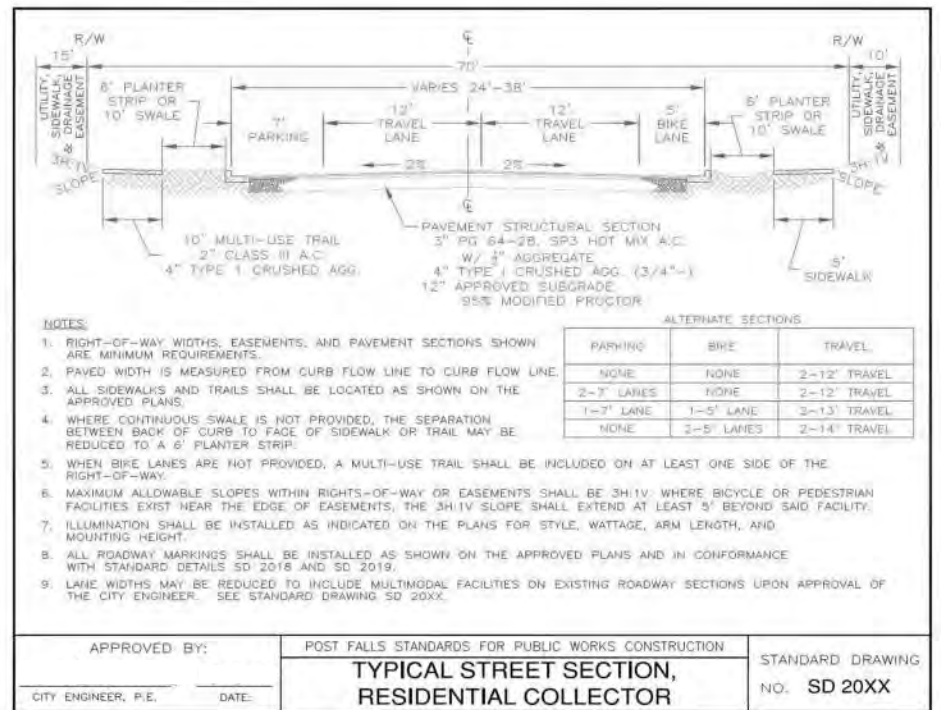
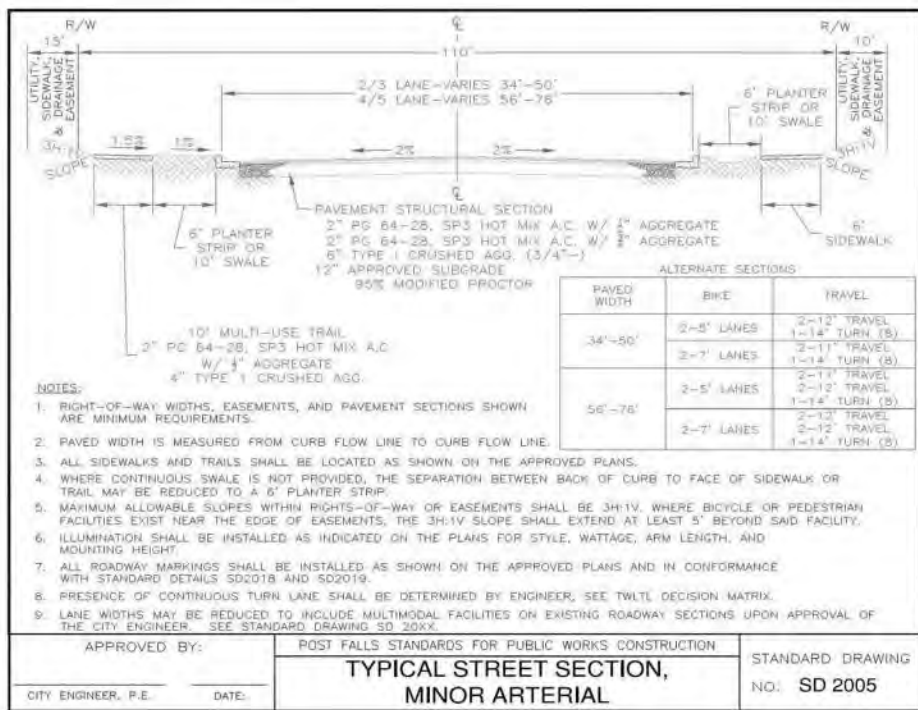


OPTIONAL COUPLET CONFIGURATION





# Roadway Typical Sections





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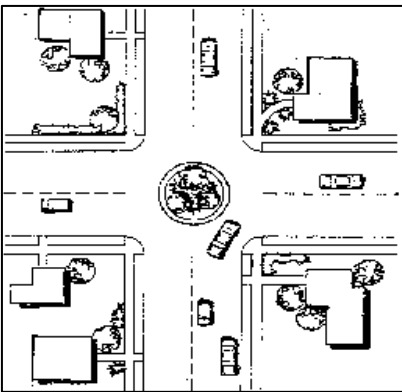
## Appendix G - Traffic Calming Measures

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## **TRAFFIC CALMING MEASURES**

The following traffic calming methods are examples of common design applications. Dependent on the road configuration and provided data, other measures may be applicable and may be introduced on a case by case basis.

**TRAFFIC CIRCLE.** A traffic circle is a circular structure, rimmed with a mountable concrete curb, placed in the center of an intersection so that motor vehicle traffic must move around it to the right. The circle is large enough to be a visibly significant obstacle in the road to approaching motorists; sufficient distance is allowed between the circle and the curb corners to permit fire engines to pass. They may be used without pointers or lane delineators on the approach to the circle (unless they are considered for collector or arterial streets). Circles are customarily landscaped.



A circle may be used when:

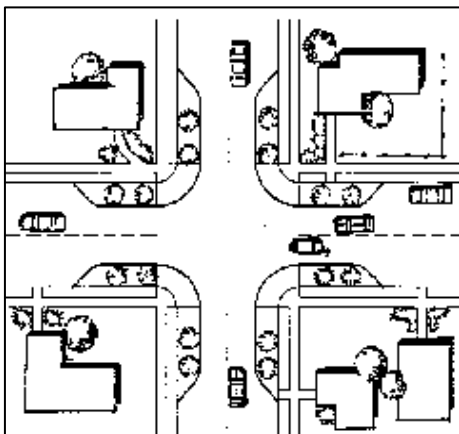
- The 85th percentile motor vehicle speeds on residential streets is greater than 20 mph, and
- Motor vehicle volumes are greater than 500 vpd, and
- There is not an unusually heavy volume of pedestrian traffic crossing the street, and
- The street is not a primary running route for the fire department.

Circles should not be used:

- On collector and arterial streets;
- When the primary problem is concern for pedestrian crossing.

The principal benefits of a traffic circle are to

- Slow motor vehicle speeds,
- Deter through-traffic from using the street (when more than one circle is installed on the street),
- Provide an aesthetic enhancement to the streetscape.



**CURB BULB-OUT (neckdown, curb extension).** A bulb-out is an extension of the curb, typically where a sidewalk approaches the street at right angles. Bulb-outs are typically installed in pairs, one opposite the other, thereby narrowing the available road width for motor vehicles. Pedestrians may walk out on a bulb-out to a position of much greater visibility to motor vehicle traffic without stepping off the curb and into the path of traffic. Bulb-outs may be on two facing corners or on all four. They may wrap entirely around each corner (as shown), or may be only on the sides of the two corners which face each other.

Bulb-outs may be used:

- On residential streets where the 85th percentile motor vehicle speeds are greater than 20 mph,
- Where there is a significant volume of pedestrian traffic crossing the street; and
- Where sight distances are not unnecessarily restricted.

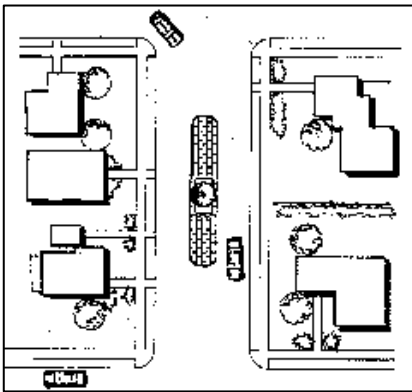
They should not be used:

- Where the curb lane is used for driving or turning,
- Large curb radii are required for transit and/or truck turns.

The principal benefits of curb bulb-outs are

- To slow motor vehicle speeds and
- Enhance pedestrian crossing.

**CENTER MEDIAN.** A center median is a concrete island between two opposing lanes of traffic. It may be for 50 feet or less near an intersection or may run the entire length of a block or street. The width of the median is dictated by the street width. In some cases, a median may be landscaped.



A median may be used

- Where pedestrians crossing the street need a “safe space” half-way across;
- Where slowing of traffic is desired.
- At the entry to a neighborhood.

A median should not be used

- Where it will force traffic to travel adjacent to curb-side sidewalks,
- Where it will limit desirable turning movements.
- Where the median would block access to driveways.

The advantages of a median are

- Separating opposite directions of traffic while narrowing the perceived width of the driving lane,
- Producing slower motor vehicle speeds, and
- Providing a refuge for pedestrians crossing the street.

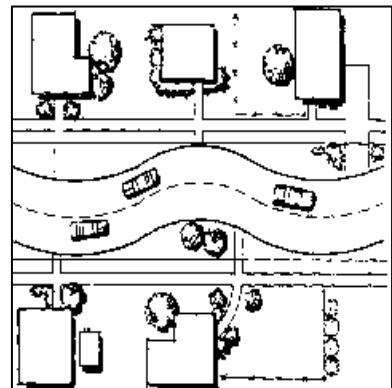
**CHICANE.** A chicane is two or three off-set extended bulb-outs of the curb mid-block which forces traffic to move to the left around it. It creates a slight “s-curve” in the middle of the block, appearing to the motorist to be an obstacle in the driving lane.

A chicane may be used:

- When both residential speeds and volumes are a primary concern,
- Then neighborhood consensus favors a chicane over other devices.

A chicane should not be used:

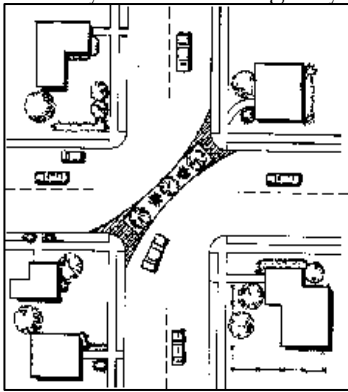
- When removal of parking is unacceptable,
- The chicane will block a driveway, and
- The street is an emergency or bus route.



The advantages of a chicane are:

- Slows down residential street traffic, and
- Creates a landscaped area in the street mid-block.

**DIVERTERS.** A diverter is a blockage in an intersection which prohibits traffic from making any maneuver except a specified turn. It may require all traffic from all directions to turn right, for example, or it may require only minor street traffic to turn right at the intersection with a major street. It may have a cut-through for bicycles and emergency vehicles.



A diverter may be used:

- When through-traffic volumes are unacceptable, and
- No other traffic calming or traffic management technique can be expected to be effective.

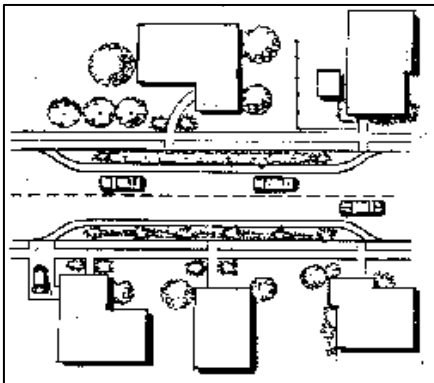
A diverter should not be used:

- On fire department running routes,

Advantages of traffic diverters are:

- The residential street is prevented from having through traffic.

**CHOKERS.** A choker is a pair of elongated or extended curb bulb-outs directly facing each other, used at mid-block to narrow the perceived roadway width. Signage may be required to indicate it is a pedestrian crossing. They may be detached from the existing curb line, allowing drainage or bike lanes to continue behind the choker.



Chokers may be used:

- When traffic speeds are unacceptable,
- On collector streets in residential areas.

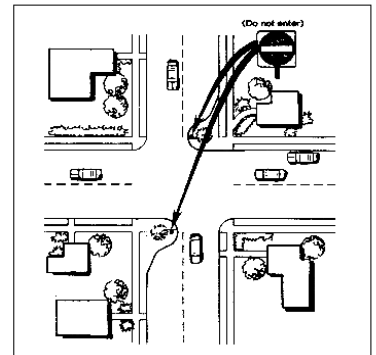
Chokers should not be used:

- Where the loss of parking due to the chokers is consequential.

Advantages of chokers are:

- Slows down traffic speeds,
- May enhance mid-block pedestrian crossings.

**ENTRY RESTRICTORS.** An entry restrictor prevents motor vehicle traffic from entering a residential street from a collector or arterial by being a physical barrier across the entering traffic lane. Emergency vehicles may still enter the street by driving in the left (contra-traffic flow) lane, around the barrier. It typically is constructed of curbing, and may include landscaping, to the center of the street.



Entry restrictors may be used:

- Where there is a high volume of cut-through traffic from a collector or arterial.

Entry restrictors should not be used:

- Where there is frequent use of the street by emergency vehicles,
- Where there is neighborhood opposition to the limited access, and
- Where traffic will be diverted to an adjoining residential street.

Advantages of entry restrictors are:

- Cut-through traffic is eliminated at the designated intersection, resulting in lower traffic volumes in the neighborhood.

**STREET BOUNDARIES.** Curbs, gutters, sidewalks, and often boulevards or a planting strip which includes street trees are:

- The first level of traffic calming for streets which lack them.
- A prerequisite for the other devices described above in almost all cases.

**NEIGHBORHOOD ACTIVITY.** Residents' active use of portions of their yard or boulevard adjacent to streets is a visible reminder to motorists that residential streets must be driven slowly and carefully. Activity may include children playing, picnics, reading, and yard sculptures.

Neighborhood activity may be used:

- In any neighborhood where residents are willing.

Neighborhood activity should not be used:

- In a manner which jeopardizes children playing near moving traffic.

Advantages of neighborhood activity:

- Motorists see active behavior of people on and near the streets and tend to slow down.

Disadvantages of neighborhood activity:

- It only has an effect on traffic when it is occurring.


**ON-STREET PARKING.** A residential street that is designed with enough width for on-street parking may seem like a "wide-open road" if cars are not actually parked on the street. Using the parking width for cars, boats, RVs, and other vehicles not prohibited by Jurisdiction ordinance or local covenants will narrow the drivable width of the street. This, in turn, will give drivers the perception of a more constrained driving lane, helping to produce lower speeds.

