

2007 KMPO **Travel Demand Model Update**

Final Report

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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.

Pa K	(MPO Travel Demand N	Model User Interface												
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К	Kootenai MPO Travel Demand Model													
S€	ettings			10.000										
	Project Directory File	C:\KMPO\KMPO project dir file.pfd	Browse	* <u>ootenai</u>										
	Base Version File	C:\KMPO\Final-2007-KMPO-Model.ver	Browse											
	Node Link Capacity Update	C:\KMPO\UpdateNodeLinkCapTWTL.p	Browse											
	AM Peak Assignment	C:\KMPO\KMPO-Model-AMPKHR.par	Browse											
	PM Peak Assignment	C:\KMPO\KMPO-Model-PMPKHR.par	Browse											
	Model Run Script	C:\KMPO\KMPO Model Run Script.py	Browse											
	utputs			1										
	Final Version File	C:\KMPO\Final-2007-KMPO-Model.ver	Run											
	Model Run Started! Loading Version File Calculating Link Node C Running AM PEAK Assig AM PEAK Assignment C Running PM PEAK Assig PM PEAK Assignment C Model Run Completed!													
	1		¥ F	HDR										

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.

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.

					-				-										
			Horr We	ne to ork	Woi Ho	rk to me	Horr Re	ne to tail	Reta Ho	ail to me	Horr Ot	ne to her	Oth Ho	er to me	Non I Bas	Home sed		Total	
Lar	nd 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 1: Updated AM Peak Hour Trip Rates in 2007 KMPO AM Model

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

			Horr We	ne to ork	Woi Ho	⁺k to me	Hon Re	ne to etail	Reta Ho	ail to me	Horr Ot	ne to her	Oth Ho	er to me	Non Ba	Home sed		Total	
Lar	nd 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.

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

Table 3: 2007 KMPO Land Use Data Summary

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 functio	n parameters
Volume-delay function	3
Туре	TMODEL_LINKS
$F_{cur}^{\text{Function}} = (t_0 + a') \cdot (1 + d')$ $t_{cur} = (t_0 + a') \cdot (1 + d')$	$sat + f)^{b}$) $sat \leq sat_{crit}$ $(sat + f')^{b'}$) $sat > sat_{crit}$
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where	satchi = 0.65
Parameters	
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Closed	
	OK Cancel

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.

le Edit Vew Ustings Filt	Procedures		
1 - 19 - CI - 1	Operations Functions	Volume-delay function parameters	
A de de 21 0 0 0 2 A de de 21 0 0 0 2 A de de 21 0 0 0 2 Browser Browser Data Data Conectors Main nodes Main nodes	PrT-Functions Volume-delay function inopedance -assignment skims Impediance at node Bicking-back model Bicking-back model Bicking-back model Skims -Revet -Exret -Exret -Analysis fine intervals -Volumes	Volume-delay function 2 Type Constant	
GIS Objects Screenlines Count locato Detector		Parameters	
Stop points Stop areas Stops		Closed	
System route Lines	()	OK Cancel	
Backgrounds		Execute Save Open OK	Cancel
		126.36.7 735960	THU THURS

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.

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

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	Heyburr	US 95 -	W. Wor	State HvW	. 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 5: 2007 AM Peak Hour External-External Through Traffic Volumes

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

Zones	3		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	Heyburr	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.

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

Table 7: 2007 AM Peak Hour Trip Generation Validation Results

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.

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

 Table 8: 2007 PM Peak Hour Trip Generation Validation Results

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.

Choice model for A_H-W				
Choice model for A_H-W Options Function graph Function type Logit f(U) = e^(cL) Kirchhoff: f(U) = U^cc BaxCox: f(U) = e^ [c] Combined: f(U) = a U^{H} TModel: f(U) = 1 / (U) Direction of the distribution Production distribution Attraction distribution Production totals Attraction totals Mean of both total Minimum of both Maximum of both	U) $(U^b -1) / b]$ $b = ^(c U)$ $J^b + c U^a)$ The contract of the contra	Parameters a b c Multi-Parameters Max. no. of iterations Quality factor	-0.5 0.55 20	
		Reset	ОК	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.

Choice model for B_H-R Options Function graph		×
Function type Logit f(U) = e^(cU) Kirchhoff: f(U) = U^c BoxCox: f(U) = a (^b e^(cU)) Combined: f(U) = a U^b e^(cU) TModel: f(U) = 1 / (U^b + cU^a) Direction of the distribution Production distribution Attraction distribution Initial matrix balancing according to: Production totals Attraction totals Mean of both totals Maximum of both totals	Parameters a b c Multi-Parameters Max. no. of iterations Quality factor	0 2.45 0 10 3
	Reset	OK Cancel

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

Choice model for C_H-O				
Options Function graph				
Function type \bigcirc Logit: f(U) = e^{(t)} \bigcirc Kirchhoff: f(U) = U^{c} \bigcirc BoxCox: f(U) = e^{(t)} \bigcirc Combined: f(U) = a U \bigcirc TModel: f(U) = 1 / Direction of the distribution \bigcirc Production distribution	cU) c (U^b -1) / b] ^b e^(cU) (U^b + cU^a)	Parameters a b c	0 1.55 0	
Attraction distribution Constrained: Ball Initial matrix balan Production totals Attraction totals Mean of both to Minimum of bo Maximum of bo	ancing by Multi procedure cing according to: 	Multi-Parameters Max. no. of iterations Quality factor	103	
		Reset	ОК	Cancel

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.

Choice model for	D_NHB			×	
Choice model for Options Function of Logit Oution type Choice type Choice type Choice type Choice type Oution Oution Oution Options Function of BoxCox Ocombined: Other Options Combined: Options TModel: Direction of the Options Options Combined: Options Options Combined: Options Options Combined: Options Options Combined: Options Options Combined: Options Options Combined: Options Options Combined: Options Combined: Options Combined: Options Combined: Options Options Combined: Options Coptions	D_NHB graph $f(U) = e^{(cU)}$ $f(U) = U^{c}$ $f(U) = e^{(cU+b-1)/b}$ $f(U) = a^{(cU+b-1)/b}$ $f(U) = a^{(c+b)} + c^{(c+b)}$ $f(U) = 1/(U^{b} + c^{(c+b)})$ distribution distribution istribution istrained: Balancing by Multi proceed I matrix balancing according to:	Parameters a b c	Parameters a -0.5 b 0.85 c 50 Multi-Parameters Max. no. of iterations 10		
	roduction totals ttraction totals lean of both totals linimum of both totals laximum of both totals	Max. no. of iterations Quality factor	10 3		
		Reset	ОК	Cancel	

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

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

	Trip Distribution Parameter						
Trip Purpose	а	b	с				
HB-Work	-0.50	0.55	20.00				

2.45

1.55

0.85

0.00

0.00

50.00

0.00

0.00

-0.50

Table 9: 2007 KMPO Model Gravity Model Parameters

6.2	Gravity Model	Calibration/Validation	Results
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HB-Retail

HB-Other

Non-Home Based

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.

	Survey	Model AM		Model PM	
Trip Purpose	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%
Average TT	17	17	1.0%	16	-5.7%

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

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

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.

Screenline Location and No.	AM Peak Hour Model/Count Ratio	PM Peak Hour Model/Count Ratio
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

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

% Allowable Deviation per TMIP FHA

For volumes less than 100,000: Tol (%) = $1/100 * [(-0.00005^{*}(V)^{3} + 0.013^{*}(V)^{2}-1.1822^{*}(V)+65.465)]$ For over 100,000: 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.



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





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





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



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

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

* Networks "W:\087219\KMPO Model\KMPO Netze Model Run\" net * Versions Versionen "W:\087219\KMPO Model\KMPO Model Run\" ver * OD matrices Ouelle-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 MultiUserNetze "W:\087219\KMPO Model\KMPO Model Run\" NotEdita * Project directories Projektverzeichnisse "C:\Documents and Settings\bgow\Desktop\FULL Model RUNS\MODEL RUNS\" pfd * Graphic parameters Grafikparameter "W:\087219\KMPO Model\KMPO Model Run\" gpa * Background Files Hintergrunddateien "W:\087219\KMPO Model\KMPO Model Run\" hgr * Texts Texte "W:\087219\KMPO Model\KMPO Model Run\" txt * Procedure parameters(bin) Verfahrensparameter(bin) "W:\087219\KMPO Model\KMPO Model Run\" par; xml * RASW-Scen RASW-Fall "W:\087219\KMPO Model\KMPO Model Run\" rwf * Attributes Attribute "W:\087219\KMPO Model\KMPO Model Run\" att * Environmental param. Umweltparameter "W:\087219\KMPO Model\KMPO Model Run\" upa * List-Layout Listen-Layout "W:\087219\KMPO Model\KMPO Model Run\" lla * Filter Filter "W:\087219\KMPO Model\KMPO fil Model Run\" * Active Network Objects Aktive Netzelemente "W:\087219\KMPO Model\KMPO Model Run\" ane * VISSIM network VISSIM-Netz "W:\087219\KMPO Model\KMPO Model Run\" inp * Shapefile Shapefile "W:\087219\KMPO Model\KMPO Model Run\" NotEdita * Survey parameters Erhebungsparameter "W:\087219\KMPO Model\KMPO Model Run\" sup * Survey data

Erhebungsdaten Model Run\" * Access database Access-Datenbank Model Run\" * EMME/2 Emme Model Run\" * VISSIM Export parameters VISSIM-Exportparameter Model Run\" * References Verknuepfungen Model Run\" * Image files Bilddateien Model Run\" * SVG files SVG-Dateien Model Run\" * NEMA files NEMA-Dateien Model Run\" * TModel files TModel-Dateien Model Run\" * Script files Skript-Dateien Model Run\" * TLY files TLY-Dateien Model Run\" * HAFAS project files HAFAS-Projektdateien Model Run\" * MUULI Log files MUULI-Log-Dateien Model Run\" * Screenshots Screenshots Model Run\" * Connection file Verbindungsdatei Model Run\" * Timetable Editor Graphic parameters Grafikparameter Fahrplaneditor Model Run\" * Timetable Editor Network Graph Fahrplaneditor Netzgraph Model Run\" * Route import Routen-Import Model Run\" * Legend parameters Legenden-Parameter Model Run\" * Backgrounds Hintergruende Model Run\" * Procedure parameters(XML)

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Verfahrensparameter(XML) Model Run\" * TRAFFIX files TRAFFIX-Dateien Model Run\" * Additive network reading Parameters Additives-Netzlesen-Para Model Run\" * Script menu files Skriptmenue-Dateien Model Run\" * DXF files DXF-Dateien Model Run\" * Difference Network Differenznetz Model Run\"

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	anrp xml	"W:\087219\KMPO	Model\KMPO
		"W:\087219\KMPO	Model\KMPO
	NotEdita	"W:\087219\KMPO	Model\KMPO
	diffnet	"W:\087219\KMPO	Model\KMP0

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

r P	roc	edure	5			
Or	erat	ions Et	unctions			
		Active	Oneration	Reference object(s)	Drocerlure/File	
	4		Initialize all filter settings	Reference object(s)	Procedures lie	2 1
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	د ۱		Read filter		Ewy GT 2 Lanes fil	+
	4 E		Edit attribute		1 Wy_01_2_concs.m	
	5 6		Edit attribute			
	7		Read filter		Activel inksNodes fil	
	8		Edit attribute			
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	0		Edit attribute			
	1	X	Read filter		ActiveLinksNodes-2Lea.fil	
	2	X	Edit attribute			
	3	X	Read filter		ActiveLinksNodes-3Lea.fil	
	4	X	Edit attribute			
	5	X	Read filter		ActiveLinksNodes-4Leg.fil	
	6	X	Edit attribute			
	7	X	Read filter		ActiveLinksNodes-5Leg.fil	✓
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				(Execute Save Open OK	Cancel

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

-	Pro	cedur	es			
6)pera	tions F	Functions			
ſ		Active	Operation	Reference object(s)	Procedure/File	
	1	×	Init assignment		All	Т
	2	X	Read filter		TSysCarLinks.fil	
	3	X	Edit attribute			
	4	X	Edit attribute			•
	5	×	Trip generation	All DEFAULT-DemandStrata		
-	6	×	Run script		ProdAttrBalancingKMPO-AM.py	
	7	×	Run script		AdjustTripGenKMPO6-AM.py	
	8	×	Calculate skim matrix	A_HBW A_HBW		
	9	×	Calculate skim matrix	A_HBW A_HBW		
	10	×	Combination of skin matrices and vectors	1 TTO (A_HBW A_HBW)		
	11	X	Run script		calculateIntrazonalKMPO-AM.py	
	12	×	Combination of skim matrices and vectors	4 TTavg		
	13	X	Save skim matrix	4 TTavg	FinalSkim.TTC	
	14	X	Trip distribution	All DEFAULT-DemandStrata		
	15	X	Combination of OD matrices and vectors	7 HBVV		
	16	X	Combination of OD matrices and vectors	8 HBR		
	17	×	Combination of OD matrices and vectors	9 HBO		
	<				>	
	All	active	All passive		Create Group Create Delete	
					Selection	
	Proc	edure:	All		Parameters	
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Appendix 1E: KMPO-Model_PMPKHR.par - A parameter file for PM peak hour KMPO Model

1	Pro	cedure	25							
ſ	Opera	tions F	unctions							
		Active	Operation	Reference object(s)	Procedure/File					
	1	×	Init assignment		All					
	2	×	Read filter		TSysCarLinks.fil					
	3	X	Edit attribute			L				
	4	X	Edit attribute							
	5	X	Trip generation	All DEFAULT-DemandStrata						
	6	×	Run script		ProdAttrBalancingKMPO-PM.py					
	7	×	Run script		AdjustTripGenKMP06-PM.py					
	8	×	Calculate skim matrix	A_HBW A_HBW						
	9	X	Calculate skim matrix	A_HBW A_HBW						
	10	X	Combination of skim matrices and vectors	1 TTO (A_HBW A_HBW)						
	11	×	Run script		calculateIntrazonalKMPO-PM.py					
	12	X	Combination of skim matrices and vectors	4 TTavg						
	13	×	Save skim matrix	4 TTavg	FinalSkim.TTC					
	14	×	Trip distribution	All DEFAULT-DemandStrata						
	15	×	Combination of OD matrices and vectors	7 HBW						
	16	X	Combination of OD matrices and vectors	8 HBR						
	17	X	Combination of OD matrices and vectors	9 HBO	×					
All active All passive Create Group Create Delete										
	Proc	edure	All		Selection Parameters					
	File	name			Browse					
					Execute Save Open OK	Cancel				

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
       qlobal AssignAM
       qlobal AssignMD
       global FlagAM, FlagMD
       global prevLOVmd, prevHOVmd, prevTruckmd
       global mat3AM, mat4AM, mat5AM, mat3MD, mat4MD, mat5MD
       global diffMatAM, diffMatMD, perMatAM, perMatMD, AMavqFlag, MDavqFlag
       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
##
         try:
```

ЮR

