



TRAFFIC IMPACT ANALYSIS

RESOLUTION COPPER MINE SUPERIOR, ARIZONA

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RESOLUTION COPPER
402 W MAIN STREET
SUPERIOR, ARIZONA 85173

SOUTHWEST TRAFFIC ENGINEERING, LLC
3838 NORTH CENTRAL AVENUE, SUITE 1810
PHOENIX, AZ 85012
T 602.266.SWTE (7983) F 602.266.1115



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Prepared By:

Andrew Smigelski, PE, PTOE, PTP
Shane Gutknecht, EIT



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

Executive Summary

The purpose of this traffic study is to evaluate the current and future transportation system at the proposed Resolution Copper Mine expansion without and with the project. Traffic operations were analyzed at existing, key intersections located near the proposed mining operations and facilities during construction and final operations.

The results and recommendations outlined in this report are based upon an assumed peak construction year (2020) and operations starting year (2025). It was also assumed that the peak construction year for the East Plant, West Plant, Tailings Storage Facility and the Filter Plant and Loadout Facility would occur simultaneously, which will not be the case. This helps to ensure a more conservative analysis of potential traffic impacts. A worst case approach to the analysis will assist, in the event the Environmental Impact Study (EIS) time frame impacts the construction timeline, in making the recommendations and mitigations within this document appropriate.

Existing and Future Traffic Data Without Project

In order to document current traffic volumes, Friday peak hour turning movement traffic counts were taken at fourteen existing study intersections. Weekday 24-hour intersection approach traffic counts were also taken at thirteen locations to supplement the peak hour traffic counts.

All of the study intersections are currently operating at an adequate level of service (LOS) and are anticipated to continue to do so in the years 2020 and 2025, without traffic from the Resolution Copper Mining Project.

Future Traffic Data With Project

Construction Phase (2020)

The northbound and southbound (minor approach) movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to operate at an inadequate LOS F only in the year 2020, with peak construction volumes. These temporary delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn from the minor approaches.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays 2020, with peak construction traffic volumes. Although no mine related traffic is expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.



The remaining study intersections are anticipated to operate at an adequate LOS in the years 2020, with traffic from the project.

Daily Operations (2025)

Upon commencement of normal mining operations in the year 2025 all movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to improve to an adequate LOS C or better. This decrease in delays is due to the reduction/redistribution of traffic volumes upon completion of the construction phase.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to continue experiencing delays in 2025, with daily operations traffic volumes. Although there is still no mine related traffic expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.

The northbound left/through/right movement at the intersection of Magma Mine Road (FS Road 469)/US 60 is anticipated to begin operating at an inadequate LOS F in 2025 with traffic resulting from the Resolution Copper Mine daily operations. This delay is caused by the large number of northbound, left turning vehicles expected to be leaving the East Plant.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2025, with traffic from the project.

Turn Lane Calculations

Based on ADOT guidelines turn lane warrants are met at the following intersections:

Existing Conditions (2015)

- Main Street/US 60
- SR 177/Westbound US 60 On Ramp

Peak Construction (2020):

- Magma Mine Road (FS Road 469)/US 60
- SR 177/Eastbound US 60 Ramps
- Silver King Mine Road (FS Road 229)/US 60
- Hewitt Station Road (FS Road 357)/US 60
- Main Street/Lonetree Road

Daily Operations (2025):

- Magma Mine Road (FS Road 469)/US 60

A southbound left turn lane is warranted at the intersection of SR 177/Eastbound US 60 in 2020 with traffic from the project. A northbound left turn lane at the intersection of SR 177/Westbound On Ramp currently meets and will continue to meet ADOT left turn lane



warrants with or without the project. Both of these turn lanes have a calculated total length of 245 feet. Unfortunately these intersections are located less than 200 feet from each other. Although, back to back turn lanes can be striped on the existing pavement, there is only approximately 100 feet of total length available for each lane. As the mine expansion construction is a temporary condition, no permanent changes to the bridge or overall traffic interchange are recommended.

The remaining warranted turn lanes are planned as part of US 60 improvements which are currently under construction, already exist or can be added as part of the Resolution Copper Mine project by restriping existing pavement.

Mitigation

Minor approaches at the intersections of Silver King Mine Road (FS Road 229)/US 60 and Main Street/US 60 are predicted to operate at an inadequate level of service during mine construction in 2020.

Similarly, minor approaches at the intersections of Main Street/US 60 and Magma Mine Road (FS Road 469)/US 60 are also predicted to operate at an inadequate level of service during daily operations in 2025.

Un-signalized minor street intersections along four or more lane, major roadways such as US 60, tend to have their left turn movements from the minor street operate at LOS E or F during the peak hours. While the installation of traffic signals may help to mitigate these movements at the project intersections, traffic signals are not recommended as a traffic signal would increase delays for the primary eastbound/westbound traffic traveling regionally on US 60. If necessary, flaggers or officers can be used to assist with turning movements at these intersections during peak construction.

Recommendations

New STOP signs are recommended at all of the minor approaches to the study intersections.

100 feet long, back to back left turn lanes are recommended to be striped on the existing pavement of SR 177 between the Eastbound US 60 Ramp and the Westbound US 60 On Ramp.

As this project is expected to serve high levels of truck traffic, appropriate turning radiiuses should be taken into account during the design and construction of future intersection and roadway improvements.

Hewitt Station Road (FS Road 357) provides access to state lands and forest service roads north of the US 60 that are used by recreational and off-road vehicles. Presently there is a dirt parking/staging area used by these vehicles on the east side of Hewitt Station Road (FS Road 357) immediately north of the US 60. This space should be maintained or replaced as part of any improvements to Hewitt Station Road (FS Road 357) in order to



keep these recreational vehicles separate from the trucks and mine traffic expected with the project.

If necessary, flaggers or officers can be used to assist with turning movements at the project intersections during peak construction.

Based on ADOT guidelines, the turn lanes warranted with the project should be the following lengths:

Existing Conditions (2015)

- Main Street/US 60
 - Eastbound left turn lane (635 feet)
- SR 177/Westbound US 60 On Ramp
 - Northbound left turn lane (240 feet)

Peak Construction (2020):

- Magma Mine Road (FS Road 469)/US 60
 - Eastbound right turn lane (485 feet)
- SR 177/Eastbound US 60 Ramps
 - Southbound left turn lane (240 feet)
- Silver King Mine Road (FS Road 229)/US 60
 - Eastbound left turn lane (385 feet)
 - Westbound right turn lane (360 feet)
- Hewitt Station Road (FS Road 357)/US 60
 - Eastbound left turn lane (385 feet)
 - Westbound right turn lane (360 feet)
- Main Street/Lonetree Road
 - Eastbound left turn lane (425 feet)

Daily Operations (2025):

- Magma Mine Road (FS Road 469)/US 60
 - Westbound left turn lane (360 feet)



TRAFFIC IMPACT ANALYSIS RESOLUTION COPPER MINE PROJECT SUPERIOR, ARIZONA

Project Description

Resolution Copper Mining is proposing a new underground mine, ore processing operation with associated facilities and infrastructure. The West Plant Site (WPS) is located just north of Superior, Arizona and a Tailings Storage Facility (TSF) will be constructed to the west of the WPS. The East Plant Site (EPS) is located in Oak Flat approximately six miles east of the WPS. Additionally, a new Filter Plant and Loadout Facility will be constructed east of San Tan Valley, Arizona, seven miles northeast of Magma Junction. The proposed project facilities will be connected via a series of conveyors and pipelines. A pipeline between the Filter Plant and Loadout Facility and the WPS will be located within an existing Magma Arizona Railroad Company (MARRCO) Corridor. The vicinity of the project is shown in **Figure 1**.

The purpose of this traffic impact analysis is to:

- Evaluate the existing and future operational characteristics of the adjacent roadway network surrounding the project site.
- Estimate the traffic generation associated with the project (peak construction and daily operations) and assign that traffic to the existing roadway system.
- Analyze existing and future traffic operations at the existing project intersections.
- Determine the need for auxiliary (left and right turn) lanes at the access intersections that will directly serve the project site.

The author of this report is a registered professional engineer (civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses.

Study Methodology

In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed were estimated for both the peak construction year 2020, and an opening year of 2025.
- Trip distribution assignments were made and used to assign the site traffic to the site access point and the primary roadways within the project study limits.
- Capacity analyses were performed for the existing conditions and future conditions without and with the project based on a peak construction year of 2020, and an opening year of 2025.

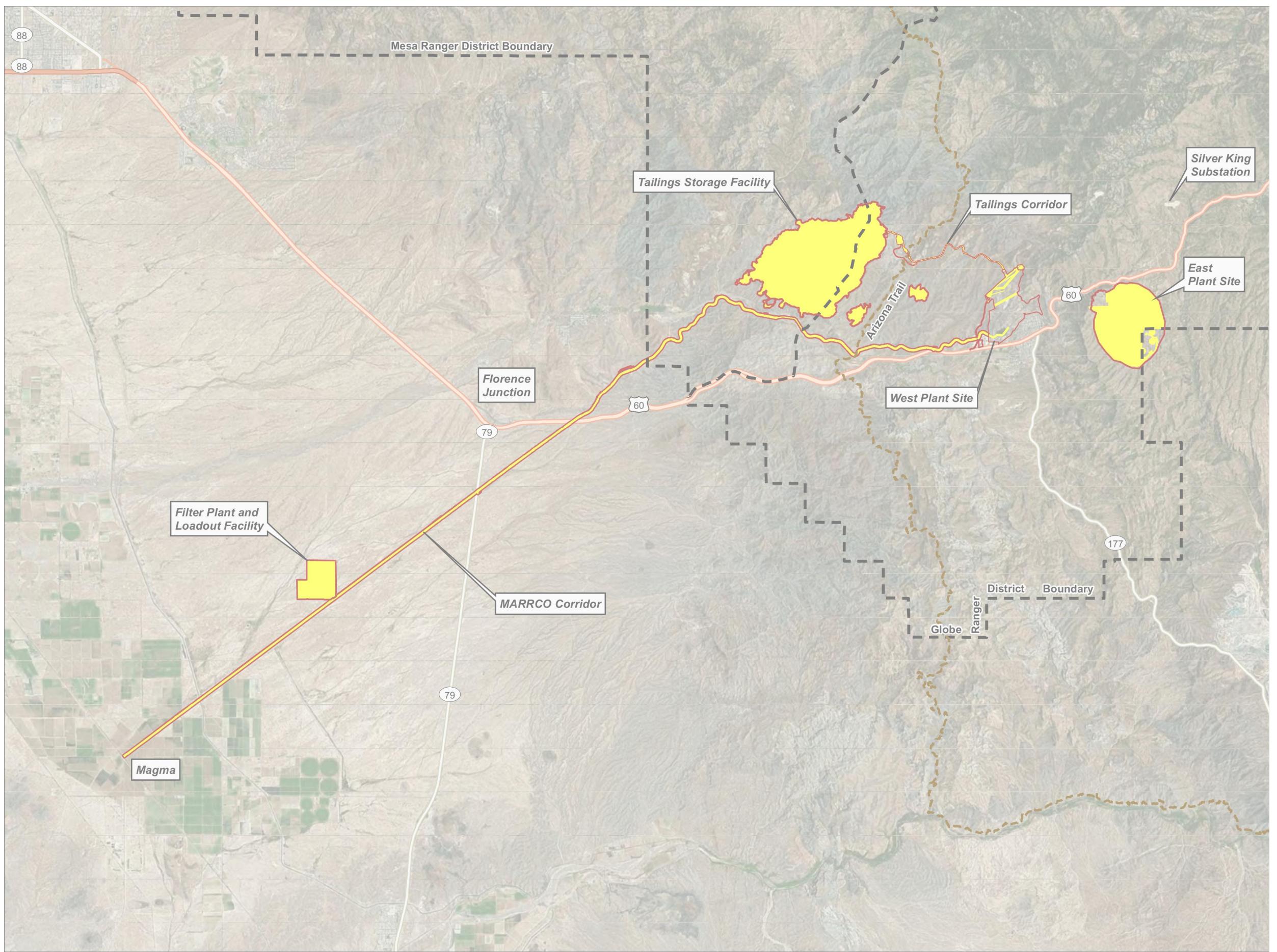


Figure 1 - Vicinity Map
Resolution Copper Mine
Superior, AZ



- The intersections were analyzed using the methodology presented in the 2010 Highway Capacity Manual (HCM).
- The need for auxiliary turn lanes into the site intersections were evaluated based on Arizona Department of Transportation (ADOT) guidelines.

Existing Conditions

The project site is located north and east of Superior, Arizona. The study location includes fourteen existing un-signalized intersections.

United States Route 60 (US 60) is an undivided two-lane roadway that has an east/west alignment and a posted speed limit of between 45 miles per hour (mph), 50 mph and 65 mph in the project area. The Arizona Department of Transportation (ADOT) facility generally has no curb, gutter or sidewalks provided in the area. The US 60 is considered a regional route in the area linking Superior, Miami and Globe to the Phoenix metropolitan area. Between Silver King Mine Road (FS Road 229) and State Route 177 (SR 177) there is an existing two-way left turn lane on US 60.

There are two ADOT projects on US 60 currently under construction in and around the Superior area. These improvements include widening of the US 60 and the installation of a raised concrete median. Turn lanes will also be provided at certain intersections. The effects of these improvements on the project intersections are described in greater detail in the Access section of this report.

State Route 177 (SR 177) is an undivided two-lane roadway beginning at the intersection of US 60/SR 177 and extending to the south towards the town of Kearny, Arizona. The roadway has no curb, gutter or sidewalk facilities in the project area. The posted speed limit on SR 177 is 25 mph at the intersection of US 60/SR 177 and increases to 55 mph as the road leaves the Town of Superior.

With a posted speed limit of 35 mph west of Lonetree Road and 25 mph east of Lonetree Road, Main Street is an undivided two-lane roadway with an east/west alignment. Curb, sidewalks and bike lanes are present along the north and south sides of the roadway. There are existing overhead utility poles along the south side of the roadway.

State Route 79 (SR 79) has a north/south alignment and is a two-lane, undivided roadway with 10-foot paved shoulders. The posted speed limit on SR 79 is 65 mph. SR 79 provides a route from US 60 south to Florence, Arizona. There are no curb, gutter, or sidewalk facilities along SR 79. Approximately two miles south of US 60, SR 79 crosses an existing Magma Arizona Railroad Company (MARRCO) railroad line.

Providing access to state lands and various mining operations, Silver King Mine Road (FS Road 229) exists as a two-lane graded dirt roadway with a north/south alignment. There is no posted speed limit on Silver King Mine Road (FS Road 229).

FS Road 989 (Apache Tear Road) is a graded dirt roadway with one lane in each direction beginning at the cattle guard adjacent to US 60 and extending south. FS Road 989 provides access to state lands, various mining operations and the town of Superior's water plant. FS Road 989 has a posted speed limit of 25 mph.



As a two-lane graded dirt roadway, Lonetree Road provides access to various mining operations north of Main Street. There is no posted speed limit, curb, gutter or sidewalks along Lonetree Road.

Currently, Magma Avenue is a paved local roadway that has a north/south alignment located in the center of Superior, Arizona. The two-lane roadway provides curb, gutter, sidewalks, and on street parking along the east and west sides of the roadway. The posted speed limit on Magma Avenue is 25 mph.

Magma Mine Road (FS Road 469) is a two-lane undivided paved roadway with no curb, gutter or sidewalk facilities. There is no posted speed limit on Magma Mine Road (FS Road 469), which provides access to mining operations south of US 60.

With no posted speed limit, Hewitt Station Road (FS Road 357) serves as an unpaved, graded dirt road providing access to state lands and forest service roads north of the US 60 that are used by recreational and off-road vehicles. Presently there is a dirt parking/staging area used by these vehicles on the east side of Hewitt Station Road (FS Road 357) immediately north of the US 60. Cattle guards are located across Hewitt Station Road (FS Road 357) at the intersection with US 60.

Skyline Drive is a two-lane roadway with no curb, gutter or sidewalk facilities. The speed limit on Skyline Drive is 50 mph west of Quail Run Lane and 45 mph east of Quail Run Lane. There are existing overhead utilities lines along the north side of the roadway. Low density residential development has occurred on the north side of the roadway between Schenpf Road and Quail Run Lane and the Skyline RV Resort exists on the south side of the roadway at Sierra Vista Drive. There is also a relatively small, low density residential development on the south side of Skyline Drive, east of Quail Run Lane. Despite these limited residential developments the land surrounding Skyline Drive is largely undeveloped and/or farmland.