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**Appendix H - Project Cost Estimates**

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (S-51) – Spokane Street @ Prairie Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Aligh approaches and add 50' NB left turn lane</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	0.31	\$930.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	400	\$700.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	333	\$1,667.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	764	\$15,278.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	255	\$5,093.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	218	\$13,750.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	500	\$11,000.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF		\$0.00
	RIGHT OF WAY	\$ 214,170.00	LS	1.00	\$214,170.00
	UTILITIES (5%)	5%	LS		\$2,420.90
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$968.36
S105-10A	SURVEY (5%)	5%			\$2,420.90
	TEMPORARY EROSION CONTROL (3%)	3%			\$1,452.54
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$1,936.72
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$4,841.80
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$2,420.90
Z629-05A	MOBILIZATION (10%)	10%			\$6,488.01
<b>Construction Subtotal</b>					<b>\$64,880.12</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$71,368.13</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$304,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-54) – Spokane Street @ 15<sup>th</sup> Avenue



**DESCRIPTION:** INTERSECTION: Install signal when warranted

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF		\$0.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	EACH	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	924	\$4,620.00
	UTILITIES (5%)	5%			\$15,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$6,200.00
S105-10A	SURVEY (5%)	5%			\$15,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,300.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$6,200.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$31,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$15,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$40,920.00
<b>Construction Subtotal</b>					<b>\$409,200.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$450,120.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$45,012.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$67,518.00</i>
<b>Anticipated Project Costs</b>					<b>\$568,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-55) – Spokane Street @ 12<sup>th</sup> Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Restrict left turns and through movements from 12th</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A		\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	INSTALL TRAFFIC ISLAND W CURB	\$ 5,000.00	EACH	2	\$10,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$550.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$220.00
S105-10A	SURVEY (5%)	5%			\$550.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$330.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$1,100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$550.00
Z629-05A	MOBILIZATION (10%)	10%			\$1,430.00
<b>Construction Subtotal</b>					<b>\$14,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$15,730.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,573.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$2,359.50</i>
<b>Anticipated Project Costs</b>					<b>\$20,000.00</b>




**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-66) – Henry Street @ Seltice Way**
**DESCRIPTION: INTERSECTION: Add 75' SB left turn lane, Install signal when warranted**

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	54	\$1,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	320	\$9,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	588	\$8,820.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	EACH	1	\$310,000.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	75	\$3,675.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$17,194.75
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,877.90
S105-10A	SURVEY (5%)	5%			\$17,194.75
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,316.85
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$6,877.90
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$34,389.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,194.75
Z629-05A	MOBILIZATION (10%)	10%			\$45,394.14
<b>Construction Subtotal</b>					<b>\$453,941.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$499,335.54</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$49,933.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$74,900.33</i>
<b>Anticipated Project Costs</b>					<b>\$625,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-73, M-73) – Idaho Street @ Prairie Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add 50' NB left turn lane, striping only</b>			
					
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost		Qty	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	50	\$150.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$7.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3.00
S105-10A	SURVEY (5%)	5%			\$7.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$4.50
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$15.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7.50
Z629-05A	MOBILIZATION (10%)	10%			\$19.50
<b>Construction Subtotal</b>					<b>\$195.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$214.50</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$21.45</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$32.18</i>
<b>Anticipated Project Costs</b>					<b>\$1,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE(S-78) – Idaho Street @ 15<sup>th</sup>/16<sup>th</sup> Avenue**DESCRIPTION:** INTERSECTION: Add 100' EB left turn lane, install signal when warranted.

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	14	\$280.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	84	\$2,505.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	147	\$2,205.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	EACH	1	\$310,000.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$15,994.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,397.80
S105-10A	SURVEY (5%)	5%			\$15,994.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,596.70
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$6,397.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$31,989.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$15,994.50
Z629-05A	MOBILIZATION (10%)	10%			\$42,225.48
<b>Construction Subtotal</b>					<b>\$422,254.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$464,480.28</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$46,448.03</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$69,672.04</i>
<b>Anticipated Project Costs</b>					<b>\$581,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-79) – Idaho Street @ 12<sup>th</sup> Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Restrict left and through movements from 12th</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	INSTALL TRAFFIC ISLAND W CURB	\$ 5,000.00	EACH	2	\$10,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$550.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$220.00
S105-10A	SURVEY (5%)	5%			\$550.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$330.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$1,100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$550.00
Z629-05A	MOBILIZATION (10%)	10%			\$1,430.00
<b>Construction Subtotal</b>					<b>\$14,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$15,730.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,573.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$2,359.50</i>
<b>Anticipated Project Costs</b>					<b>\$20,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (A-107s) – Greensferry Road @ Hayden Avenue</b>					
<b>DESCRIPTION: INTERSECTION: Install all way stop control</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-108) – Greensferry Road @ Prairie Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add left turn bays on Greensferry</b>			
					
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost		Qty	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	200	\$9,800.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$490.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$196.00
S105-10A	SURVEY (5%)	5%			\$490.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$294.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$980.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$490.00
Z629-05A	MOBILIZATION (10%)	10%			\$1,574.00
<b>Construction Subtotal</b>					<b>\$15,740.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$17,314.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,731.40</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$2,597.10</i>
<b>Anticipated Project Costs</b>					<b>\$22,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D'ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
 (S-113) – Greensferry Road @ 12<sup>th</sup> Avenue




DAVID EVANS  
AND ASSOCIATES INC.

**DESCRIPTION:** INTERSECTION: Add 100' WB left turn lane

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF	1800	\$9,000.00
	UTILITIES (5%)	5%	LS		\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$98.00
S105-10A	SURVEY (5%)	5%			\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$245.00
Z629-05A	MOBILIZATION (10%)	10%			\$937.00
<b>Construction Subtotal</b>					<b>\$9,370.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$10,307.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$1,030.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$1,546.05</i>
<b>Anticipated Project Costs</b>					<b>\$22,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-127) – Cecil Road @ 12<sup>th</sup> Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Install all way stop control</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(A-177s) – Meyer Road @ Hayden Avenue</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Install all way stop control</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R10s) – Hope Avenue: Charlesville to SH-41

**DESCRIPTION:** NEW CONSTRUCTION, MAJOR COLLECTOR, 1480'



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	1480	\$356,680.00
	RIGHT OF WAY	\$ 5.00	SF	83470	\$417,350.00
	UTILITIES (5%)	5%	LS		\$17,834.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,133.60
S105-10A	SURVEY (5%)	5%			\$17,834.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,700.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$14,267.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,668.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,834.00
Z629-05A	MOBILIZATION (10%)	10%			\$47,795.12
<b>Construction Subtotal</b>					<b>\$477,951.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$525,746.32</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$52,574.63</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$78,861.95</i>
<b>Anticipated Project Costs</b>					<b>\$1,075,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-55a) – Compton Street: 12<sup>th</sup> to 15<sup>th</sup>



**DESCRIPTION:** Add curb/gutter and 5' sidewalk,1100'

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	489	\$856.00
205-005A	EXCAVATION	\$ 10.00	CY	428	\$4,280.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	350	\$7,000.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY	489	\$3,668.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	611	\$18,333.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	1100	\$16,500.00
	BUILD MINOR COLLECTOR, 32' PAVED WIDTH WITH 5' SIDEWALK/10'PATH	\$ 211.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$3,067.85
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$1,227.14
S105-10A	SURVEY (5%)	5%			\$3,067.85
	TEMPORARY EROSION CONTROL (3%)	3%			\$1,840.71
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$6,135.70
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$3,067.85
Z629-05A	MOBILIZATION (10%)	10%			\$8,276.41
<b>Construction Subtotal</b>					<b>\$82,764.10</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$91,040.51</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$9,104.05</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$13,656.08</i>
<b>Anticipated Project Costs</b>					<b>\$114,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE

(D-R15s) – E. ¼ Mile: 12<sup>th</sup> to Horsehaven

**DESCRIPTION:** NEW CONSTRUCTION, LOCAL COMMERCIAL STREET, 2640'



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD LOCAL COMMERCIAL STREET, 40' PAVED WIDTH WITH SIDEWALKS	\$ 235.00	LF	2640	\$620,400.00
	RIGHT OF WAY	\$ 5.00	SF	198000	\$990,000.00
	UTILITIES (5%)	5%	LS		\$31,020.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$12,408.00
S105-10A	SURVEY (5%)	5%			\$31,020.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$18,612.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$24,816.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$62,040.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$31,020.00
Z629-05A	MOBILIZATION (10%)	10%			\$83,133.60
<b>Construction Subtotal</b>					<b>\$831,336.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$914,469.60</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$91,446.96</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$137,170.44</i>
<b>Anticipated Project Costs</b>					<b>\$2,134,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE

(D-R12s) – E. ½ Mile: 16<sup>th</sup> to Horsehaven

**DESCRIPTION:** NEW CONSTRUCTION, RESIDENTIAL COLLECTOR, 850'



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD RESIDENTIAL COLLECTOR, 34' PAVED WIDTH WITH 10'PATH	\$ 185.00	LF	850	\$157,250.00
	RIGHT OF WAY	\$ 5.00	SF	12320	\$61,600.00
	UTILITIES (5%)	5%	LS		\$7,862.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,145.00
S105-10A	SURVEY (5%)	5%			\$7,862.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,717.50
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$6,290.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$15,725.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,862.50
Z629-05A	MOBILIZATION (10%)	10%			\$21,071.50
<b>Construction Subtotal</b>					<b>\$210,715.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$231,786.50</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$23,178.65</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$34,767.98</i>
<b>Anticipated Project Costs</b>					<b>\$352,000.00</b>


**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
**(D-R03s) – W. ¼ Mile: 16<sup>th</sup> to Horsehaven**  
**DESCRIPTION:** NEW CONSTRUCTION, LOCAL COMMERCIAL STREET



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	356	\$10,667.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	640	\$9,600.00
	ADD 12' LANE TO EXISTING ROADWAY	\$ 49.00	FT	680	\$33,320.00
	BUILD LOCAL COMMERCIAL STREET, 40' PAVED WIDTH WITH SIDEWALKS	\$ 235.00	LF	680	\$159,800.00
	RIGHT OF WAY	\$ 5.00	SF	51000	\$255,000.00
	UTILITIES (5%)	5%	LS		\$10,669.35
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$4,267.74
S105-10A	SURVEY (5%)	5%			\$10,669.35
	TEMPORARY EROSION CONTROL (3%)	3%			\$6,401.61
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$8,535.48
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$21,338.70
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$10,669.35
Z629-05A	MOBILIZATION (10%)	10%			\$28,593.86
<b>Construction Subtotal</b>					<b>\$285,938.58</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$314,532.44</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$31,453.24</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$47,179.87</i>
<b>Anticipated Project Costs</b>					<b>\$649,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (D-R17s) – W. ½ Mile: Hope to Prairie</b>				
<b>DESCRIPTION:</b>	<b>NEW CONSTRUCTION, RESIDENTIAL COLLECTOR, 2640'</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD RESIDENTIAL COLLECTOR, 34' PAVED WIDTH WITH 10'PATH	\$ 185.00	LF	2640	\$488,400.00
	RIGHT OF WAY	\$ 5.00	SF	58400	\$292,000.00
	UTILITIES (5%)	5%	LS		\$24,420.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$9,768.00
S105-10A	SURVEY (5%)	5%			\$24,420.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$14,652.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$19,536.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$48,840.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$24,420.00
Z629-05A	MOBILIZATION (10%)	10%			\$65,445.60
<b>Construction Subtotal</b>					<b>\$654,456.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$719,901.60</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$71,990.16</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$107,985.24</i>
<b>Anticipated Project Costs</b>					<b>\$1,192,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D'ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-91) – Seltice Way @ 4<sup>th</sup> Avenue/I-90 EB

**DESCRIPTION:** Intersection: Install traffic signal



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	54	\$1,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	320	\$9,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	588	\$8,820.00
0	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	200	\$9,800.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$5	SF	0	\$0.00
	UTILITIES (5%)	5%			\$17,501.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$7,000.40
	SURVEY (5%)	5%			\$17,501.00
S105-10A	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.60
					\$0.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$7,000.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,002.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,501.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,202.64
<b>Construction Subtotal</b>					<b>\$462,026.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,229.04</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$50,822.90</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$76,234.36</i>
<b>Anticipated Project Costs</b>					<b>\$636,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(S-91) – Seltice Way @ 4<sup>th</sup> Avenue/I-90 EB</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Construct dual lane Roundabout</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	800	\$24,000.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS		\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS	1	\$365,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$19,450.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,780.00
S105-10A	SURVEY (5%)	5%			\$19,450.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$11,670.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,780.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$38,900.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$19,450.00
Z629-05A	MOBILIZATION (10%)	10%			\$51,348.00
<b>Construction Subtotal</b>					<b>\$513,480.00</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$564,828.00</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		<b>10%</b>			<b>\$56,482.80</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		<b>15%</b>			<b>\$84,724.20</b>
<b>Anticipated Project Costs</b>					<b>\$707,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-65) – Henry Street @ Mullan Avenue

**DESCRIPTION:** INTERSECTION: Install a roundabout



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT		\$0.00
	CONSTRUCT MULTI LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$10	SF	1200	\$12,000.00
	UTILITIES (5%)		5%		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$7,000.00
	SURVEY (5%)		5%		\$17,500.00
S105-10A	TEMPORARY EROSION CONTROL (3%)		3%		\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$14,000.00
					\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$36,200.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$17,500.00
Z629-05A	MOBILIZATION (10%)		10%		\$47,020.00
<b>Construction Subtotal</b>					<b>\$470,200.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$517,220.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$51,722.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$77,583.00</i>
<b>Anticipated Project Costs</b>					<b>\$659,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (S-RR1) – Chase Road BNSF RR Crossing between Mullan and 12th Ave</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Widen Chase Rd BNSF Railroad Crossing</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	31	\$315.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	16	\$315.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY	94	\$708.00
405-245A	APPROACH	\$ 700.00	EACH	16	\$11,008.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF		\$0.00
	FURNISH AND INSTALL RR CROSSING PLANKS 60'	\$ 1,000.00	FT	60	\$60,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$3,617.30
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,446.92
S105-10A	SURVEY (5%)	5%			\$3,617.30
	TEMPORARY EROSION CONTROL (3%)	3%			\$2,170.38
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$7,234.60
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$3,617.30
Z629-05A	MOBILIZATION (10%)	10%			\$9,704.98
<b>Construction Subtotal</b>					<b>\$97,049.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$106,754.78</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$10,675.48</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$16,013.22</i>
<b>Anticipated Project Costs</b>					<b>\$134,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-RR2) – Grange Avenue RR Crossing



**DESCRIPTION:** INTERSECTION: Upgrade RR Crossing with gates and urban improvements

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	500	\$15,000.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	900	\$19,800.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	10' SHARED USE PATH	\$ 22.00	FT		\$0.00
	WIDEN EXISTING ROADWAY 12'	\$ 49.00	FT	900	\$44,100.00
	RIGHT OF WAY	\$ 5.00	SF	13650	\$68,250.00
	UTILITIES (5%)		5%		\$3,945.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$1,578.00
S105-10A	SURVEY (5%)		5%		\$3,945.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$2,367.00
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)		2%		\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$7,890.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$3,945.00
Z629-05A	MOBILIZATION (10%)		10%		\$10,557.00
<b>Construction Subtotal</b>					<b>\$105,570.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$116,127.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$11,612.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$17,419.05</i>
<b>Anticipated Project Costs</b>					<b>\$214,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(S-RR3) – Spokane Street RR Crossing



**DESCRIPTION:** INTERSECTION: Upgrade RR Crossing with gates and urban improvements

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	560	\$12,320.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	10' SHARED USE PATH	\$ 22.00	FT	560	\$12,320.00
	WIDEN EXISTING ROADWAY 12'	\$ 49.00	FT	560	\$27,440.00
	RIGHT OF WAY	\$ 5.00	SF	13650	\$68,250.00
	UTILITIES (5%)		5%		\$2,604.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$1,041.60
S105-10A	SURVEY (5%)		5%		\$2,604.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$1,562.40
	PERMANENT EROSION CONTROL AND LANDSCAPING 2%)		2%		\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$5,208.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$2,604.00
Z629-05A	MOBILIZATION (10%)		10%		\$7,070.40
<b>Construction Subtotal</b>					<b>\$70,704.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$77,774.40</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$7,777.44</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$11,666.16</i>
<b>Anticipated Project Costs</b>					<b>\$166,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R216) – Prairie: Meyer to Greensferry