```
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
        trv:
           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
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: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR)											
RUN#9b	2007 NEW	LU, Round	dabouts, UPDATED EXTERNAL COUNTS, FX,	X-I AND X-)	C, Trip Rates,	Trip Distributio	n and No Node	Delay			4	APO
Date:	3/20/2009											
File Location	W:\087219\	KMPO Mo	del\KMPO Model Run\Screenlines\								ONE COM	MPANY
originated by:	Tony wang										Many Sol	stions*
Checked by:	Revised Te	mplate by	/ Jin Ren									
SCREENLINE NUME	BER:	#1										
SCREENLINE LOCA	TION:	Spokane	River Crossing Screenline #1									
SL Section	Correspon	ding Links	s: SB/EB to NB/WB	TO	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
	From	10		07_M0001	07_Counts	Model Counts	07_M00e1	07_Counts	Model/Counts	07_MODEI	07_counts	Model/Counts
	818	00002	Spokane St. US 05 @ Spokane Piver Bridge	105	1 413	0.66	135	217	1.92	136	190	1.00
	008	9903	TOTAL	152	2 1464	1.04	737	673	1.10	785	791	0.99
SCREENLINE NUME	BER:	#2		<u> </u>								
SCREENLINE LOCA	TION:	Seltice S	creenline #2									
SL Section	Correspon	ding Links	S: SB/EB to NB/WB	To	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
	From	ТО	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	3 258	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	9/89	Hamsey Hd	2/20	3 1982	1.38	1555	1290	1.21	11/3	692	1.70
	/34	92/2	Hoss Point Rd	28	3 463	0.61	105	130	0.81	1/8	333	0.53
	700	0004	Cedar St Soolay Pd	10	203	1.40	20	/4	0.34	349	179	1.90
	3900	9004	TOTAL	410	3591	1.14	2084	2051	1.02	2017	1540	1.31
SCREENLINE NUME	REB-	#3	10112	410			2004	2001	1.01	2011		1.01
SCREENLINE LOCA	TION:	Harrison	Ave. Screenline #3									
SL Section	Correspon	ding Links	SEVER TO NEWB	TO	tal Model and	Counts		SOUTHBOUND)		NORTHBOUND)
	From	ТО	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	3 792	0.88	263	447	0.59	435	345	1.26
	904	919	/th St	86	5 22/	0.38	49	103	0.48	37	124	0.30
	90/	920	11th St 15th St	21/	0 14/	1.48	129	995	2.15	88	8/	1.01
	310	021	TOTAL	203	3 2400	0.85	1038	1189	0.87	995	1211	0.82
SCREENLINE NUME	BER:	#4										
SCREENLINE LOCA	TION:	Appleway	Ave/Best Screenline #4									
SL Section	Correspon	ding Links	S: SB/EB to NB/WB	TO	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
	From	ТО	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	831	9424	SR 95	236	3 2389	0.99	1332	1623	0.82	1036	766	1.35
	833	000	15th St	1118	8/4	1.28	/0/	540	1.31	411	334	1.23
	841	000	TOTAL	384	3,879	0.08	2235	2542	0.52	1608	1337	1.08
			I WITHE	004	3018	0.00	2200	2042	0.00	1000	1337	1.20

PROJECT TITLE SCENARIO TITL RUN # 9b	E: KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION LE: 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR) 2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, FX, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay	K <u>ootenai</u>
Date:	3/20/2009	apro un
File Location	W:1087219\KMPO Model\KMPO Model Run\Screenlines\	HR ONE COMPANY
originated by:	tony wang	A ANA A Many Socalions.
Checked by:	Revised Template by Jin Ren	

SCREENLINE NUMP	ER:	#5										
SCREENLINE LOCA	TION:	Seltice/M	ullan Rd/Kathleen Screenline #5									
SL Section	Correspond	ling Links	: SB/EB to NB/WB	Tota	al Model and	Counts		SOUTHBOUND			NORTHBOUND	1
	From	то	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	681	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	621	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	1165	1.08	939	674	1.39
	685	738	Huetter Rd	292	287	1.02	151	217	0.70	141	70	2.01
	687	739	Altas 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	1468	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	13835	0.95	7421	8177	0.91	5666	5658	1.00
SCREENLINE NUMB	ER:	#6										
SCREENLINE LOCA	TION:	Poleline I	Rd Screenline #6									
SL Section	Correspond	ing Links	SEVER TO NEWE	10ta	al Moder and	Counts	an Madal	SOUTHBOUND	the stall/Country	CT Madel	NORTHBOUND	the dell Counte
	From	10		07_Model	07_Counts	Model Counts	07_MODel	07_Counts	Model/Counts	07_MODEI	07_Courts	Model/Courts
	544	595	Pleasant View Rd	1154	428	2.70	628	284	2.21	526	144	3.65
	550	5/9	Chase Hd.	244	2/3	0.89	150	074	1.35	94	162	0.58
	002	580	Spokane St	50	428	0.13	41	2/4	0.15	14	104	0.09
	504	186	Greensferm Rd	205	490	1.02	300	320	0.14	100	1/0	0.86
	500	505	Cidensieny Hd.	1010	209	1.00	342	109	0.00	004	100	0.30
	1100	507	Unattas Ed	204	220	1.12	140	140	1.00	150	03/	1.01
	0459	0062	Atlas Rd	304	229	1.00	450	502	0.00	410	200	1.80
	94-30	5003	Ruas nu Romany Rd	000	1101	0.59	430	502	0.90	410	450	0.55
	571	615	LIS 95	3076	2074	1.48	1653	1947	1.23	1/23	439	1.05
	573	502	Government Way	568	845	0.67	269	513	0.52	200	332	0.90
	575	9052	Ath St	305	482	0.63	150	320	0.47	155	162	0.90
	577	594	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

PROJECT TITLE: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR)	Kootenai
RUN#9b	2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, FX, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay	MPO
Date:	3/20/2009	
File Location	W:1087219/KMPO Model/KMPO Model Run/Screenlines/	R ONE COMPANY
originated by:	tony wang	A Many Jorstons.
Checked by:	Revised Template by Jin Ren	

SCREENLINE LOCA TION: Prairie Rd. Screenline #7 SL Section Corresponding Links: SB/EB to NB/WB OT Model 07 Counts Model Counts O7 Model 07 Counts Model/Counts 07 Model 07 Counts Model/
SL Section Corresponding Links: SB/EB to NB/WB Total Model and Counts OUT HBOUND NORTHBOUND NORTHBOUND O7_Model O7_Model O7_Counts Model/Counts O7_Model OR Model/Counts O7_Model O7_Model OR Model/Counts O7_Model O7_Model O7_Model O7_Model O7_Model O7_Model O7_Model OR Model/Counts O7_Model O
From To ARTERIAL NAME 07. Model 07. Mo
476 9386 McGuire Rd. 274 70 3.91 1.45 4.4 3.00 129 26 478 9912 Chase Rd. 183 194 0.94 71 97 0.73 112 97 480 9911 Spokane St. 43 121 0.36 9 53 0.17 34 68 482 509 Idaho Rd. 218 173 1.26 76 89 0.85 142 84 488 9917 Greensferry Rd. 337 193 1.75 208 118 1.76 129 75 488 9918 SR 41 1671 1143 1.46 840 696 203 125 496 9061 Atas Rd 263 629 0.42 111 363 0.31 152 286 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632
478 9912 Chase Rd. 183 194 0.94 71 97 0.73 112 97 480 9911 Spokane St. 43 121 0.36 9 53 0.17 34 68 482 509 Idaho Rd. 218 173 1.26 76 89 0.85 142 84 486 9917 Greensferry Rd. 337 193 1.75 208 118 1.76 129 75 488 9918 SR 41 1671 1143 1.46 840 696 1.21 831 447 491 522 Huetter Rd 283 629 0.42 111 363 0.31 152 266 496 9061 Attas Rd 283 629 0.42 1111 363 0.31 152 266 500 510 US 95 2880 737 0.79 324 455 0.71 256 282 504 513 15h 5t 198 297 643 0.46
480 9911 Spokane St. 43 121 0.36 9 53 0.17 34 68 482 509 Idaho Rd. 218 173 1.26 76 89 0.85 142 84 486 9917 Greensferry Rd. 337 193 1.75 208 118 1.76 129 75 488 9918 SR 41 1671 1143 1.46 840 696 1.21 831 447 491 522 Huetter Rd 511 229 2.23 308 104 2.96 203 125 266 498 524 Ramsey Rd 521 1007 0.52 303 640 0.47 218 367 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 504 512 dth St 2897 643 0.46 172 413 0.42 125 230 9878 513 15h St 198 205 0.97
482 509 Idaho Rd. 218 173 1.26 76 89 0.85 142 84 486 9917 Greensferry Rd. 337 193 1.75 208 118 1.76 129 75 488 9918 SR 41 1671 1143 1.46 840 696 1.21 831 447 491 522 Huetter Rd 511 229 2.23 308 104 2.96 203 125 496 9061 Atas Rd 263 629 0.42 111 363 0.31 152 266 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 9878 513 15th St 198 205 0.97 117 166 0.70 81 39 SCREENLINE NUMBER: #4 restreament # stet 207 7378 <
486 9917 Greensferry Rd. 337 193 1.75 208 118 1.76 129 75 488 9918 SR 41 1671 1143 1.46 840 696 1.21 831 447 491 522 Huetter Rd 511 229 2.23 308 104 2.96 203 125 496 9061 Attas Rd 263 629 0.42 111 363 0.31 152 266 498 524 Ramsey Rd 521 1007 0.52 303 640 0.47 218 367 500 510 Government Way 580 737 0.79 324 455 0.71 256 282 504 512 4th St 297 643 0.46 172 413 0.42 125 230 9878 513 15th St 7976 7378 1.08 4252 4640 0.92 3724
488 9918 SR 41 1671 1143 1.46 840 696 1.21 831 447 491 522 Huetter Rid 511 229 2.23 308 104 2.96 203 125 496 9061 Attas Rid 263 629 0.42 111 363 0.31 152 266 498 524 Ramsey Rid 521 1007 0.52 303 640 0.47 218 367 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 9878 513 15th St 198 205 0.97 1117 166 0.70 81 39 CTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE LOCATION: # # # 30 7 7<378
491 522 Huetter Rd 511 229 2.23 308 104 2.96 203 125 496 9061 Atlas Rd 263 629 0.42 111 363 0.31 152 266 498 524 Ramsey Rd 521 1007 0.52 303 640 0.47 218 367 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 9878 513 15th St 198 205 0.97 1117 166 0.70 81 39 TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: ## Screenline # 8 Sctorenline # 8 SL Section OT Model and Counts 07 Model/Counts 07 Model/Counts 0
496 9061 Adas Rd 263 629 0.42 111 363 0.31 152 266 498 524 Ramsey Rd 521 1007 0.52 303 640 0.47 218 367 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 504 512 4th St 297 643 0.46 172 413 0.42 125 230 9878 513 15th St 198 205 0.97 1117 166 0.70 81 39 TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: #8 Screenline # 8 SCLEDION: Model on Counts OT Model 07 Model/Count 07 Model/Count 07 Model/Count 07 <
498 524 Ramsey Rd 521 1007 0.52 303 640 0.47 218 367 500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 504 512 4th St 297 643 0.46 172 413 0.42 125 230 9878 513 15th St 198 205 0.97 1117 166 0.70 81 39 SCREENLINE NUMBER: #8 SCREENLINE NUMBER: #8 SCREENLINE LOCATION: #8 Hayden Ave. Screenline # 8 SCL cortis Model and Counts OT_Model OT_Counts Model/Counts OT_Model 07 Counts Model/Counts 07 Model/Counts 07 Model/Counts 07 Model/Counts 07 Model/Counts 07 Model/Counts 07 Model/Counts
500 510 US 95 2880 2034 1.42 1568 1402 1.12 1312 632 502 511 Government Way 580 737 0.79 324 455 0.71 256 282 9878 513 15th St 297 643 0.46 172 411 0.92 3724 2738 SCREENLINE NUMBER: 8 205 0.97 1117 166 0.70 81 39 SCREENLINE NUMBER: 8 SCREENLINE NUMBER: 8 737 778 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: 8 737 778 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUME 8 737 778 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUME 8 707 07 07 07
502 511 Government Way 580 737 0.79 324 455 0.71 256 282 504 512 4th St 297 643 0.46 172 413 0.42 125 230 9878 513 15th St 198 205 0.97 117 166 0.70 81 39 TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: #8 SCREENLINE LOCATION: #ayden Ave. Screenline #8 5000000000000000000000000000000000000
504 512 4th St 297 643 0.46 172 413 0.42 125 230 9878 513 15th St 198 205 0.97 117 166 0.70 81 39 CREENLINE NUMBER: TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: #8 SCREENLINE LOCATION: #8 SCREENLINE LOCATION: #7 Model 0.92 3724 2738 SL Section Corresponding Links: SB/EB to NEW'B Total Model and Counts 07 Model/Counts 07 Model/Counts 07 Counts Model/Counts 07 <td< td=""></td<>
9878 513 15th St TOTAL 198 205 0.97 117 166 0.70 81 39 SCREENLINE NUMBER: SCREENLINE LOCATION: #8 TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER: SCREENLINE LOCATION: #a Hayden Ave. Screenline # 8 5000000000000000000000000000000000000
TOTAL 7976 7378 1.08 4252 4640 0.92 3724 2738 SCREENLINE NUMBER SCREENLINE LOCATION: Hayden Ave. Screenline # 8
SCREENLINE NUMBER: #8 SCREENLINE LOCATION: Hayden Ave. Screenline # 8 SCREENLINE LOCATION: Corresponding Links: SB/EB to NB/WB Total Model and Counts SOUTHBOUND NORTHBOUND SL Section Corresponding Links: SB/EB to NB/WB 07_Model 07_Counts 07_Model 07_Counts 07_Model 07_Counts 07_Model 07_Counts 07_Model 07_Counts Model/Counts 07_Model 07_Counts 07_Model 07_Counts 07_Counts 07_Model 07_Counts
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_Locunts Model/Counts 07_Model 07_Counts Model/Counts 07_Locunts
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_Counts
From To ARTERIAL NAME 07_Model 07_Counts Model/Counts 07_Model 07_Counts Model/Counts 386 445 Hauser Lake Rd north of SH 53 213 151 1.41 146 124 1.18 67 27 411 1162 Chase Rd 101 100 1.01 29 50 0.58 72 50
386 445 Hauser Lake Rd north of SH 53 213 151 1.41 146 124 1.18 67 27 411 1162 Chase Rd 101 100 1.01 29 50 0.58 72 50
411 1162 Chase Rd 101 100 1.01 29 50 0.58 72 50
412 1163 Idaho St 55 86 0.64 12 49 0.24 43 3/
415 447 SR 41 1655 1032 1.60 881 665 1.32 7/4 36/
413 446 Greensterry Rd 49 105 0.47 13 65 0.20 36 40
418 435 Huetter Rd 272 100 2.72 145 54 2.69 127 45
IUIAL Z340 10/4 1.49 1226 100/ 1.22 1119 00/
SCREENLINE NOMBER: #9
SCHEENLINE LOCA ITON: Lancaster Hd. Screenine # 9
SL Section Corresponding Links: SB/EB to NB/WB Total Model and Counts SOUTHBOUND NORTHBOUND NO
PIOIII 10 ARTERIAL FRAME V V COUITS MODEL COUITS MODEL V COUITS MODEL
330 1144 Greenslerry nd 30 34 0.07 0 37 0.000 33 37
332 332 00141 1073 031 1.09 144 307 1.02 020 2.04 1009 1156 Manage Dd 90 945 0.12 19 175 0.07 92 70
1033 1130 Midglet Nu. 30 240 0.10 12 173 0.01 20 70
334 9412/hiteliterind 10 54 0.10 5 05 0.10 7 24
339 354 Government Way 204 220 0.93 28 147 0.19 176 73
344 351 Bimrock Bd/Meadowwood Ln 91 74 1.23 46 18 2.56 45 56
341 348 Strahom Ed 21 59 0.36 3 14 0.21 18 45
900 357 Find Rd 3 7 043 6 6
9781 9877 Havin Like Rd @ Eastend 1 38 0.03 0 10 0.000 1 28
TOTAL 3639 3138 1.16 1822 2074 0.88 1826 1077