Quail Run Lane is an undivided, two-lane roadway with a posted speed limit of 50 mph. The roadway has a north/south alignment, and does not provide curb, gutter or sidewalk facilities in the area. There are existing overhead utilities located along the west side of the roadway.

Sierra Vista Drive is an unpaved, two-lane dirt roadway with a posted speed limit of 25 mph. The roadway has a north/south alignment and no curb, gutter or sidewalk facilities. There are existing overhead utilities located along both sides of the Sierra Vista Drive.

With a posted speed limit of 50 mph, Schenpf Road serves as an undivided two-lane roadway utilizing a north/south alignment. There are dirt shoulders along both sides of the roadway with no sidewalk facilities. There are existing overhead utilities located along the east and west sides of the road.

Combs Road has an east/west alignment and a posted speed limit of 50 mph. One lane is provided in each direction with dirt shoulders along both sides of the roadway. There are existing overhead utilities along the south side of the road.



The intersection of SR 79/MARRCO Railroad Crossing is located approximately two miles south of US 60. The existing railroad line crosses SR 79 at grade with an east/west alignment. The right of way on SR 79 and for the railroad is controlled by northbound and southbound crossing gates on SR 79.

The un-signalized 'T' intersection of Main Street/US 60 is controlled by a STOP sign on the southbound approach. The approaches on US 60 are free flow. There are curb, gutter and sidewalk facilities at this intersection, with a raised center median at the intersection on Main Street. The eastbound approach offers an exclusive left turn lane, and a single through lane, while the westbound approach provides a single shared through/right turn lane. The southbound approach to the intersection of Main Street/US 60 offers exclusive left and right turn lanes.

Magma Mine Road (FS Road 469)/US 60 is a four-way, un-signalized intersection that is STOP sign controlled on the northbound and southbound approaches. Eastbound and westbound traffic on US 60 is free flow. The eastbound approach to the intersection offers a two way center left turn lane, a through lane and an exclusive right turn lane, while the westbound approach provides a two-way left turn lane, and a shared through/right turn lane. The northbound and southbound approaches offer a shared left turn/through/right turn lane. The north leg of the intersection is offset approximately 90 feet east from the south leg. Southeast of the intersection in a dirt lot is an ADOT temporary staging yard for construction vehicles.

The intersection of FS Road 989/US 60 is also an un-signalized 'T' intersection which is STOP sign controlled on the northbound approach. The eastbound and westbound approaches on US 60 are free flow. The eastbound approach offers a shared through/right turn lane while the westbound approach provides a two-way left turn lane, and a single through lane. The northbound approach to the intersection of FS Road 989/US 60 offers a single shared left turn/right turn lane.

The un-signalized intersection of Silver King Mine Road (FS Road 229)/US 60 is controlled by a STOP sign on the southbound approach. The eastbound and westbound approaches on US 60 are free flow. The eastbound approach to the intersection offers a single shared left turn/through lane while the westbound approach provides a single shared through/right turn lane. A single shared left turn/right turn lane is offered for the southbound approach.

Hewitt Station Road (FS Road 357)/US 60 is a four-way, un-signalized intersections with STOP sign control for both the northbound and southbound approaches. Traffic on US 60 is free flow. Eastbound US 60 and westbound US 60 is separated by a 70 foot dirt median at the intersection. The eastbound and westbound approaches provide exclusive left turn lanes and a shared through/right turn lanes. The northbound and southbound approaches to the intersection of Hewitt Station Road (FS Road 357)/US 60 offer a single shared through/right turn lane. Presently there is a dirt parking/staging area used by off-road and recreational vehicles on the east side of Hewitt Station Road (FS Road 357) immediately north of the US 60.



Magma Avenue/Main Street is a four-leg, un-signalized, ALL-WAY STOP controlled intersection. There are existing crosswalks across all four legs of the intersection as well as street lighting facilities located on all four corners. The northbound, southbound, eastbound and westbound approaches to the intersection each provide a single shared left turn/through/right turn lane. The main access into the existing Resolution Copper Mine facilities is provided via Magma Avenue, north of Main Street.

The un-signalized 'T' intersection of Lonetree Road/Main Street is controlled by a STOP sign on the southbound approach. Eastbound and westbound traffic on Main Street is free flow. The eastbound approach offers a single shared left turn/through lane, while the westbound approach provides a shared through/right turn lane. There are existing bike lanes located on the north and south sides of Main Street. The southbound approach to the intersection offers a single shared left turn/right turn lane. Lonetree Road currently provides access to existing mining Resolution Copper Mine facilities.

Skyline Drive/Quail Run Lane is an un-signalized, ALL-WAY STOP controlled intersection. There are existing overhead utilities located on the northwest and southeast corners of the intersections. The northbound, southbound, eastbound and westbound approaches to the intersection of Skyline Drive/Quail Run Lane each provide a single shared left turn/through/right turn lane.

The un-signalized, four-leg intersection of Skyline Drive/Sierra Vista Drive is STOP sign controlled on the northbound and southbound approaches. Eastbound and westbound traffic on Skyline Drive is free flow. The northbound and southbound approaches to the intersection provide a shared left turn/through/right turn lane. The eastbound approach offers a shared left turn/through/right turn lane while the westbound approach also provides a shared left turn/through/right turn lane. There is an existing irrigation canal located along the west side of Sierra Vista Drive.

Skyline Drive/Schnepf Road is an un-signalized, free flow, 'L' intersection, where Skyline Drive transitions from its east/west alignment, to a north/south alignment and becomes Schnepf Road. The south and west legs of the intersection are dirt trails that serve the nearby farm lands. There are existing overhead utilities along the west side of Schnepf Road.

Combs Road/Schnepf Road is an un-signalized, ALL-WAY STOP controlled intersection. There are existing overhead utilities along the west side of Schnepf Road and an irrigation canal along the east side of the road. Each approach to the intersection provides an exclusive left turn lane, and a shared through/right turn lane.

Existing lane configurations and traffic control, average vehicles speed and percent trucks are shown in **Figure 2**.

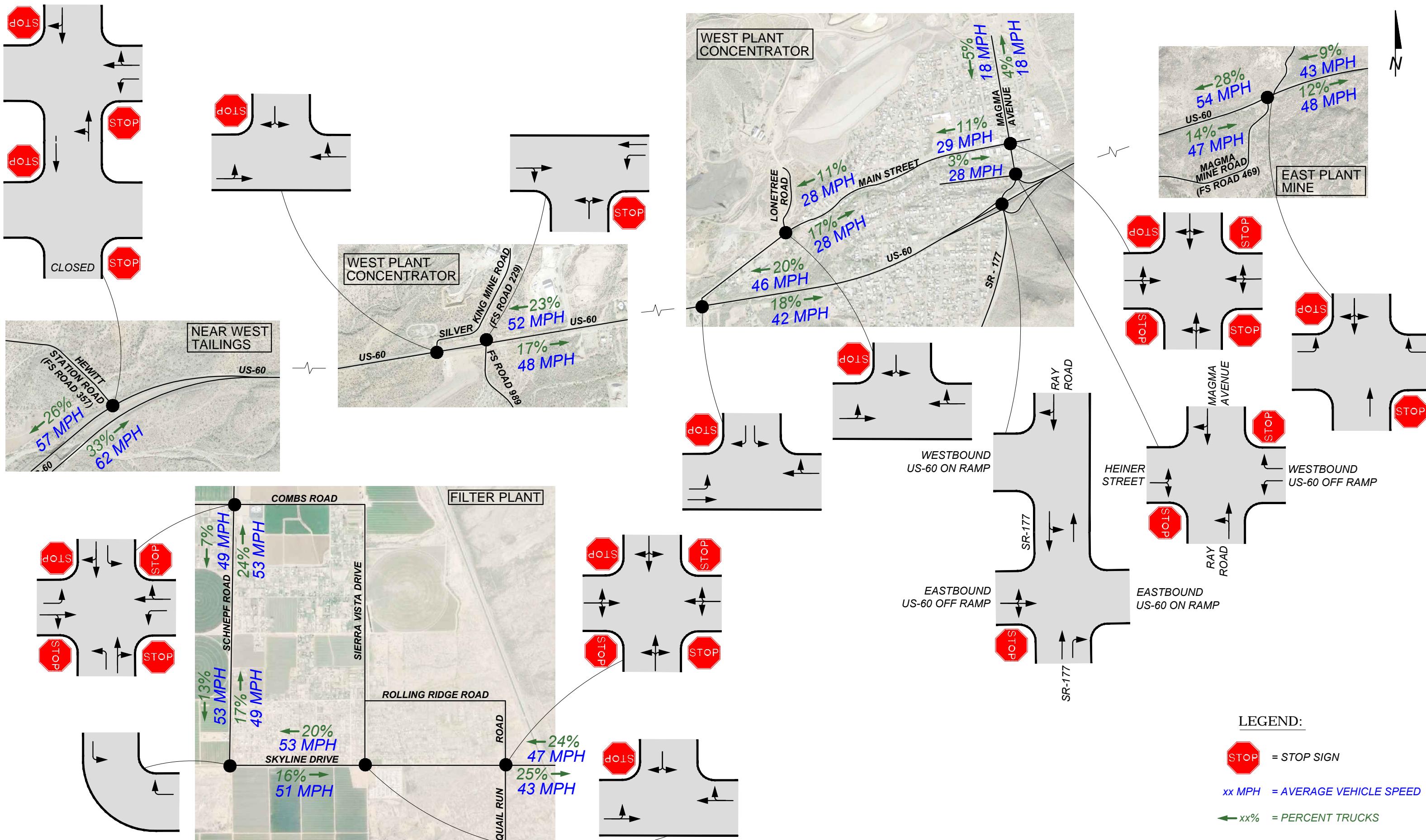


Figure 2 - Existing Lane Configurations, Average Vehicle Speed and Percent Trucks
 Resolution Copper Mine
 Superior, AZ



Existing Traffic Data

In order to form a basis for analysis of the project impacts, peak hour turning movement counts were conducted. Per discussion with ADOT and based on seasonal factors it was determined that these counts would be taken on a Friday. This is the day traffic volumes are highest due to people traveling for the weekend. Counts were also taken before construction began on the adjacent ADOT projects. Intersections where turning movement counts were completed are listed below:

- Magma Mine Road (FS Road 469)/US 60
- SR 177/Eastbound US 60 Ramps
- SR 177/Westbound US 60 On Ramp
- Ray Road/Heiner Street/Westbound US 60 Off Ramp
- Main Street/US 60
- FS Road 989/US 60
- Silver King Mine Road (FS Road 229)/US 60
- Hewitt Station Road (FS Road 357)/US 60
- Main Street/Lonetree Road
- Main Street/Magma Avenue
- Skyline Drive/Quail Run Lane
- Skyline Drive/Sierra Vista Drive
- Skyline Drive/Schnepf Road
- Combs Road/Schnepf Road

In addition, Friday 24-hour bi-directional traffic volume, vehicle speed and vehicle classification traffic counts were also taken at the following roadway segments:

- Magma Avenue, north of Copper Road
- Main Street, east of Pinal Avenue
- Main Street, west of Pinal Avenue
- US 60, west of Silver King Mine Road (FS Road 229)
- US 60, between Silver King Mine Road (FS Road 229) and Main Street
- US 60, between Main Street and SR 177
- US 60, west of Magma Mine Road (FS Road 469)
- US 60, east of Magma Mine Road (FS Road 469)
- SR 79, between US 60 and the MARRCO Railroad Line
- Skyline Drive, east of Quail Run Lane
- Skyline Drive, between Sierra Vista Drive and Schnepf Road
- Schnepf Road, between Skyline Drive and Hash Knife Draw Road
- Schnepf Road, between Hash Knife Draw Road and Combs Road

The Friday peak hour turning movement counts were conducted on Friday from 7:00 AM to 10:00 PM. All traffic counts were completed in August 2015.

The existing daily and peak hour traffic volumes are shown in **Figure 3**. The complete traffic count summaries can be found in the Appendix.

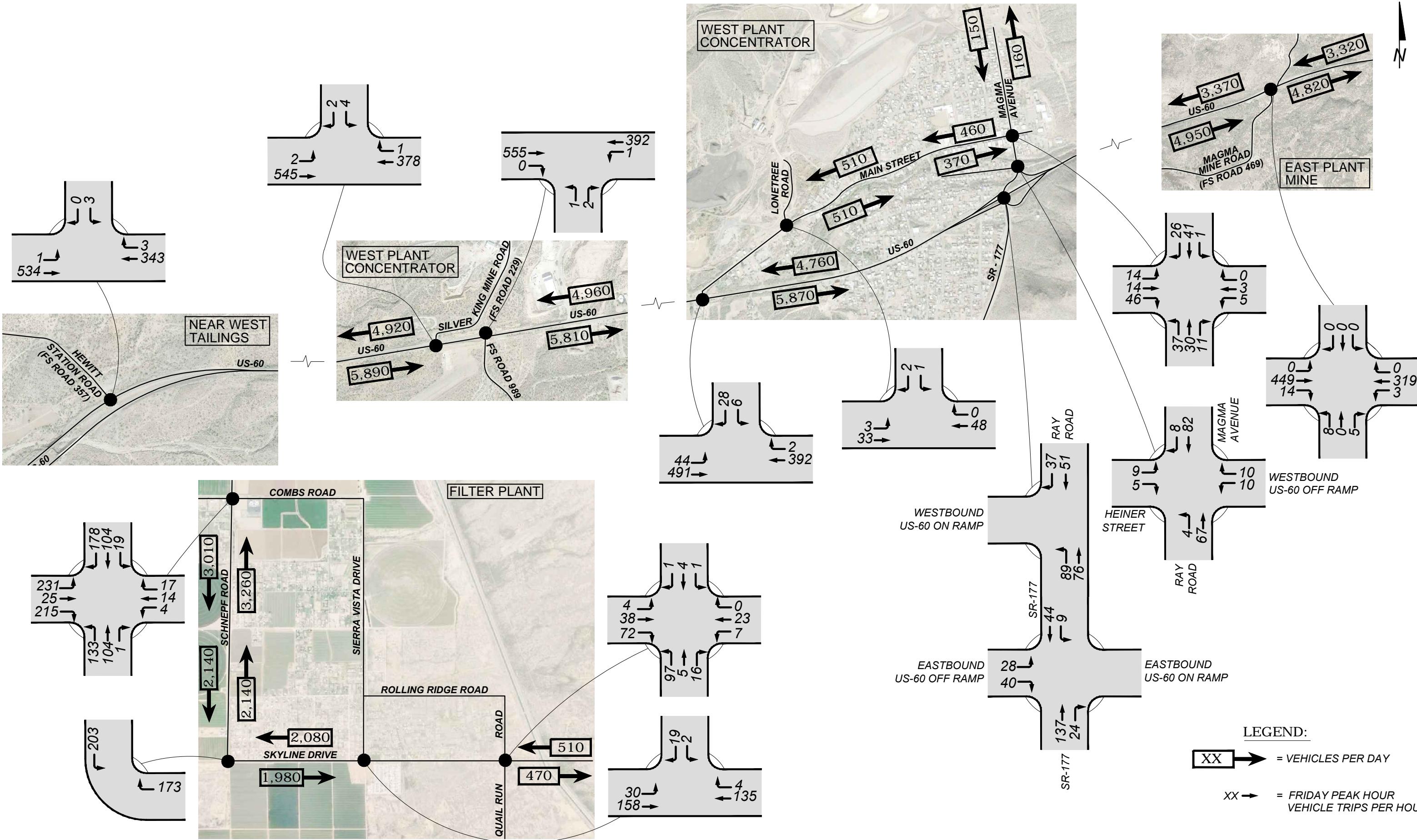


Figure 3 - Existing Weekday Peak Hour Traffic Volumes

Resolution Copper Mine
Superior, AZ



Access

Direct access during both the construction and operations phase of the Resolution Copper Mining Project will be provided from the existing intersections of:

- Magma Mine Road (FS Road 469)/US 60
- Silver King Mine Road (FS Road 229)/US 60
- Hewitt Station Road (FS Road 357)/US 60
- Main Street/Magma Avenue
- Skyline Drive/Quail Run Lane
- Main Street/Lonetree Road

Figure 4 shows the locations of the project access intersections in relation to the various project areas.