**DESCRIPTION:** UPGRADE: Rebuild as 5 lane Minor Arterial

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	6680	\$200,400.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS	1	\$365,000.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	19600	\$294,000.00
	ADD 2-12' LANES	\$ 49.00	LF	19600	\$960,400.00
	RIGHT OF WAY	\$ 5.00	SF	348935	\$1,744,675.00
	UTILITIES (5%)	5%	LS		\$90,990.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$36,396.00
S105-10A	SURVEY (5%)	5%			\$90,990.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$54,594.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$72,792.00
	TEMPORARY TRAFFIC CONTROL (10%)	5%			\$90,990.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$90,990.00
Z629-05A	MOBILIZATION (10%)	10%			\$234,754.20
<b>Construction Subtotal</b>					<b>\$2,347,542.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$2,582,296.20</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$258,229.62</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$387,344.43</i>
<b>Anticipated Project Costs</b>					<b>\$4,973,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R20m) – Spokane Street: Prairie to Bodine

**DESCRIPTION:** NEW CONSTRUCTION: Build as Major Collector



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	2640	\$353,760.00
	RIGHT OF WAY	\$ 5.00	SF	192000	\$960,000.00
	UTILITIES (5%)	5%	LS		\$17,688.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,075.20
S105-10A	SURVEY (5%)	5%			\$17,688.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,612.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$14,150.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,376.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,688.00
Z629-05A	MOBILIZATION (10%)	10%			\$47,403.84
<b>Construction Subtotal</b>					<b>\$474,038.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$521,442.24</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$52,144.22</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$78,216.34</i>
<b>Anticipated Project Costs</b>					<b>\$1,612,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R223) – Spokane Street: Bodine to Hayden



**DESCRIPTION:** NEW CONSTRUCTION: Build as Major Collector

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	2640	\$353,760.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$17,688.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,075.20
S105-10A	SURVEY (5%)	5%			\$17,688.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,612.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$14,150.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,376.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,688.00
Z629-05A	MOBILIZATION (10%)	10%			\$47,403.84
<b>Construction Subtotal</b>					<b>\$474,038.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$521,442.24</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$52,144.22</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$78,216.34</i>
<b>Anticipated Project Costs</b>					<b>\$652,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>(M-R248) – Cecil (W. ½ Mile): 16<sup>th</sup> to Horsehaven</b>					
<b>DESCRIPTION: UPGRADE: Rebuild as Major Collector</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A		\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	880	\$26,400.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	1820	\$27,300.00
	ADD 12' LANE	\$ 49.00	LF	500	\$24,500.00
	RIGHT OF WAY	\$ 5.00	SF	12000	\$60,000.00
	UTILITIES (5%)		5% LS		\$3,910.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2% LS		\$1,564.00
S105-10A	SURVEY (5%)		5%		\$3,910.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$2,346.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$3,128.00
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$7,820.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$3,910.00
Z629-05A	MOBILIZATION (10%)		10%		\$10,478.80
<b>Construction Subtotal</b>					<b>\$104,788.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$115,266.80</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i> <i>\$11,526.68</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i> <i>\$17,290.02</i>
<b>Anticipated Project Costs</b>					<b>\$205,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R263) – Cecil (W. ½ Mile): Horsehaven to Poleline



**DESCRIPTION:** UPGRADE: Rebuild as Major Collector (1/2 Road)

ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG	\$0.00
212-020A	SILT FENCE	\$ 3.50	FT	\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL	\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON	\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON	\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON	\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE	\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON	\$0.00
405-240A	MISC PAV	\$ 7.50	SY	\$0.00
405-245A	APPROACH	\$ 700.00	EACH	\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY	\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL	\$0.00
409-015A	CONC PAV	\$ 45.00	SY	\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY	\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	\$0.00
	REBUILD TO MAJOR COLLECTOR, 42' PAVED, (1/2 WIDTH)	\$ 120.50	FT	1320 \$159,060.00
	RIGHT OF WAY	\$ 5.00	SF	0 \$0.00
	UTILITIES (5%)	5%	LS	\$7,953.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS	\$3,181.20
S105-10A	SURVEY (5%)	5%	LS	\$7,953.00
	TEMPORARY EROSION CONTROL (3%)	3%	LS	\$4,771.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%	LS	\$6,362.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%	LS	\$15,906.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%	LS	\$7,953.00
Z629-05A	MOBILIZATION (10%)	10%	LS	\$21,314.04
<b>Construction Subtotal</b>				<b>\$213,140.40</b>
<i>Construction Subtotal + Mobilization</i>				<i>\$234,454.44</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%		\$23,445.44
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%		\$35,168.17
<b>Anticipated Project Costs</b>				<b>\$294,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R228) – Cecil (W. ½ Mile): Poleline to Hope



**DESCRIPTION:** UPGRADE: Rebuild as Residential Collector (1/2 Road)

ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG	\$0.00
212-020A	SILT FENCE	\$ 3.50	FT	\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL	\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON	\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON	\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON	\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE	\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON	\$0.00
405-240A	MISC PAV	\$ 7.50	SY	\$0.00
405-245A	APPROACH	\$ 700.00	EACH	\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY	\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL	\$0.00
409-015A	CONC PAV	\$ 45.00	SY	\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY	\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	\$0.00
	REBUILD AS MAJOR COLLECTOR, 30' EX PAVED WIDTH	\$ 141.00	LF	1320 \$186,120.00
	RIGHT OF WAY	\$ 5.00	SF	9900 \$49,500.00
	UTILITIES (5%)	5%	LS	\$9,306.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS	\$3,722.40
S105-10A	SURVEY (5%)	5%	LS	\$9,306.00
	TEMPORARY EROSION CONTROL (3%)	3%	LS	\$5,583.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%	LS	\$7,444.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%	LS	\$18,612.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%	LS	\$9,306.00
Z629-05A	MOBILIZATION (10%)	10%	LS	\$24,940.08
<b>Construction Subtotal</b>				<b>\$249,400.80</b>
<i>Construction Subtotal + Mobilization</i>				<i>\$274,340.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%		\$27,434.09
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%		\$41,151.13
<b>Anticipated Project Costs</b>				<b>\$393,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R24m) – W. ¼ Mile: Horsehaven to Poleline



**DESCRIPTION:** NEW CONSTRUCTION: Build as Local Commercial Street

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	1320	\$176,880.00
	RIGHT OF WAY	\$ 10.00	SF	99000	\$990,000.00
	UTILITIES (5%)	5%	LS		\$8,844.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,537.60
S105-10A	SURVEY (5%)	5%			\$8,844.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$5,306.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$7,075.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$17,688.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,844.00
Z629-05A	MOBILIZATION (10%)	10%			\$23,701.92
<b>Construction Subtotal</b>					<b>\$237,019.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$260,721.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$26,072.11</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$39,108.17</i>
<b>Anticipated Project Costs</b>					<b>\$1,316,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R26m) – E. ¼ Mile: Horsehaven to Kildeer

**DESCRIPTION:** NEW CONSTRUCTION: Build as a Local Commercial Street



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	5280	\$707,520.00
	RIGHT OF WAY	\$ 5.00	SF	396000	\$1,980,000.00
	UTILITIES (5%)	5%	LS		\$35,376.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$14,150.40
S105-10A	SURVEY (5%)	5%			\$35,376.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$21,225.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$28,300.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$70,752.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$35,376.00
Z629-05A	MOBILIZATION (10%)	10%			\$94,807.68
<b>Construction Subtotal</b>					<b>\$948,076.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,042,884.48</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$104,288.45</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$156,432.67</i>
<b>Anticipated Project Costs</b>					<b>\$3,284,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R23m) – E. ½ Mile: Horsehaven to Poleline



**DESCRIPTION:** NEW CONSTRUCTION: Build as Residential Collector

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	1320	\$176,880.00
	RIGHT OF WAY	\$ 5.00	SF	66000	\$330,000.00
	UTILITIES (5%)	5%	LS		\$8,844.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,537.60
S105-10A	SURVEY (5%)	5%			\$8,844.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$5,306.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$7,075.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$17,688.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,844.00
Z629-05A	MOBILIZATION (10%)	10%			\$23,701.92
<b>Construction Subtotal</b>					<b>\$237,019.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$260,721.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$26,072.11</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$39,108.17</i>
<b>Anticipated Project Costs</b>					<b>\$656,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE**

**(D-R28m) – E. ½ Mile: Poleline to Hope**

**DESCRIPTION: NEW CONSTRUCTION: Build as Residential Collector**



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	2000	\$268,000.00
	RIGHT OF WAY	\$ 5.00	SF	150000	\$750,000.00
	UTILITIES (5%)	5%	LS		\$13,400.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$5,360.00
S105-10A	SURVEY (5%)	5%			\$13,400.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$8,040.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$10,720.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$26,800.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$13,400.00
Z629-05A	MOBILIZATION (10%)	10%			\$35,912.00
<b>Construction Subtotal</b>					<b>\$359,120.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$395,032.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$39,503.20</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$59,254.80</i>
<b>Anticipated Project Costs</b>					<b>\$1,244,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE**

**(M-R269) – 12<sup>th</sup>: E. ¼ Mile to E. ½ Mile**

**DESCRIPTION: NEW CONSTRUCTION: Build as Major Collector**



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF	1320	\$176,880.00
	RIGHT OF WAY	\$ 5.00	SF	26400	\$132,000.00
	UTILITIES (5%)	5%	LS		\$8,844.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,537.60
S105-10A	SURVEY (5%)	5%			\$8,844.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$5,306.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$7,075.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$17,688.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,844.00
Z629-05A	MOBILIZATION (10%)	10%			\$23,701.92
<b>Construction Subtotal</b>					<b>\$237,019.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$260,721.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$26,072.11</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$39,108.17</i>
<b>Anticipated Project Costs</b>					<b>\$458,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>(M-R271) – 16<sup>th</sup>: SH-41 to E ½ Mile</b>					
<b>DESCRIPTION: UPGRADE: Rebuild as Major Collector</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	REBUILD AS MAJOR COLLECTOR, EX. PAVE WIDTH 28'	\$ 182.00	LF	2640	\$480,480.00
	RIGHT OF WAY	\$ 5.00	SF	25200	\$126,000.00
	UTILITIES (5%)		5%	LS	\$24,024.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$9,609.60
S105-10A	SURVEY (5%)		5%		\$24,024.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$14,414.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$19,219.20
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$48,048.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$24,024.00
Z629-05A	MOBILIZATION (10%)		10%		\$64,384.32
<b>Construction Subtotal</b>					<b>\$643,843.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$708,227.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$70,822.75</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$106,234.13</i>
<b>Anticipated Project Costs</b>					<b>\$1,012,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R244) – Horsehaven: Cecil to Greensferry

**DESCRIPTION:** NEW CONSTRUCTION: Build as Residential Collector



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	BUILD RESIDENTIAL COLLECTOR, 34' PAVED WIDTH	\$ 185.00	LF	2640	\$488,400.00
	BUILD INTERIM COLLECTOR, 30' PAVED WIDTH WITH 10'PATH	\$ 134.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	5500	\$27,500.00
	UTILITIES (5%)	5%	LS		\$24,420.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$9,768.00
S105-10A	SURVEY (5%)	5%			\$24,420.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$14,652.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$19,536.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$48,840.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$24,420.00
Z629-05A	MOBILIZATION (10%)	10%			\$65,445.60
<b>Construction Subtotal</b>					<b>\$654,456.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$719,901.60</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$71,990.16</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$107,985.24</i>
<b>Anticipated Project Costs</b>					<b>\$928,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D'ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R215) – Bluegrass/Hope: Cecil to Greensferry  
**DESCRIPTION:** UPGRADE/NEW: Build as Major Collector, connect Bluegrass to Cecil



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	EACH		\$0.00
	BUILD AS MAJOR COLLECTOR 42' PAVED WIDTH, UNPAVED SECTION	\$ 241.00	LF	415	\$100,015.00
	REBUILD AS MAJOR COLLECTOR, EX PAVE 22'	\$ 192.00	LF	2225	\$427,200.00
	RIGHT OF WAY	\$ 5.00	SF	52800	\$264,000.00
	UTILITIES (5%)	5%	LS		\$26,360.75
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$10,544.30
S105-10A	SURVEY (5%)	5%			\$26,360.75
	TEMPORARY EROSION CONTROL (3%)	3%			\$15,816.45
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$21,088.60
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$52,721.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$26,360.75
Z629-05A	MOBILIZATION (10%)	10%			\$70,646.81
<b>Construction Subtotal</b>					<b>\$706,468.10</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$777,114.91</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$77,711.49</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$116,567.24</i>
<b>Anticipated Project Costs</b>					<b>\$1,236,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R293) – Hope: SH-41 to E. ¼ Mile



**DESCRIPTION:** Upgrade/New: Build as Major Collector, extend E. Hope to E.1/4 Mile

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD AS MAJOR COLLECTOR, UNPAVED SECTION	\$ 241.00	LF	1320	\$318,120.00
	RIGHT OF WAY	\$ 5.00	SF	19800	\$99,000.00
	UTILITIES (5%)	5%	LS		\$15,906.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,362.40
S105-10A	SURVEY (5%)	5%			\$15,906.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,543.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$12,724.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$31,812.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$15,906.00
Z629-05A	MOBILIZATION (10%)	10%			\$42,628.08
<b>Construction Subtotal</b>					<b>\$426,280.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$468,908.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$46,890.89</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$70,336.33</i>
<b>Anticipated Project Costs</b>					<b>\$686,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(D-R21m) – Clark Fork: Seltice to Midway



**DESCRIPTION:** UPGRADE/NEW: Build as Major Collector, connect to Seltice Way

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD AS MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10' PATH	\$ 241.00	LF	3400	\$819,400.00
	RIGHT OF WAY	\$ 5.00	SF	272000	\$1,360,000.00
	UTILITIES (5%)	5%	LS		\$40,970.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$16,388.00
S105-10A	SURVEY (5%)	5%			\$40,970.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$24,582.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$32,776.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$81,940.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$40,970.00
Z629-05A	MOBILIZATION (10%)	10%			\$109,799.60
<b>Construction Subtotal</b>					<b>\$1,097,996.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,207,795.60</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$120,779.56</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$181,169.34</i>
<b>Anticipated Project Costs</b>					<b>\$2,870,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-R227) – McGuire: Seltice to Midway**



**DESCRIPTION: UPGRADE: Rebuild to 4 lanes**

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	1787	\$53,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2680	\$40,200.00
	ADD 12' LANE	\$ 49.00	LF	2680	\$131,320.00
	RIGHT OF WAY	\$ 10.00	SF	32160.00	\$321,600.00
	UTILITIES (5%)	5%	LS		\$11,256.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$4,502.40
S105-10A	SURVEY (5%)	5%			\$11,256.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$6,753.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$9,004.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$22,512.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$11,256.00
Z629-05A	MOBILIZATION (10%)	10%			\$30,166.08
<b>Construction Subtotal</b>					<b>\$301,660.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$331,826.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$33,182.69</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$49,774.03</i>
<b>Anticipated Project Costs</b>					<b>\$737,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-38) – Clark Fork @ Seltice Way