PROJECT TITLE: SCENARIO TITLE:	KMPO TRAV 2007 Model	VEL DEN Volume	IAND MODEL SCREENLINE VALIDATION vs Roadway 07_Counts (AM PEAK HOUR)								Kooten	ai
RUN#9b	2007 NEW L	U, Roun	dabouts, UPDATED EXTERNAL COUNTS, I)	, X-I AND X-	X, Trip Rates,	Trip Distributio	n and No Node	Delay			4	ADO
Date:	3/20/2009										*	NPO
File Location	W:\087219\k		del∖KMPO Model Run∖Screenlines∖							20	ONE COM	APANY 👘
Originated by:	TODV Wand										Many Sol	utions.
Objective de by :	Device of Tax										-	
Checked by:	Hevised Ter	nplate by	(Jin Hen									
1												
SCREENLINE NUME	BER:	#10 CLI 52 I	IS 05 Secondine # 10				I					
SUBJECTION SUBJECTION	Correspond	ing Links	s: SB/EB to NB/WB	То	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
OL OBOIION	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	56	1 904	0.62	291	338	0.86	27() 566	0.48
	9400	9331	Atlas Rd	1	2 41	0.29	5	31	0.16	1	7 10	0.70
	1137	269	Ramsey Rd	47	9 283	1.69	241	178	1.35	23	3 105	2.27
	252	271	US 95 n/o SH53	113	9 1226	0.93	423	818	0.52	716	6 408	1.75
	271	300	Govt Way e/o US95	18	0 88	2.05	40	42	0.95	140) 46	3.04
			TOTAL	237	1 2542	. 0.93	1000	1407	0.71	137	1135	1.21
SCREENLINE LOCA	BER:	#11 Twin Lak	es to Nat Forest Screenline # 11									
SI Section	Correspond	ing Links	s: SR/FR to NR/WR	To	tal Model and	Counts		SOUTHBOUND			NORTHROUND	
OL ODDION	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	17	9 144	1.24	- 86	47	1.83	- 93	3 97	0.96
	9750	239	SH 41 south of Seasons Rd	62	5 542	! 1.15	327	369	0.89	298	3 173	1.72
	226	237	Ramsey Rd south of Brunner	3	0 95	0.32	14	68	0.21	16	6 27	0.59
	230	1099	Diagonal Rd south of Brunner	3	2 54	0.59	8	17	0.47	24	4 37	0.65
	231	9902	US 95 south of Brunner Rd	155	4 982	1.58	586	622	0.94	96	3 360	2.69
	DED.	#10	IOTAL	242	J 1817	1.33	1021	1123	0.91	1391	9 694	2.02
SCREENLINE NOM	TION.	#12 US 95 to	SH 3 South Screenline # 12									
SL Section	Correspond	ing Links	s: SB/EB to NB/WB	TO	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
	From	То	ARTERIAL NAME	07_Model	07_Counts	Mode/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts
	1079	1085	US 95 S/O Worley	37	7 377	1.00	202	202	1.00	17	5 175	1.00
	1058	10098	US 95 N/O Worley	65	3 360	1.81	347	188	1.85	306	5 172	1.78
	1073	10015	Cave Bay Rd @ Rock Creek	2	9 45	0.64	14	24	0.58	1	5 21	0.71
	1061	1191	SH 97 north of Harrison	13	8 51	2.71	98	16	6.13	40) 35	1.14
	9/26	9364	Ogara Hd west of SH 9/		8 83	0.10	10	42	0.17		41	0.02
	1081	1083	SH 3 @ Benewah Co Line	20	1 206	0.75	190	191	0.99	7	75	0.00
	1001		TOTAL	144	2 1166	1.24	810	630	1.29	633	2 536	1.18
SCREENLINE NUME	BER:	#13										
SCREENLINE LOCA	TION:	SH 93 to	LaTour Creek Rd Screenline # 13									
SL Section	Correspond	ing Links	s: SB/EB to NB/WB	TO	tal Model and	Counts		SOUTHBOUND			NORTHBOUND	
	From	То		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 Courses Gulob Edward of US 95	14	1 133	1.06	103	2/	3.81	30	3 106	0.36
	1017	9437	Burma Bd S/O Gozzer Bd	24	3 96	675	150	10	15.00	9	3 26	3.58
	9436	1017	SH 97 N/O Burma	34	2 239	1.43	194	166	1.17	14	3 73	2.03
	1045	1057	LaTour Creek Rd south of I 90		0 21	0.00	0	5	0.00	() 16	0.00
	1030	1034	SH 3 S/O I 90	25	8 141	1.83	157	50	3.14	101	91	1.11
			TOTAL	101	4 711	1.43	617	368	1.68	397	7 343	1.16
SCREENLINE NUME	BER:	#14	D 10 D 7 0 T 144									
SCREENLINE LOCA	Correspond	Spirit Lak	e Pend O Reille Screenline #14	To	tal Model and	Counte		SOUTHPOLIND			NORTHROUND	
at aecium	From	TO		07 Model	07 Counte	Model/Counte	07 Model	07 Counts	Model/Counts	07 Mode	I 07 Counts	Model/Counts
	201	9857	US 95 north of Athol	57	2 573	1.00	297	298	1.00	27	275	1.00
	10003	198	SH 41 north of Spirit Lake	36	8 369	1.00	236	236	1.00	133	2 133	0.99
	204	213	SH 41 south of Spirit Lake	56	8 514	1.11	300	337	0.89	26	3 177	1.51
		010	Perimeter Pd north of SH 54	2	8 29	1 22	20	17	1 18		8 6	1 99
	202	212	renneter nu north of ort 34	-		1 - helle			1.19			1.00

PROJECT TITLE: SCENARIO TITLE:	KMPO TRA 2007 Model	VEL DEM Volume	IAND MODEL SCREENLINE VALIDATION vs Roadway 07_Counts (AM PEAK HOUR)							4	Kooten	ai
RUN#9b	2007 NEW I	.U, Roun	dabouts, UPDATED EXTERNAL COUNTS, FX,	X-I AND X-X	Trip Rates,	Trip Distributio	n and No Node I	Delay			A	AIDO
Date:	3/20/2009										3	
File Location	W:\087219\	KMPO Mo	MPO Model KMPO Model Run/Screenlines									APANY
originated by:	Tony wang		Many Solutions									
Checked by:	Revised Template by Jin Ren											
SCREENLINE NUME	BER:	#15										
SCREENLINE LOCA	TION:	Pleasant	View Rd. Screenline # 15									
SL Section	Correspond	dina Links	s: SB/EB to NB/WB	Tota	al Model and	Counts		EASTBOUND			WESTBOUND	
	From	TO	ARTERIAL NAME	07 Model	07 Counts	Mode/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Coun
	9945	471	SH 53 (W/O Prairie Ave)	630	785	0.80	170	262	0.65	460	523	0.0
	647	648	Seltice Way	334	446	0.75	107	218	0.49	227	228	1.0
	544	10146	Poleline Ave.	51	42	1.21	15	10	1.50	36	32	1.1
	473	9019	Prairie Rd.	177	217	0.82	49	92	0.53	128	125	1.0
	440	401	SH 53	824	804	1.02	289	345	0.84	535	459	1.1
	9222	9226	Riverbend Ave	114	110	1.04	29	39	0.74	85	71	1.3
			TOTAL	2130	2404	0.89	659	966	0.68	1471	1438	1.0
SCREENLINE NUME SCREENLINE LOCA	BER: TION:	#16 McGuire	Rd. Screenline # 16									
SL Section	Correspond	ling Links	s: SB/EB to NB/WB	Tota	al Model and	Counts		EASTBOUND			WESTBOUND	
	From	ТО	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Coun
	651	652	Seltice Way	571	684	0.83	299	382	0.78	272	302	0.9
	547	9672	Poleline Ave.	107	78	1.37	42	41	1.02	65	37	1.3
	476	9907	Prairie Rd.	225	224	1.00	84	113	0.74	141	111	1.3
	401	366	SH 53	1034	811	1.27	398	290	1.37	636	521	1.3
			TOTAL	1937	1797	1.08	823	826	1.00	1114	971	1.1

		TOTAL	
SCREENLINE NUMBER:	#17		
SCREENLINE LOCATION:	Chase Ro	 Screenline # 	17

											(
SL Section	Correspond	ling Links	: SB/EB to NB/WB	Tot	al Model and	Counts		EASTBOUND			WESTBOUND	
	From	то	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 NUMB	ER:	#18										
SCREENLINE LOCAT	TION:	Spokane	St. Screenline # 18									
SL Section	Correspond	ling Links	: SB/EB to NB/WB	Tot	al Model and	Counts		EASTBOUND			WESTBOUND	
	From	ТО	ARTERIAL NAME	07_Model	07_Counts	Mode/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts

ction	Corresponding	g Links	SB/EB to NB/WB		Total	Model and	Counts		EASTBOUND			WESTBOUND	
	From To)	ARTERIAL NAME	07_M	odel 07	7_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: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR)												
RUN#9b	2007 NEW L	U, Round	labouts, UPDATED EXTERNAL COUNTS,	FX, X-I AND	-X, Trip Rates	Trip Distributio	on and No Node (Delay			4	ADO	
Date:	3/20/2009										-		
File Location	W:\087219\K		del\KMPO Model Run\Screenlines\								ONE CON	APANY	
originated by:	TONY Wang										Many Sol	utions	
Checked by:	Revised Ter	nplate by	Jin Ren										
SCREENLINE NUMB	ER:	#19											
SCREENLINE LOCA	TION:	ldaho St.	Screenline # 19										
SL Section	Correspond	ing Links	: SB/EB to NB/WB To	otal Model an	d Counts		EASTBOUND			WESTBOUND			
	From	ТО	ARTERIAL NAME	07_Mod	07_Counts	Mode/Counts	07_Model	07_Counts	Model/Counts	07_Mode	07_Counts	Model/Counts	
	724	725	4th St.		46 69	2.12	128	55	2.33	18	14	1.29	
	682	/09	Selfice Way	16	51 1046	i 1.58	940	623	1.51	/11	423	1.68	
	554	500	Poleline Preisie Ref		15 20	0.76	1/3	286	0.60	20/	215	0.96	
	402	403	TOTAL	2	92 2008	1.06	1456	1190	1.22	1136	818	1.39	
SCREENLINE NUMB	ER:	#20	19 mil				1400		1.66		0.0	1.00	
SCREENLINE LOCA	TION:	Greensfer	rrry Rd. Screenline # 20										
SL Section	Correspond	ing Links	: SB/EB to NB/WB T	otal Model an	d Counts		EASTBOUND			WESTBOUND			
	From	ТО	ARTERIAL NAME	07_Mod	I 07_Counts	Mode/Counts	07_Model	07_Counts	Model/Counts	07_Mode	07_Counts	Model/Counts	
	9929	771	3rd St.	1	36 172	2 0.79	75	89	0.84	61	83	0.73	
	728	730	Seltice Way	5	37 807	0.67	301	405	0.74	236	402	0.59	
	664	665	Mullan Ave		51 526	6 0.67	197	260	0.76	154	266	0.58	
	635	636	12th		88 10) 1.79	169	55	3.07	19	50	0.38	
	606	607	16th		31 144	0.91	80	70	1.14	51	74	0.69	
	558	559	Poleline Ave.		91 644	0.61	191	454	0.42	200	190	1.05	
	486	48/	Praine Rd.		81 404	1.69	29/	23/	1.25	384	16/	2.30	
	413	414	Hayden Rd.		90 23	1.68	1/4	124	1.40	22	97	1.99	
	200	0020	eu so		0 44	0.00	402	977	1.70	405	540	0.00	
	303	0020	TOTAL	37	97 390	0.97	1976	1988	0.99	1821	1912	0.95	
SCREENLINE NUMB	ER:	#21											
SCREENLINE LOCA	TION:	SH 41 Sc	reenline # 21										
SL Section	Correspond	ing Links	: SB/EB to NB/WB T	otal Model an	d Counts		EASTBOUND			WESTBOUND			
	From	ТО	ARTERIAL NAME	07_Mod	07_Counts	Mode/Counts	07_Model	07_Counts	Model/Counts	07_Mode	07_Counts	Model/Counts	
	9382	734	Seltice Way	8	20 119	0.69	763	774	0.99	57	417	0.14	
	9791	9382	Settice Way (Duplicate - new count)	10	04 1164	0.86	748	836	0.89	256	328	0.78	
	668	669	Mullan Ave		36 654	0.82	367	331	1.11	169	323	0.52	
	561	562	Poleline Rd.		46 48) 1.13	258	239	1.08	288	246	1.1/	
	10139	400	Havden Rd		92 30	1.00	175	109	1.39	200	110	2.33	
	9037	1004	Wyoming		0 11	0.00	1/5	62	0.00		53	0.00	
	1151	332	Lancaster		6 1/	0.00	i õ	6	0.00	6	8	0.00	
	324	323	Nagel Ln		59 203	0.40	7	98	0.07	52	104	0.50	
	287	293	McCarney St N/O SR41		11 8	0.13	5	50	0.10	e	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	42	51 486	i 0.87	2712	2887	0.94	1539	1978	0.78	

SCENARIO TITLE:	2007 Model	VEL DEM	IAND MODEL SCREENL vs Roadway 07_Counts	INE VALIDATION (AM PEAK HOUR)							1 Contraction of the second seco	Kooten	ai
RUN # 9b	2007 NEW I	.U, Round	dabouts, UPDATED EXT	ERNAL COUNTS, FX,	X-I AND X-X	, Trip Rates,	Trip Distributio	n and No Node [elay			4	ADO
Date:	3/20/2009											3000	
File Location	W:\087219\		del\KMPO Model Run\S	creenlines								ONE COM	APANY
originated by:	Tony wang											Many Sol	utions.
Checked by:	Revised Te	mplate by	/ Jin Ren										
SCREENLINE NUME	BER:	#22											
SCREENLINE LOCA	TION:	Huetter F	Rd Screenline # 22										
SL Section	Correspond	iing Links	s: SB/EB to NB/WB	Total	Model and	Counts		EASTBOUND			WESTBOUND		
	From	TO	ARTERIAL NAME		07_Model	07_Counts	Mode/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	230	2.80
	10036	1096	Boekel Ave		127	158	0.80	81	88	0.92	46	70	0.66
			TOTAL		2050	9519	1 10	1750	1450	1 01	1200	1002	1.14