Filter Plant and Loadout Facility.

The Filter Plant and Loadout Facility will be accessed primarily from the west via East Skyline Road. With the project, Skyline Road will extend east from the intersection of Skyline Road/Quail Run Road to the Filter Plant and Loadout Facility. Secondary access is also provided west of SR 79 via an access road along the south side of the MARRCO Corridor.

MARRCO Corridor

Hewitt Station Road (FS Road 357) lies parallel to much of the MARRCO corridor, where the pipeline between the West Plant and the Filter Plant and Loadout Facility is proposed. Primary access to the MARRCO Corridor will be provided via the intersection of Hewitt Station Road (FS Road 357)/US 60.

West Plant Site and Tailings Storage Facility

There is existing access to the WPS from Magma Avenue within the town of Superior. With the project, a new main entrance to WPS is proposed at the intersection of Main Street/Lonetree Road. There will also be an alternative entrance to WPS via the intersection of Silver King Mine Road (FS Road 229)/US 60. This intersection will also provide access to the TSF. Moreover, an access road will be constructed connecting TSF and WPS.

East Plant Site

EPS will be accessed from the intersection of Magma Mine Road (FS Road 469)/US 60 approximately three miles east of Superior.

The intersections of Hewitt Station Road (FS Road 357)/US 60, Silver King Mine Road (FS Road 229)/US 60, FS Road 989/US 60 and Main Street/US 60 will be reconfigured as part of the ADOT roadway improvement projects. All other study access intersections are expected to remain as described in the existing conditions section of this report.

Construction has already started on planned improvements to the US 60 in the vicinity of the project. As part of these improvements Silver King Mine Road (FS Road 229) will be aligned with FS Road 989 (Apache Tear Road), forming one intersection. Furthermore,



the improvements will add a raised concrete median along with an additional eastbound and westbound through lane along the US 60 at Hewitt Station Road (FS Road 357), Silver King Mine Road (FS Road 229) and Main Street. Each of these intersections will also be provided with eastbound and westbound left turn lanes. The minor approaches to the intersection of these roadways with the US 60 are expected to remain unchanged. These US 60 improvements were assumed to be completed by the year 2020 without and with the project.

Trip Generation

Trip generation for the project during peak construction and regular operations was developed utilizing data provided by the Resolution Copper Mine. When construction on the Resolution Copper Mine begins, each facility associated with the Resolution Copper Mine will have a unique schedule. Peak construction activities for each facility will not occur concurrently; however, the analysis was conducted in this manner to account for a maximum reasonable worst case traffic impact.

For the purposes of analysis a peak construction year of 2020 was assumed. In order to perform a more conservative analysis it was also assumed that peak construction for each of the analyzed mine facilities would occur simultaneously. This is the worst case scenario for traffic volumes.

For the purposes of this report, it was assumed that regular operations would begin in 2025.

During both the construction phase and the operations phase, material deliveries are expected at a rate less than 11 trucks per hour.

Tables 1 and 2 show the expected trip generation for the Resolution Copper Mining facilities during the peak of construction and during operations.

Table 1 – 2020 Weekday Project Site Generated Trips (Peak Construction)

Time Period	East Plant		West Plant and TSF		Filter Plant and Loadout Facility	
	Personnel	Materials and Equipment	Personnel	Materials and Equipment	Personnel	Materials and Equipment
Peak Hour, Inbound (vtph)	219	11	519	11	30	8
Peak Hour, Outbound (vtph)	219	11	519	11	30	8
Total Peak	438	22	1,038	22	60	16

-Personnel trips based on anticipated number of workers with a .66 shift reduction factor and a 1.7 divisor to account for carpooling.

-Materials trips based on the materials and equipment quantities anticipated to be required during construction and a maximum of 11 trucks per hour.

-vtpd - vehicle trips per day, vtph - vehicle trips per hour

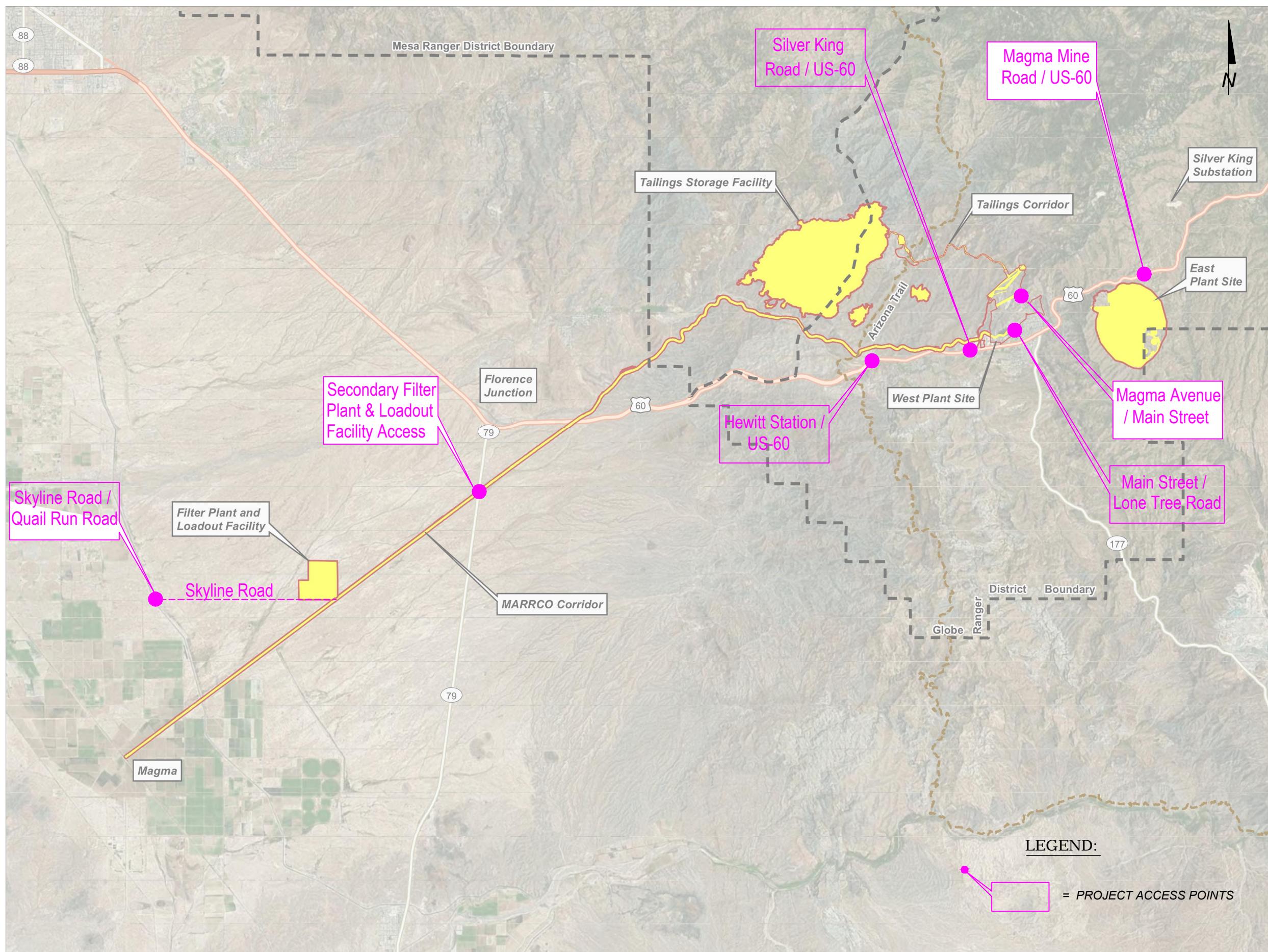


Figure 4 - Access Locations
 Resolution Copper Mine
 Superior, AZ



Table 2 – 2025 Weekday Project Site Generated Trips (Normal Operations)

Time Period	East Plant		West Plant and TSF		Filter Plant and Loadout Facility	
	Personnel	Materials	Personnel	Materials	Personnel	Materials
Peak Hour, Inbound (vtpd)	166	11	168	11	9	N/A
Peak Hour, Outbound (vtpd)	166	11	168	11	9	N/A
Total Peak	332	22	336	22	18	N/A

-Personnel trips based on anticipated number of workers with a .66 shift reduction factor and a 1.7 divisor to account for carpooling.
 -Materials trips based on the materials and equipment quantities anticipated to be required during construction and a maximum of 11 trucks per hour.
 -vtpd - vehicle trips per day, vtph - vehicle trips per hour

Trip Distribution & Assignment

Trip distribution for the project was based on the relative accessibility of cities and towns near the site that would be able to provide housing for construction workers. The following areas will most likely provide workers during construction: Phoenix Metro, Globe and Tucson.

Figure 5 shows the weekday trip distribution for the project as a percentage of net new primary trips.

Figure 6 shows the weekday peak hour traffic assignment of these trips to the existing project intersections during peak of construction (2020). **Figure 7** shows the weekday peak hour traffic assignment of these trips to the existing project intersections once the mine begins daily operations (2025).

Trip distribution calculations are shown in the appendix.

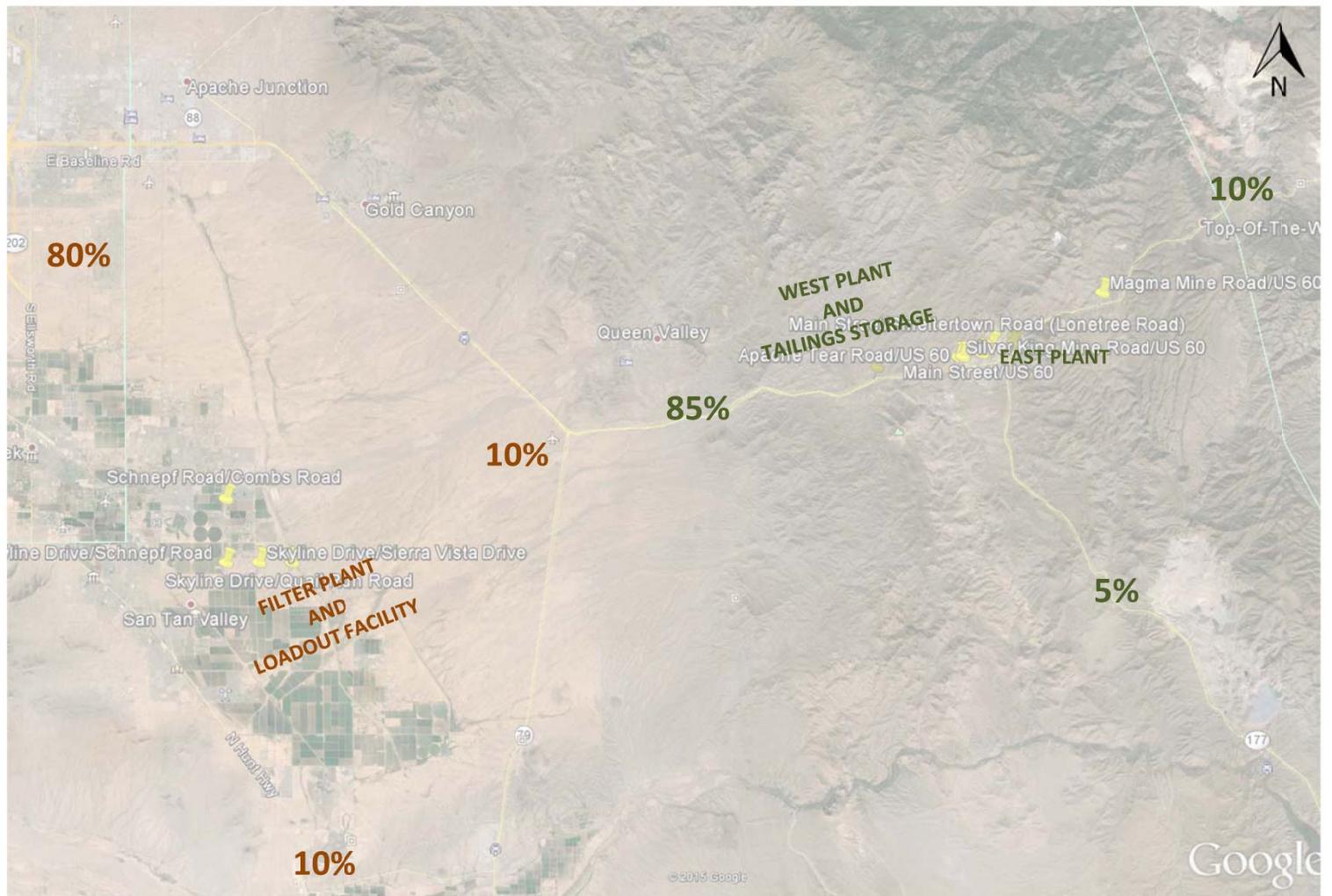
Existing Traffic Operations

Analysis of current intersection operations was conducted for the weekday peak hour using the nationally accepted methodology set forth in the *Highway Capacity Manual*, Transportation Research Board, 2010. The computer software Synchro 9 was utilized to calculate the levels of service for individual movements, approaches, and for the intersections as a whole.

Level of service (LOS) is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate operation at signalized and un-signalized intersections in developed areas.

At un-signalized intersections, level of service is predicted/calculated for those movements which must either stop for or yield to oncoming traffic and is based on average control delay for the particular movement. Control delay is the portion of total delay attributed to traffic control measures such as stop signs and traffic signals. The criteria for level of service at un-signalized intersections are shown below in **Table 3**.

Figure 5 – Weekday Peak Hour Trip Distribution



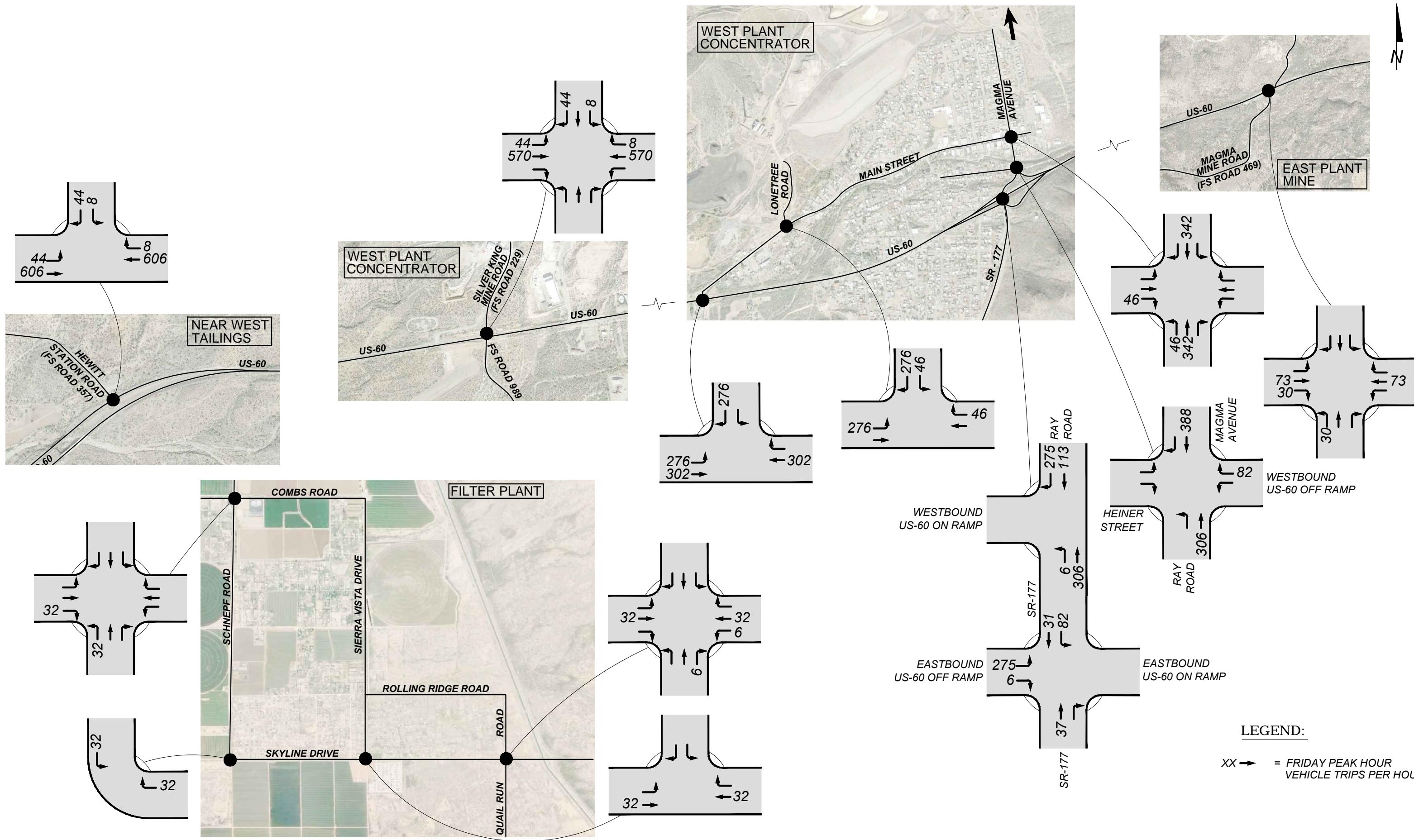


Figure 6 - 2020 Weekday Peak Hour Trip Assignment (Peak Construction)
 Resolution Copper Mine
 Superior, AZ