**DESCRIPTION:** INTERSECTION: Construct dual lane Roundabout



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS		\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS	1	\$365,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$18,250.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,300.00
S105-10A	SURVEY (5%)	5%			\$18,250.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,950.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,300.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$36,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$18,250.00
Z629-05A	MOBILIZATION (10%)	10%			\$48,180.00
<b>Construction Subtotal</b>					<b>\$481,800.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$529,980.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%			<i>\$52,998.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%			<i>\$79,497.00</i>
<b>Anticipated Project Costs</b>					<b>\$717,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(A-3m) – Prairie Avenue @ SH-53

**DESCRIPTION:** INTERSECTION: Add NB left turn lane



ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG	\$0.00
212-020A	SILT FENCE	\$ 3.50	FT	\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL	\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON	\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON	\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON	\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE	\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON	\$0.00
405-240A	MISC PAV	\$ 7.50	SY	\$0.00
405-245A	APPROACH	\$ 700.00	EACH	\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY	\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL	\$0.00
409-015A	CONC PAV	\$ 45.00	SY	\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY	\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	100 \$4,900.00
	RIGHT OF WAY	\$ 5.00	SF	\$0.00
	UTILITIES (5%)	5%	LS	\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS	\$98.00
S105-10A	SURVEY (5%)	5%		\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%		\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%		\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%		\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%		\$245.00
Z629-05A	MOBILIZATION (10%)	10%		\$637.00
<b>Construction Subtotal</b>				<b>\$6,370.00</b>
<i>Construction Subtotal + Mobilization</i>				<i>\$7,007.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%		<i>\$700.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%		<i>\$1,051.05</i>
<b>Anticipated Project Costs</b>				<b>\$9,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(A-12m) – Pleasant View Road @ SH-53

**DESCRIPTION:** INTERSECTION: Add TWLTL to West leg of SH 53



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	200	\$9,800.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$490.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$196.00
S105-10A	SURVEY (5%)	5%			\$490.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$294.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$980.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$490.00
Z629-05A	MOBILIZATION (10%)	10%			\$1,274.00
<b>Construction Subtotal</b>					<b>\$12,740.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$14,014.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,401.40</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$2,102.10</i>
<b>Anticipated Project Costs</b>					<b>\$18,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-25) – Corbin Road @ Seltice Way



**DESCRIPTION:** INTERSECTION: Add 100' southbond left turn lane and install signal when warranted

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	41	\$820.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	240	\$7,200.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	6	\$7,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	6	\$840.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	441	\$6,615.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	100	\$4,900.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$16,878.75
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,751.50
S105-10A	SURVEY (5%)	5%			\$16,878.75
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,127.25
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,751.50
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$33,757.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$16,878.75
Z629-05A	MOBILIZATION (10%)	10%			\$44,559.90
<b>Construction Subtotal</b>					<b>\$445,599.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$490,158.90</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$49,015.89</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$73,523.84</i>
<b>Anticipated Project Costs</b>					<b>\$668,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
**(M-59) – Spokane Street @ I-90 WB/6<sup>th</sup> Avenue and 6<sup>th</sup> Avenue: Frederick to Spokane**



**DESCRIPTION:** Intersection: Modify signal and approach to allow movement from WB 6th

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	800	\$1,400.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	28	\$560.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	167	\$5,010.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	2	\$2,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	2	\$280.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	300	\$4,500.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	600	\$29,400.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	0.75	\$232,500.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)		5% LS		\$13,802.50
	FENCING, GATES, MAILBOXES, ETC (2%)		2% LS		\$5,521.00
S105-10A	SURVEY (5%)		5%		\$13,802.50
	TEMPORARY EROSION CONTROL (3%)		3%		\$8,281.50
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)		4%		\$11,042.00
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$27,605.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$13,802.50
Z629-05A	MOBILIZATION (10%)		10%		\$36,990.70
<b>Construction Subtotal</b>					<b>\$369,907.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$406,897.70</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$40,689.77</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$61,034.66</i>
<b>Anticipated Project Costs</b>					<b>\$509,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-83) – Idaho Street @ 4<sup>th</sup> Avenue



**DESCRIPTION:** INTERSECTION: Construct single lane Roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	4%			\$14,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,900.00
<b>Construction Subtotal</b>					<b>\$469,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$515,900.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$51,590.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$77,385.00</i>
<b>Anticipated Project Costs</b>					<b>\$700,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(M-110) – Greensferry Road @ Bogie Drive</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Convert to all way stop control</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(M-73) – Idaho Street @ Prairie Avenue





**DESCRIPTION:** INTERSECTION: Install traffic signal or multi-lane roundabout


ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	24	\$720.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	400	\$6,000.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT		\$0.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	1500	\$7,500.00
	UTILITIES (5%)	5%	LS		\$16,372.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,548.80
S105-10A	SURVEY (5%)	5%			\$16,372.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,823.20
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,548.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$32,744.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$16,372.00
Z629-05A	MOBILIZATION (10%)	10%			\$43,222.08
<b>Construction Subtotal</b>					<b>\$432,220.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$475,442.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$47,544.29</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$71,316.43</i>
<b>Anticipated Project Costs</b>					<b>\$602,000.00</b>




ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT:		CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Idaho, north of Prairie, UPRR Crossing			
DESCRIPTION:		INTERSECTION: Improve Idaho Railroad Crossing at UPRR			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	59	\$593.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	30	\$592.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY	178	\$1,333.00
405-245A	APPROACH	\$ 700.00	EACH	2	\$1,400.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	INSTALL WARNING LIGHTS AND BELLS AT RAILROAD CROSSING	\$ 250,000.00	LS	1	\$250,000.00
	FURNISH AND INSTALL RR CROSSING PLANKS 60'	\$ 1,000.00	FT	60	\$60,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)		5%	LS	\$15,695.90
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$6,278.36
S105-10A	SURVEY (5%)		5%		\$15,695.90
	TEMPORARY EROSION CONTROL (3%)		3%		\$9,417.54
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$12,556.72
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$31,391.80
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$15,695.90
Z629-05A	MOBILIZATION (10%)		10%		\$42,065.01
<b>Construction Subtotal</b>					<b>\$420,650.12</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$462,715.13</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$46,271.51</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$69,407.27</i>
<b>Anticipated Project Costs</b>					<b>\$579,000.00</b>

ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Cecil, Prairie to Hayden					
DESCRIPTION: NEW CONSTRUCTION: Build as Major Collector (cont. on railroad removal)					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	FT	1320	\$318,120.00
	RIGHT OF WAY	\$ 5.00	SF	396000	\$1,980,000.00
	UTILITIES (5%)		5%	LS	\$15,906.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$6,362.40
S105-10A	SURVEY (5%)		5%		\$15,906.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$9,543.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$12,724.80
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$31,812.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$15,906.00
Z629-05A	MOBILIZATION (10%)		10%		\$42,628.08
<b>Construction Subtotal</b>					<b>\$426,280.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$468,908.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$46,890.89</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$70,336.33</i>
<b>Anticipated Project Costs</b>					<b>\$2,567,000.00</b>

ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE W. 1/4 Mile, Kildeer to Prairie					
DESCRIPTION: NEW CONSTRUCTION: Build as Major Collector					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	1320	\$318,120.00
	RIGHT OF WAY	\$ 5.00	SF	99000	\$495,000.00
	UTILITIES (5%)		5%	LS	\$15,906.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$6,362.40
S105-10A	SURVEY (5%)		5%		\$15,906.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$9,543.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$12,724.80
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$31,812.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$15,906.00
Z629-05A	MOBILIZATION (10%)		10%		\$42,628.08
<b>Construction Subtotal</b>					<b>\$426,280.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$468,908.88</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$46,890.89</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$70,336.33</i>
<b>Anticipated Project Costs</b>					<b>\$1,082,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>W. 1/4 Mile, Prairie to Hayden</b>			
<b>DESCRIPTION:</b>		<b>NEW CONSTRUCTION: Build as Major Collector (cont. on railroad removal)</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A		\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	5280	\$1,272,480.00
	RIGHT OF WAY	\$ 5.00	SF	396000	\$1,980,000.00
	UTILITIES (5%)		5%	LS	\$63,624.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$25,449.60
S105-10A	SURVEY (5%)		5%		\$63,624.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$38,174.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$50,899.20
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$127,248.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$63,624.00
Z629-05A	MOBILIZATION (10%)		10%		\$170,512.32
<b>Construction Subtotal</b>					<b>\$1,705,123.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,875,635.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$187,563.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$281,345.33</i>
<b>Anticipated Project Costs</b>					<b>\$4,325,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		CITY OF POST FALLS TRANSPORTATION PLAN UPDATE E 1/4 Mile, Kildeer to Prairie			
<b>DESCRIPTION:</b>		NEW CONSTRUCTION, Build as Major Collector			
					
ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	FT	1320	\$318,120.00
	RIGHT OF WAY	\$ 5.00	SF	99000	\$495,000.00
	UTILITIES (5%)		5%	LS	\$15,906.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$6,362.40
S105-10A	SURVEY (5%)		5%	LS	\$15,906.00
	TEMPORARY EROSION CONTROL (3%)		3%	LS	\$9,543.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%	LS	\$12,724.80
	TEMPORARY TRAFFIC CONTROL (10%)		10%	LS	\$31,812.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%	LS	\$15,906.00
Z629-05A	MOBILIZATION (10%)		10%	LS	\$42,628.08
<b>Construction Subtotal</b>					<b>\$426,280.80</b>
<i>Construction Subtotal + Mobilization</i>					<b>\$468,908.88</b>
<i>ENGINEER'S OPINION OF PROBABLE COST</i>				10%	<b>\$46,890.89</b>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>				15%	<b>\$70,336.33</b>
<b>Anticipated Project Costs</b>					<b>\$1,082,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D'ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
E 1/4 Mile, Prairie to Hayden





**DESCRIPTION:** NEW CONSTRUCTION: Build as Major Collector (cont. on railroad removal)

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	5280	\$1,272,480.00
	RIGHT OF WAY	\$ 5.00	SF	396000	\$1,980,000.00
	UTILITIES (5%)	5%	LS		\$63,624.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$25,449.60
S105-10A	SURVEY (5%)	5%	LS		\$63,624.00
	TEMPORARY EROSION CONTROL (3%)	3%	LS		\$38,174.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%	LS		\$50,899.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%	LS		\$127,248.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%	LS		\$63,624.00
Z629-05A	MOBILIZATION (10%)	10%	LS		\$170,512.32
<b>Construction Subtotal</b>					<b>\$1,705,123.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,875,635.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$187,563.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$281,345.33</i>
<b>Anticipated Project Costs</b>					<b>\$4,325,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		E 1/2 Mile, Hope to Prairie			
<b>DESCRIPTION:</b>		<b>NEW CONSTRUCTION: Build as Major Collector</b>			
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost	Qty		
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	2640	\$636,240.00
	RIGHT OF WAY	\$ 5.00	SF	127100	\$635,500.00
	UTILITIES (5%)	5%	LS		\$31,812.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$12,724.80
S105-10A	SURVEY (5%)	5%			\$31,812.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$19,087.20
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$25,449.60
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$63,624.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$31,812.00
Z629-05A	MOBILIZATION (10%)	10%			\$85,256.16
<b>Construction Subtotal</b>					<b>\$852,561.60</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$937,817.76</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$93,781.78</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$140,672.66</b>
<b>Anticipated Project Costs</b>					<b>\$1,808,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>E 1/2 Mile, Prairie to Hayden</b>				
<b>DESCRIPTION:</b>	<b>NEW CONSTRUCTION: Build as a Major Collector</b>				
					
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost	Qty		
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	5280	\$1,272,480.00
	RIGHT OF WAY	\$ 5.00	SF	396000	\$1,980,000.00
	UTILITIES (5%)	5%	LS		\$63,624.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$25,449.60
S105-10A	SURVEY (5%)	5%			\$63,624.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$38,174.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$50,899.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$127,248.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$63,624.00
Z629-05A	MOBILIZATION (10%)	10%			\$170,512.32
<b>Construction Subtotal</b>					<b>\$1,705,123.20</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$1,875,635.52</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$187,563.55</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$281,345.33</b>
<b>Anticipated Project Costs</b>					<b>\$4,325,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>Bluegrass/Hope, Idaho to Greensferry</b>					
<b>DESCRIPTION: NEW CONSTRUCTION: Build as Major Collector, 20' EX ROW</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	5280	\$1,272,480.00
	RIGHT OF WAY	\$ 5.00	SF	230000	\$1,150,000.00
	UTILITIES (5%)		5%	LS	\$63,624.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$25,449.60
S105-10A	SURVEY (5%)		5%		\$63,624.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$38,174.40
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$50,899.20
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$127,248.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$63,624.00
Z629-05A	MOBILIZATION (10%)		10%		\$170,512.32
<b>Construction Subtotal</b>					<b>\$1,705,123.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,875,635.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$187,563.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$281,345.33</i>
<b>Anticipated Project Costs</b>					<b>\$3,495,000.00</b>

ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Bluegrass/Hope, E 1/4 Mile to Meyer					
DESCRIPTION: NEW CONSTRUCTION: Build as Major Collector					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	3960	\$954,360.00
	RIGHT OF WAY	\$ 5.00	SF	270600	\$1,353,000.00
	UTILITIES (5%)		5%	LS	\$47,718.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$19,087.20
S105-10A	SURVEY (5%)		5%		\$47,718.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$28,630.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$38,174.40
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$95,436.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$47,718.00
Z629-05A	MOBILIZATION (10%)		10%		\$127,884.24
<b>Construction Subtotal</b>					<b>\$1,278,842.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,406,726.64</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$140,672.66</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$211,009.00</i>
<b>Anticipated Project Costs</b>					<b>\$3,112,000.00</b>



ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT:		CITY OF POST FALLS TRANSPORTATION PLAN UPDATE			
		Syringa, Bluegrass to Prairie			
DESCRIPTION:		NEW CONSTRUCTION: Build as Major Collector			
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost		Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	BUILD MAJOR COLLECTOR, 42' PAVED WIDTH WITH SIDEWALK/10'PATH	\$ 241.00	LF	2640	\$636,240.00
	RIGHT OF WAY	\$ 5.00	SF	103200	\$516,000.00
	UTILITIES (5%)		5%	LS	\$31,812.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%	LS	\$12,724.80
S105-10A	SURVEY (5%)		5%		\$31,812.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$19,087.20
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)		4%		\$25,449.60
	TEMPORARY TRAFFIC CONTROL (10%)		10%		\$63,624.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$31,812.00
Z629-05A	MOBILIZATION (10%)		10%		\$85,256.16
<b>Construction Subtotal</b>					<b>\$852,561.60</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$937,817.76</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$93,781.78</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$140,672.66</i>
<b>Anticipated Project Costs</b>					<b>\$1,689,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>Poleline, McGuire to Clark Fork Parkway</b>			
<b>DESCRIPTION:</b>		<b>NEW CONSTRUCTION: Build as Minor Arterial, including grade separation</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	8296	\$74,667.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	Retaining Walls	\$ 15.00	SF	1500	\$22,500.00
	BUILD A MINOR ARTERIAL, 40' PAVED WIDTH	\$ 200.00	LF	1600	\$320,000.00
	BUILD GRADE SEPARATION OVER RAILROAD	\$ 250.00	SF	11200	\$2,800,000.00
	RIGHT OF WAY	\$ 5.00	SF	85000	\$425,000.00
	UTILITIES (5%)	5%	LS		\$160,858.35
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$64,343.34
S105-10A	SURVEY (5%)	5%			\$160,858.35
	TEMPORARY EROSION CONTROL (3%)	3%			\$96,515.01
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$128,686.68
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$321,716.70
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$160,858.35
Z629-05A	MOBILIZATION (10%)	10%			\$431,100.38
<b>Construction Subtotal</b>					<b>\$4,311,003.78</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$4,742,104.16</i>
<i>Construction Engineering and Contingencies (25% of Construction Subtotal + Mobilization)</i>					<i>\$1,185,526.04</i>
<i>Planning, Engineering, &amp; Administrative Costs (30% of Construction + Mobilization Total)</i>					<i>\$1,422,631.25</i>
<b>Anticipated Project Costs</b>					<b>\$7,776,000.00</b>

ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Prairie, Greensferry to Pleasantview					
DESCRIPTION: UPGRADE: Rebuild to 5-lane Minor Arterial.( Need 25' ROW Chase/McGuire)					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	REBUILD AS MAJOR COLLECTOR, EX. PAVE WIDTH 28'	\$ 182.00	LF	21120	\$3,843,840.00
	RIGHT OF WAY	\$ 5.00	SF	499950	\$2,499,750.00
	UTILITIES (5%)	5%	LS		\$192,192.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$76,876.80
S105-10A	SURVEY (5%)	5%			\$192,192.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$115,315.20
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$153,753.60
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$384,384.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$192,192.00
Z629-05A	MOBILIZATION (10%)	10%			\$515,074.56
<b>Construction Subtotal</b>					<b>\$5,150,745.60</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$5,665,820.16</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$566,582.02</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$849,873.02</i>
<b>Anticipated Project Costs</b>					<b>\$9,583,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE

Cecil and Prairie


**DESCRIPTION:** INTERSECTION: Add left turn lanes. Install signal when warranted.





ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	27	\$540.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	160	\$4,800.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	4	\$4,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	4	\$560.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	294	\$4,410.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	3	\$147.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$16,262.85
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,505.14
S105-10A	SURVEY (5%)	5%			\$16,262.85
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,757.71
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,505.14
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$32,525.70
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$16,262.85
Z629-05A	MOBILIZATION (10%)	10%			\$42,933.92
<b>Construction Subtotal</b>					<b>\$429,339.24</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$472,273.16</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$47,227.32</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$70,840.97</i>
<b>Anticipated Project Costs</b>					<b>\$591,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>W 1/4 Mile and Prairie</b>			
<b>DESCRIPTION:</b>		<b>IINTERSECTION: Construct dual lane roundabout</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS	1	\$365,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$18,250.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,300.00
S105-10A	SURVEY (5%)	5%			\$18,250.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,950.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,300.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$36,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$18,250.00
Z629-05A	MOBILIZATION (10%)	10%			\$48,180.00
<b>Construction Subtotal</b>					<b>\$481,800.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$529,980.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$52,998.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$79,497.00</i>
<b>Anticipated Project Costs</b>					<b>\$663,000.00</b>



ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE E 1/4 Mile and Prairie					
DESCRIPTION: INTERSECTION: Construct Dual lane roundabout					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS	1	\$365,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$18,250.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,300.00
S105-10A	SURVEY (5%)	5%			\$18,250.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,950.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,300.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$36,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$18,250.00
Z629-05A	MOBILIZATION (10%)	10%			\$48,180.00
<b>Construction Subtotal</b>					<b>\$481,800.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$529,980.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$52,998.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$79,497.00</i>
<b>Anticipated Project Costs</b>					<b>\$663,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					 DAVID EVANS AND ASSOCIATES INC.
<b>E 1/2 Mile and Prairie</b>					
<b>DESCRIPTION: INTERSECTION: Add left turn lanes. Install signal when warranted.</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	54	\$1,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	320	\$9,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	588	\$8,820.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	400	\$19,600.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$17,991.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,196.40
S105-10A	SURVEY (5%)	5%			\$17,991.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,794.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,196.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,982.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,991.00
Z629-05A	MOBILIZATION (10%)	10%			\$47,496.24
<b>Construction Subtotal</b>					<b>\$474,962.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$522,458.64</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$52,245.86</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$78,368.80</i>
<b>Anticipated Project Costs</b>					<b>\$654,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Bluegrass and Syringa			
<b>DESCRIPTION:</b>		INTERSECTION: Install single lane roundabout			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$508,200.00</b>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		\$50,820.00
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		\$76,230.00
<b>Anticipated Project Costs</b>					<b>\$636,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Beck Road and Prairie</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Add NB left turn lane</b>				
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
					\$0.00
	UTILITIES (5%)	5%	LS		\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$98.00
S105-10A	SURVEY (5%)	5%			\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$245.00
Z629-05A	MOBILIZATION (10%)	10%			\$937.00
<b>Construction Subtotal</b>					<b>\$9,370.00</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$10,307.00</b>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%			\$1,030.70
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%			\$1,546.05
<b>Anticipated Project Costs</b>					<b>\$13,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR d' ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Pleasantview and Prairie


**DESCRIPTION:** INTERSECTION: Construct dual lane Roundabout





ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG	\$0.00
212-020A	SILT FENCE	\$ 3.50	FT	\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL	\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON	\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON	\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON	\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE	\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON	\$0.00
405-240A	MISC PAV	\$ 7.50	SY	\$0.00
405-245A	APPROACH	\$ 700.00	EACH	\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY	\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL	\$0.00
409-015A	CONC PAV	\$ 45.00	SY	\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY	\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	\$0.00
	CONSTRUCT DUAL LANE ROUNDABOUT	\$ 365,000.00	LS 1	\$365,000.00
	RIGHT OF WAY	\$ 5.00	SF 10860	\$54,300.00
	UTILITIES (5%)	5%	LS	\$18,250.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS	\$7,300.00
S105-10A	SURVEY (5%)	5%		\$18,250.00
	TEMPORARY EROSION CONTROL (3%)	3%		\$10,950.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%		\$7,300.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%		\$36,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%		\$18,250.00
Z629-05A	MOBILIZATION (10%)	10%		\$48,180.00
<b>Construction Subtotal</b>				<b>\$481,800.00</b>
<i>Construction Subtotal + Mobilization</i>				<i>\$529,980.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%		<i>\$52,998.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%		<i>\$79,497.00</i>
<b>Anticipated Project Costs</b>				<b>\$717,000.00</b>





ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Pleasantview and Seltice					
DESCRIPTION: INTERSECTION: Add NB and SB right turn lanes, adjust signal timing					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost		Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	2935	\$5,136.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	200	\$9,800.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$746.80
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$298.72
S105-10A	SURVEY (5%)	5%			\$746.80
	TEMPORARY EROSION CONTROL (3%)	3%			\$448.08
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$1,493.60
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$746.80
Z629-05A	MOBILIZATION (10%)	10%			\$2,241.68
<b>Construction Subtotal</b>					<b>\$22,416.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$24,658.48</i>
<i>Construction Engineering and Contingencies (30% of Construction Subtotal + Mobilization)</i>					<i>\$2,465.85</i>
<i>Planning, Engineering, &amp; Administrative Costs (20% of Construction + Mobilization Total)</i>					<i>\$3,698.77</i>
<b>Anticipated Project Costs</b>					<b>\$31,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Pleasantview and Riverbend</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Add NB through lane, convert striping on all approaches</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	45	\$79.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	130	\$2,600.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	111	\$3,330.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	2	\$2,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	2	\$280.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	250	\$3,750.00
	ADD 12' LANE	\$ 49.00	LF	200	\$9,800.00
	OBLITERATION OF EXISTING PAVEMENT MARKINGS	\$ 2.50	SF	500	\$1,250.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$1,174.45
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$469.78
S105-10A	SURVEY (5%)	5%			\$1,174.45
	TEMPORARY EROSION CONTROL (3%)	3%			\$704.67
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$2,348.90
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$1,174.45
Z629-05A	MOBILIZATION (10%)	10%			\$3,353.57
<b>Construction Subtotal</b>					<b>\$33,535.70</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$36,889.27</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>				10%	<i>\$3,688.93</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>				15%	<i>\$5,533.39</i>
<b>Anticipated Project Costs</b>					<b>\$47,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>Corbin Rd and Prairie</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add NB left turn lane</b>			
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost		Qty	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN LANE TO EXISTING INTERSECTION	\$ 49.00	LF	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$98.00
S105-10A	SURVEY (5%)	5%			\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$245.00
Z629-05A	MOBILIZATION (10%)	10%			\$937.00
<b>Construction Subtotal</b>					<b>\$9,370.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$10,307.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,030.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$1,546.05</i>
<b>Anticipated Project Costs</b>					<b>\$13,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>McGuire Rd and Prairie</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Expand to Dual lane roundabout</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	EXPAND TO DUAL LANE ROUNDABOUT	\$ 155,000.00	LS	1	\$155,000.00
	RIGHT OF WAY	\$ 5.00	SF	5445	\$27,225.00
	UTILITIES (5%)	5%	LS		\$7,750.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,100.00
S105-10A	SURVEY (5%)	5%			\$7,750.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,650.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	4%			\$6,200.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$15,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,750.00
Z629-05A	MOBILIZATION (10%)	10%			\$20,770.00
<b>Construction Subtotal</b>					<b>\$207,700.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$228,470.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$22,847.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$34,270.50</i>
<b>Anticipated Project Costs</b>					<b>\$313,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>DESCRIPTION: INTERSECTION: Convert to all-way stop control</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>McGuire Rd and Seltice</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add NB thru/right turn lane, SB receiving lane</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost		Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	89	\$156.00
205-005A	EXCAVATION	\$ 10.00	CY	192	\$1,920.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	25	\$500.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY	533	\$3,998.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	111	\$3,330.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	400	\$6,000.00
	ADD 12' LANE	\$ 49.00	LF	400	\$19,600.00
	RIGHT OF WAY	\$ 5.00	SF	2500	\$12,500.00
	UTILITIES (5%)	5%	LS		\$1,775.20
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$710.08
S105-10A	SURVEY (5%)	5%			\$1,775.20
	TEMPORARY EROSION CONTROL (3%)	3%			\$1,065.12
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$3,550.40
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$1,775.20
Z629-05A	MOBILIZATION (10%)	10%			\$4,915.52
<b>Construction Subtotal</b>					<b>\$49,155.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$54,070.72</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$5,407.07</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$8,110.61</i>
<b>Anticipated Project Costs</b>					<b>\$81,000.00</b>





<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>McGuire Rd and Riverbend</b>					
<b>DESCRIPTION: INTERSECTION: Add EB left turn lane</b>					
ITD	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$98.00
S105-10A	SURVEY (5%)	5%			\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$245.00
Z629-05A	MOBILIZATION (10%)	10%			\$937.00
<b>Construction Subtotal</b>					<b>\$9,370.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$10,307.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$1,030.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$1,546.05</i>
<b>Anticipated Project Costs</b>					<b>\$13,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Chase Rd and Hayden			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Convert to all-way stop control</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Chase Rd and Prairie</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Expand to Dual lane roundabout</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	EXPAND TO DUAL LANE ROUNDABOUT	\$ 155,000.00	LS	1	\$155,000.00
	RIGHT OF WAY	\$ 5.00	SF	5445	\$27,225.00
	UTILITIES (5%)	5%	LS		\$7,750.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$3,100.00
S105-10A	SURVEY (5%)	5%			\$7,750.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,650.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	4%			\$6,200.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$15,500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,750.00
Z629-05A	MOBILIZATION (10%)	10%			\$20,770.00
<b>Construction Subtotal</b>					<b>\$207,700.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$228,470.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$22,847.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$34,270.50</i>
<b>Anticipated Project Costs</b>					<b>\$313,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Spokane St and Prairie</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Install signal or roundabout as warranted</b>				
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty		Cost
201-005A	CLEARING AND GRUBBING	3000	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	2	SY		\$0.00
205-005A	EXCAVATION	10	CY		\$0.00
205-040A	GRANULAR BORROW	9	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	20	MG		\$0.00
212-020A	SILT FENCE	4	FT		\$0.00
213-005A	TOPSOIL	5	CY		\$0.00
301-010A	GRANULAR SUBBASE	20	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	20	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	2	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	1100	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	700	TON		\$0.00
403-056A	CHOKO SAND	27	TON		\$0.00
403-075A	BROOMING	1700	MILE		\$0.00
403-215A	COVER CT MAT CL B	6900	TON		\$0.00
405-240A	MISC PAV	8	SY		\$0.00
405-245A	APPROACH	700	EACH		\$0.00
405-260A	WEDGE MILLING	5	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	63	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	2	GAL		\$0.00
409-015A	CONC PAV	45	SY		\$0.00
411-005A	URBAN CONC PAV	72	SY		\$0.00
613-005A	CONC SIDEWALK	30	SY		\$0.00
614-005A	URBAN APPROACHES	1200	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	140	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	22	FT		\$0.00
	COMB CURB & GUTTER TY 2	15	FT		\$0.00
	TRAF SIGNAL INSTALLATION	310000	LS		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	350000	LS	1	\$350,000.00
	RIGHT OF WAY	5	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>Spokane St and 3rd</b>					
<b>DESCRIPTION: INTERSECTION: Install signal when warranted</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	TRAFFIC SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$15,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,200.00
S105-10A	SURVEY (5%)	5%			\$15,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,300.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,200.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$31,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$15,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$40,920.00
<b>Construction Subtotal</b>					<b>\$409,200.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$450,120.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$45,012.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$67,518.00</i>
<b>Anticipated Project Costs</b>					<b>\$563,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Henry and 3rd</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: convert to all-way stop control</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>




<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	Idaho and Hayden				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Convert to all-way stop control</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Idaho and Polston			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Restrict WB left turn lanes</b>			
					
ITD	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	INSTALL TRAFFIC ISLAND W CURB	\$ 5,000.00	EACH	1	\$5,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$250.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$100.00
S105-10A	SURVEY (5%)	5%			\$250.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$150.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$500.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$250.00
Z629-05A	MOBILIZATION (10%)	10%			\$650.00
<b>Construction Subtotal</b>					<b>\$6,500.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$7,150.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$715.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$1,072.50</i>
<b>Anticipated Project Costs</b>					<b>\$9,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Idaho Rd and Seltice			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add 2nd NB thru lane</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	17	\$340.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	100	\$3,000.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	180	\$2,700.00
	ADD 12' LANE	\$ 49.00	LF	180	\$8,820.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$743.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$297.20
S105-10A	SURVEY (5%)	5%			\$743.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$445.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$1,486.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$743.00
Z629-05A	MOBILIZATION (10%)	10%			\$2,231.80
<b>Construction Subtotal</b>					<b>\$22,318.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$24,549.80</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$2,454.98</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$3,682.47</i>
<b>Anticipated Project Costs</b>					<b>\$31,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Syringa and 16th</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Convert to all way stop control</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Syringa and 12th			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Convert to all way stop control</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Syringa and Mullan



**DESCRIPTION:** INTERSECTION: Construct single lane roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
<b>Greensferry and Prairie</b>					
<b>DESCRIPTION: INTERSECTION: Construct dual lane roundabout</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	24	\$720.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT	400	\$8,800.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$16,512.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,604.80
S105-10A	SURVEY (5%)	5%			\$16,512.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$9,907.20
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,604.80
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$33,024.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$16,512.00
Z629-05A	MOBILIZATION (10%)	10%			\$43,591.68
<b>Construction Subtotal</b>					<b>\$435,916.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$479,508.48</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$600,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Greensferry and Bluegrass/Hope