	100	/ 04	Obiliob Way	017	000	0.70	5/5	000	1.19	50	002	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	230	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 NUMBE	ER:	#23										
SCREENLINE LOCAT	ION:	Ramsey I	Rd Screenline # 23									
SL Section	Correspond	ing Links	SB/EB to NB/WB Tota	al Model and C	ounts		EASTBOUND			WESTBOUND		
F	From	то	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: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR)		Kootenai
RUN#9b	2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, FX, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay		MPO
Date:	3/20/2009		
File Location	W:1087219\KMPO Model KMPO Model RuntScreenlinest	HR	ONE COMPANY
Originated by:	rony wang		Many Socurioni.
Checked by:	Revised Template by Jin Ren		

IOUNCEINLINE NUME	ER:	#24											
SCREENLINE LOCA	TION:	US 95 Sc	reenline # 24										
SL Section	Correspond	ling Links	: SB/EB to NB/WB	Total	Model and Q	Counts		EASTBOUND			WESTBOUND		
	From	То	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	Northwwest Blvd		1489	1620	0.92	1026	1271	0.81	463	349	1.33
	868	1172	Ironwood Blvd		672	530	1.27	266	271	0.98	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	Honevsuckle Ave		622	461	1.35	360	221	1.63	262	240	1.09
	426	427	Havden Ave		217	595	0.36	108	250	0.43	109	345	0.32
	9982	392	Miles Ave		249	236	1.06	89	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 Bd		114	199	0.57	34	52	0.65	80	147	0.54
	246	247	Ohio Match Bd		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 NUMB	EB-	#25											
SCREENLINE LOCA	TION:	West Sid	e KMPO Screenline # 25										
SI Section	Correspond	ing Links	SB/EB to NB/WB	Total	Model and (Counts		FASTBOUND			WESTBOUND		
	From	То	ARTERIAL NAME		07 Model	07 Counts	Mode/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	9355	Elder Rd @ Washington Line		0	51	0.00	0	24	0.00	0		
	1068	9362	SH 58 @ Washington Line		4.05			0	64	0.00	0	27	0.00
	1062	0054			135	136	0.99	78	79	0.99	57	27 57	0.00
		9304	Bitter Rd east of US 95		135	136	0.99	78	79	0.99	57 0	27 57 4	0.00 1.00 0.00
	514	9334	Bitter Rd east of US 95 SH 53 @ Washington State Line		135 0 630	136 7 630	0.99 0.00 1.00	78 0 170	79 3 171	0.00	57 0 460	27 57 4 459	0.00 1.00 0.00 1.00 1.00
	514 1046	9334 9945 9177	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95		135 0 630 79	136 7 630 127	0.99 0.00 1.00 0.62	78 0 170 40	79 3 171 88	0.00 0.99 0.00 0.99 0.45	0 57 0 460 39	27 57 4 459 39	0.00 1.00 0.00 1.00 1.00
	514 1046 1079	9334 9945 9177 9783	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95		135 0 630 79 18	136 7 630 127 23	0.99 0.00 1.00 0.62 0.78	78 0 170 40 6	79 3 171 88 8	0.99 0.00 0.99 0.45 0.75	0 57 0 460 39 12	27 57 4 459 39 15	0.00 1.00 0.00 1.00 1.00 0.80
	514 1046 1079	9354 9945 9177 9783	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL		135 0 630 79 18 1206	136 7 630 127 23 1301	0.99 0.00 1.00 0.62 0.78 0.93	78 0 170 40 6 435	79 3 171 88 8 509	0.99 0.00 0.99 0.45 0.75 0.85	0 57 460 39 12 771	27 57 4 459 39 15 792	0.00 1.00 0.00 1.00 1.00 0.80 0.97
SCREENLINE NUMB	514 1046 1079 EB:	9334 9945 9177 9783 #26	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL		135 0 630 79 18 1206	136 7 630 127 23 1301	0.99 0.00 1.00 0.62 0.78 0.93	78 0 170 40 6 435	24 79 3 171 88 8 509	0.99 0.99 0.45 0.75 0.85	0 57 460 39 12 771	27 57 4 459 39 15 792	0.00 1.00 0.00 1.00 1.00 0.80 0.97
SCREENLINE NUME	514 1046 1079 EER: TION:	9334 9945 9177 9783 #26 East Side	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL		135 0 630 79 18 1206	136 7 630 127 23 1301	0.99 0.00 1.00 0.62 0.78 0.93	78 0 170 40 6 435	24 79 3 171 88 8 509	0.99 0.09 0.45 0.75 0.85	57 0 460 39 12 771	27 57 4 459 39 15 792	0.00 1.00 1.00 1.00 1.00 0.80 0.97
SCREENLINE NUME SCREENLINE LOCA	514 1046 1079 ER: TION: Correspond	9334 9945 9177 9783 #26 East Side	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26	Total	135 0 630 79 18 1206	136 7 630 127 23 1301	0.99 0.00 1.00 0.62 0.78 0.93	6 78 0 170 40 6 435	24 79 3 171 88 8 509	0.99 0.99 0.99 0.45 0.75 0.85	0 57 0 460 39 12 771 WESTBOUND	27 57 4 459 39 15 792	0.00 1.00 1.00 1.00 0.80 0.97
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 EER: TION: Correspond From	9334 9945 9177 9783 #26 East Side Ing Links To	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 28 : S8/EB to NB/WB IARTERIAL NAME	Total	135 0 630 79 18 1206 Model and C	136 7 630 127 23 1301 Counts 07 Counts	0.99 0.00 1.00 0.62 0.78 0.93 Model/ Counts	0 78 0 170 40 6 435 EASTBOUND 07 Model	79 3 171 88 509 07 Counts	0.99 0.99 0.45 0.75 0.85	0 57 0 460 39 12 771 WESTBOUND 07 Model	27 57 4 39 15 792 07 Counts	0.00 1.00 1.00 1.00 0.80 0.97 Model/Counts
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 EER: TION: Correspond From	9334 9945 9177 9783 #26 East Side Ing Links To	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 :: SB/EB to NB/WB ARTERIAL NAME L91 @ Shebone Co. Line	Total	135 0 630 79 18 1206 Model and 0 07_Model 680	136 7 630 127 23 1301 Counts 07_Counts 679	0.99 0.00 1.00 0.62 0.78 0.93 Model/ Counts	EASTBOUND 07_Model	07_Counts	0.99 0.99 0.45 0.75 0.85 Model/Counts	0 57 0 460 39 12 771 WESTBOUND 07_Model 270	27 57 4 459 39 15 792 07_Counts 279	0.00 1.00 0.00 1.00 0.80 0.97 Model/Counts
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949	9354 9945 9177 9783 #26 East Side Ing Links To 1042 9965	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 SB/EB to NB/WB ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit	Total	135 0 630 79 18 1206 07_Model 07_Model 680 74	136 7 630 127 23 1301 Counts 07_Counts 679 21	0.99 0.00 1.00 0.62 0.78 0.93 Model Counts 1.00 3.52	EASTBOUND 07_Model 401 07_Model 401 22	224 79 3 171 88 8 509 07_Counts 400 11	0.99 0.00 0.99 0.45 0.45 0.75 0.85 Model/Counts 1.00 2.91	0 57 0 460 39 12 771 WESTBOUND 07_Model 279 42	27 57 4 459 39 15 792 07_Counts 279 10	0.00 1.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980	9334 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 28 : S8/EB to NB/WB ARTERIAL NAME I 90 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullen Tail 8d ordh of 190	Total	135 0 630 79 18 1206 07 07_Model 07_Model 680 74 229	136 7 630 127 23 1301 Counts 07_Counts 679 211	0.99 0.00 1.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99	6 78 0 170 40 6 435 6 435 6 6 7_Model 07_Model 401 32 88	24 79 3 171 88 8 509 07_Counts 400 11 23	0.99 0.99 0.45 0.75 0.85 Model/Counts 1.00 2.91 3.83	0 57 0 460 39 12 771 WESTBOUND 07_Model 279 42 141	27 57 4 4 59 39 15 792 07_Counts 279 10 92	0.00 1.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53
SCREENLINE NUMB SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980 980	9354 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 : S8/EB to NB/WB ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of 190	Total	135 0 630 79 18 1206 07_Model 680 74 229 20	136 7 630 127 23 1301 Counts 07_Counts 07_Counts 679 21 115 35	0.99 0.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99 0.57	EASTBOUND 07_Model 07_Model 401 32 88 8	79 3 171 88 8 509 07_Counts 400 11 23 10	0.99 0.99 0.45 0.45 0.75 0.85 Model/Counts 1.00 2.91 3.83 0.60	u 57 0 460 39 12 771 WESTBOUND 07_Model 279 42 141	27 57 4 4 459 39 15 792 07_Counts 279 10 92 279 10 92 5	0.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53 0.56
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 949 949 949	9334 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987 345	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 SB/EB to NB/WB ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of 190 Sunnyside Rd seat of Biorrock	Total	135 0 630 79 18 1206 07_Model 07_Model 680 74 229 20 232	136 7 630 127 23 1301 0 0 <u>Counts</u> 679 21 115 35 0 102	0.99 0.00 1.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99 0.57 2 27	EASTBOUND 07_Model 07_Model 401 32 88 60 60	07-9 3 1711 88 8 509 07_Counts 400 11 23 10 49	0.99 0.99 0.45 0.75 0.85 Model/Counts 1.00 2.91 3.83 0.60 1.22	U 57 0 460 39 12 771 WESTBOUND 07_Model 279 42 279 42 141 141 141	27 57 4 4 459 39 15 792 07_Counts 07_Counts 279 10 92 25 53	0.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53 0.56 3.25
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980 990 344 249	9334 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987 345 250	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 28 :: S8/EB to NB/WB ARTERIAL NAME I 90 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of I 90 Sunnyside Rd south of Mullan Trail Lancaster Rd east of Rimrock Rd	Total	135 0 630 79 18 1206 07_Model 680 680 680 74 229 20 232 20	136 7 630 127 23 1301 07_Counts 07_Counts 679 21 115 35 102 23	0.99 0.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99 0.57 2.27 0.00	EASTBOUND 07_Model 07_Model 401 32 88 6 00 00 07_Model 00 00 00 00 00 00 00 00 00 00 00 00 00	224 799 3 1711 88 8 509 07_Counts 400 11 23 10 499 14	0.99 0.99 0.45 0.45 0.85 Model/Counts 1.00 2.91 3.83 0.60 1.22 0.00	U 57 0 460 39 12 771 WESTBOUND 07_Model 279 42 141 14 172 0	27 57 4 459 39 15 792 07_Counts 279 10 92 25 53 3	0.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53 0.56 3.25 0.00
SCREENLINE NUMB SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980 980 990 344 249 232	9334 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987 345 250 233	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 SB/EB to NB/WB ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Trail Lancaster Rd east of Rimrock Rd Bunco Rd @ Nunn Rd	Total	135 0 630 79 18 1206 07_Model 07_Model 07_Model 07_Model 20 232 0 232 0 215	136 7 7 630 127 23 1301 07_Counts 07_Counts 679 21 115 35 35 102 23 24	0.99 0.00 1.00 0.62 0.78 0.93 1.00 3.52 1.99 0.57 2.27 0.00 8.96	EASTBOUND 07_Model 07_Model 07_Model 401 32 88 6 60 00 164	79 79 3 1711 88 8 509 07_Counts 07_Counts 11 23 10 400 11 23 10 400 400 40 40 40 40 49 14 4 4 4 4 4 4 4 4 4 4 4 4 4	0.99 0.99 0.45 0.75 0.85 Model/Counts Model/Counts 1.00 2.91 3.83 0.60 1.22 0.00 4100	u 57 0 460 39 12 771 WESTBOUND 07_Model 07_Model 279 42 141 172 0 51	27 57 4 4 459 39 15 792 07_Counts 07_Counts 279 10 92 255 53 9 9 20	0.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53 0.56 3.25 0.00 2.55
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980 990 344 249 232 2990	9334 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987 345 250 250 233 200	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 SB/EB to NB/WB ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Trail Lancaster Rd east of Rimrock Ohio Match Rd East of Rimrock Rd Bunco Rd @ Nunn Rd SH 54 West of Farrance	Total	135 0 630 79 18 1206 07_Model 680 680 74 229 200 232 0 232 0 215 181	136 7 630 127 23 1301 07_Counts 07_Counts 07_Counts 07_Counts 115 35 102 23 24 176	0.99 0.00 1.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99 0.57 2.27 0.00 8.96 1.03	6 78 0 170 40 6 435 6 6 07_Model 401 32 88 6 6 6 0 0 164 109	79 79 3 171 88 8 509 07_Counts 400 11 23 10 49 14 4 78	0.99 0.99 0.45 0.75 0.85 1.00 2.91 3.83 0.60 1.22 0.00 41.00 1.40	U 57 0 460 39 12 771 WESTBOUND 07_M0del 07_M0del 279 42 21 141 14 172 0 51 79	27 57 4 459 39 15 792 07_Counts 279 10 07_Counts 279 10 92 25 53 9 20 09 20 09	0.00 1.00 1.00 0.80 0.97 Model/Counts 1.00 4.20 1.53 0.56 3.25 0.00 2.55 0.73
SCREENLINE NUME SCREENLINE LOCA SL Section	514 1046 1079 ER: TION: Correspond From 1040 949 980 990 344 249 232 9999	9334 9945 9177 9783 #26 East Side Infing Links To 1042 9965 976 987 345 250 233 200	Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 28 :: S8/EB to NB/WB ARTERIAL NAME I 90 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Limit Mullan Trail Rd north of I 90 Sunnyside Rd south of Mullan Trail Lancaster Rd east of Rimrock Ohio Match Rd East of Rimrock Rd Bunco Rd @ Nunn Rd SH 54 West of Farragut Park Entrance TOTAL	Total	135 0 630 79 18 1206 07_Model 07_Model 680 74 229 20 232 0 215 181 1631	136 7 630 127 23 1301 07_Counts 07_Counts 07_Counts 07_Counts 115 35 102 23 24 176 1175	0.99 0.00 1.00 0.62 0.78 0.93 Model/Counts 1.00 3.52 1.99 0.57 2.27 0.00 8.96 1.03 1.91	EASTBOUND 07_Model 07_Model 401 32 88 6 60 0 164 109 860 860	224 799 3 1711 88 8 509 07_Counts 400 11 123 10 409 114 49 14 47 8 589	0.09 0.99 0.45 0.45 0.45 0.85 0.85 0.85 0.85 1.00 2.91 3.83 0.60 1.22 0.00 41.00 1.40 1.46	u 57 0 460 39 12 771 WESTBOUND 07_Model 279 42 141 14 172 0 51 72 771	27 57 4 4 59 39 15 792 07_Counts 279 10 92 25 53 59 20 98 596 596	0.00 1.00 1.00 0.80 0.97 Model/Counts Model/Counts 1.00 4.20 1.53 0.56 3.25 0.00 2.55 0.73 1.32

PROJECT TITLE: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (AM PEAK HOUR)	Kootenai
RUN#9b	2007 NEW LU, Roundabouts, UPDATED EXTERNAL COUNTS, FX, X-I AND X-X, Trip Rates, Trip Distribution and No Node Delay	MPO
Date:	3/20/2009	
File Location	W:1087219/KMPO Model/KMPO Model Run/Screenlines/	ONE COMPANY
originated by:	Tony wang	Many Securitari-
Checked by:	Revised Template by Jin Ren	