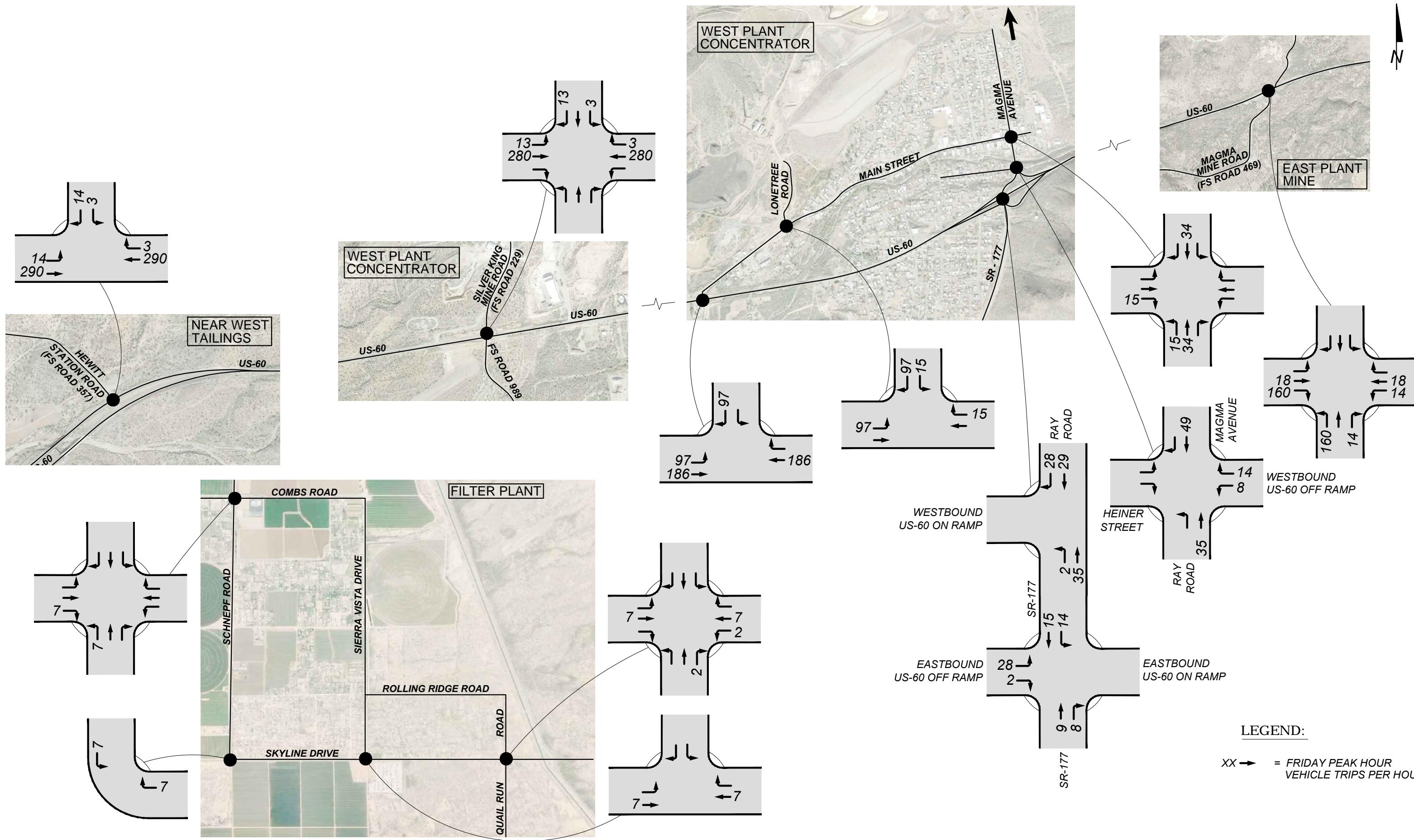


Figure 7 - 2025 Weekday Peak Hour Trip Assignment (Operations)
 Resolution Copper Mine
 Superior, AZ



Table 3 – Level of Service Criteria – Un-signalized Intersections

Level-of-Service	Delay
A	\leq 10 seconds
B	> 10 and \leq 15 seconds/vehicle
C	> 15 and \leq 25 seconds/vehicle
D	> 25 and \leq 35 seconds/vehicle
E	> 35 and \leq 50 seconds/vehicle
F	> 50 seconds per vehicle

Existing levels of service were calculated for the project intersections within the study area. The results of this analysis are shown in **Table 4**. Complete capacity calculations are included in the Appendix.

As shown in **Table 4**, all of the study intersections currently operate at an adequate LOS C or better for all movements during the peak hour.

Future Traffic Operations Without Project

In order to assess the impacts of the project on future traffic operations, traffic projections were made for the years 2020 (peak construction) and 2025 (normal operations).

A review of historical traffic data in the area showed increasing and decreasing traffic volumes. Due to this, a 2% growth rate was used for this analysis. Using a 2% annual traffic growth rate, 2020 and 2025 weekday peak hour traffic volumes without the project were estimated as shown in **Figures 8 and 9**.

Construction has started on an ADOT project that includes improvements to the US 60 near the Resolution Copper Mine project area. For analysis purposes the following improvements were assumed to be completed by the year 2016:

- Widening of US 60 to a four lane roadway section from Hewitt Station Road (FS Road 357) through Superior.
- Eastbound right turn lane added at the intersection of Hewitt Station Road (FS Road 357)/US 60.
- Alignment of Silver King Mine Road (FS Road 229) with FS Road 989.
- Eastbound and westbound left turn lanes added at the intersection of Silver King Mine Road (FS Road 229)/US 60.

As with the current volumes, levels of service were calculated for each of the intersections in the study area for 2020 and 2025 without the project.

Levels of service for 2020 and 2025 without the project are shown in **Tables 5 and 6**. Complete capacity calculations are included in the Appendix.

As shown in **Tables 5 and 6**, all of the project intersections are predicted to continue to experience an adequate LOS for all movements during the peak hours of 2020 and 2025, without traffic from the project.



Table 4 – Existing Peak Hour Levels of Service

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	C	16.2
Eastbound Through/Right	B	12.8
Westbound Left	B	10.7
Westbound Through/Right	B	10.2
Northbound Left	B	13.0
Northbound Through/Right	B	11.3
Southbound Left	B	10.2
Southbound Through/Right	C	15.8
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.6
Southbound Left/Right	A	9.3
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	7.5
Westbound Left/Through/Right	A	7.6
Northbound Left/Through/Right	A	8.2
Southbound Left/Through/Right	A	7.4
Hewitt Station Road (FS Road 357)/Westbound US 60		
Northbound Left/Through	A	0.0
Southbound Through/Right	A	0.0
Hewitt Station Road (FS Road 357)/Eastbound US 60		
Southbound Left	A	0.0
Silver King Mine Road (FS Road 229)/US 60		
Eastbound Left/Through	A	8.2
Southbound Left/Right	C	16.5
FS Road 989/US 60		
Westbound Left	A	8.7
Northbound Left/Right	B	14.8
Main Street/Lonetree Road		
Eastbound Left	A	7.3
Southbound Left/Right	A	8.7
Main Street/US 60		
Eastbound Left/Through	A	8.4
Southbound Left	C	21.1
Southbound Right	B	11.1
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.3
Westbound Left/Through/Right	A	7.5
Northbound Left/Through/Right	A	7.7
Southbound Left/Through/Right	A	7.4
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.4
Westbound Left/Through/Right	A	9.3
Northbound Left/Through	A	7.4
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	A	9.4
Southbound Left/Through	A	7.5
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	8.4
Northbound Left/Through/Right	C	15.9
Southbound Left/Through/Right	A	0.0

Delay - seconds per vehicle

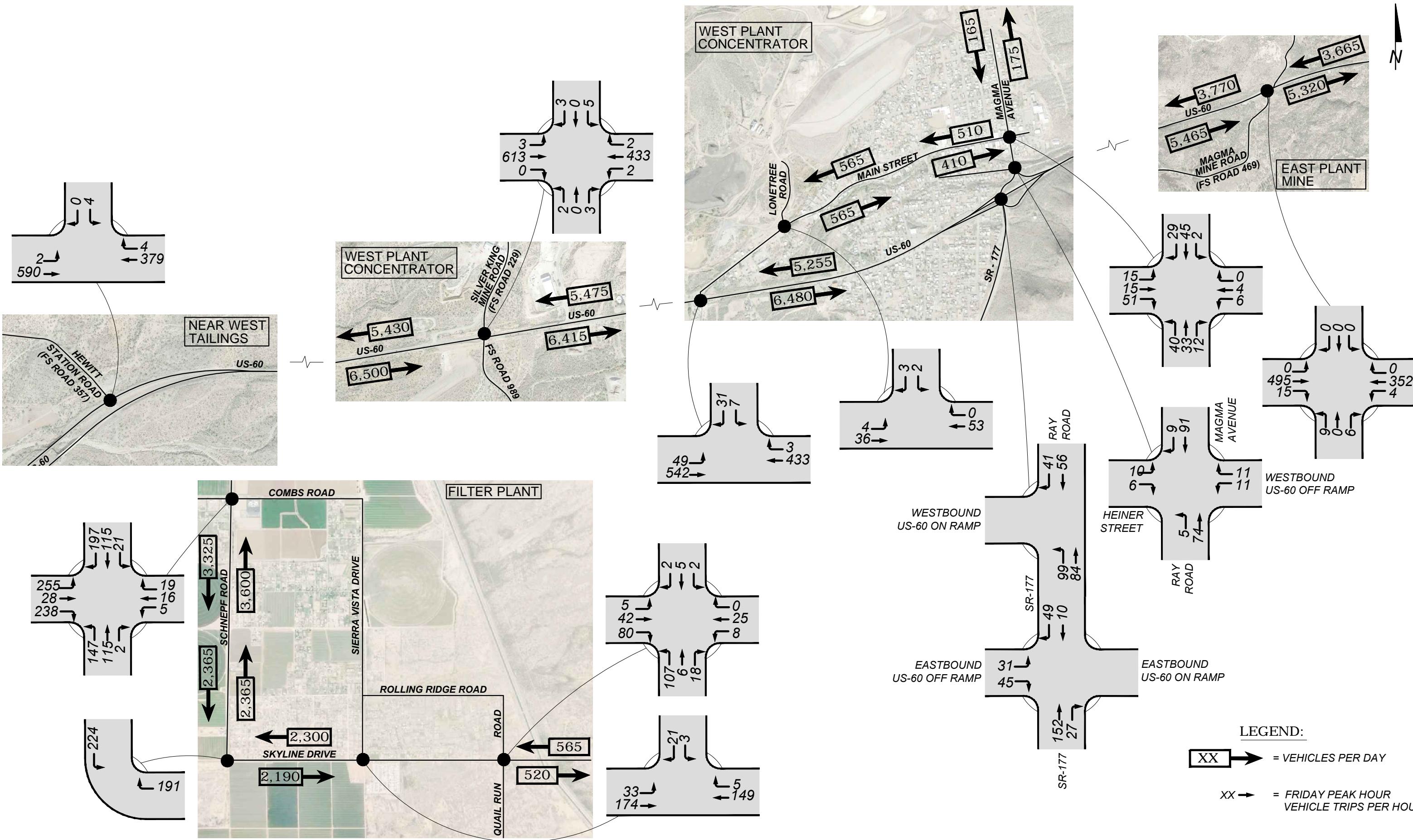


Figure 8 - 2020 Weekday Peak Hour Traffic Volumes Without Project (Peak Construction)
Resolution Copper Mine
Superior, AZ

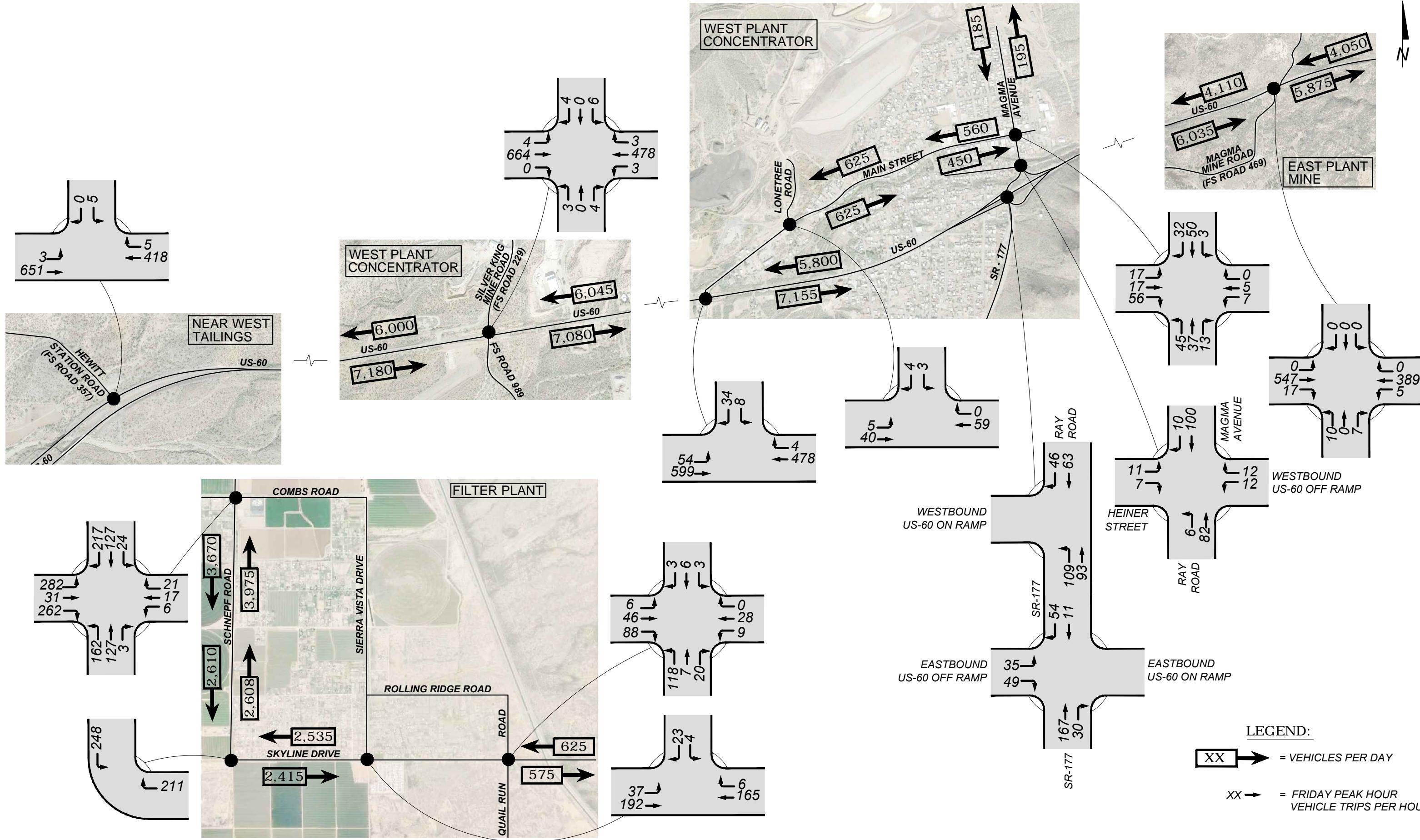


Figure 9 - 2025 Weekday Peak Hour Traffic Volumes Without Project Operations

Resolution Copper Mine
Superior, AZ



Table 5 – 2020 Peak Hour Levels of Service Without Project (Peak Construction)