**DESCRIPTION:** INTERSECTION: Construct single lane roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>Greensferry and 16th</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Install signal</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	54	\$1,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	320	\$9,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	4	\$4,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	4	\$560.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	588	\$8,820.00
	ADD 12' TURN LANE TO EXISITNG INTERSECTION	\$ 49.00	LF		\$0.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$16,743.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,697.20
S105-10A	SURVEY (5%)	5%			\$16,743.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,045.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,697.20
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$33,486.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$16,743.00
Z629-05A	MOBILIZATION (10%)	10%			\$44,201.52
<b>Construction Subtotal</b>					<b>\$442,015.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$486,216.72</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$48,621.67</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$72,932.51</i>
<b>Anticipated Project Costs</b>					<b>\$608,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Greensferry and 12th</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Construct single lane roundabout</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>

ENGINEER'S OPINION OF PROBABLE COST					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
PROJECT:		CITY OF POST FALLS TRANSPORTATION PLAN UPDATE Greensferry and Seltice			
DESCRIPTION:		INTERSECTION: Add SB right turn lane, convert NB right turn to right/thru			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	10	\$190.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	56	\$1,667.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	100	\$1,500.00
	ADD 12' LANE	\$ 49.00	LF	100	\$4,900.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	200	\$600.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
	UTILITIES (5%)	5%	LS		\$442.85
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$177.14
S105-10A	SURVEY (5%)	5%			\$442.85
	TEMPORARY EROSION CONTROL (3%)	3%			\$265.71
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$885.70
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$442.85
Z629-05A	MOBILIZATION (10%)	10%			\$1,451.41
<b>Construction Subtotal</b>					<b>\$14,514.10</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$15,965.51</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>		10%			<i>\$1,596.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>		15%			<i>\$2,394.83</i>
<b>Anticipated Project Costs</b>					<b>\$20,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Greensferry and 3rd



**DESCRIPTION:** INTERSECTION: Construct single lane roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	5445	\$27,225.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$663,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Cecil and Bluefrass/Hope



**DESCRIPTION:** INTERSECTION: Convert to all way stop control

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>			<i>10%</i>		<i>\$143.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>			<i>15%</i>		<i>\$214.50</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			 <small>DAVID EVANS AND ASSOCIATES INC.</small>
		Cecil and Poleline			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Construct single lane roundabout or install signal when warranted</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	5445	\$27,225.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization)</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization)</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$663,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			 DAVID EVANS AND ASSOCIATES INC.
		<b>Cecil and 12TH</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Add EB and WB left turn lanes</b>			
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost		Qty	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	LF	200	\$9,800.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$490.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$196.00
S105-10A	SURVEY (5%)	5%			\$490.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$294.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$3,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$980.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$490.00
Z629-05A	MOBILIZATION (10%)	10%			\$1,574.00
<b>Construction Subtotal</b>					<b>\$15,740.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$17,314.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$22,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
W 1/4 Mile and Poleline



**DESCRIPTION:** INTERSECTION: Construct single lane roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
E 1/4 Mile and Poleline



**DESCRIPTION:** INTERSECTION: Construct single lane roundabout

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	10890	\$54,450.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$508,200.00</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal +</b>			<b>10%</b>		<b>\$50,820.00</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</b>			<b>15%</b>		<b>\$76,230.00</b>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
E 1/2 Mile and Poleline


**DESCRIPTION:** INTERSECTION: Convert to all way stop control



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>Ross Point and 3rd</b>			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Construct single lane roundabout</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$636,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			 DAVID EVANS AND ASSOCIATES INC.
		Greensferry and Horsehaven			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Construct single lane roundabout with NB right turn lane</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	100	\$4,900.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	\$ 350,000.00	LS	1	\$350,000.00
	RIGHT OF WAY	\$ 5.00	SF	5445	\$27,225.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,745.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,098.00
S105-10A	SURVEY (5%)	5%			\$17,745.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,647.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,098.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,745.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,846.80
<b>Construction Subtotal</b>					<b>\$468,468.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$515,314.80</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$51,531.48</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$77,297.22</i>
<b>Anticipated Project Costs</b>					<b>\$672,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Clearwater Loop and Riverbend



**DESCRIPTION:** INTERSECTION: Add NB left turn lane

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' TURN POCKET AT EXISTING INTERSECTION	\$ 49.00	FT	100	\$4,900.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$245.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$98.00
S105-10A	SURVEY (5%)	5%			\$245.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$147.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$490.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$245.00
Z629-05A	MOBILIZATION (10%)	10%			\$637.00
<b>Construction Subtotal</b>					<b>\$6,370.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$7,007.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$9,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
Cecil and Horsehaven




**DESCRIPTION:** INTERSECTION: Convert to all way stop control

ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKE SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
	PERMANENT SIGNS WITH BREAKAWAY STEEL POSTS	\$ 500.00	EACH	2	\$1,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$50.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$20.00
S105-10A	SURVEY (5%)	5%			\$50.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$30.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	0%			\$0.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$100.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$50.00
Z629-05A	MOBILIZATION (10%)	10%			\$130.00
<b>Construction Subtotal</b>					<b>\$1,300.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,430.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>10%</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>15%</i>
<b>Anticipated Project Costs</b>					<b>\$2,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		Poleline and Huetter			
<b>DESCRIPTION:</b>		<b>INTERSECTION: Install signal when warranted</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	54	\$1,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	320	\$9,600.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	588	\$8,820.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
656-005A	TRAF SIGNAL INSTALLATION	\$ 310,000.00	LS	1	\$310,000.00
	RIGHT OF WAY	\$ 5.00	SF	0	\$0.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$17,011.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$6,804.40
S105-10A	SURVEY (5%)	5%			\$17,011.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,206.60
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$6,804.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$34,022.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,011.00
Z629-05A	MOBILIZATION (10%)	10%			\$44,909.04
<b>Construction Subtotal</b>					<b>\$449,090.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$493,999.44</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$49,399.94</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$74,099.92</i>
<b>Anticipated Project Costs</b>					<b>\$618,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>Poleline: Greensferry to Charleville</b>			
<b>DESCRIPTION:</b>		<b>UPGRADE: Complete 4 lane section (north 1/2)</b>			
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	\$ 20.00	MG		\$0.00
212-020A	SILT FENCE	\$ 3.50	FT		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	119	\$2,380.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	\$ 22.00	FT		\$0.00
	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3700	\$55,500.00
	10' SHARED USE PATH	\$ 22.00	FT	1890	\$41,580.00
	ADD 12' LANE	\$ 49.00	LF	4000	\$196,000.00
	RIGHT OF WAY	\$ 5.00	SF	16000	\$80,000.00
S901-05D	SP(DRYWELL TYPE A)	\$ 2,000.00	EACH		\$0.00
	UTILITIES (5%)	5%	LS		\$14,773.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$5,909.20
S105-10A	SURVEY (5%)	5%			\$14,773.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$8,863.80
	PERMANENT EROSION CONTROL AND LANDSCAPING (4%)	4%			\$11,818.40
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$29,546.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$14,773.00
Z629-05A	MOBILIZATION (10%)	10%			\$39,591.64
<b>Construction Subtotal</b>					<b>\$395,916.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$435,508.04</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal +</i>					<i>\$43,550.80</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization</i>					<i>\$65,326.21</i>
<b>Anticipated Project Costs</b>					<b>\$625,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>Chase Road and Poleline Avenue</b>				
<b>DESCRIPTION:</b>	<b>INTERSECTION: Install roundabout</b>				
					
ITD	Item Description	Unit	Unit	Total	Cost
Item No.		Cost	Qty		
201-005A	CLEARING AND GRUBBING	3000	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	2	SY		\$0.00
205-005A	EXCAVATION	10	CY		\$0.00
205-040A	GRANULAR BORROW	9	CY		\$0.00
205-060A	WATER FOR DUST ABATEMENT	20	MG		\$0.00
212-020A	SILT FENCE	4	FT		\$0.00
213-005A	TOPSOIL	5	CY		\$0.00
301-010A	GRANULAR SUBBASE	20	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	20	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	2	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	1100	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	700	TON		\$0.00
403-056A	CHOKO SAND	27	TON		\$0.00
403-075A	BROOMING	1700	MILE		\$0.00
403-215A	COVER CT MAT CL B	6900	TON		\$0.00
405-240A	MISC PAV	8	SY		\$0.00
405-245A	APPROACH	700	EACH		\$0.00
405-260A	WEDGE MILLING	5	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	63	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	2	GAL		\$0.00
409-015A	CONC PAV	45	SY		\$0.00
411-005A	URBAN CONC PAV	72	SY		\$0.00
613-005A	CONC SIDEWALK	30	SY		\$0.00
614-005A	URBAN APPROACHES	1200	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	140	CY		\$0.00
615-430A	COMB CURB & GUTTER TY A OR C 2	22	FT		\$0.00
	COMB CURB & GUTTER TY 2	15	FT		\$0.00
	TRAF SIGNAL INSTALLATION	310000	LS		\$0.00
	CONSTRUCT SINGLE LANE ROUNDABOUT	350000	LS	1	\$350,000.00
	RIGHT OF WAY	5	SF	10890	\$54,450.00
	UTILITIES (5%)	5%	LS		\$17,500.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$7,000.00
S105-10A	SURVEY (5%)	5%			\$17,500.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,500.00
	PERMANENT EROSION CONTROL AND LANDSCAPING (2%)	2%			\$7,000.00
	TEMPORARY TRAFFIC CONTROL (10%)	10%			\$35,000.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$17,500.00
Z629-05A	MOBILIZATION (10%)	10%			\$46,200.00
<b>Construction Subtotal</b>					<b>\$462,000.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$508,200.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$50,820.00</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$76,230.00</i>
<b>Anticipated Project Costs</b>					<b>\$690,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(MM-08) – Compton: 15<sup>th</sup> to Poleline





**DESCRIPTION:** MULTIMODAL UPDGRADE: Incorporate Bicycle and Pedestrian Facilities

ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY	\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	150 \$525.00
205-005A	EXCAVATION	\$ 10.00	CY	\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	\$0.00
213-005A	TOPSOIL	\$ 5.00	CY	\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY	\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL	\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON	\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON	\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON	\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE	\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON	\$0.00
405-240A	MISC PAV	\$ 7.50	SY	\$0.00
405-245A	APPROACH	\$ 700.00	EACH	\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY	\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL	\$0.00
409-015A	CONC PAV	\$ 45.00	SY	\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY	\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	24 \$28,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	24 \$3,360.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	4220 \$63,300.00
	ADD 12' LANE	\$ 49.00	LF	\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	4220 \$80,180.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF	\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	1320 \$59,400.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	1460 \$33,580.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	\$0.00
	RIGHT OF WAY	\$ 5.00	SF	\$0.00
	UTILITIES (5%)	5%		\$13,457.25
	FENCING, GATES, MAILBOXES, ETC (2%)	2%		\$5,382.90
S105-10A	SURVEY (5%)	5%		\$13,457.25
	TEMPORARY EROSION CONTROL (3%)	3%		\$8,074.35
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%		\$8,074.35
	TEMPORARY TRAFFIC CONTROL (5%)	5%		\$13,457.25
	SIGNING AND PAVEMENT MARKINGS (5%)	5%		\$13,457.25
Z629-05A	MOBILIZATION (10%)	10%		\$34,450.56
<b>Construction Subtotal</b>				<b>\$343,980.60</b>
<i>Construction Subtotal + Mobilization</i>				<i>\$378,431.16</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%		<i>\$37,843.12</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%		<i>\$56,764.67</i>
<b>Anticipated Project Costs</b>				<b>\$474,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-97) – Compton: Mullan to 12th</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL UPDGRADE: Incorporate Bicycle and Pedestrian Facilities</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	7	\$8,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	7	\$980.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	1300	\$19,500.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF	1300	\$39,000.00
mm	INSTALL CROSSING IMPROVEMENTS	\$ 12,000.00	EACH	3	\$36,000.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	1300	\$3,900.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$5,389.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$2,155.60
S105-10A	SURVEY (5%)	5%			\$5,194.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$3,233.40
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$3,233.40
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$5,389.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$5,389.00
Z629-05A	MOBILIZATION (10%)	10%			\$13,776.34
<b>Construction Subtotal</b>					<b>\$137,763.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$151,539.74</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$15,153.97</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$22,730.96</i>
<b>Anticipated Project Costs</b>					<b>\$190,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-16) – Seltice: Pleasant View to McGuire</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail</b>			
ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	4345	\$199,870.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	21725	\$108,625.00
	UTILITIES (5%)		5%		\$9,993.50
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$3,997.40
S105-10A	SURVEY (5%)		5%		\$9,993.50
	TEMPORARY EROSION CONTROL (3%)		3%		\$5,996.10
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$5,996.10
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$9,993.50
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$9,993.50
Z629-05A	MOBILIZATION (10%)		10%		\$25,583.36
<b>Construction Subtotal</b>					<b>\$255,833.60</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$281,416.96</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>			10%		<i>\$28,141.70</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>			15%		<i>\$42,212.54</i>
<b>Anticipated Project Costs</b>					<b>\$461,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-13) - Seltice, Compton to Idaho</b>					 DAVID EVANS AND ASSOCIATES INC.
<b>DESCRIPTION: MULTIMODAL UPGRADE: Incorporate Pedestrian and Bicycle Facilities</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY	4278	\$21,389.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	7700	\$26,950.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	34	\$40,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	34	\$4,760.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	7700	\$115,500.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	7700	\$146,300.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	3850	\$173,250.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	3850	\$11,550.00
	RIGHT OF WAY	\$ 10.00	SF	38500	\$385,000.00
	UTILITIES (5%)		5%		\$27,024.95
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$10,809.98
S105-10A	SURVEY (5%)		5%		\$27,024.95
	TEMPORARY EROSION CONTROL (3%)		3%		\$16,214.97
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$16,214.97
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$27,024.95
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$27,024.95
Z629-05A	MOBILIZATION (10%)		10%		\$69,183.87
<b>Construction Subtotal</b>					<b>\$643,499.72</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$712,683.59</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$71,268.36</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$106,902.54</i>
<b>Anticipated Project Costs</b>					<b>\$1,276,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-18) - Seltice, Idaho to Bay</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Incorporate Bicycle and Pedestrian Facilities</b>			
ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY	189	\$944.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	4300	\$15,050.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	8	\$9,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	8	\$1,120.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	4300	\$64,500.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	4115	\$78,185.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2150	\$96,750.00
	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (ONE SIDE)	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	2150	\$6,450.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%	LS		\$13,629.95
	FENCING, GATES, MAILBOXES, ETC (2%)	2%	LS		\$5,451.98
S105-10A	SURVEY (5%)	5%	LS		\$13,629.95
	TEMPORARY EROSION CONTROL (3%)	3%	LS		\$8,177.97
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%	LS		\$8,177.97
	TEMPORARY TRAFFIC CONTROL (5%)	5%	LS		\$13,629.95
	SIGNING AND PAVEMENT MARKINGS (5%)	5%	LS		\$13,629.95
Z629-05A	MOBILIZATION (10%)	10%	LS		\$34,892.67
<b>Construction Subtotal</b>					<b>\$332,932.72</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$367,825.39</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$36,782.54</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$55,173.81</i>
<b>Anticipated Project Costs</b>					<b>\$460,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(MM-11) – Seltice: Bay to SH-41