SCREENLINE NUMB	ER:	#27										
SCREENLINE LOCA	TION:	Governm	ent Way Screenline # 27									
SL Section	Correspond	ling Links	: SB/EB to NB/WB Total	Model and C	Counts		EASTBOUND			WESTBOUND		
	From	то	ARTERIAL NAME	07_Model	07_Counts	Mode/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 NUMB	ER:	#28										
SCREENLINE LOCA	TION:	190 Ram	ps Screenline # 28									
SCREENLINE LOCA SL Section	Correspond	190 Ram Ing Links	ps Screenline # 28 :: SB/EB to NB/WB Total	Model and C	Counts		EASTBOUND			WESTBOUND		
SCREENLINE LOCA	TION: Correspond From	I 90 Ram Iing Links To	ps Screenline # 28 :: SB/EB to NB/WB Total ARTERIAL NAME	Model and 0 07_Model	Counts 07_Counts	Model/Counts	EASTBOUND 07_Model	07_Counts	Model/Counts	WESTBOUND 07_Model	07_Counts	Model/Counts
SCREENLINE LOCA SL Section	TION: Correspond From 752	I 90 Ram IIng Links To 719	ps Screenline # 28 :: SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On	Model and C 07_Model 887	Counts 07_Counts 622	Model/Counts	EASTBOUND 07_Model 380	07_Counts 300	Model/Counts	WESTBOUND 07_Model 507	07_Counts 322	Model/Counts
SCREENLINE LOCA SL Section	TION: Correspond From 752 751	I 90 Ram Ing Links To 719 752	ps Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off	Model and 0 07_Model 887 1062	Counts 07_Counts 622 577	Model/Counts 1.43 1.84	EASTBOUND 07_Model 380 374	07_Counts 300 274	Model/Counts 1.27 1.36	WESTBOUND 07_Model 507 688	07_Counts 322 303	Model/Counts 1.57 2.27
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703	190 Ram Ing Links To 719 752 704	ps Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On	Model and 0 07_Model 887 1062 590	07_Counts 07_Counts 622 577 1062	Model/Counts 1.43 1.84 0.56	EASTBOUND 07_Model 380 374 177	07_Counts 300 274 448	Model/Counts 1.27 1.36 0.40	WESTBOUND 07_Model 507 688 413	07_Counts 322 303 614	Model/Counts 1.57 2.27 0.67
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701	190 Ram Ing Links To 719 752 704 703	Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off St Off	Model and C 07_Model 887 1062 590 351	Counts 07_Counts 622 577 1062 491	Model/Counts 1.43 1.84 0.56 0.71	EASTBOUND 07_Model 380 374 177 218	07_Counts 300 274 448 268	Model/Counts 1.27 1.36 0.40 0.81	WESTBOUND 07_Model 507 688 413 133	07_Counts 322 303 614 223	Model/Counts 1.57 2.27 0.67 0.60
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726	190 Ram Ing Links To 719 752 704 703 712	ps Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokace St Off	Model and C 07_Model 887 1062 590 351 1508	Counts 07_Counts 622 577 1062 491 572	Model/Counts 1.43 1.84 0.56 0.71 2.64	EASTBOUND 07_Model 380 374 177 218 956	07_Counts 300 274 448 268 347	Model/Counts 1.27 1.36 0.40 0.81 2.76	WESTBOUND 07_Model 507 688 413 133 552	07_Counts 322 303 614 223 225	Model/Counts 1.57 2.27 0.67 0.60 2.45
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709	1 90 Ram Ing Links To 719 752 704 703 712 736	ps Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off	Model and C 07_Model 887 1062 590 351 1508 1226	Counts 07_Counts 622 577 1062 491 572 1162	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06	EASTBOUND 07_Model 380 374 177 218 956 659	07_Counts 300 274 448 268 347 563	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17	WESTBOUND 07_Model 507 688 413 133 552 567	07_Counts 322 303 614 223 225 599	Model/Counts 1.57 2.27 0.67 0.60 2.45 0.95
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 732	1 90 Ram Ing Links To 719 752 704 703 712 736 731	ps Screenline # 28 : SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Settice Way EB OnWB-Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off On	Model and 0 07_Model 887 1062 590 351 1508 1226 1007	Counts 07_Counts 622 577 1062 491 572 1162 704	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43	EASTBOUND 07_Model 380 374 177 218 956 659 418	07_Counts 300 274 448 268 347 563 391	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07	WESTBOUIND 07_Model 507 688 413 133 552 552 557 589	07_Counts 322 303 614 223 225 599 313	Model/Counts 1.57 2.27 0.60 0.60 2.45 0.95 1.88
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843	1 90 Ram Ing Links To 719 752 704 703 712 736 731 844	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off I90 Ramp @ Spokane St On 190 Ramp @ Spokane St Off I90 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off I90 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off I90 Ramp @ Sh41 On 190 Ramp @ SH 41 Off I90 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off I90 Ramp @ SH 40 Off	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220	Counts 07_Counts 622 577 1062 491 572 1162 704 841	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.45 0.90	EASTBOUIND 07_Model 380 374 177 218 956 659 418 189	07_Counts 300 274 448 268 347 563 391 293	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031	07_Counts 322 303 614 223 225 599 313 548	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 1.88
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 9709 732 843 826	1 90 Ram Ing Links To 719 752 704 703 712 736 731 844 843 843	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME S SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off Some St Off 190 Ramp @ Spokane St Off 190 Ramp @ Seltice Way EB On/WB-Off 190 Ramp @ SH 41 Onf 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ NW Blvd/Ramsey Off 190 Ramp @ NW Blvd/Ramsey Off	Model and 0 07_Model 887 1062 590 351 1508 1226 1007 1220 1282	20unts 07_Counts 622 577 1062 491 572 1162 704 841 1377	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.45 0.93	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119	07_Counts 300 274 448 268 347 563 391 293 957	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163	07_Counts 322 303 614 223 225 599 313 548 420	Model/Counts 1.57 2.27 0.67 0.60 2.45 0.95 1.88 0.39 1.88 0.39 0.39 0.48 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.48 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.48 0.49 0.48 0.49
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 843 826 859	1 90 Ram 1 1 90 Ram 1 1 90 Ram 7 19 7 52 7 04 7 03 7 12 7 36 7 31 8 44 8 43 8 49 8 49 8 49	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Seltice Way EB OnWB-Off 190 Ramp @ SH41 On 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ NW Blvd/Ramsey Off 190 Ramp @ NW Stord Ramsey Off 190 Ramp @ NW Blvd/Ramsey Off	Model and 0 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886	Counts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600	Model/Counts 1.43 1.84 0.76 0.71 2.64 1.06 1.43 1.45 0.93 1.48	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 119 357	07_Counts 300 274 448 347 563 391 293 957 186	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529	07_Counts 322 303 614 223 599 313 548 420 414	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 0.95 1.88 0.39 1.28
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847	190 Ram Ing Links To 719 752 704 703 712 736 731 844 843 849 859 859	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ US 95 Ofn 190 Ramp @ US 95 Off 00	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912	Counts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927	ModeV Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.45 0.93 1.48 0.98	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464	07_Counts 300 274 448 268 347 563 391 293 957 186 623	Model/Counts 1.27 1.38 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92 0.74	WESTBOUND 07_Model 507 688 413 133 552 567 567 1031 163 529 448	07_Counts 322 303 614 223 225 599 313 548 420 414 414	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.28 1.28
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861	190 Ram iing Links To 719 752 704 703 712 736 731 844 843 849 859 862	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Seltice Way EB On/WB-Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 40 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 40 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 40 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 40 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ Striggtttttttttttttttttttttttttttttttttt	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586	20unts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.43 1.45 0.93 1.48 0.98 1.04	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92 0.74 0.74	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 1031 163 448 489 448	07_Counts 322 303 614 223 225 599 313 548 420 414 434 434	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 0.39 1.28 1.88 0.39 1.28 1.47 1.13 0.47 1.13 0.47 1.13 0.47 1.13 0.47 1.58 1.58 1.58 1.57 1.57 1.57 1.58 1.58 1.58 1.57 1.57 1.57 1.58 1.58 1.57
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861 860	190 Ram iing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Sht41 On 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ NW Blvd/Ramsey Off 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ 3rd/4th St Off 190 Ramp @ 3rd/4th St Off 190 Ramp @ 3rd/4th St Off	Model and C 07 Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702	20unts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693	Model/Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.45 0.93 1.48 0.98 1.48 0.98 1.04 1.01	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97 524	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92 0.75 1.05 1.05 1.05	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 448 489 178	07_Counts 322 303 614 225 599 313 548 420 414 304 414 304 434	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.47 1.13 0.92
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861 860 9795	190 Ram iing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788 912	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Selice Way EB On/WB-Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 45 Off 190 Ramp @ WB Wd/Ramsey On 190 Ramp @ SH 95 On 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ 3rd/4th St Off 190 Ramp @ 3rd/4th St Off	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702 510	Counts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693 693 601	ModeV Counts 1.43 1.84 0.56 0.71 2.64 1.06 1.43 1.45 0.93 1.44 0.98 1.04 1.01 0.85	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97 524 136	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500 655 650	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.07 1.92 0.74 0.75 1.05 2.09	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 448 489 178 374	07_Counts 322 303 614 223 599 313 548 420 414 304 414 304 434 193 536	Model/Counts 1.57 2.27 0.67 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.47 1.23 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.93 0.92 0.93 0.95
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861 860 9795 885 855 855 855 855 855 855 8	190 Ram ing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788 912 9796	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Settice Way EB On/WB-Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ JS 45 On 190 Ramp @ Tsh 5t On 190 Ramp @ 15th 5t Off 00 Ramp @ 15th 5t On	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702 510 353	Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693 601 285 285	Model/Counts 1.43 1.84 0.56i 0.71 2.64 1.63 1.43 1.43 1.45 0.93 1.48 0.98 1.04 1.04 1.04 1.04 1.04	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97 524 464 97 524	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500 65 222 232 242 500 65 242 244 244 245 245 245 245 24	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 0.65 1.17 1.92 0.74 0.75 1.05 2.09 1.23 2.09	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 448 489 178 448 489 177 68	07_Counts 322 303 614 223 225 599 313 548 420 414 434 434 434 536 538	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.88 1.88 0.39 1.28 1.87 1.83 0.39 1.28 0.39 1.28 0.39 1.28 1.47 1.13 0.92 0.70 1.47 1.57 1.88 1.88 1.88 1.88 1.88 1.87 1.57
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861 860 9795 885 9011	190 Ram ing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788 912 9796 968	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Sht 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ NW Blvd/Ramsey On 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ JS 95 Off 190 Ramp @ JS 95 Off 190 Ramp @ JS 95 Off 190 Ramp @ JS 15 Off 190 Ramp @ JS 45 On 190 Ramp @ JS 45 On 190 Ramp @ JS 45 L Off 190 Ramp @ Off	Model and C 07 Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702 510 353 524	20unts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693 601 285 334	Model/Counts 1.43 1.43 1.44 0.56 0.71 2.64 1.06 1.43 1.45 0.93 1.48 0.98 1.04 1.04 1.04 1.04 1.05 1.24 1.24 1.57	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 484 97 524 136 285 78	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500 65 232 700	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92 0.74 0.75 1.05 2.09 1.23 1.11 	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 1031 163 529 448 448 489 178 374 68 446	07_Counts 322 303 614 223 225 599 313 548 420 414 304 434 434 193 536 53 264	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 0.39 1.28 1.47 1.13 0.92 0.70 1.28 1.69 1.69 1.69 1.69 1.67 1.57 1.88 1.88 1.47 1.17 1.88 1.88 1.47 1.17 1.88 1.87 1.13 1.92 1.28 1.88 1.88 1.88 1.88 1.88 1.88 1.88 1.87 1.92 1.88 1.88 1.88 1.88 1.87 1.92 1.88 1.88 1.88 1.88 1.92 1.88 1.88 1.88 1.88 1.92 1.88 1.88 1.88 1.88 1.92 1.88 1.88 1.88 1.88 1.92 1.88 1.88 1.88 1.88 1.88 1.92 1.88 1.88 1.88 1.88 1.92 1.92 1.92 1.92 1.92 1.92 1.92 1.92 1.92 1.92 1.88 1.93 1.88 1.93 1.93 1.93 1.93 1.93 1.94
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 9709 732 843 826 859 847 861 860 9795 885 9011 947	190 Ram, Ing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788 912 9796 9688 9948	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St On 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Seltice Way EB On/WB-Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 40 On 190 Ramp @ SW Blvd/Ramsey On 190 Ramp @ US 95 On 190 Ramp @ US 95 Off 190 Ramp @ JS 95 Off 190 Ramp @ 3rd/4th St Off 190 Ramp @ 15th St On 190 Ramp @ 15th St Off 190 Ramp @ 15th St Off 190 Ramp @ 23rd 3th On	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702 510 353 524 236	Counts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693 693 693 691 285 334 310	ModeV Counts 1.43 1.84 0.56 0.71 2.64 1.63 1.43 1.45 0.93 1.44 0.98 1.04 1.01 0.85 1.24 1.57 0.76	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97 524 136 285 78 167	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500 65 232 237 70 230 200 200 200 200 200 200 20	Model/Counts 1.27 1.36 0.40 0.81 2.76 1.17 1.07 0.65 1.17 1.92 0.74 0.75 1.05 2.09 1.23 1.11 0.73 2.13 1.45 1.47 1.45 1.47 1.45	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 448 489 178 374 68 446 69	07_Counts 322 303 614 223 5599 313 548 420 414 304 414 193 536 533 264 800	Model/Counts 1.57 2.27 0.67 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.47 1.13 0.92 0.70 1.28 1.69 0.92 0.70 1.28 1.67 0.95 0.95 0.95 0.80 0.95 0.95 0.95 0.80 0.95 0.95 0.80 0.95 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.95 0.85 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.99 0.82 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.88 0.95 0.95 0.88 0.95 0.95 0.95 0.95 0.95 0.88 0.99 0.92
SCREENLINE LOCA SL Section	TION: Correspond From 752 751 703 701 726 9709 732 843 826 859 847 861 860 9795 885 9011 947	190 Ram ing Links To 719 752 704 703 712 736 731 844 843 849 859 862 9788 912 9796 9948	ps Screenline # 28 SB/EB to NB/WB Total ARTERIAL NAME SR 90 @ Pleasant View Rd On SR 90 @ Pleasant View Rd Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ Spokane St Off 190 Ramp @ SH 41 On 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ SH 41 Off 190 Ramp @ WB Wd/Ramsey On 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ US 95 Off 190 Ramp @ Jrd/4th St On 190 Ramp @ Jrd/4th St Off 190 Ramp @ 15th St Off 190 Ramp @ 23rd St Off 190 Ramp @ 23rd St Off 190 Ramp @ 23rd St Off	Model and C 07_Model 887 1062 590 351 1508 1226 1007 1220 1282 886 912 586 702 510 353 524 236 13842	Counts 07_Counts 622 577 1062 491 572 1162 704 841 1377 600 927 563 693 601 285 334 310 11721	ModeV Counts 1.43 1.43 1.44 0.56 0.71 2.64 1.43 1.43 1.43 1.43 0.98 1.04 1.04 1.04 1.04 1.04 1.24 1.57 0.76 1.24	EASTBOUND 07_Model 380 374 177 218 956 659 418 189 1119 357 464 97 524 136 285 78 136 285 78 167 6598	07_Counts 300 274 448 268 347 563 391 293 957 186 623 129 500 65 232 70 230 5876	Model/Counts 1.27 1.38 0.40 0.81 2.76 1.17 0.65 1.17 1.92 0.74 0.75 1.05 2.09 1.23 1.11 0.73 1.12	WESTBOUND 07_Model 507 688 413 133 552 567 589 1031 163 529 448 489 178 374 68 446 69 7244	07_Counts 322 303 614 223 225 599 313 548 420 414 304 434 193 536 533 264 80 5845	Model/Counts 1.57 2.27 0.60 2.45 0.95 1.88 1.88 0.39 1.28 1.47 1.13 0.92 0.70 1.28 1.69 0.60 1.28 1.69 0.60 1.28 1.69 0.60 0.60 0.60 0.60 0.60 0.86 0.35 0.55 0.55 0.85 0.95 0.85 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.85 0.95 0.95 0.85 0.95 0.85 0.95 0.85