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	C	18.8
Eastbound Through/Right	B	14.5
Westbound Left	B	11.1
Westbound Through/Right	B	10.7
Northbound Left	B	14.1
Northbound Through/Right	B	12.1
Southbound Left	B	10.5
Southbound Through/Right	C	19.2
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.6
Southbound Left/Right	A	9.5
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	7.7
Westbound Left/Through/Right	A	7.7
Northbound Left/Through/Right	A	8.4
Southbound Left/Through/Right	A	7.5
Hewitt Station Road (FS Road 357)/Westbound US 60		
Northbound Left/Through	A	0.0
Southbound Through/Right	A	0.0
Hewitt Station Road (FS Road 357)/Eastbound US 60		
Southbound Left	A	0.0
Silver King Mine Road (FS Road 229)/US 60		
Eastbound Left	A	8.3
Westbound Left	A	9.0
Northbound Left/Through/Right	C	15.0
Southbound Left/Through/Right	C	15.7
Main Street/Lonetree Road		
Eastbound Left	A	7.3
Southbound Left/Right	A	8.8
Main Street/US 60		
Eastbound Left/Through	A	8.5
Southbound Left	C	18.9
Southbound Right	B	10.0
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.4
Westbound Left/Through/Right	A	7.6
Northbound Left/Through/Right	A	7.8
Southbound Left/Through/Right	A	7.4
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.6
Westbound Left/Through/Right	A	9.4
Northbound Left/Through	A	7.4
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	A	9.5
Southbound Left/Through	A	7.6
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	8.5
Northbound Left/Through/Right	C	17.4
Southbound Left/Through/Right	A	0.0

Delay - seconds per vehicle



Table 6 – 2025 Peak Hour Levels of Service Without Project (Normal Operations)

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	C	22.9
Eastbound Through/Right	C	17.1
Westbound Left	B	11.6
Westbound Through/Right	B	11.4
Northbound Left	C	15.7
Northbound Through/Right	B	13.2
Southbound Left	B	11.0
Southbound Through/Right	D	25.3
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.7
Southbound Left/Right	A	9.8
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	7.9
Westbound Left/Through/Right	A	7.8
Northbound Left/Through/Right	A	8.5
Southbound Left/Through/Right	A	7.5
Hewitt Station Road (FS Road 357)/Westbound US 60		
Northbound Left/Through	A	0.0
Southbound Through/Right	A	0.0
Hewitt Station Road (FS Road 357)/Eastbound US 60		
Southbound Left	A	0.0
Silver King Mine Road (FS Road 229)/US 60		
Eastbound Left	A	8.5
Westbound Left	A	9.2
Northbound Left/Through/Right	C	17.0
Southbound Left/Through/Right	C	17.2
Main Street/Lonetree Road		
Eastbound Left	A	7.4
Southbound Left/Right	A	8.9
Main Street/US 60		
Eastbound Left/Through	A	8.7
Southbound Left	C	21.2
Southbound Right	B	10.2
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.6
Westbound Left/Through/Right	A	7.7
Northbound Left/Through/Right	A	7.9
Southbound Left/Through/Right	A	7.6
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.7
Westbound Left/Through/Right	A	9.5
Northbound Left/Through	A	7.5
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	A	9.7
Southbound Left/Through	A	7.6
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	8.7
Northbound Left/Through/Right	C	19.4
Southbound Left/Through/Right	A	0.0

Delay - seconds per vehicle



Future Traffic Operations With Project

In order to assess the impacts of the project on future traffic operation, levels of service were calculated for each project intersection for 2020 and 2025 with the project. Weekday peak hour traffic volumes for 2020 and 2025 without the project were combined with the estimated trips generated by the project to yield weekday peak hour traffic volumes with the project as shown in **Figures 10 and 11**.

Weekday intersection levels of service for 2020 and 2025, with the project were then calculated as shown in **Tables 7 and 8**. Complete capacity calculations are included in the Appendix.

As shown in **Table 7**, the northbound and southbound (minor approach) movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to operate at an inadequate LOS F only in the year 2020, with peak construction volumes. These temporary delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn from the minor approaches.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays in 2020, with peak construction traffic volumes. Although no mine related traffic is expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2020, with traffic from the project.

As shown in **Table 8**, upon commencement of normal mining operations in the year 2025 all movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to improve to an adequate LOS C or better. This decrease in delays is due to the reduction/redistribution of traffic volumes upon completion of the construction phase.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to continue experiencing delays in 2025, with daily operations traffic volumes. Although there is still no mine related traffic is expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.

The northbound left/through/right movement at the intersection of Magma Mine Road (FS Road 469)/US 60 is anticipated to begin operating at an inadequate LOS F in 2025 with traffic resulting from the Resolution Copper Mine daily operations. This delay is caused by the large number of northbound, left turning vehicles expected to be leaving the East Plant.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2025, with traffic from the project.

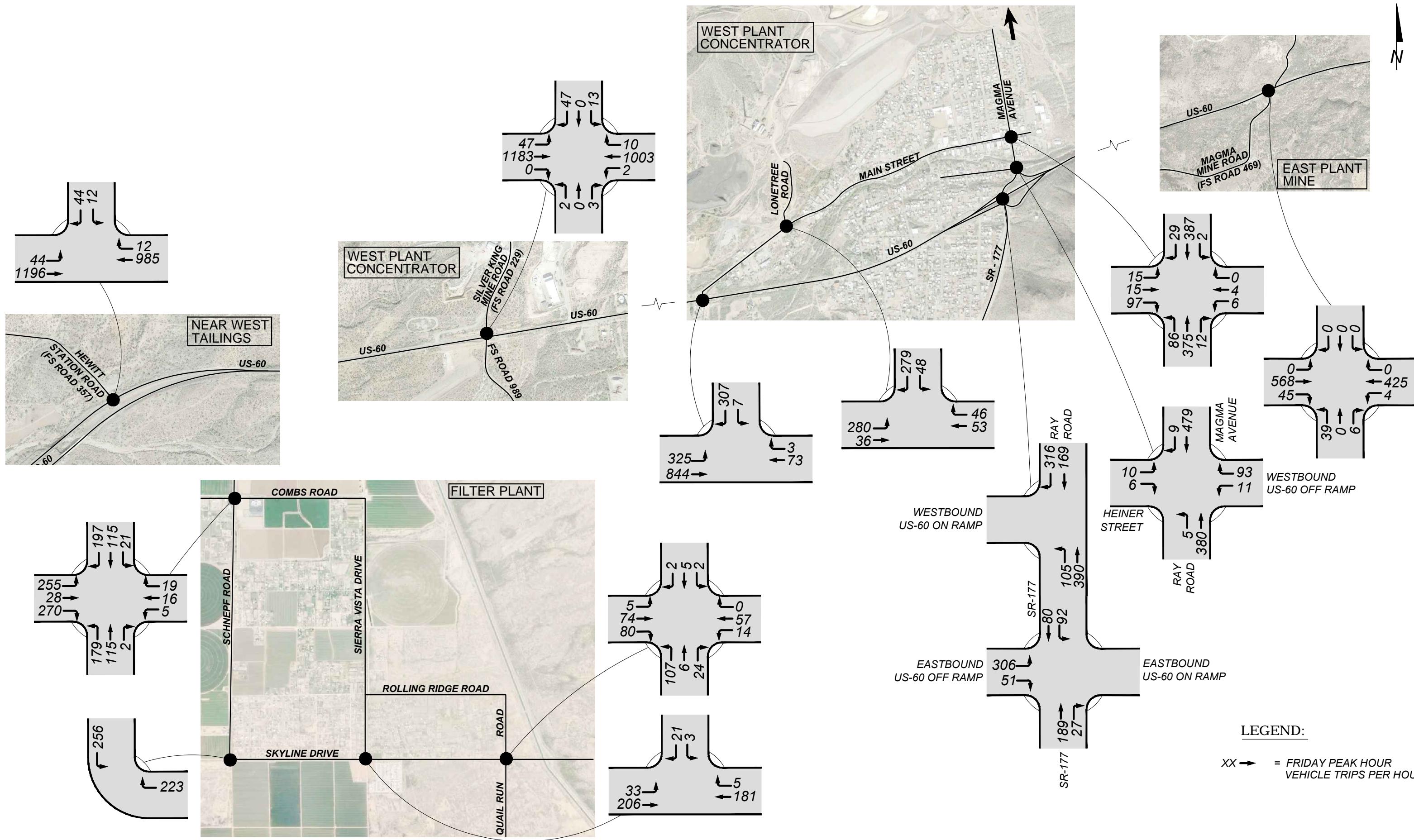


Figure 10 - 2020 Weekday Peak Hour Traffic Volumes With Project (Peak Construction)
 Resolution Copper Mine
 Superior, AZ

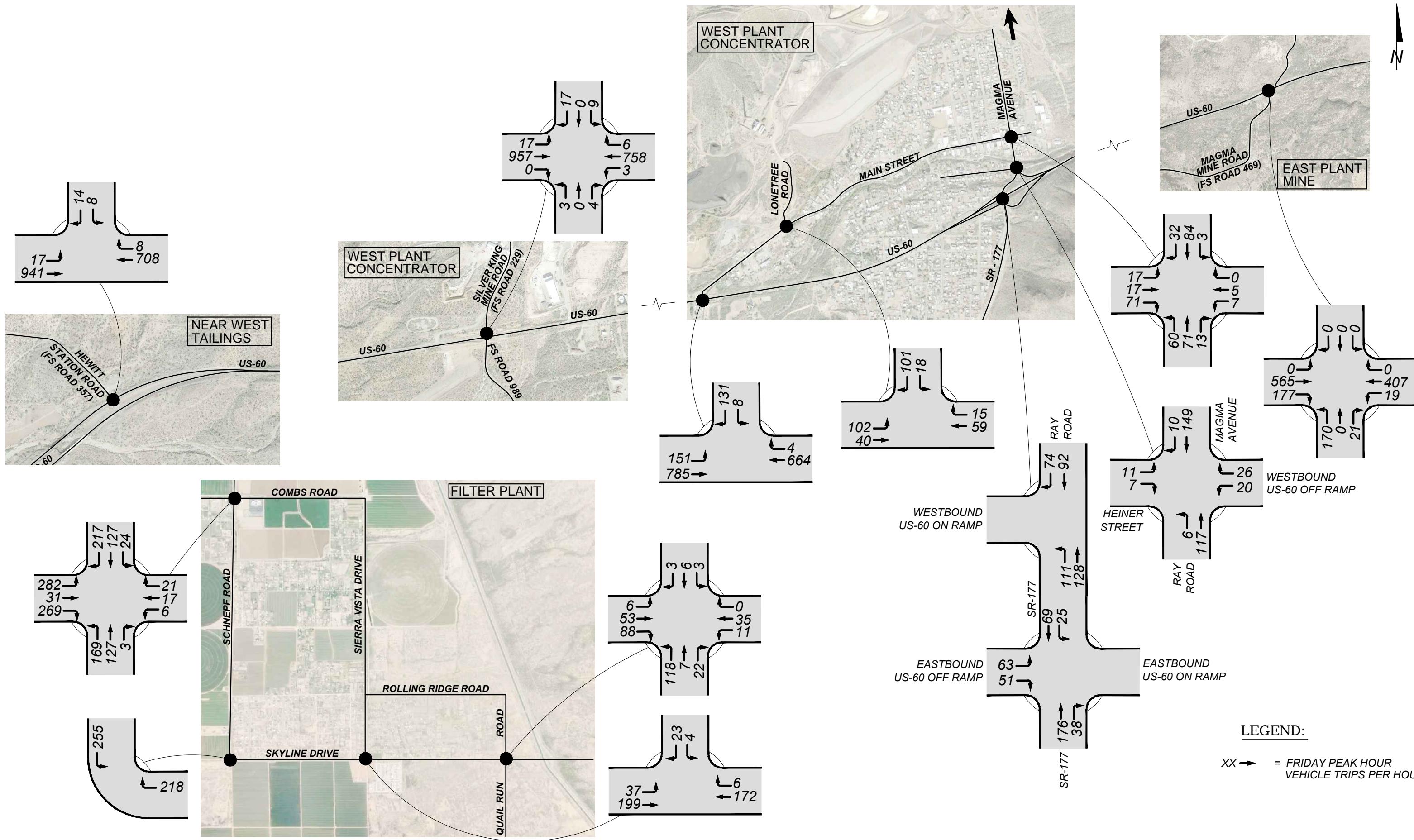


Figure 11 - 2025 Weekday Peak Hour Traffic Volumes With Project (Operations)
 Resolution Copper Mine
 Superior, AZ



Table 7 – 2020 Peak Hour Levels of Service With Project (Peak Construction)

Intersection	2020 w/o Project		2020 w/Project	
	Peak Hour		Peak Hour	
	LOS	Delay	LOS	Delay
Un-signalized Intersections				
Combs Road/Schnepf Road				
Eastbound Left	C	18.8	C	19.5
Eastbound Through/Right	B	14.5	C	16.6
Westbound Left	B	11.1	B	11.4
Westbound Through/Right	B	10.7	B	11.0
Northbound Left	B	14.1	C	16.0
Northbound Through/Right	B	12.1	B	12.4
Southbound Left	B	10.5	B	10.8
Southbound Through/Right	C	19.2	C	20.3
Skyline Drive/Sierra Vista Drive				
Eastbound Left/Through	A	7.6	A	7.7
Southbound Left/Right	A	9.5	A	9.8
Skyline Drive/Quail Run Lane				
Eastbound Left/Through/Right	A	7.7	A	8.2
Westbound Left/Through/Right	A	7.7	A	8.1
Northbound Left/Through/Right	A	8.4	A	8.7
Southbound Left/Through/Right	A	7.5	A	7.7
Hewitt Station Road (FS Road 357)/Westbound US 60				
Northbound Left/Through	A	0.0	A	0.0
Southbound Through/Right	A	0.0	B	13.7
Hewitt Station Road (FS Road 357)/Eastbound US 60				
Southbound Left	A	0.0	A	0.0
Silver King Mine Road (FS Road 229)/US 60				
Eastbound Left	A	8.3	B	11.4
Westbound Left	A	9.0	B	11.9
Northbound Left/Through/Right	C	15.0	F	60.8
Southbound Left/Through/Right	C	15.7	F	51.6
Main Street/Lonetree Road				
Eastbound Left	A	7.3	A	8.1
Southbound Left/Right	A	8.8	B	14.7
Main Street/US 60				
Eastbound Left/Through	A	8.5	B	13.1
Southbound Left	C	18.9	F	>120
Southbound Right	B	10.0	C	19.1
Main Street/Magma Avenue				
Eastbound Left/Through/Right	A	7.4	B	10.7
Westbound Left/Through/Right	A	7.6	B	10.0
Northbound Left/Through/Right	A	7.8	C	20.7
Southbound Left/Through/Right	A	7.4	C	17.0
Heiner Street/Ray Road/Westbound US 60 Off Ramp				
Eastbound Left/Right	A	9.6	C	21.3
Westbound Left/Through/Right	A	9.4	B	13.8
Northbound Left/Through	A	7.4	A	8.5
SR 177/Eastbound US 60 Ramps				
Eastbound Left/Through/Right	A	9.5	D	30.4
Southbound Left/Through	A	7.6	A	7.9
Magma Mine Road (FS Road 469)/US 60				
Eastbound Left	A	0.0	A	0.0
Westbound Left	A	8.5	A	8.8
Northbound Left/Through/Right	C	17.4	D	28.6
Southbound Left/Through/Right	A	0.0	A	0.0

Delay - seconds per vehicle



Table 8 – 2025 Peak Hour Levels of Service With Project (Normal Operations)