**DESCRIPTION:** MULTIMODAL UPGRADE: Incorporate Bicycle and Pedestrian Facilities



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY	7556	\$37,778.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	15200	\$53,200.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	22	\$26,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	22	\$3,080.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	15200	\$228,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	13600	\$258,400.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES	\$ 45.00	LF	7600	\$342,000.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF	7600	\$22,800.00
	RIGHT OF WAY	\$ 10.00	SF	38000	\$380,000.00
	UTILITIES (5%)	5%			\$48,582.90
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$19,433.16
S105-10A	SURVEY (5%)	5%			\$48,582.90
	TEMPORARY EROSION CONTROL (3%)	3%			\$29,149.74
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$29,149.74
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$48,582.90
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$48,582.90
Z629-05A	MOBILIZATION (10%)	10%			\$124,372.22
<b>Construction Subtotal</b>					<b>\$1,152,744.24</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,277,116.46</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$127,711.65</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$191,567.47</i>
<b>Anticipated Project Costs</b>					<b>\$1,977,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-86) – Seltice Trail: Ross Point to Huetter</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL NEW CONSTRUCTION: Multimodal Improvements &amp; Beautification</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	8000	\$108,000.00
mm	INSTALL TRANSIT IMPROVEMENTS	\$ 1,500.00	EACH	4	\$6,000.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	7300	\$328,500.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	3840	\$88,320.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	11140	\$33,420.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$28,212.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$11,284.80
S105-10A	SURVEY (5%)	5%			\$28,212.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$16,927.20
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$16,927.20
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$28,212.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$28,212.00
Z629-05A	MOBILIZATION (10%)	10%			\$72,222.72
<b>Construction Subtotal</b>					<b>\$722,227.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$794,449.92</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$79,444.99</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$119,167.49</i>
<b>Anticipated Project Costs</b>					<b>\$994,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**

663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200

**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(MM-24) – Centennial Trail: Greensferry to Ross Point**

**DESCRIPTION: MULTIMODAL NEW CONSTRUCTION: Build Class I Trail**



ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	5280	\$71,280.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES	\$ 45.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	105600	\$528,000.00
	UTILITIES (5%)	5%			\$3,564.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,425.60
S105-10A	SURVEY (5%)	5%			\$3,564.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$2,138.40
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$2,138.40
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$3,564.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$3,564.00
Z629-05A	MOBILIZATION (10%)	10%			\$9,123.84
<b>Construction Subtotal</b>					<b>\$91,238.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$100,362.24</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$10,036.22</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$15,054.34</i>
<b>Anticipated Project Costs</b>					<b>\$654,000.00</b>

**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(MM-93) – Centennial Trail: Riverbend**




**DESCRIPTION: MULTIMODAL NEW CONSTRUCTION: Build Class I Trail**


ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	SIGNAL MODIFICATION	\$ 20,000.00	EACH	1	\$20,000.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	150	\$6,900.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES	\$ 45.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	LF		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$1,345.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$538.00
S105-10A	SURVEY (5%)	5%			\$1,345.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$807.00
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$807.00
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$1,345.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$1,345.00
Z629-05A	MOBILIZATION (10%)	10%			\$3,443.20
<b>Construction Subtotal</b>					<b>\$34,432.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$37,875.20</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$3,787.52</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$5,681.28</i>
<b>Anticipated Project Costs</b>					<b>\$48,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-39) – McGuire: South of I-90</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen to include bike lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2150	\$96,750.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	2150	\$10,750.00
	UTILITIES (5%)	5%			\$4,837.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,935.00
S105-10A	SURVEY (5%)	5%			\$4,837.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$2,902.50
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$2,902.50
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$4,837.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$4,837.50
Z629-05A	MOBILIZATION (10%)	10%			\$12,384.00
<b>Construction Subtotal</b>					<b>\$123,840.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$136,224.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$13,622.40</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$20,433.60</i>
<b>Anticipated Project Costs</b>					<b>\$182,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-32) – McGuire: I-90 to Seltice</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	1550	\$71,300.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	15500	\$77,500.00
	UTILITIES (5%)	5%			\$3,565.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,426.00
S105-10A	SURVEY (5%)	5%			\$3,565.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$2,139.00
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$2,139.00
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$3,565.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$3,565.00
Z629-05A	MOBILIZATION (10%)	10%			\$9,126.40
<b>Construction Subtotal</b>					<b>\$91,264.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$100,390.40</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$10,039.04</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$15,058.56</i>
<b>\$203,000.00</b>					





<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>(MM-03) – McGuire: Midway to Poleline</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL UPGRADE: Rebuild as Minor Arterial, 4 LANE, 60' curb to curb</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	3.40	\$10,200.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	584	\$1,022.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	4634	\$46,340.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	5844	\$52,596.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	2996	\$59,920.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	1670	\$105,210.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	1753	\$52,590.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	7	\$8,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	7	\$980.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	4860	\$72,900.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	2230	\$102,580.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2630	\$7,890.00
	RIGHT OF WAY	\$ 5.00	SF	52800	\$264,000.00
	UTILITIES (5%)	5%			\$25,636.90
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$10,412.56
S105-10A	SURVEY (5%)	5%			\$26,031.40
	TEMPORARY EROSION CONTROL (3%)	3%			\$15,618.84
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$15,618.84
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$26,031.40
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$26,031.40
Z629-05A	MOBILIZATION (10%)	10%			\$66,600.93
<b>Construction Subtotal</b>					<b>\$666,009.34</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$732,610.27</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$73,261.03</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$109,891.54</i>
<b>Anticipated Project Costs</b>					<b>\$1,180,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-33) – McGuire: Poleline to Fisher</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen to include 2 bike lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	333	\$6,660.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	3017	\$90,500.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	4	\$4,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	4	\$560.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	4525	\$67,875.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	4000	\$180,000.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	4000	\$12,000.00
	RIGHT OF WAY	\$ 5.00	SF	11000	\$55,000.00
	UTILITIES (5%)		5%		\$18,119.75
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$7,247.90
S105-10A	SURVEY (5%)		5%		\$18,119.75
	TEMPORARY EROSION CONTROL (3%)		3%		\$10,871.85
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$10,871.85
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$18,119.75
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$18,119.75
Z629-05A	MOBILIZATION (10%)		10%		\$46,386.56
<b>Construction Subtotal</b>					<b>\$463,865.60</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$510,252.16</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$51,025.22</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$76,537.82</i>
<b>Anticipated Project Costs</b>					<b>\$693,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-36) – McGuire: Fisher to Hayden</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen to include 2 bike lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	6560	\$150,880.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	6560	\$19,680.00
	RIGHT OF WAY	\$ 5.00	SF	10250	\$51,250.00
	UTILITIES (5%)	5%			\$8,528.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$3,411.20
S105-10A	SURVEY (5%)	5%			\$8,528.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$5,116.80
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$5,116.80
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$8,528.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,528.00
Z629-05A	MOBILIZATION (10%)	10%			\$21,831.68
<b>Construction Subtotal</b>					<b>\$218,316.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$240,148.48</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$24,014.85</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$36,022.27</i>
<b>Anticipated Project Costs</b>					<b>\$352,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-41) – Cecil: Mullan to 16<sup>th</sup></b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen to include 2 bike lanes, extend shared use path</b>			
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	5	\$6,000.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	5	\$700.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2640	\$39,600.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	920	\$17,480.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	1320	\$60,720.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	2640	\$60,720.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$9,657.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$3,862.80
S105-10A	SURVEY (5%)		5%		\$9,657.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$5,794.20
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$5,794.20
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$9,657.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$9,657.00
Z629-05A	MOBILIZATION (10%)		10%		\$24,721.92
<b>Construction Subtotal</b>					<b>\$247,219.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$271,941.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$27,194.11</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$40,791.17</i>
<b>Anticipated Project Costs</b>					<b>\$340,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-49) – Prairie Trail: Meyer to Greensferry</b>					
<b>DESCRIPTION: MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	10560	\$142,560.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	BUILD GRADE SEPARATION OVER RAILROAD	\$ 175.00	SF	3000	\$525,000.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$33,378.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$13,351.20
S105-10A	SURVEY (5%)		5%		\$33,378.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$20,026.80
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$20,026.80
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$33,378.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$33,378.00
Z629-05A	MOBILIZATION (10%)		10%		\$85,447.68
<b>Construction Subtotal</b>					<b>\$854,476.80</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$939,924.48</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$93,992.45</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$140,988.67</i>
<b>Anticipated Project Costs</b>					<b>\$1,175,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-45) – Spokane Street: Poleline to Grange</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL UPGRADE: Rebuild as Major Collector</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE	0.73	\$2,190.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	587	\$1,027.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	2405	\$24,050.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	1374	\$12,366.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	1854	\$37,080.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	686	\$43,218.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	727	\$21,810.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	6	\$7,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	6	\$840.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3540	\$53,100.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	3500	\$161,000.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	20000	\$100,000.00
	UTILITIES (5%)	5%			\$18,194.05
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$7,277.62
S105-10A	SURVEY (5%)	5%			\$18,194.05
	TEMPORARY EROSION CONTROL (3%)	3%			\$10,916.43
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$10,916.43
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$18,194.05
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$18,194.05
Z629-05A	MOBILIZATION (10%)	10%			\$46,576.77
<b>Construction Subtotal</b>					<b>\$465,767.68</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$512,344.45</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$51,234.44</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$76,851.67</i>
<b>Anticipated Project Costs</b>					<b>\$741,000.00</b>



**ENGINEER'S OPINION OF PROBABLE COST**


663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200


**PROJECT:** CITY OF POST FALLS TRANSPORTATION PLAN UPDATE  
(MM-47) – Jacklin: Beck to Expo





**DESCRIPTION:** MULTIMODAL NEW CONSTRUCTION: Build as Major Collector


ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY	30625	\$306,250.00
205-040A	GRANULAR BORROW	\$ 9.00	CY	17500	\$157,500.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON	5016	\$100,320.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON	2072	\$130,536.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	2333	\$69,990.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	7000	\$105,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	750	\$34,500.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	20686	\$103,430.00
	UTILITIES (5%)	5%			\$45,204.80
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$18,081.92
S105-10A	SURVEY (5%)	5%			\$45,204.80
	TEMPORARY EROSION CONTROL (3%)	3%			\$27,122.88
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$27,122.88
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$45,204.80
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$45,204.80
Z629-05A	MOBILIZATION (10%)	10%			\$115,724.29
<b>Construction Subtotal</b>					<b>\$1,157,242.88</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$1,272,967.17</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$127,296.72</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$190,945.08</i>
<b>Anticipated Project Costs</b>					<b>\$1,695,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-44) – Lincoln: Mullan to Poleline</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen, restripe to include bicycle lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit Qty	Total Cost	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	2578	\$4,511.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	5800	\$133,400.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	5800	\$17,400.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$6,895.55
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$2,758.22
S105-10A	SURVEY (5%)		5%		\$7,765.55
	TEMPORARY EROSION CONTROL (3%)		3%		\$4,659.33
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$4,659.33
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$7,765.55
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$7,765.55
Z629-05A	MOBILIZATION (10%)		10%		\$19,758.01
<b>Construction Subtotal</b>					<b>\$197,580.08</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$217,338.09</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$21,733.81</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$32,600.71</i>
<b>Anticipated Project Costs</b>					<b>\$272,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-58) – Corbin Ditch Trail: I-90 to Beck Interchange</b>				 DAVID EVANS AND ASSOCIATES INC.
<b>DESCRIPTION:</b>	<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>				
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	4900	\$66,150.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	98000	\$490,000.00
	UTILITIES (5%)	5%			\$3,307.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,323.00
S105-10A	SURVEY (5%)	5%			\$3,307.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$1,984.50
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$1,984.50
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$3,307.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$3,307.50
Z629-05A	MOBILIZATION (10%)	10%			\$8,467.20
<b>Construction Subtotal</b>					<b>\$84,672.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$93,139.20</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$9,313.92</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$13,970.88</i>
<b>Anticipated Project Costs</b>					<b>\$607,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-54) – Corbin Ditch Trail: Pointe Pkwy to Pleasant View</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	6050	\$81,675.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	121000	\$605,000.00
	UTILITIES (5%)	5%			\$4,083.75
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$1,633.50
S105-10A	SURVEY (5%)	5%			\$4,083.75
	TEMPORARY EROSION CONTROL (3%)	3%			\$2,450.25
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$2,450.25
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$4,083.75
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$4,083.75
Z629-05A	MOBILIZATION (10%)	10%			\$10,454.40
<b>Construction Subtotal</b>					<b>\$104,544.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$114,998.40</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$11,499.84</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$17,249.76</i>
<b>Anticipated Project Costs</b>					<b>\$749,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-52) – Corbin Ditch Trail: Pleasant View to McGuire</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>				
					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	8000	\$108,000.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$5,400.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$2,160.00
S105-10A	SURVEY (5%)	5%			\$5,400.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$3,240.00
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$3,240.00
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$5,400.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$5,400.00
Z629-05A	MOBILIZATION (10%)	10%			\$13,824.00
<b>Construction Subtotal</b>					<b>\$138,240.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$152,064.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$15,206.40</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$22,809.60</i>
<b>Anticipated Project Costs</b>					<b>\$191,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-56) – Corbin Ditch Trail: McGuire to Chase</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>				
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	3640	\$49,140.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	72800	\$364,000.00
	UTILITIES (5%)	5%			\$2,457.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$982.80
S105-10A	SURVEY (5%)	5%			\$2,457.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$1,474.20
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$1,474.20
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$2,457.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$2,457.00
Z629-05A	MOBILIZATION (10%)	10%			\$6,289.92
<b>Construction Subtotal</b>					<b>\$62,899.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$69,189.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$6,918.91</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$10,378.37</i>
<b>Anticipated Project Costs</b>					<b>\$451,000.00</b>