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

PROJECT TITLE: SCENARIO TITLE:	KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (PM PEAK HOUR)
RUN#9b	2007 NEW LU, Roundabouts, UPDATED External X-I, FX and X-X, Trip Rates, Trip Distribution, No Node Delay
Date:	3/20/2009
File Location	C:\Documents and Settings\jren\My Documents\
originated by:	tony wang
Checked by:	Revised Template by Jin Ren



	CD.													
SCREENLINE NOMB	ER:	Frakana	Piver Creasing Sereenline #1											
SUREENLINE LOUA	HON.	opokane	River Crossing Screenline #1	_			0							
SL Section	correspo	naing Links	S: NB and SB	_	Total	Model and	Counts		SOU	THEOUND)		NORTHBOU	JND
	From	TO	ARTERIAL NAME	07_	Model 0	7_Counts	Model/Counts	07_Mode	07_	Counts M	odel/Counts	07_Model	07_Counts	Mode/Counts
	8	18 842	Spokane St.		460	628	0.73	1	48	377	0.39	312	2 251	1.24
	8	89 9963	US 95 @ Spokane River Bridge		1463	1218	1.20	8	57	612	1.40	606	606	6 1.00
			TOTAL		1923	1846	1.04	10	05	989	1.02	918	857	7 1.07
SCREENLINE NUMB	ER:	#2												
SCREENLINE LOCAT	TION:	Seltice S	creenline #2											
SL Section	Correspo	nding Links	s: NB and SB		Total	Model and	Counts		SOU	THBOUND)		NORTHBOU	JND
	From	ТО	ARTERIAL NAME	07	Model 0	7_Counts	Model/Counts	07_Mode	07_	Counts M	odel/Counts	07_Model	07_Counts	Model/Counts
	7	74 9814	Huetter Rd		607	311	1.95	1	66	115	1.44	441	196	3 2.25
	93	88 9815	Altas Rd		298	697	0.43		68	312	0.22	230	385	5 0.60
	84	43 9789	Ramsey Rd		2922	1752	1.67	12	63	705	1.79	1659) 1047	7 1.58
	73	34 9272	Ross Point Rd		314	728	0.43	1	72	387	0.44	142	2 341	0.42
	7	55 790	Cedar St		420	330	1.27		67	211	0.32	353	119	2.97
	996	60 9884	Seeley Rd		497	90	5.52	4	68	46	10.17	29) 44	4 0.66
			TOTAL		5058	3908	1.29	22	04	1776	1.24	2854	2132	2 1.34
SCREENLINE NUMB	ER:	#3												
SCREENLINE LOCAT	TION:	Harrison	Ave. Screenline #3											
SL Section	Correspo	nding Links	s: NB and SB		Total	Model and	Counts		SOU	THBOUND)		NORTHBOU	JND
	From	ТО	ARTERIAL NAME	07	Model 0	7 Counts	Model/Counts	07 Mode	07	Counts M	odel/Counts	07 Model	07 Counts	Mode//Counts
	8	99 9144	Government Way	-	693	730	0.95	- 3	39	349	0.97	354	381	0.93
	9	01 917	3rd St		998	1385	0.72	2	83	563	0.50	715	i 822	2 0.87
	9	04 919	7th St		131	333	0.39		83	155	0.54	48	178	3 0.27
	9	07 920	11th St		297	176	1.69	1	40	85	1.65	157	91	1.73
	9	10 921	15th St		763	1211	0.63	4	53	744	0.61	310) 467	0.66
			TOTAL		2882	3835	0.75	12	98	1896	0.68	1584	1939	0.82
SCREENLINE NUMB	ER:	#4		-										
SCREENLINE LOCAT	TION:	Applewa	Ave/Best Screenline #4											
SL Section	Correspo	nding Links	s: NB and SB	—	Total	Model and	Counts		SOU	THBOUND)		NORTHBOL	JND
	From	То	ARTERIAL NAME	07	Model 0	7 Counts	Model/Counts	07 Mode	07	Counts M	odel/Counts	07 Model	07 Counts	Mode/Counts
	8	31 9424	Southbound	-	2917	2579	1.13	15	16	1379	1.10	1401	1200) 1.17
	8	33 851	SR 95		1794	1561	1.15	7	73	664	1.16	1021	897	7 1.14
	8	41 866	Government Way		474	887	0.53	2	22	439	0.51	252	448	3 0.56
			TOTAL		5185	5027	1.03	25	11	2482	1.01	2674	2545	5 1.05

 PROJECT TITLE:
 KMPO TRAVEL DEMAND MODEL SCREENLINE VALIDATION 2007 Model Volume vs Roadway 07_Counts (PM PEAK HOUR)

 RUN # 9b
 2007 NEW LU, Roundabouts, UPDATED External X-I, FX and X-X, Trip Rates, Trip Distribution, No Node Delay

 Date:
 3/20/2009

 File Location
 C:\Documents and Settings\\ren\My Documents\

 Originated Dy:
 Tony wang

 Checked by:
 Revised Template by Jin Ren



HDR

SCREENLINE NUMB	ER:	#5										
SCREENLINE LOCAT	FION:	Seltice/M	ullan Rd/Kathleen Screenline #5									
SL Section	Correspond	ling Links	: NB and SB	Tota	al Model and	Counts		SOUTHBOUN	ID		NORTHBOU	ND
	From	То	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	Altas 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 NUMB	ER:	#6										
SCREENLINE LOCAT	FION:	Poleline F	Rd Screenline #6									
SL Section	Correspond	ling Links	: NB and SB	Tota	al Model and	Counts		SOUTHBOUN	D		NORTHBOU	ND
	From	То	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	10170	10100	1.00	5040	6000	1.00	7007	0715	1.00

PROJECT TITLE: SCENARIO TITLE: RUN# 9b	KMPO TRA 2007 Model 2007 NEW I	VEL DEMAND MODEL SCREENLINE VALIDATION Volume vs Roadway 07_Counts (PM PEAK HOUR) LU, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay	K <u>ootenai</u> MPO
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SCREENLINE NUMB	ER:	#7		-								
SCREENLINE LOCA	FION:	Prairie Rr	d. Screenline #7									
SL Section	Correspond	ling Links	s: NB and SB	Tota	I Model and	Counts		SOUTHBOUN	D		NORTHBOUN	ND
	From	То	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Indel/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 NUMB	ER:	#8										
SCREENLINE LOCA7	FION:	Hayden A	ve. Screenline # 8									
SL Section	Correspond	ling Links	: NB and SB	Tota	I Model and	Counts		SOUTHBOUN	D		NORTHBOUN	ID.
	From	ТО	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Iodel/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	60	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 NUMB	ER:	#9										
SCREENLINE LOCAT	TION:	Lancaster	r Rd. Screenline # 9									
SL Section	Correspond	Ing Links	: NB and SB	Tota	I Model and	Counts		SOUTHBOUN	D		NORTHBOUN	1D
	From	ТО	ARTERIAL NAME	07_Model	07_counts	Model/Counts	07_Model	07_Counts M	Iddel/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 Hd	2005	98	0.10	1140	35	0.1/	4	1170	0.06
	330	9410	US 95	2095	1930	1.09	70	100	1.51	900	107	1.45
	339	304	Government way	337	323	1.04	70	130	0.01	20/	10/	1.43
	344	351	Rimfock Horneadowyood Lif	190	70	2.73	13	40	1.03	122	31	3.84
	341	340	Strahom Ho	52	10	0.71	4	41	0.10	40	32	1.50
	9000	30/	English Point Ro	10	18	0.06		8	-	4	10	0.40
	9/81	9827	Hayden Lake Hd @ East end	4507	00	0.04		1000	1.04	0047	38	0.03
			TOTAL	4007	4024	1.12	2100	1609	1.34	2347	2415	0.87

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PROJECT TITLE: SCENARIO TITLE:	KMPO TRA 2007 Model	VEL DEMAND MODEL SCREENLINE VALIDATION Volume vs Roadway 07_Counts (PM PEAK HOUR)
RUN#9b	2007 NEW I	U, Roundabouts, UPDATED External X-I, FX and X-X, Trip Rates, Trip Distribution, No Node Delay
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originated by:	Tony wang	
Checked by:	Revised Te	mplate by Jin Ren

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SCREENLINE NUME	BER:	#10										
SCREENLINE LOCA	ATION:	SH 53 - L	JS 95 Screenline # 10									
SL Section	Correspond	iing Links	s: EB and WB	Tota	al Model and	Counts		SOUTHBOU	ND.		NORTHBOU	IND
	From	то	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	3 310	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	L 293	202	1.45
	252	271	US 95 n/o SH53	1388	1567	0.89	726	651	1.12	2 662	916	0.72
	271	300	Govt Way e/o US95	272	173	1.57	99	44	2.25	5 173	129	1.34
			TOTAL	2930	3280	0.89	1487	1504	0.99	1443	1776	0.81
SCREENLINE NUME	BER:	#11										
SCREENLINE LOCA	ATION:	Twin Lak	es to Nat. Forest. Screenline #1	1								
SL Section	Correspond	ling Links	s: EB and WB	Tot	al Model and	Counts		SOUTHBOU	ND		NORTHBOU	ND
	From	ТО	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Mode//Counts
	9776	239	East Twin Lake Rd near SH 41	206	151	1.36	104	101	1.03	3 102	- 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	1.28	1506	1120	1.34	1504	1232	1.22
SCREENLINE NUM	BER:	#12										
SCREENLINE LOCA	TION:	US 95 to	SH 3 South Screenline # 12									
SL Section	Correspond	lina Links	s: EB and WB	Tot	al Model and	Counts	1	SOUTHBOU	ND	1	NORTHBOU	IND
	From	То	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Mode/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 Bd @ Bock 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 Bd west of SH 97	9	85	0.11	4	27	0.15	5 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 @ Benewah 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 NUM	BEB.	#13										
SCREENLINE LOCA	TION	SH 93 to	LaTour Creek Bd Screenline # 1	3								
SI Section	Correspond	ting Links	s: EB and WB	Tot	al Model and	Counts	1	SOUTHBOU	ND	1	NORTHBOU	ND
	From	То	ARTERIAL NAME	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Mode/Counts
	914	940	UpBiver 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	5 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 190	0	23	0.00	0	15	0.00	0 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	808	469	1.72
SCREENLINE NUM	BEB.	#14										
SCREENLINE LOCA	TION	Spirit Lak	e Pend'O Reille Screenline #14									
SI Section	Correspond	ting Links	s: FB and WB	Tot	al Model and	Counts	1	SOUTHBOU		1	NORTHBOL	ND
OL OCUUII	From	To		07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts	07 Model	07 Counts	Model/Counts
	901	0857	LIS 95 porth of Athol	750	751	1.00	949	040	1.00	409	/00	1.00
	10003	100	SH 41 north of Spirit Lake	/00	/01	1.00	154	342	1.00	907	409	1.00
	204	010	SU 41 couth of Spirit Lake	421	422	0.00	200	265	1.00	20/	200	0.70
	204	213	Perimeter Bd north of SH 545		142	1 1 4	200	200	1.00	3/0	4//	1 11
	202	212	TOTAL	1876	1951	0.04	802	778	1.10	1074	1179	0.02
						0.00			1.00			0.02

PROJECT TITLE: SCENARIO TITLE: RUN # 9b Date:	KMPO TRA 2007 Model 2007 NEW 3/20/2009	VEL DEMAND MODEL SCREENLINE VALIDATION Volume vs Roadway 07_Counts (PM PEAK HOUR) LU, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay	K <u>ootenai</u> MPO
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SCREENLINE NUMB	FB-	#15										
SCREENLINE LOCAT	LION-	Pleasant	View Bd. Screenline # 15									
SI Section	Correspond	ling Links	EP and WP	Tot	al Model and	Counte		EASTROUN	D		WESTROUN	ID.
OL OBUIUN	From	TO LINK		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	Selfice 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 Bd	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	Biverbend Ave	154	222	0.69	97	198	0.70	57	84	0.68
	JEEL	OLLO	TOTAL	2701	2847	0.95	1675	1603	1.04	1026	1244	0.82
SCREENLINE NUMB	FB-	#16										
SCREENLINE LOCAT	TION:	McGuire	Rd. Screenline # 16									
SL Section	Correspond	lina Links	EB and WB	Tot	al Model and	Counts		EASTBOUN	D		WESTBOUN	ID.
	From	То	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	61	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 NUMB	ER:	#17										
SCREENLINE LOCAT	TION:	Chase Re	d. Screenline # 17									
SL Section	Correspond	ling Links	EB and WB	Tot	al Model and	Counts		EASTBOUN	D		WESTBOUN	ID
	From	то	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 NUMB	ER:	#18										
SCREENLINE LOCAT	TION:	Spokane	St. Screenline # 18									
SL Section	Correspond	ling Links	EB and WB	Tot	al Model and	Counts		EASTBOUN	D		WESTBOUN	D
	From	ТО	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

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	CD.	840										
SCREENLINE NOMB	ER:	#19	Companying # 10									
SUREENLINE LOUAT	Control on the	Idano St.	Screenline # 19	Model and C	Courses .		ACTROUND			VECTROUND		
SL Section	Correspond	To Links		Model and C	OUNTS	Model/Counte	ASTBOUND	07 Counto	Model/Counter	VESTBOUND	07 Counto	Model/Counte
	724	725	ANTENAL NAME	07_MODEI 245	127	1.03	210	07_COUNTS	2.38	26	07_COUNTS	0.74
	682	700	Seltice Way	2181	1810	1.00	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 Bd	491	518	0.95	206	231	0.89	285	287	0.99
	101	100	TOTAL	3369	2969	1.13	1677	1406	1.19	1692	1563	1.08
SCREENLINE NUMB	ER:	#20										
SCREENLINE LOCAT	TION:	Greensfe	rrry Rd. Screenline # 20									
SL Section	Correspond	ling Links	EB and WB Total	Model and C	counts		ASTBOUND		v	VESTBOUND)	
	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 NUMB	ER:	#21										
SCREENLINE LOCA	HON:	SH 41 SC	reenline # 21	Madal and C						VEOTROUND		
SL Section	Correspond	To Links	ADTEDIAL NAME	Model and C	ounts	Madal/Counto	ASTBOUND	07 Counto	Madal/Countral	VESTBOUND	07 Counto	Model/Counte
	0202	794	Soltico Way	1200	1214	Model/Counts	1105	07_Counts	1 00	07_M00ei	07_Counts	Model/Counts
	9302	0202	Settice Way Settice Way (Duplicate - page con	1230	1700	0.89	1152	1102	1.00	424	200	0.57
	669	660	Mullan Ave	996	1204	0.60	590	600	0.77	906	514	0.61
	561	562	Poleline Bd	632	506	1.25	191	262	0.73	441	244	1.81
	10057	488	Prairie Bd.	110	521	0.21	89	221	0.40	21	300	0.07
	10138	415	Havden 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	McCarney 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)	