Intersection	2025 w/o Project		2025 w/Project	
	Peak Hour		Peak Hour	
	LOS	Delay	LOS	Delay
Un-signalized Intersections				
Combs Road/Schnepf Road				
Eastbound Left	C	22.9	C	23.6
Eastbound Through/Right	C	17.1	C	17.7
Westbound Left	B	11.6	B	11.7
Westbound Through/Right	B	11.4	B	11.5
Northbound Left	C	15.7	C	16.1
Northbound Through/Right	B	13.2	B	13.2
Southbound Left	B	11.0	B	11.0
Southbound Through/Right	D	25.3	D	25.7
Skyline Drive/Sierra Vista Drive				
Eastbound Left/Through	A	7.7	A	7.7
Southbound Left/Right	A	9.8	A	9.8
Skyline Drive/Quail Run Lane				
Eastbound Left/Through/Right	A	7.9	A	8.0
Westbound Left/Through/Right	A	7.8	A	7.9
Northbound Left/Through/Right	A	8.5	A	8.6
Southbound Left/Through/Right	A	7.5	A	7.6
Hewitt Station Road (FS Road 357)/Westbound US 60				
Northbound Left/Through	A	0.0	A	0.0
Southbound Through/Right	A	0.0	B	11.2
Hewitt Station Road (FS Road 357)/Eastbound US 60				
Southbound Left	A	0.0	A	0.0
Silver King Mine Road (FS Road 229)/US 60				
Eastbound Left	A	8.5	A	9.7
Westbound Left	A	9.2	B	10.6
Northbound Left/Through/Right	C	17.0	D	30.9
Southbound Left/Through/Right	C	17.2	D	25.1
Main Street/Lonetree Road				
Eastbound Left	A	7.4	A	7.6
Southbound Left/Right	A	8.9	A	9.7
Main Street/US 60				
Eastbound Left/Through	A	8.7	B	13.5
Southbound Left	C	21.2	E	49.9
Southbound Right	B	10.2	B	12.5
Main Street/Magma Avenue				
Eastbound Left/Through/Right	A	7.6	A	7.9
Westbound Left/Through/Right	A	7.7	A	7.9
Northbound Left/Through/Right	A	7.9	A	8.4
Southbound Left/Through/Right	A	7.6	A	8.0
Heiner Street/Ray Road/Westbound US 60 Off Ramp				
Eastbound Left/Right	A	9.7	B	10.4
Westbound Left/Through/Right	A	9.5	B	10.0
Northbound Left/Through	A	7.5	A	7.6
SR 177/Eastbound US 60 Ramps				
Eastbound Left/Through/Right	A	9.7	B	10.6
Southbound Left/Through	A	7.6	A	7.7
Magma Mine Road (FS Road 469)/US 60				
Eastbound Left	A	0.0	A	0.0
Westbound Left	A	8.7	A	8.9
Northbound Left/Through/Right	C	19.4	F	>120
Southbound Left/Through/Right	A	0.0	A	0.0

Delay - seconds per vehicle



Turn Lane Analysis

A key element of this study is to determine if left and right turn lanes are required at the project intersection along the US 60 and the proposed main access point to the WPS. The *ADOT Traffic Engineering Guidelines and Processes (TGP) Section 245 Turn Lane Warrants* provides warrants for the inclusion of left and right turn lanes based on speed limit, through traffic volume and turning traffic volume during the peak hour.

When needed, turn lanes remove the slowing turning traffic from the through traffic stream, improving capacity and reducing rear-end accidents. Based on the future peak hour traffic volumes with the project, **Table 9** shows the locations that were evaluated for turn lanes based on existing, peak construction and daily operation traffic volumes.

Table 9 – Turn Lane Warrants

Intersection	Direction	Turn Treatment Analyzed	Turn Treatments Warranted?		
			Existing Volumes 2015	Peak Construction 2020	Daily Operations 2025
Main Street/US 60	Westbound	Right Turn Lane	No	No	No
	Eastbound	Left Turn Lane	Yes	Yes	Yes
Magma Mine Road (FS Road 469)/US 60	Eastbound	Right Turn Lane	No	Yes	Yes
	Westbound	Left Turn Lane	No	No	Yes
SR 177/Eastbound US 60 Ramps	Northbound	Right Turn Lane	No	No	No
	Southbound	Left Turn Lane	No	Yes	No
SR 177/Westbound US 60 On Ramp	Southbound	Right Turn Lane	No	No	No
	Northbound	Left Turn Lane	Yes	Yes	Yes
Ray Road/Heiner Street/Westbound US 60 Off Ramp	Southbound	Right Turn Lane	No	No	No
	Northbound	Left Turn Lane	No	No	No
Silver King Mine Road (FS Road 229)/US 60	Westbound	Right Turn Lane	No	Yes	No
	Eastbound	Left Turn Lane	No	Yes	Yes
Hewitt Station Road (FS Road 357)/US 60	Westbound	Right Turn Lane	No	Yes	No
	Eastbound	Left Turn Lane	No	Yes	Yes
Main Street/Lonetree Road	Westbound	Right Turn Lane	No	No	No
	Eastbound	Left Turn Lane	No	Yes	Yes



The turn lanes warranted at the project intersections and the first project year they become warranted are shown below:

Existing Conditions (2015)

- Main Street/US 60
 - Eastbound left turn lane
- SR 177/Westbound US 60 On Ramp
 - Northbound left turn lane

Peak Construction (2020):

- Magma Mine Road (FS Road 469)/US 60
 - Eastbound right turn lane
- SR 177/Eastbound US 60 Ramps
 - Southbound left turn lane)
- Silver King Mine Road (FS Road 229)/US 60
 - Eastbound left turn lane
 - Westbound right turn lane
- Hewitt Station Road (FS Road 357)/US 60
 - Eastbound left turn lane
 - Westbound right turn lane
- Main Street/Lonetree Road
 - Eastbound left turn lane

Daily Operations (2025):

- Magma Mine Road (FS Road 469)/US 60
 - Westbound left turn lane

Another key element of this study is to determine storage lengths for the left and right turn lanes associated with the project. Queue storage requirements were calculated using the following methods as recommended in *A Policy of Geometric Design of Highways and Streets* (AASHTO, 2011).

For un-signalized intersections, storage for vehicles likely to arrive in an average two-minute period within the peak hour should be provided.

$$\begin{aligned}\text{Vehicles per 2 min. period} &= (\text{vehicles/hour}) \div (30 \text{ periods/hour}) \\ \text{Storage length} &= \text{vehicles per 2 min. period} \times 25 \text{ feet}\end{aligned}$$

Table 10 shows the calculated queue length for the turn lanes warranted with the project. The computed values are typically rounded up to the nearest 25 feet. Complete storage length calculations can be found in the Appendix.

The Resolution Copper Mining Project traffic patterns are expected to change between the peak construction year (2020) and the beginning of daily operations (2025). In light of this, whichever year was anticipated to have higher volumes at the intersection being analyzed was the analysis year used for storage calculations.



Table 10 – Calculated Turn Lane Storage Lengths

Intersection	Left Turn Storage				Right Turn Storage			
	NB	SB	EB	WB	NB	SB	EB	WB
Main Street/US 60								
Turning Volume (vph)			325					
S _{calculated} =			271					
S _{rounded} =			275					
Magma Mine Road (FS Road 469)/US 60								
Turning Volume (vph)				19			177	
S _{calculated} =				16			148	
S _{rounded} =				25			150	
SR 177/Eastbound US 60 Ramps								
Turning Volume (vph)		92						
S _{calculated} =		77						
S _{rounded} =		100						
SR 177/Westbound US 60 On Ramp								
Turning Volume (vph)	105							
S _{calculated} =	88							
S _{rounded} =	100							
Silver King Mine Road (FS Road 229)/US 60								
Turning Volume (vph)			47					10
S _{calculated} =			39					8
S _{rounded} =			50					25
Hewitt Station Road (FS Road 357)/US 60								
Turning Volume (vph)			46					12
S _{calculated} =			38					10
S _{rounded} =			50					25
Main Street/Lonetree Road								
Turning Volume (vph)			280					
S _{calculated} =			233					
S _{rounded} =			250					

S - storage in feet, vph - vehicles per hour

Once the queue length is determined, auxiliary lane gap and turn lane lengths for turn lanes can be determined using *ADOT TGP 430 Turn Lane Design*. **Table 11** shows the calculated turn lane lengths including gap lengths and braking distance.



Table 11 – Recommended Turn Lane Lengths

Intersection	Queue	Desirable Braking Distance	Gap	Total Length
Main Street/US 60				
Eastbound Left Turn Lane	275	245	90	610
Magma Mine Road (FS Road 469)/US 60				
Eastbound Right Turn Lane	150	245	90	485
Westbound Left Turn Lane	25	245	90	360
SR 177/Eastbound US 60 Ramps				
Southbound Left Turn Lane	100	80	60	240
SR 177/Westbound US 60 On Ramp				
Northbound Left Turn Lane	100	80	60	240
Silver King Mine Road (FS Road 229) /US 60				
Westbound Right Turn Lane	25	245	90	360
Eastbound Left Turn Lane	50	245	90	385
Hewitt Station Road (FS Road 357)/US 60				
Westbound Right Turn Lane	25	245	90	360
Eastbound Left Turn Lane	50	245	90	385
Main Street/Lonetree Road				
Eastbound Left Turn Lane	250	115	60	425

All Lengths in Feet

The southbound left turn lane at the intersection of SR 177/Eastbound US 60 Ramps will meet ADOT warrants for a turn lane in the year 2020 with traffic from the project. The northbound left turn lane at the intersection of SR 177/Westbound On Ramp currently meets and will continue to meet ADOT left turn lane warrants with or without the project. Both of these turn lanes have a calculated total length of 245 feet. Unfortunately these intersections are located less than 200 feet from each other. Although, back to back turn lanes can be striped on the existing pavement, there is only approximately 100 feet of total length available for each lane. As the mine expansion construction is a temporary condition, no permanent changes to the bridge or overall traffic interchange are recommended.

The remaining left turn lanes warranted on the US 60 are already intended as part of the improvements to the US 60 or already exist. The planned left turn lanes should be designed to accommodate the total lengths shown in **Table 11**.

The warranted right turn lanes on the US 60 at Magma Mine Road (FS Road 469), Silver King Mine Road (FS Road 229) and Hewitt Station Road (FS Road 357) are not planned as part of the US 60 improvements. They should be installed as part of the Resolution Copper Mining Project.

A left turn and a right turn lane are warranted into the proposed new main WPS access point located at the intersection of Main Street/Lonetree Road. These turn lanes can be striped within the existing pavement on Main Street.



Mitigation

Three of the study area intersections are predicted to operate at an inadequate level of service during the construction and operational peak hours in 2020 and 2025, with the project. Proposed mitigation strategies for these project intersections are discussed below.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to experience delays in both 2020 and 2025. Although no mine related traffic is expected to make this turn, the mine is expected to result in an increase in through traffic on the US 60 which will reduce the number of available gaps for the seven vehicles expected to be turning left from Main Street. A traffic signal would improve the delays for this small number of people attempting to make a southbound left, however, it is not recommended as a signal would also result in an increase in delays for the much larger through volumes traveling on the US 60.

The northbound and southbound (minor) approaches to the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to begin operating at an LOS F only in the year 2020, with the peak construction volumes. When traffic volumes decrease upon commencement of normal mining operations, these movements are expected to operate adequately. These temporary delays are caused by the increased through volumes on US 60 leaving an inadequate number of gaps for vehicles attempting to turn from the minor approaches.

There are less than ten total northbound vehicles and sixty-two southbound vehicles expected at the intersection of Silver King Mine Road (FS Road 229)/US 60. A traffic signal would mitigate the delays at these minor approaches, however, it is not recommended due to the low traffic volumes experiencing delays, the temporary nature of the delays and the negative impacts a traffic signal would have to the traffic stream on US 60.

Delays are expected at the northbound left/through/right movement at the intersection of Magma Mine Road (FS Road 469)/US 60 only in the year 2025. This delay is caused by the large number of left turning vehicles expected to be leaving the East Plant onto US 60. Almost all of the vehicles expected to experience delays are mine generated trips and there is sufficient storage on Magma Mine Road (FS Road 469) for vehicles to queue without impacting other traffic movements. Although a traffic signal would improve operations at this intersection and decrease the time it took to leave the East Plant, it is not recommended due to the negative impacts a traffic signal would have to progression along the US 60.

Furthermore, this intersection is located on a curve in a rural area that does not currently have any traffic signals. The installation of a traffic signal in an area where drivers would not expect one, combined with limited visibility could lead to an increase in rear end crashes on the US 60. If necessary, flaggers or officers can be used to assist with turning movements at the project intersections during peak construction.



Conclusion

The proposed Resolution Copper Mine project is predicted to generate an additional 1,596 vehicle trips peak hour trips during peak construction and 730 peak hour trips during buildup daily operations. This includes personnel trips as well as materials and equipment deliveries and conservatively assumes that the peak construction at each of the analyzed facilities will occur in the same year. Fifty percent of these new trips will be into the project and fifty percent will be out of the project.

All of the study intersection are currently operating at an adequate level of service (LOS) and are anticipated continue to do so in the years 2020 and 2025, without traffic from the Resolution Copper Mining Project.

Construction Phase (2020)

The northbound and southbound (minor approach) movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to operate at an inadequate LOS F only in the year 2020, with peak construction volumes. These temporary delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn southbound from the minor approaches.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays 2020, with peak construction traffic volumes. Although no mine related traffic is expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2020, with traffic from the project.

Daily Operations (2025)

Upon commencement of normal mining operations in the year 2025 all movements at the intersection of Silver King Mine Road (FS Road 229)/US 60 are anticipated to improve to an adequate LOS C or better. This decrease in delays is due to the reduction/redistribution of traffic volumes upon completion of the construction phase.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to continue experiencing delays in 2025, with daily operations traffic volumes. Although there is still no mine related traffic is expected to make this turn, the mine is expected to increase through traffic volumes on the US 60 which reduces the number of available gaps for vehicles turning left from Main Street.

The northbound left/through/right movement at the intersection of Magma Mine Road (FS Road 469)/US 60 is anticipated to begin operating at an inadequate LOS F in 2025 with traffic resulting from the Resolution Copper Mine daily operations. This delay is



caused by the large number of northbound, left turning vehicles expected to be leaving the East Plant.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2025, with traffic from the project.

Based on ADOT guidelines turn lane warrants are met at the following intersections:

Existing Conditions (2015)

- Main Street/US 60
 - Eastbound left turn lane (635 feet)
- SR 177/Westbound US 60 On Ramp
 - Northbound left turn lane (240 feet)

Peak Construction (2020):

- Magma Mine Road (FS Road 469)/US 60
 - Eastbound right turn lane (485 feet)
- SR 177/Eastbound US 60 Ramps
 - Southbound left turn lane (240 feet)
- Silver King Mine Road (FS Road 229)/US 60
 - Eastbound left turn lane (385 feet)
 - Westbound right turn lane (360 feet)
- Hewitt Station Road (FS Road 357)/US 60
 - Eastbound left turn lane (385 feet)
 - Westbound right turn lane (360 feet)
- Main Street/Lonetree Road
 - Eastbound left turn lane (425 feet)

Daily Operations (2025):

- Magma Mine Road (FS Road 469)/US 60
 - Westbound left turn lane (360 feet)

A southbound left turn lane is warranted at the intersection of SR 177/Eastbound US 60 in 2020 with traffic from the project. A northbound left turn lane at the intersection of SR 177/Westbound On Ramp currently meets and will continue to meet ADOT left turn lane warrants with or without the project. Both of these turn lanes have a calculated total length of 245 feet. Unfortunately these intersections are located less than 200 feet from each other. Although, back to back turn lanes can be striped on the existing pavement, there is only approximately 100 feet of total length available for each lane. As the mine expansion construction is a temporary condition, no permanent changes to the bridge or overall traffic interchange are recommended.

The remaining warranted turn lanes are planned as part of US 60 improvements which are currently under construction, already exist or can be added as part of the Resolution Copper Mine project by restriping existing pavement.



Minor approaches at the intersections of Silver King Mine Road (FS Road 229)/US 60 and Main Street/US 60 are predicted to operate at an inadequate level of service during mine construction in 2020.

Similarly, minor approaches at the intersections of Main Street/US 60 and Magma Mine Road (FS Road 469)/US 60 are also predicted to operate at an inadequate level of service during daily operations in 2025.

Un-signalized minor street intersections along four or more lane, major roadways such as US 60, tend to have their left turn movements from the minor street operate at LOS E or F during the peak hours. While the installation of traffic signals may help to mitigate these movements at the project intersections, traffic signals are not recommended as a traffic signal would increase delays for the primary eastbound/westbound traffic traveling regionally on US 60. If necessary, flaggers or officers can be used to assist with turning movements at these intersections during peak construction.