<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE (MM-21) – Corbin Ditch Trail: Chase to Falls Park</b>					
<b>DESCRIPTION: MULTIMODAL NEW CONSTRUCTION: Build Class I Trail, 12'</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF	1700	\$22,950.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$1,147.50
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$459.00
S105-10A	SURVEY (5%)		5%		\$1,147.50
	TEMPORARY EROSION CONTROL (3%)		3%		\$688.50
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$688.50
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$1,147.50
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$1,147.50
Z629-05A	MOBILIZATION (10%)		10%		\$2,937.60
<b>Construction Subtotal</b>					<b>\$29,376.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$32,313.60</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$3,231.36</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$4,847.04</i>
<b>Anticipated Project Costs</b>					<b>\$41,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-63) – 15<sup>th</sup>: Chase to Spokane Street</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Restripe, widen to include bike lanes</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	586	\$1,026.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	5280	\$79,200.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	1940	\$44,620.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$6,638.30
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$2,655.32
S105-10A	SURVEY (5%)	5%			\$6,638.30
	TEMPORARY EROSION CONTROL (3%)	3%			\$3,982.98
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$3,982.98
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$6,638.30
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$6,638.30
Z629-05A	MOBILIZATION (10%)	10%			\$16,994.05
<b>Construction Subtotal</b>					<b>\$169,940.48</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$186,934.53</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$18,693.45</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$28,040.18</b>
<b>Anticipated Project Costs</b>					<b>\$234,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-67) – 12<sup>th</sup>: Chase to Spokane Street</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Rebuild as Major Collector</b>			
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	10560	\$18,480.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	280	\$980.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	12	\$14,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	12	\$1,680.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	5280	\$79,200.00
	ADD 12' LANE	\$ 49.00	LF	2640	\$129,360.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2640	\$50,160.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	2640	\$121,440.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	2640	\$60,720.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$23,821.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$9,528.40
S105-10A	SURVEY (5%)	5%			\$23,821.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$14,292.60
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$14,292.60
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$23,821.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$23,821.00
Z629-05A	MOBILIZATION (10%)	10%			\$60,981.76
<b>Construction Subtotal</b>					<b>\$609,817.60</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$670,799.36</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$67,079.94</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$100,619.90</i>
<b>Anticipated Project Costs</b>					<b>\$839,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-65) – 12<sup>th</sup>: Spokane Street to Idaho Street</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Rebuild as Major Collector</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY	1173	\$2,053.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	16	\$19,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	16	\$2,240.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	5280	\$79,200.00
	ADD 12' LANE	\$ 49.00	LF	2640	\$129,360.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2640	\$50,160.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	2640	\$121,440.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2640	\$118,800.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$26,518.65
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$10,607.46
S105-10A	SURVEY (5%)		5%		\$26,518.65
	TEMPORARY EROSION CONTROL (3%)		3%		\$15,911.19
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$15,911.19
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$26,518.65
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$26,518.65
Z629-05A	MOBILIZATION (10%)		10%		\$67,887.74
<b>Construction Subtotal</b>					<b>\$678,877.44</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$746,765.18</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$74,676.52</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$112,014.78</i>
<b>Anticipated Project Costs</b>					<b>\$934,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-73) – 1<sup>st</sup>: Spokane Street to Idaho Street</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct sidewalk and Bicycle lanes</b>			
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT	550	\$1,925.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	18	\$21,600.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	18	\$2,520.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3440	\$51,600.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	4050	\$76,950.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	350	\$8,050.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$8,528.25
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$3,411.30
S105-10A	SURVEY (5%)	5%			\$8,528.25
	TEMPORARY EROSION CONTROL (3%)	3%			\$5,116.95
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$5,116.95
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$8,528.25
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,528.25
Z629-05A	MOBILIZATION (10%)	10%			\$21,832.32
<b>Construction Subtotal</b>					<b>\$218,323.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$240,155.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$24,015.55</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$36,023.33</i>
<b>Anticipated Project Costs</b>					<b>\$301,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>	<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>				
	<b>(MM-71) – 3<sup>rd</sup>: Lincoln to Greensferry</b>				
<b>DESCRIPTION:</b>	<b>MULTIMODAL UPGRADE: Construct Sidewalk &amp; stripe for bicycle lane</b>				
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKESAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	800	\$24,000.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	11	\$13,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	11	\$1,540.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3750	\$56,250.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	5200	\$98,800.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	3700	\$11,100.00
	RIGHT OF WAY	\$ 10.00	SF	19000	\$190,000.00
	UTILITIES (5%)	5%			\$10,244.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$4,097.80
S105-10A	SURVEY (5%)	5%			\$10,244.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$6,146.70
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$6,146.70
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$10,244.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$10,244.50
Z629-05A	MOBILIZATION (10%)	10%			\$26,225.92
<b>Construction Subtotal</b>					<b>\$262,259.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$288,485.12</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$28,848.51</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$43,272.77</i>
<b>Anticipated Project Costs</b>					<b>\$551,000.00</b>





<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
(MM-77) – 21 <sup>st</sup> : Pine to Spokane Street					
<b>DESCRIPTION: MULTIMODAL UPGRADE: Construct Sidewalk and Bicycle lanes</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKESAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	12	\$14,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	12	\$1,680.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2000	\$30,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2000	\$38,000.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	1000	\$45,000.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	1000	\$3,000.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$6,604.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$2,641.60
S105-10A	SURVEY (5%)		5%		\$6,604.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$3,962.40
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$3,962.40
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$6,604.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$6,604.00
Z629-05A	MOBILIZATION (10%)		10%		\$16,906.24
<b>Construction Subtotal</b>					<b>\$169,062.40</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$185,968.64</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$18,596.86</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$27,895.30</b>
<b>Anticipated Project Costs</b>					<b>\$233,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT: CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>					
(MM-74) – 22 <sup>nd</sup> : Pine to Spokane Street					
<b>DESCRIPTION: MULTIMODAL UPGRADE: Construct Sidewalk and Bicycle lanes</b>					
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKESAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY	11	\$330.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	11	\$13,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2000	\$30,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2000	\$38,000.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	1000	\$23,000.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$5,226.50
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$2,090.60
S105-10A	SURVEY (5%)		5%		\$5,226.50
	TEMPORARY EROSION CONTROL (3%)		3%		\$3,135.90
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$3,135.90
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$5,226.50
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$5,226.50
Z629-05A	MOBILIZATION (10%)		10%		\$13,379.84
<b>Construction Subtotal</b>					<b>\$133,798.40</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$147,178.24</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$14,717.82</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$22,076.74</b>
<b>Anticipated Project Costs</b>					<b>\$184,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-88) – Henry: 1<sup>st</sup> to 4<sup>th</sup></b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct Sidewalk and Bicycle lanes</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	6	\$7,200.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	6	\$840.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3400	\$51,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	3400	\$64,600.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2400	\$108,000.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	1800	\$5,400.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)		5%		\$11,852.00
	FENCING, GATES, MAILBOXES, ETC (2%)		2%		\$4,740.80
S105-10A	SURVEY (5%)		5%		\$11,852.00
	TEMPORARY EROSION CONTROL (3%)		3%		\$7,111.20
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)		3%		\$7,111.20
	TEMPORARY TRAFFIC CONTROL (5%)		5%		\$11,852.00
	SIGNING AND PAVEMENT MARKINGS (5%)		5%		\$11,852.00
Z629-05A	MOBILIZATION (10%)		10%		\$30,341.12
<b>Construction Subtotal</b>					<b>\$303,411.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$333,752.32</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$33,375.23</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$50,062.85</i>
<b>Anticipated Project Costs</b>					<b>\$418,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-82) – Lincoln: 1<sup>st</sup> to 4<sup>th</sup></b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct Sidewalk and Bicycle lanes</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKER SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	7	\$8,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	7	\$980.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	3100	\$46,500.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	3100	\$58,900.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	1050	\$47,250.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$8,101.50
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$3,240.60
S105-10A	SURVEY (5%)	5%			\$8,101.50
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,860.90
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$4,860.90
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$8,101.50
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$8,101.50
Z629-05A	MOBILIZATION (10%)	10%			\$20,739.84
<b>Construction Subtotal</b>					<b>\$207,398.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$228,138.24</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$22,813.82</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$34,220.74</i>
<b>Anticipated Project Costs</b>					<b>\$286,000.00</b>


<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-85) – Maplewood: Ross Point to Cedar</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct Sidewalk, Bicycle lanes, and Multi-Use Path</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	14	\$16,800.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	14	\$1,960.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	5280	\$79,200.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	5280	\$100,320.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF	2640	\$121,440.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2640	\$118,800.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF	26400	\$132,000.00
	UTILITIES (5%)	5%			\$22,322.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$8,928.80
S105-10A	SURVEY (5%)	5%			\$22,322.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$13,393.20
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$13,393.20
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$22,322.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$22,322.00
Z629-05A	MOBILIZATION (10%)	10%			\$57,144.32
<b>Construction Subtotal</b>					<b>\$571,443.20</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$628,587.52</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$62,858.75</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$94,288.13</i>
<b>Anticipated Project Costs</b>					<b>\$918,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-76) – Ross Point: Maplewood to Seltice</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct Sidewalk and Bicycle lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	7	\$8,400.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	7	\$980.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2200	\$33,000.00
	ADD 12' LANE	\$ 49.00	LF	1300	\$63,700.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2200	\$41,800.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	1725	\$5,175.00
	RIGHT OF WAY	\$ 5.00	SF	13000	\$65,000.00
	UTILITIES (5%)	5%			\$7,652.75
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$3,061.10
S105-10A	SURVEY (5%)	5%			\$7,652.75
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,591.65
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$4,591.65
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$7,652.75
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,652.75
Z629-05A	MOBILIZATION (10%)	10%			\$19,591.04
<b>Construction Subtotal</b>					<b>\$195,910.40</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$215,501.44</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$21,550.14</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$32,325.22</i>
<b>Anticipated Project Costs</b>					<b>\$335,000.00</b>



<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-14) – 16<sup>th</sup>: Idaho St to SH-41</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Widen to include bicycle lanes</b>			
					
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF		\$0.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	9500	\$218,500.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	9500	\$28,500.00
	RIGHT OF WAY	\$ 5.00	SF	103000	\$515,000.00
	UTILITIES (5%)	5%			\$12,350.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$4,940.00
S105-10A	SURVEY (5%)	5%			\$12,350.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$7,410.00
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$7,410.00
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$12,350.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$12,350.00
Z629-05A	MOBILIZATION (10%)	10%			\$31,616.00
<b>Construction Subtotal</b>					<b>\$316,160.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$347,776.00</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>		10%			<i>\$34,777.60</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>		15%			<i>\$52,166.40</i>
<b>Anticipated Project Costs</b>					<b>\$950,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-37) – Idaho: 1<sup>st</sup> to Centennial Trail</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Construct sidewalk and Bicycle lanes</b>			
ITD	Item Description	Unit	Unit	Total	
Item No.		Cost	Qty	Cost	
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH	10	\$12,000.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY	10	\$1,400.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT	2200	\$33,000.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF	2200	\$41,800.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	1100	\$49,500.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF		\$0.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT	2640	\$7,920.00
	RIGHT OF WAY	\$ 5.00	SF		\$0.00
	UTILITIES (5%)	5%			\$7,281.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$2,912.40
S105-10A	SURVEY (5%)	5%			\$7,281.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,368.60
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$4,368.60
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$7,281.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,281.00
Z629-05A	MOBILIZATION (10%)	10%			\$18,639.36
<b>Construction Subtotal</b>					<b>\$186,393.60</b>
<b>Construction Subtotal + Mobilization</b>					<b>\$205,032.96</b>
<b>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</b>		10%			<b>\$20,503.30</b>
<b>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</b>		15%			<b>\$30,754.94</b>
<b>Anticipated Project Costs</b>					<b>\$257,000.00</b>

<b>ENGINEER'S OPINION OF PROBABLE COST</b>					
663 W CANFIELD AVE., COEUR D ALENE, ID 83815 / 208-762-2200					
<b>PROJECT:</b>		<b>CITY OF POST FALLS TRANSPORTATION PLAN UPDATE</b>			
		<b>(MM-09) – Maplewood: Cedar to Huetter</b>			
<b>DESCRIPTION:</b>		<b>MULTIMODAL UPGRADE: Complete Bicycle Lanes</b>			
ITD Item No.	Item Description	Unit Cost	Unit	Total Qty	Cost
201-005A	CLEARING AND GRUBBING	\$ 3,000.00	ACRE		\$0.00
203-015A	REM OF BITUMINOUS SURF	\$ 1.75	SY		\$0.00
203-060A	REM OF CONCRETE SIDEWALK	\$ 5.00	SY		\$0.00
203-070A	REM OF CURB AND GUTTER	\$ 3.50	FT		\$0.00
205-005A	EXCAVATION	\$ 10.00	CY		\$0.00
205-040A	GRANULAR BORROW	\$ 9.00	CY		\$0.00
213-005A	TOPSOIL	\$ 5.00	CY		\$0.00
301-010A	GRANULAR SUBBASE	\$ 20.00	CY		\$0.00
303-021A	3/4" AGGR TYPE A FOR BASE	\$ 20.00	TON		\$0.00
401-020A	CSS-1 DIL EMUL ASPH FOR TACK COAT	\$ 2.00	GAL		\$0.00
402-020A	EMUL ASPH FOR PRIME COAT	\$ 1,100.00	TON		\$0.00
403-006A	ASPH FOR SEAL COAT	\$ 700.00	TON		\$0.00
403-056A	CHOKO SAND	\$ 27.00	TON		\$0.00
403-075A	BROOMING	\$ 1,700.00	MILE		\$0.00
403-215A	COVER CT MAT CL B	\$ 6,900.00	TON		\$0.00
405-240A	MISC PAV	\$ 7.50	SY		\$0.00
405-245A	APPROACH	\$ 700.00	EACH		\$0.00
405-260A	WEDGE MILLING	\$ 5.00	SY		\$0.00
405-325A	SUPERPAVE HMA PAV INCL ASPH&ADD	\$ 63.00	TON		\$0.00
408-010A	DIL EMUL ASP FOR FOG COAT CSS-1	\$ 2.30	GAL		\$0.00
409-015A	CONC PAV	\$ 45.00	SY		\$0.00
411-005A	URBAN CONC PAV	\$ 72.00	SY		\$0.00
613-005A	CONC SIDEWALK	\$ 30.00	SY		\$0.00
614-005A	URBAN APPROACHES	\$ 1,200.00	EACH		\$0.00
614-010A	CONC FOR URBAN APPROACHES	\$ 140.00	CY		\$0.00
615-430A	COMB CURB & GUTTER TY 2	\$ 15.00	FT		\$0.00
	ADD 12' LANE	\$ 49.00	LF		\$0.00
mm	CONSTRUCT NEW 5' SIDEWALK	\$ 19.00	LF		\$0.00
mm	CONSTRUCT NEW 8' SIDEWALK	\$ 30.00	LF		\$0.00
mm	BUILD CLASS I TRAIL (12')	\$ 13.50	LF		\$0.00
mm	BUILD CLASS I TRAIL (10')	\$ 46.00	LF		\$0.00
mm	WIDEN ROADWAY FOR 2-5 FOOT BICYCLE LANES (BOTH SIDES)	\$ 45.00	LF	2500	\$112,500.00
	WIDEN ROADWAY FOR 1-5 FOOT BICYCLE LANE	\$ 23.00	LF	1600	\$36,800.00
	REMOVE AND REPLACE PAVEMENT MARKINGS	\$ 3.00	FT		\$0.00
	RIGHT OF WAY	\$ 5.00	SF	8500	\$42,500.00
	UTILITIES (5%)	5%			\$7,465.00
	FENCING, GATES, MAILBOXES, ETC (2%)	2%			\$2,986.00
S105-10A	SURVEY (5%)	5%			\$7,465.00
	TEMPORARY EROSION CONTROL (3%)	3%			\$4,479.00
	PERMANENT EROSION CONTROL AND LANDSCAPING(3%)	3%			\$4,479.00
	TEMPORARY TRAFFIC CONTROL (5%)	5%			\$7,465.00
	SIGNING AND PAVEMENT MARKINGS (5%)	5%			\$7,465.00
Z629-05A	MOBILIZATION (10%)	10%			\$19,110.40
<b>Construction Subtotal</b>					<b>\$191,104.00</b>
<i>Construction Subtotal + Mobilization</i>					<i>\$210,214.40</i>
<i>Construction Engineering and Contingencies (10% of Construction Subtotal + Mobilization)</i>					<i>\$21,021.44</i>
<i>Planning, Engineering, &amp; Administrative Costs (15% of Construction + Mobilization Total)</i>					<i>\$31,532.16</i>
<b>Anticipated Project Costs</b>					<b>\$306,000.00</b>