- RUN # 9b 2007 NEW LU, Roundabouts, UPDATED External X-I, FX and X-X, Trip Rates, Trip Distribution, No Node Delay
- Date:
- File Location C:\Documents and Settings\jren\My Documents\
- Originated by: Tony wang
- Checked by: Revised Template by Jin Ren

3/20/2009



SCREENLINE NUMB	ER:	#22										
SCREENLINE LOCAT	TION:	Huetter F	ld Screenline # 22									
SL Section	Correspond	ling Links	s: EB and WB Tot	I Model and C	counts	F	ASTBOUND	,	y	VESTBOUND		
	From	ТО	ARTERIAL NAME	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 NUMB	ER:	#23										
SCREENLINE LOCAT	TION:	Ramsey	Rd Screenline # 23									
SL Section	Correspond	ling Links	s: EB and WB Tot	I Model and C	counts	F	ASTBOUND	,		VESTBOUND		
	From	ТО	ARTERIAL NAME	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
	0.15					0.00	40		0.40	10	17	1.00
	245	1139	Ohio Match Hd	28	41	0.68	10	24	0.42	10	17	1.06

PROJECT TITLE: SCENARIO TITLE:	KMPO TRA 2007 Model	VEL DEMAND MODEL SCREENLINE VALIDATION Volume vs Roadway 07_Counts (PM PEAK HOUR)
RUN#9b	2007 NEW I	U, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay
Date:	3/20/2009	
File Location	C:\Docume	nts and SettIngs\ren\My Documents\
originated by:	rony wang	
Checked by:	Revised Te	mplate by Jin Ren



SCREENLINE NUMB	ER:	#24										
SCREENLINE LOCA	TION:	US 95 Sc	reenline # 24									
SL Section	Corresponding Links: EB and WB Total				Model and Counts EAST)	۷)		
	From	ТО	ARTERIAL NAME	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Counts	07_Model	07_Counts	Model/Count:
	892	9129	Walnut St	323	269	1.20	107	157	0.68	216	112	1.9
	9903	9821	Old US 95 n/o SH53	825	328	2.52	421	147	2.86	404	181	2.2
	9895	891	US 95	1081	979	1.10	586	492	1.19	495	487	1.02
	896	1173	Northwwest 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	0.5
	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	0.2
	615	616	Dalton Ave	660	589	1.12	279	298	0.94	381	291	1.3
	571	9054	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	1.0
	426	427	Hayden Ave	276	903	0.31	96	440	0.22	180	463	0.3
	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	4.6
	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	0.9
			TOTAL	11990	13557	0.88	5669	7062	0.80	6321	6495	0.9
SCREENLINE NUMB	CD-	105										
IDONLENTER NOWD	cn.	#25										
SCREENLINE LOCA	TION:	#25 West Sid	e KMPO Screenline # 25									
SCREENLINE LOCA SL Section	TION: Correspond	#25 West Sid	e KMPO Screenline # 25 s: EB and WB Total	Model and C	ounts	E	ASTBOUND	,	v	VESTBOUND)	
SCREENLINE LOCA SL Section	TION: Correspond From	#25 West Sid Ing Links To	e KMPO Screenline # 25 S: EB and WB Total ARTERIAL NAME	Model and C 07_Model	ounts 07 Counts	E Model/Counts	ASTBOUND 07_Model	07_Counts	V Model/Counts	VESTBOUND 07_Model) 07_Counts	Model/Count:
SCREENLINE LOCA SL Section	TION: Correspond From 9015	#25 West Sid fing Links To 717	e KMPO Screenline # 25 s: EB and WB Total ARTERIAL NAME Seltice Way W/O Beck Rd	Model and C 07_Model 576	ounts 07_Counts 557	Model/Counts 1.03	ASTBOUND 07_Model 310	07_Counts 300	V Model/Counts 1.03	VESTBOUND 07_Model 266	07_Counts 257	Model/Count:
SCREENLINE LOCA	TION: Correspond From 9015 1049	#25 West Sid Ing Links To 717 9355	e KMPO Screenline # 25 S: EB and WB Total ARTERIAL NAME Seltice Way W/O Beck Rd Elder Rd @ Washington Line	Model and C 07_Model 576 0	ounts 07_Counts 557 59	E Model/Counts 1.03 0.00	ASTBOUND 07_Model 310 0	07_Counts 300 25	V Model/Counts 1.03 0.00	VESTBOUND 07_Model 266 0	07_Counts 257 34	Model/Counts
SCREENLINE LOCA	TION: Correspond From 9015 1049 1068	#25 West Sid Ing Links To 717 9355 9362	e KMPO Screenline # 25 S: EB and WB Total ARTERIAL NAME Seltice Way W/O Beck Rd Elder Rd @ Washington Line SH 58 @ Washington Line	Model and C 07_Model 576 0 223	ounts 07_Counts 557 59 224	Model/Counts 1.03 0.00 1.00	ASTBOUND 07_Model 310 0 89	07_Counts 300 25 89	V Model/Counts 1.03 0.00 1.00	VESTBOUND 07_Model 266 0 134	07_Counts 257 34 135	Model/Counts 1.04 0.00 0.99
SCREENLINE LOCA SL Section	TION: Correspond From 9015 1049 1068 1062	#25 West Sid Ing Links To 717 9355 9362 9354	e KMPO Screenline # 25 E EB and WB Total ARTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington Line Bitter Rd east of US 95	Model and C 07_Model 576 0 223 0	ounts 07_Counts 557 59 224 6	Model/Counts 1.03 0.00 1.00 0.00	ASTBOUND 07_Model 310 0 89 0	07_Counts 300 25 89 4	V Model/Counts 1.03 0.00 1.00 0.00	VESTBOUND 07_Model 266 0 134 0	07_Counts 257 34 135 2	Model/Counts 1.0/ 0.0/ 0.9/ 0.0/
SCREENLINE LOCA SL Section	TION: Correspond From 9015 1049 1068 1062 514	#25 West Sid fing Links To 717 9355 9362 9354 9945	e KMPO Screenline # 25 SE Band WB Total ARTERIAL NAME Seltice Way W/O Beck Rd Elder Rd @ Washington Line SH 58 @ Washington State Line SH 53 @ Washington State Line	Model and C 07_Model 576 0 223 0 668	ounts 07_Counts 557 59 224 6 669	Model/Counts 1.03 0.00 1.00 0.00 1.00	ASTBOUND 07_Model 310 0 89 0 380	07_Counts 300 25 89 4 380	V Model/Counts 1.03 0.00 1.00 0.00 1.00	VESTBOUND 07_Model 266 0 134 0 288	07_Counts 257 34 135 2 289	Model/Count: 1.0- 0.00 0.9/ 0.00 1.00
SCREENLINE LOCA	From 9015 1049 1068 1062 514	#25 West Sid ing Links 717 9355 9362 9354 9945 9177	e KMPO Screenline # 25 : EB and WB Total ARTERIAL NAME Seltico Way W/O Beck Rd Elder Rd @ Washington Line SH 58 @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95	Model and C 07_Model 576 0 223 0 668 99	ounts 07_Counts 557 59 224 6 669 138	E Mode/Counts 1.03 0.00 1.00 0.00 1.00 0.72	ASTBOUND 07_Model 310 0 89 0 380 49	07_Counts 300 25 89 4 380 42	V Model/Counts 1.03 0.00 1.00 0.00 1.00 1.17	VESTBOUND 07_Model 266 0 134 0 288 50	07_Counts 257 34 135 2 289 96	Model/Counts 1.04 0.00 0.92 0.00 1.00 0.52
SCREENLINE LOCA	TION: Correspond From 9015 1049 1068 1062 514 1062 514 1046 1079	#25 West Sid Ing Links To 9355 9362 9354 9945 9177 9783	e KMPO Screenline # 25 E EB and WB Total ARTERIAL NAME Settice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95	Model and C 07_Model 576 223 0 668 99 30	OUNTS 07_Counts 557 59 224 669 138 37	E Mode//Counts 1.03 0.00 1.00 0.00 1.00 0.72 0.81	ASTBOUND 07_Model 310 0 89 0 0 380 49 19	07_Counts 300 25 89 4 380 42 22	V Model/Counts 1.03 0.00 1.00 0.00 1.00 1.17 0.86	VESTBOUND 07_Model 266 0 134 0 288 50 50	07_Counts 257 34 135 2 289 96 15	Model/Counts 1.04 0.00 0.99 0.00 1.00 0.55 0.55
SCREENLINE LOCA	TION: Correspond From 9015 1049 1068 1062 514 1046 1079	#25 West Sid Ing Links To 9355 9362 9354 9945 9177 9783	e KMPO Screenline # 25 SE Band WB Total ARTERIAL NAME Seltice Way W/O Beck Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL	Model and C 07_Model 576 0 223 0 668 99 30 30	ounts 07_Counts 557 59 224 6 669 138 37 1690	Model/Counts 1.03 0.00 1.00 0.00 1.00 0.72 0.81 0.94	ASTBOUND 07_Model 310 0 89 0 380 49 19 847	07_Counts 300 25 89 4 380 42 22 862	V Model/Counts 1.03 0.00 1.00 0.00 1.10 1.10 0.117 0.86 0.98	VESTBOUND 07_Model 266 0 134 0 288 50 11 11 749	07_Counts 257 34 135 2 289 96 15 828	Model/Counts 1.0 0.00 0.99 0.00 1.00 0.55 0.73 0.90
SCREENLINE LOCA SL Section	Correspond From 9015 1049 1068 1062 514 1046 1079 ER:	#25 West Sid Ing Links To 9355 9362 9354 9945 9177 9783 #26	e KMPO Screenline # 25 SE Band WB Total ARTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL	Model and C 07 Model 576 0 223 0 668 99 30 1596	00000000000000000000000000000000000000	Model/Counts 1.03 0.00 1.00 0.00 1.00 0.72 0.81 0.94	ASTBOUND 07_Model 310 0 89 0 380 49 19 847	07_Counts 300 25 89 4 380 42 22 862	V Model/Counts 1.03 0.00 1.00 1.00 1.17 0.86 0.98	VESTBOUND 07 Model 266 0 134 0 288 50 288 50 11 749	07_Counts 257 34 135 2 289 96 15 828	Model/Counts 1.04 0.09 0.09 1.00 1.00 0.55 0.73 0.99
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE NUMB	En: TION: TION: Correspond 9015 1049 1068 1062 514 1046 1079 ER: TION:	#25 West Sid fing Links 717 9355 9362 9354 9945 9177 9783 #26 East Side	e KMPO Screenline # 25 E B and WB Total ARTERIAL NAME Settice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rickford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26	Model and C 07 Model 576 0 223 0 668 99 30 1596	OUNTS 07_COUNTS 557 59 224 669 138 37 1690	Model/Counts 1.03 0.00 1.00 0.00 1.00 0.00 0.00 0.00	ASTBOUND 07_Model 310 0 89 0 0 380 49 19 847	07_Counts 300 25 89 4 380 42 22 862	Model/Counts 1.03 0.00 1.00 1.00 1.00 1.00 1.00 1.00	VESTBOUND 07 Model 266 0 134 0 0 288 50 11 749	07_Counts 257 34 135 2 289 96 15 828	Model/Counts 1.0- 0.99 0.09 1.00 1.00 0.52 0.52 0.73 0.99
SCREENLINE NUMB SCREENLINE NUMB SCREENLINE NUMB SCREENLINE LOCA	Correspond From 9015 1049 1068 1068 1062 514 1046 1079 ER: TION: Correspond	#25 West Sid Ing Links To 717 9355 9362 9354 9945 9177 9783 #26 East Side	e KMPO Screenline # 25 E B and WB Total ARTERIAL NAME Seltice Way W/O Beck Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 E B and WB Total	Model and C 07 Model 576 0 223 0 668 99 30 1596 Model and C	ounts 07_Counts 557 59 224 6 669 138 37 1690 ounts	Mode/Counts 1.03 0.00 1.00 0.00 0.00 0.72 0.81 0.94	ASTBOUND 07_Model 310 0 89 0 380 49 19 847 847	07_Counts 300 25 89 4 380 42 22 862	V Model/Counts 1.03 0.00 1.00 1.00 1.00 1.17 0.86 0.98	VESTBOUNE 07_Model 266 0 134 0 288 50 11 749	07_Counts 257 34 135 2 289 96 15 828	Model/Count 1.0 0.00 0.99 0.00 1.00 0.55 0.77 0.99
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE NUMB SCREENLINE LOCA SL Section	Correspond From 9015 1049 1068 1062 514 1046 1062 514 1046 1079 ER: TION: Correspond From	#25 West Sid Ing Links 7 17 9355 9362 9355 9362 9355 9362 9345 9177 9783 #26 East Side Ing Links To	KMPO Screenline # 25 EB and WB Total ARTERIAL NAME Seltice Way W/O Bock Rd Elder Rd @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 EB and WB Total ARTERIAL NAME	Model and C 07 Model 576 0 223 0 668 99 30 1596 Model and C 07 Model	ounts 07_Counts 557 59 224 6 669 138 37 1690 0000000000000000000000000000000000	E Model/Counts 1.03 0.00 1.00 0.00 0.00 0.02 0.81 0.94 E Model/Counts	ASTBOUND 07_Model 310 0 89 0 380 49 19 847 5ASTBOUND 07 Model	07_Counts 300 25 89 4 380 42 22 862 07 Counts	V Model/Counts 1.03 0.00 1.00 0.00 1.00 0.00 1.17 0.86 0.98 V Model/Counts	VESTBOUND 07 Model 266 0 134 0 288 50 11 749 VESTBOUND 07 Model	07_Counts 257 34 135 2 289 96 15 828 96 15 828 07_Counts	Model/Counts 1.04 0.00 0.99 0.00 0.05 0.77 0.99 Model/Counts
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	Correspond From 9015 1049 1068 1062 514 1046 1079 ER: TION: Correspond From 1040	#25 West Sid Sing Links 7 9355 9362 9354 9945 9177 9783 #26 East Side Sing Links To 1042	KMPO Screenline # 25 EB and WB Total ArTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 TOTAL KMPO Screenline # 28 EB and WB Total ARTERIAL NAME 19 @ Shophone Co. Line	Model and C 07_Model 576 0 223 0 668 99 30 1596 Model and C 07_Model 1007	ounts 07_Counts 557 59 224 6 669 138 37 1690 000000 07_Counts 1007	Mode//Counts 1.03 0.00 1.00 0.72 0.81 0.94 Mode//Counts	ASTBOUND 07_Model 310 0 89 0 380 49 19 847 ASTBOUND 07_Model 521	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521	V Model/Counts 1.03 0.00 1.00 1.00 1.10 0.86 0.98 V Model/Counts 1.00	VESTBOUND 07_Model 266 0 134 0 288 50 11 749 VESTBOUND 07_Model 486	07_Counts 257 34 135 2 289 96 15 828 07_Counts 486	Model/Count: 1.0 0.00 0.90 1.00 1.00 0.55 0.77 0.90 Model/Count:
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	ER: Correspond From 9015 1049 1068 1062 514 1064 1079 ER: TION: Correspond From 1040 949	#25 West Sid Jing Links To 717 9365 9364 9945 9177 9783 945 9177 9783 945 9177 9783 945 9177 9783 945 9177 9177 9177 9177 9177 9177 9177 917	e KMPO Screenline # 25 E B and WB Total ARTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 E B and WB Total ARTERIAL NAME 190 @ Shoshone Co. Line Farnan Lake Rd @ CAC Gir Linr	Model and C 07 Model 576 0 223 0 668 99 30 1596 07_Model 1007 96	ounts 07_Counts 557 59 224 6 669 138 37 1690 00000 000000 07_Counts 1007 51	Model/Counts 1.03 0.00 1.00 0.00 0.00 0.00 0.00 0.02 0.81 0.94 Model/Counts 1.00 1.88	ASTBOUND 07_Model 310 0 89 0 0 380 49 19 847 CASTBOUND 07_Model 521 521	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 24	V Model/Counts 1.03 0.00 1.00 1.00 1.00 1.17 0.86 0.98 V Model/Counts 1.00 2.08	VESTBOUND 07_Model 266 0 134 0 288 50 11 749 VESTBOUND 07_Model 486 46	07_Counts 257 34 135 2 289 96 15 828 96 15 828 07_Counts 486 27	Model/Count: 1.0 0.00 0.99 0.00 1.00 0.55 0.77 0.99 Model/Count: 1.00 1.71 1.01 1.71 1.02 1.71 1.02 1.0
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	TION: Correspond From 9015 1049 1068 1068 1068 1068 1079 ER: TION: Correspond From 1040 949 980	#25 West Sid Jing Links To 717 9355 9356 9356 9356 9945 9177 9783 9783 9783 #26 East Side Ing Links To 1042 9965 9765	KMPO Screenline # 25 EB and WB Total ARTERIAL NAME Seltice Way W/O Bock Rd Elder Rd @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 28 EB and WB Total ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Lin Mullan Trail Rd onth of 190	Model and C 07_Model 576 0 223 0 6688 99 930 1596 Model and C 07_Model 1007 96 318	ounts 07_Counts 557 59 224 6 6699 138 37 1690 00000 00000 000000 000000 000000 000000	Mode//Counts 1.03 0.00 1.00 0.00 0.00 0.00 0.02 0.81 0.94 Mode//Counts 1.00 1.88 4.18	ASTBOUND 07_Model 0 89 0 380 49 19 847 0 49 19 847 07_Model 521 521 521 521	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 24 50	V Model/Counts 1.03 0.00 1.00 1.00 1.00 0.86 0.98 V Model/Counts 1.00 2.08 3.56	VESTBOUNC 07_Model 266 0 134 0 2288 50 11 749 VESTBOUNC 07_Model 486 46 140	07_Counts 257 34 135 2 289 96 15 828 07_Counts 486 27 26	Model/Count: 1.0 0.00 0.9 0.0 1.0 0.5 0.7 0.9 Model/Count: 1.0 1.0 1.7 5.3
SCREENLINE NUMB SCREENLINE NUMB SCREENLINE NUMB SCREENLINE LOCA	Correspond From 9015 1049 1068 1062 514 1046 1079 514 1046 1079 1046 1079 1046 1079 9015 514 1046 1079 1046 1079 1046 1047 1046 1046 1047 1046 1046 1047 1048 1048 1048 1048 1048 1048 1048 1048	#25 West Sid 11ng Links To 717 9365 9362 9354 9945 9177 9783 #26 East Side 1042 9965 976 976 976	e KMPO Screenline # 25 E B and WB Total ARTERIAL NAME Settice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 E B and WB Total ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Lim Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Tr	Model and C 07 Model 576 0 0 2223 0 0 668 99 30 0 1596 Model and C 07_Model 10 9 8 318 318 28	ounts 07_Counts 59 224 66 669 138 37 1690 000000 00000000 07_Counts 1007 51 76 55	Mode//Counts 1.03 0.00 1.00 0.72 0.81 0.94 Mode//Counts 1.00 1.88 4.18 0.46	ASTBOUND 07.Model 3100 0 0 0 380 49 19 847 07.Model 50 178 50 178	07 Counts 300 25 89 4 380 42 22 862 07_Counts 521 24 50 32	V Model/Counts 1.03 0.00 1.00 1.00 1.10 1.00 1.17 0.88 0.98 V Model/Counts 1.00 2.08 3.56 0.50	VESTBOUNC 07_Model 2266 0 134 0 288 50 111 749 VESTBOUNC 07_Model 486 486 140 100	07_Counts 257 34 135 2 2 89 96 15 828 96 15 828 96 15 828 96 07_Counts 26 27 26 22 486 27 26 22 486 22 486 22 57 57 57 57 57 57 57 57 57 57 57 57 57	Model/Count: 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	EIG. Correspond 9015 1049 1068 1062 514 1046 1079 ER: TION: Correspond From 1040 949 980 990 344	#25 West Sid 9355 9362 9354 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 987 987	e KMPO Screenline # 25 E B and WB Total ARTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington State Line Rockford Bay Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 E B and WB Total ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Lim Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan TT Lancaster Rd east of Bimmork	Model and C 07_Model 576 0 223 0 0 668 99 300 1596 07_Model 1007 96 07_Model 1007 96 318 26 288	ounts 07_Counts 557 59 224 6 6 669 138 37 1690 00000 000000 000000 0000000 000000	Model/Counts 1.03 0.00 1.00 0.00 0.00 0.00 0.02 0.81 0.94 Model/Counts 1.00 1.88 4.18 0.46 2.60	EASTBOUND 07_Model 310 300 89 0 380 49 19 847 24 50 521 521 521 521 521 521 521 521 521 521	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 24 50 32 54	V Model/Counts 1.03 0.00 1.00 1.00 1.00 1.00 1.00 1.00	VESTBOUNC 07_Model 266 0 134 0 288 50 111 749 VESTBOUNC 07_Model 486 486 486 140 10 107	07_Counts 257 34 34 135 2 289 96 15 828 96 15 828 07_Counts 07_Counts 486 27 26 24 5 24	Model/Count 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	EIC: Correspont 9015 1049 1068 1062 514 1046 1062 514 1046 1079 EER: TION: Correspont From 1040 949 980 990 344 249	#25 West Sid 1ng Links To 717 9355 9362 9354 9945 9177 9783 #26 East Side Ing Links To 1042 9965 9976 987 345 250	KMPO Screenline # 25 EB and WB Total ARTERIAL NAME Seltice Way W/O Back Rd Elder Rd @ Washington Line SH 58 @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of US 95 TOTAL KMPO Screenline # 26 EB and WB Total ARTERIAL NAME 190 @ Shoshone Co. Line Fernan Lake Rd @ CdA City Lim Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Tr Lancaster Rd east of Rimmock Ohio Match Rd East of Rimmock	Model and C 07 Model 576 0 223 0 99 90 1596 07 Model 1007 96 318 288 288 0	ounts 07_Counts 59 224 66 669 138 37 1690 07_Counts 1007 51 76 56 56 56 1077 34	Mode//Counts 1.03 0.00 1.00 0.00 0.00 0.02 0.81 0.94 Model/Counts 1.00 1.88 4.18 0.46 2.69 0.00	ASTBOUND 07.Model 310 0 89 0 380 49 19 847 ASTBOUND 07.Model 521 521 521 50 178 16 181	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 24 521 24 521 24 521 24 521 24 23 25 4 23	V Model/Counts 1.03 0.00 1.00 1.00 1.17 0.86 0.98 V Model/Counts 1.00 2.08 3.56 0.50 3.35 0.00	VESTBOUNC 07 Model 2866 0 134 0 288 50 111 749 VESTBOUNC 07_Model 486 466 1400 107 0 0	07 Counts 257 34 135 2 2 289 96 15 828 07_Counts 486 27 26 24 53 111	Model/Counts 1.0 0.00 0.99 0.09 0.09 0.07 0.99 Model/Counts 1.00 1.77 5.33 0.42 2.00 0.04
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	TiON: Correspond From 9015 1049 1068 1078 1068 1078 1068 1078	#25 West Sid 11ng Links To 717 9355 9362 9354 9945 9177 9783 #26 East Side 1042 9965 976 9875 976 9875 250 233		Model and C 07 Model 576 0 0 2223 0 0 668 99 30 0 500 1596 0 7 Model and C 07 Model 1007 96 318 266 288 0 0 279	ounts 07_Counts 59 224 66 669 138 37 1690 00000 00000 07_Counts 007_Counts 1007 51 76 56 56 56 107 34 54 54 59 59 107 59 108 59 108 59 108 108 108 109 107 107 107 107 107 107 107 107	Mode/Counts 1.03 0.00 1.00 0.00 0.00 0.02 0.81 0.94 Mode/Counts 1.00 1.88 4.18 0.46 2.69 0.00 5.17	ASTBOUND 07.Model 3100 0 89 0 0 380 49 19 847 50 521 50 07_Model 521 50 178 16 181 10 122	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 521 521 524 50 24 50 24 50 24 50 24 50 24 50 24 52 52 52 52 52 52 52 52 52 52	V Model/Counts 1.03 0.00 1.00 1.00 1.10 1.00 1.17 0.86 0.98 V Model/Counts 1.00 2.08 3.56 0.50 3.35	VESTBOUNC 07_Model 2266 0 0 134 0 288 50 111 749 VESTBOUNC 07_Model 486 486 486 140 100 107 0 157	07_Counts 257 34 135 2 289 96 15 828 96 15 828 96 15 828 96 289 96 15 828 96 289 96 289 96 289 96 289 96 289 96 289 96 20 289 96 20 20 20 20 20 20 20 20 20 20 20 20 20	Model/Counts 1.0 0.00 0.9 0.00 0.0 0.0 0.0 0.0
SCREENLINE LOCA SL Section SCREENLINE NUMB SCREENLINE LOCA SL Section	EIG. Correspond 9015 1049 1068 1062 514 1046 1079 ER: TION: Correspond From 1040 949 980 990 344 249 9999	#25 West Sid Ing Links To 717 9355 9362 9355 9362 9354 9945 9177 9783 #26 East Side Ing Links To 1042 9965 976 9976 9976 9976 9976 9976 9976	KMPO Screenline # 25 EB and WB Total ARTERIAL NAME Seltice Way W/O Bock Rd Elder Rd @ Washington Line Bitter Rd east of US 95 SH 53 @ Washington State Line Rockford Bay Rd east of US 95 Conkling Rd east of All 90 Sunnyside Rd south of Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Trail Rd north of 190 Sunnyside Rd south of Mullan Trail 84 Ard East of Rimrock Ohio Match Rd East of Rimrock Bunco Rd @ Nunn Rd SH 54 West of Faraaut Park En	Model and C 07_Model 576 0 223 0 668 99 30 1596 Model and C 07_Model 1007 96 318 288 0 228 0 279 228	ounts 07 Counts 579 599 224 669 1388 37 1690 00115 07_Counts 1007 51 76 56 107 34 223	E Model/Counts 0.00 1.00 0.00 0.72 0.81 0.94 E Model/Counts 1.00 1.88 4.18 0.46 2.69 0.00 5.17 1.02	ASTBOUND 07.Model 310 0 89 0 380 49 19 847 50 521 521 521 521 521 521 178 16 181 181 181 122	07_Counts 300 25 89 4 380 42 22 862 07_Counts 521 24 521 24 521 24 521 24 521 24 521 24 521 24 521 24 521 521 521 521 521 521 521 521	V Model/Counts 1.03 0.00 1.00 0.00 1.00 0.86 0.98 V Model/Counts 1.00 2.08 3.56 0.50 3.35 5.00 3.35 0.00 5.08	VESTBOUND 07 Model 2266 0 0 134 0 288 500 111 749 VESTBOUNC 07_Model 486 466 1400 107 107 157 121	07 Counts 2257 34 135 22 289 96 15 828 07 07_Counts 486 27 26 24 53 311 30 2128	Model/Count: 1.0 0.0 0.9 0.0 1.0 0.5 0.9 Model/Count: 1.0 1.0 1.7 3.3 0.4 2.0 0.0 0.0 0.9 0.9 0.9 0.9 0.9 0

FR ONE

PROJECT TITLE:	KMPO TRA	VEL DEMAND MODEL SCREENLINE VALIDATION
SCENARIO TITLE:	2007 Model	Volume vs Roadway 07_Counts (PM PEAK HOUR)
RUN#9b	2007 NEW L	U, Roundabouts, UPDATED External X-I, I-X and X-X, Trip Rates, Trip Distribution, No Node Delay
Date:	3/20/2009	
File Location	C:\Documer	nts and Settings'/ren/My Documents/
originated by:	Tony wang	
Checked by:	Revised Ter	mplate by Jin Ren



SL Section	Correspond	ling Links	s: EB and WB Total	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	190 Ramp @ Spokane St On	505	692	0.73	105	315	0.33	400	377	1.06
	701	703	190 Ramp @ Spokane St Off	671	1123	0.60	468	705	0.66	203	418	0.49
	726	712	190 Ramp @ Seltice Way EB O	1834	719	2.55	877	265	3.31	957	454	2.11
	9709	736	190 Ramp @ SH 41 On	1081	1152	0.94	506	547	0.93	575	605	0.95
	732	731	190 Ramp @ SH 41 Off	1325	1366	0.97	585	623	0.94	740	743	1.00
	843	844	190 Ramp @ NW Blvd/Ramsey	1309	1197	1.09	253	329	0.77	1056	868	1.22
	826	843	190 Ramp @ NW Blvd/Ramsey	1203	1129	1.07	974	783	1.24	229	346	0.66
	859	849	190 Ramp @ US 95 On	1438	1151	1.25	587	325	1.81	851	826	1.03
	847	859	1 90 Ramp @ US 95 Off	914	902	1.01	504	642	0.79	410	260	1.58
	861	862	I 90 Ramp @ 3rd/4th St On	647	880	0.74	182	317	0.57	465	563	0.83
	860	9788	190 Ramp @ 3rd/4th St Off	962	820	1.17	710	582	1.22	252	238	1.06
	9795	912	190 Ramp @ 15th St On	460	389	1.18	166	71	2.34	294	318	0.92
	885	9796	190 Ramp @ 15th St Off	627	534	1.17	511	440	1.16	116	94	1.23
	9011	968	190 Ramp @ 23rd St On	459	407	1.13	104	88	1.18	355	319	1.11
	947	9948	190 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