New STOP signs are recommended at all of the minor approaches to the study intersections.

100 feet long, back to back left turn lanes are recommended to be striped on the existing pavement of SR 177 between the Eastbound US 60 Ramp and the Westbound US 60 On Ramp.

As this project is expected to serve high levels of truck traffic, appropriate turning radiiuses should be taken into account during the design and construction of future intersection and roadway improvements.

Hewitt Station Road (FS Road 357) provides access to state lands and forest service roads north of the US 60 that are used by recreational and off-road vehicles. Presently there is a dirt parking/staging area used by these vehicles on the east side of Hewitt Station Road (FS Road 357) immediately north of the US 60. This space should be maintained or replaced as part of any improvements to Hewitt Station Road (FS Road 357) in order to keep these recreational vehicles separate from the trucks and mine traffic expected with the project.

If necessary, flaggers or officers can be used to assist with turning movements at the project intersections during peak construction.

Proposed lane configurations and traffic control are shown in **Figure 12**.

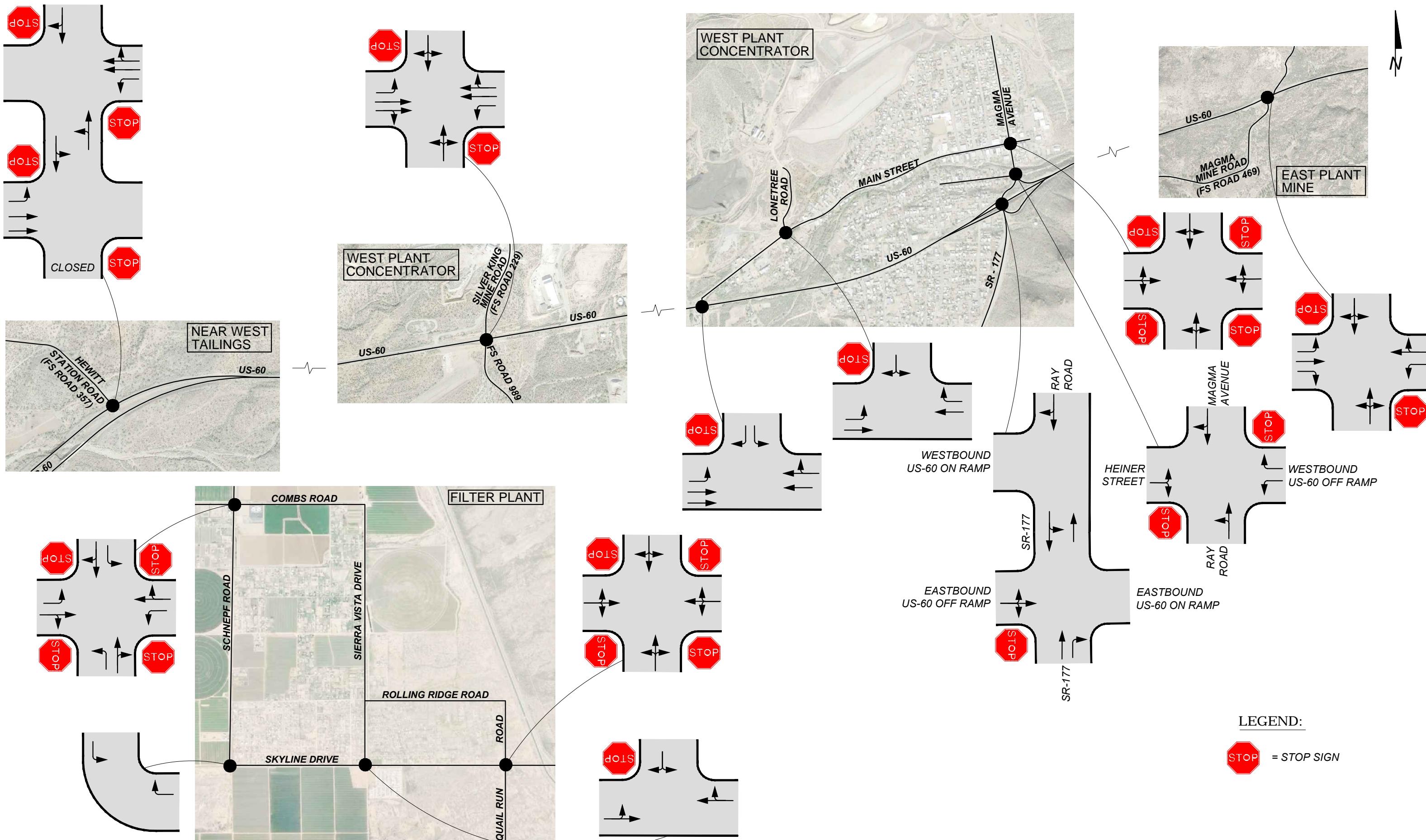


Figure 12 - Proposed Lane Configurations and Traffic Control
 Resolution Copper Mine
 Superior, AZ



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

APPENDIX

Traffic Counts

Trip Generation Calculations

Capacity Calculations

Turn Lane Analysis



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

APPENDIX

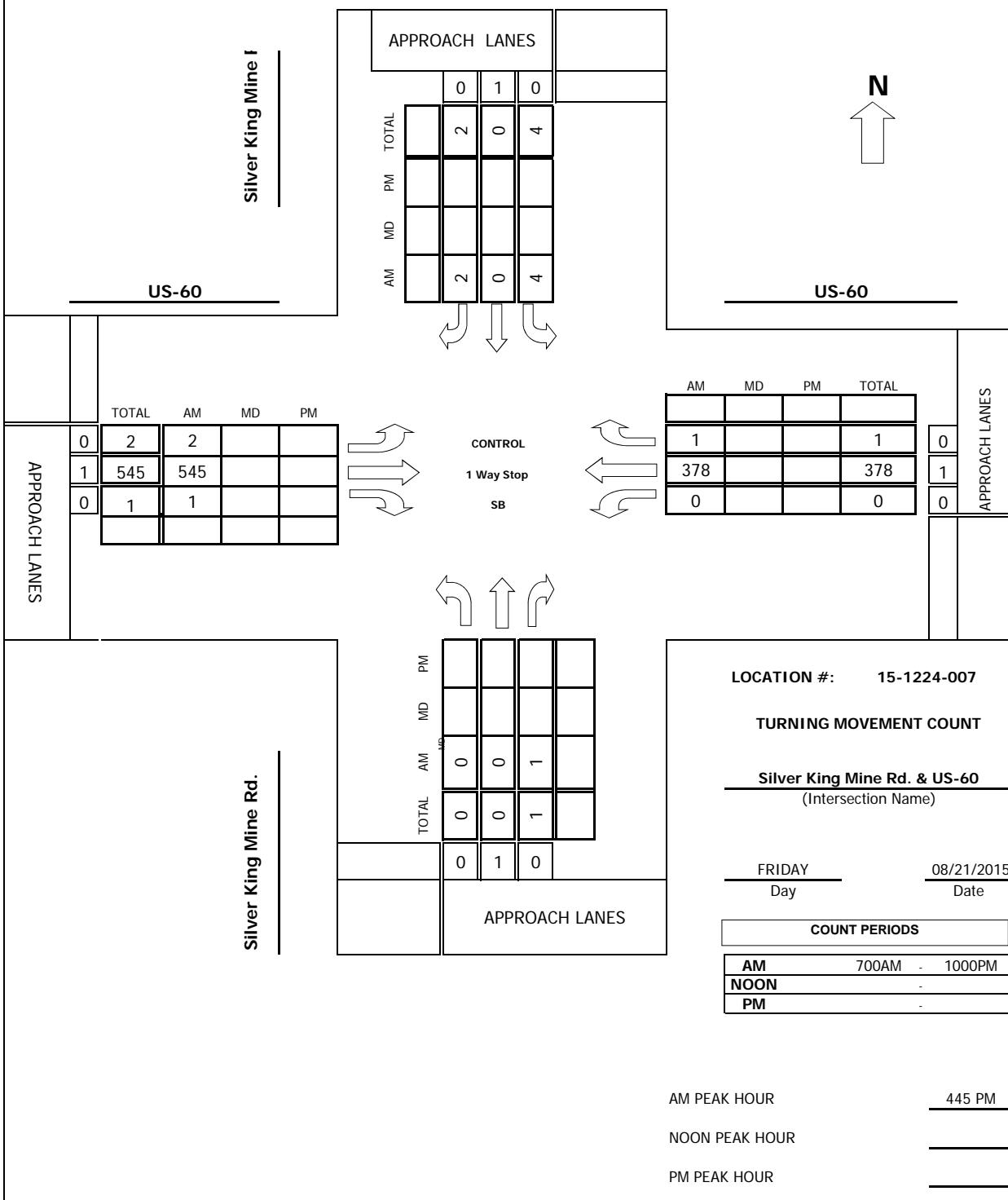
Traffic Counts

**Intersection Turning Movement
Prepared by:**

 **FIELD DATA SERVICES OF ARIZONA, INC.**
520.316.6745

Project #: 15-1224-007

TMC SUMMARY OF Silver King Mine Rd. & US-60



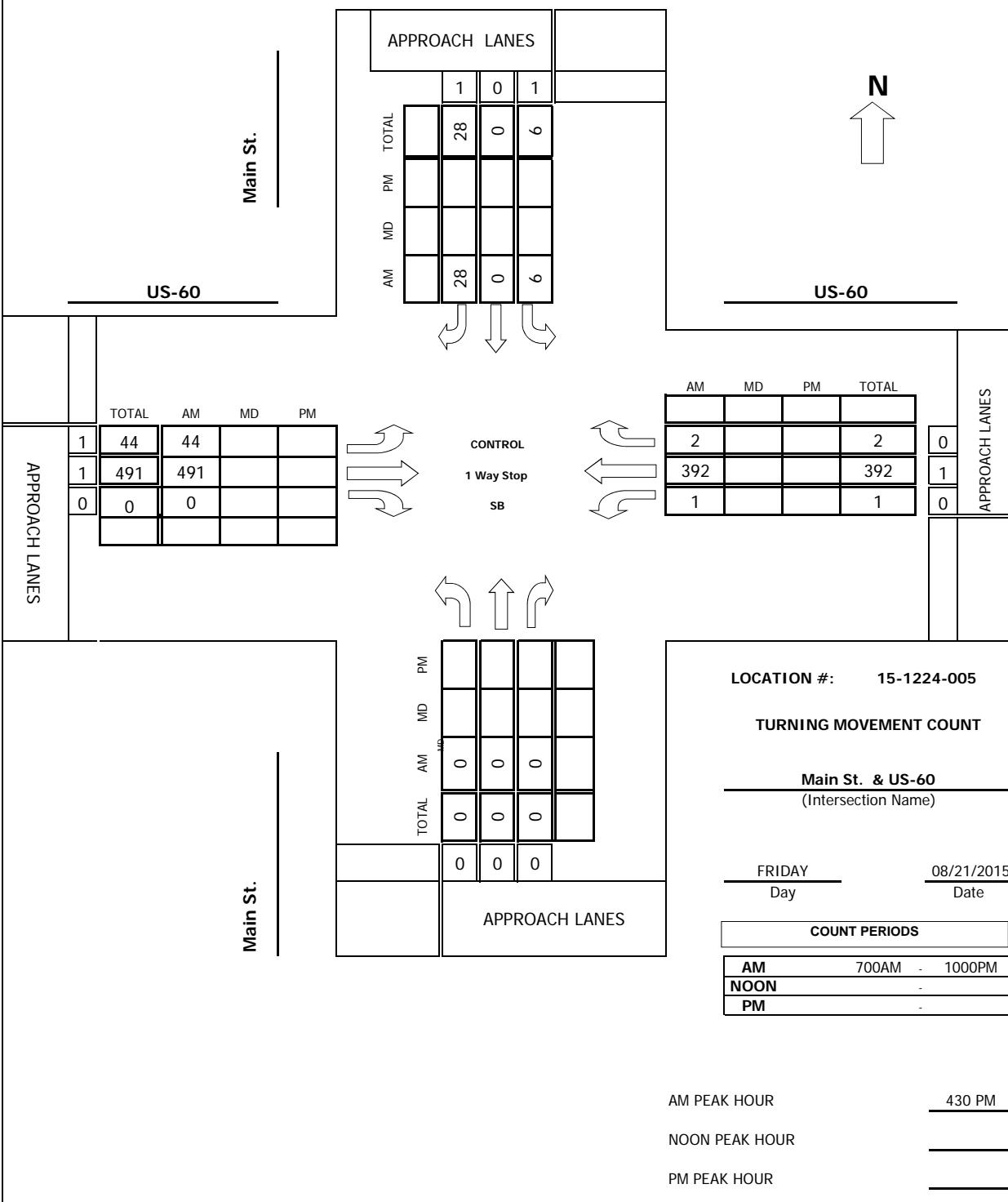
Intersection Turning Movement

Prepared by:



Project #: 15-1224-005

TMC SUMMARY OF Main St. & US-60



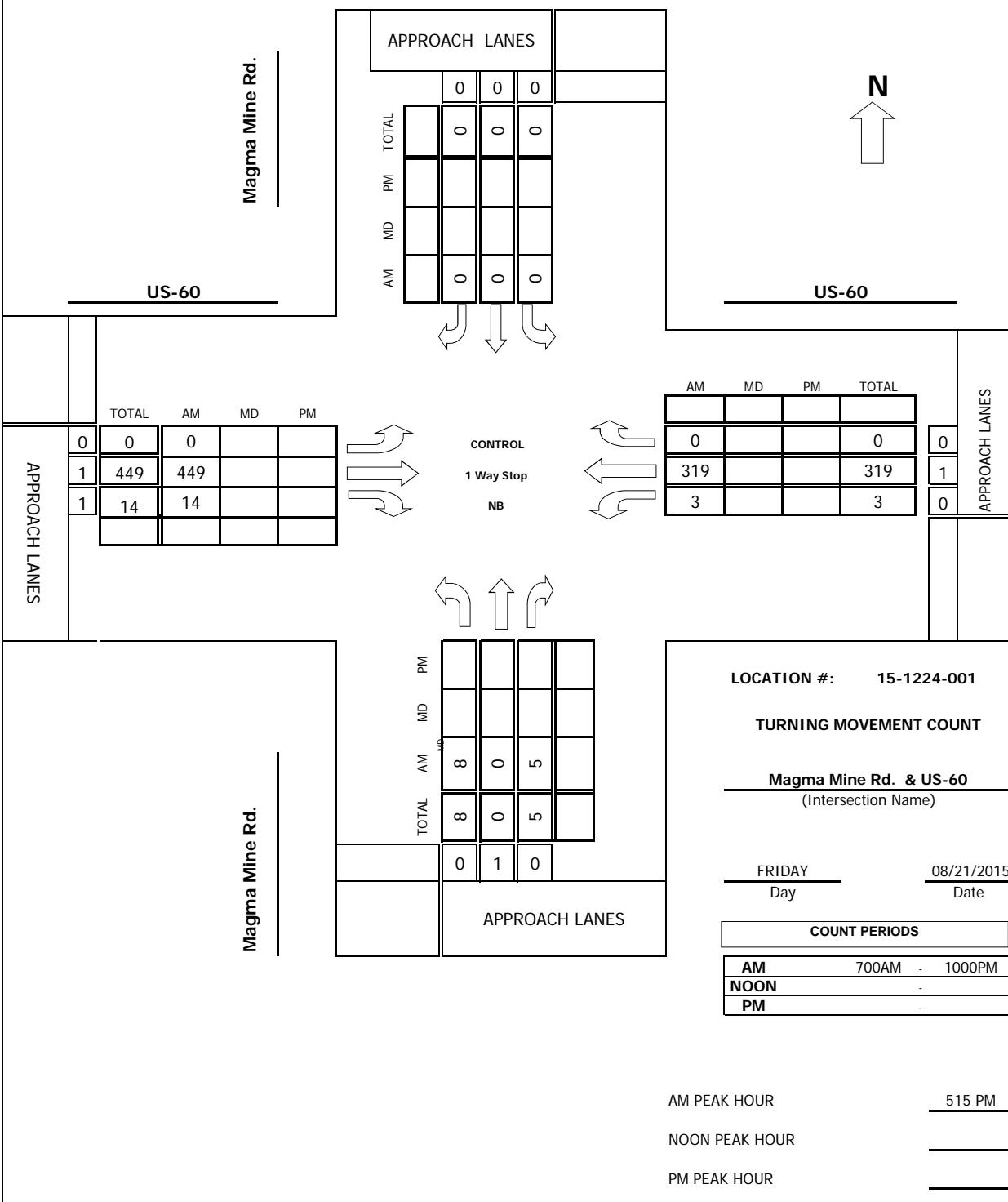
Intersection Turning Movement

Prepared by:



Project #: 15-1224-001

TMC SUMMARY OF Magma Mine Rd. & US-60



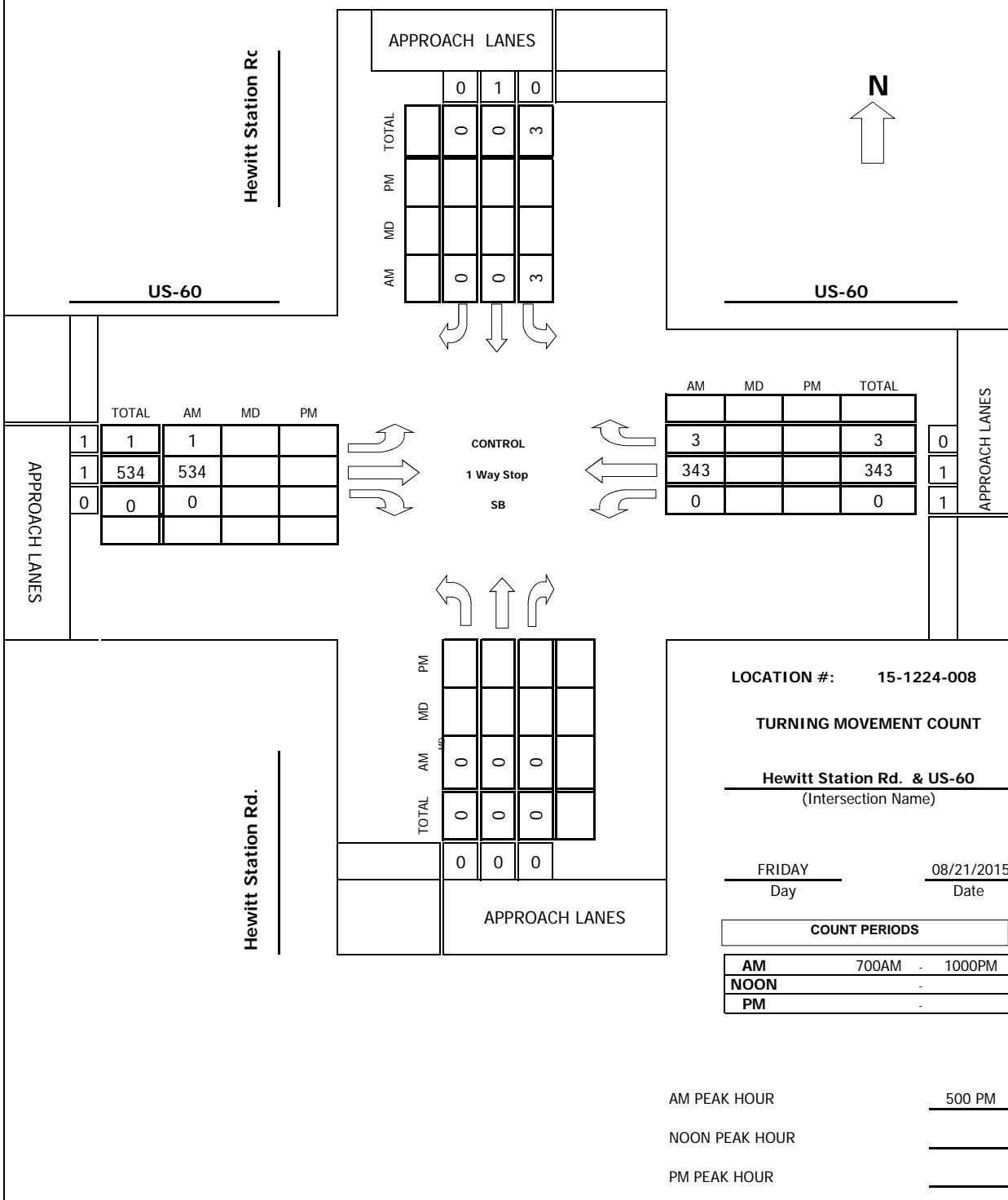
Intersection Turning Movement

Prepared by:



Project #: 15-1224-008

TMC SUMMARY OF Hewitt Station Rd. & US-60



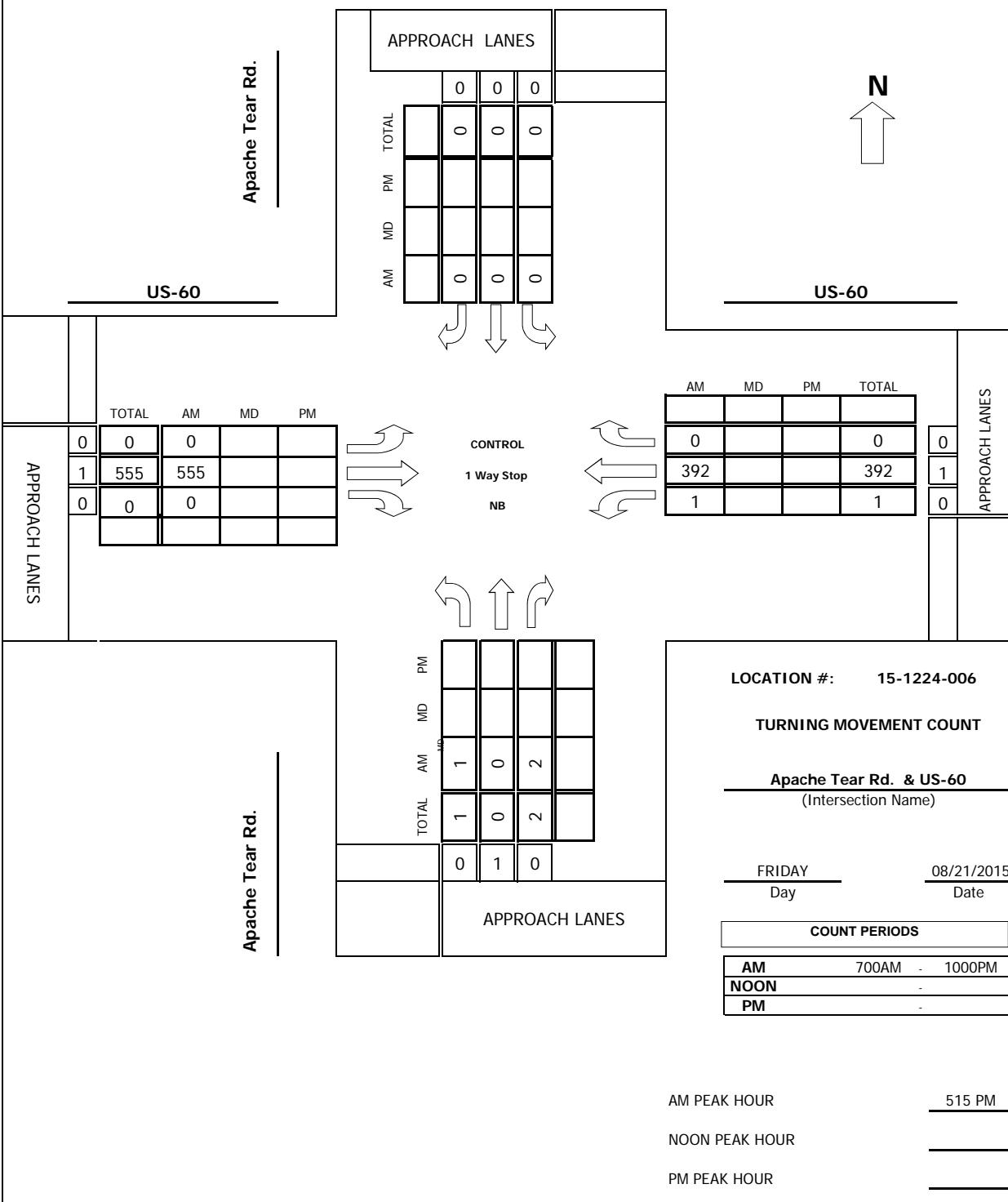
Intersection Turning Movement

Prepared by:



Project #: 15-1224-006

TMC SUMMARY OF Apache Tear Rd. & US-60



Intersection Turning Movement

Prepared by:

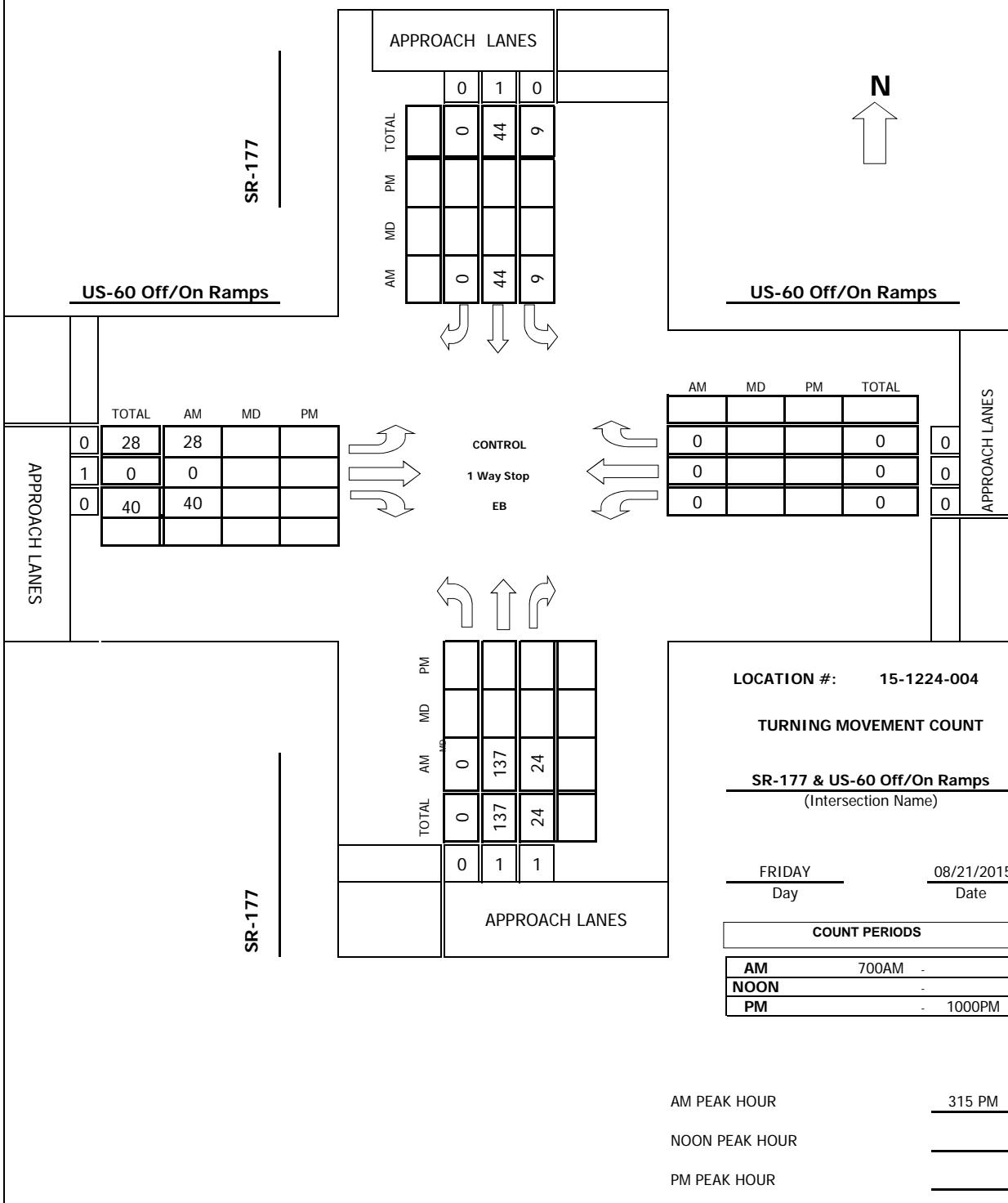


FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

520,316,674

Project #: 15-1224-004

TMC SUMMARY OF SR-177 & US-60 Off/On Ramps



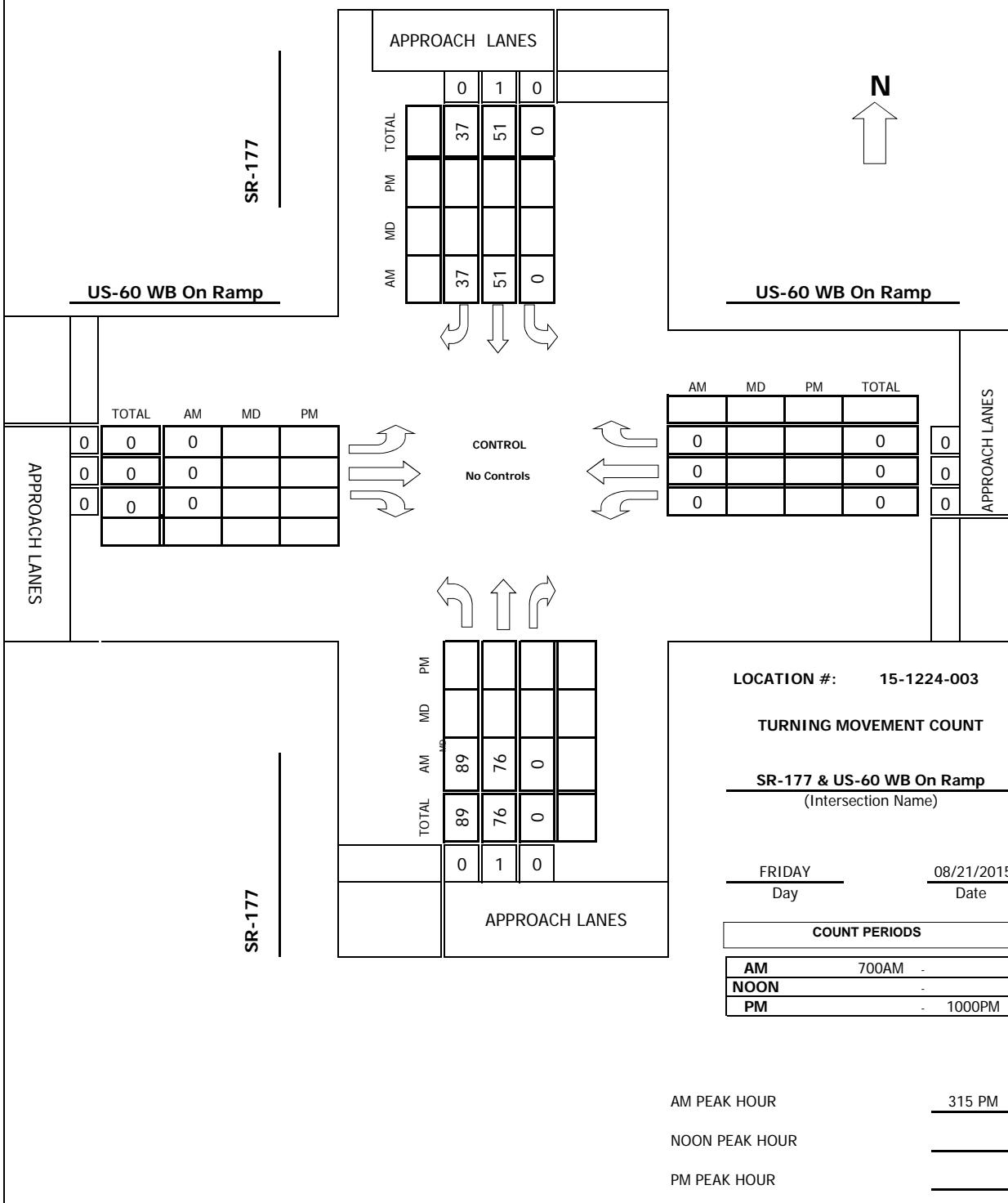
Intersection Turning Movement

Prepared by:



Project #: 15-1224-003

TMC SUMMARY OF SR-177 & US-60 WB On Ramp



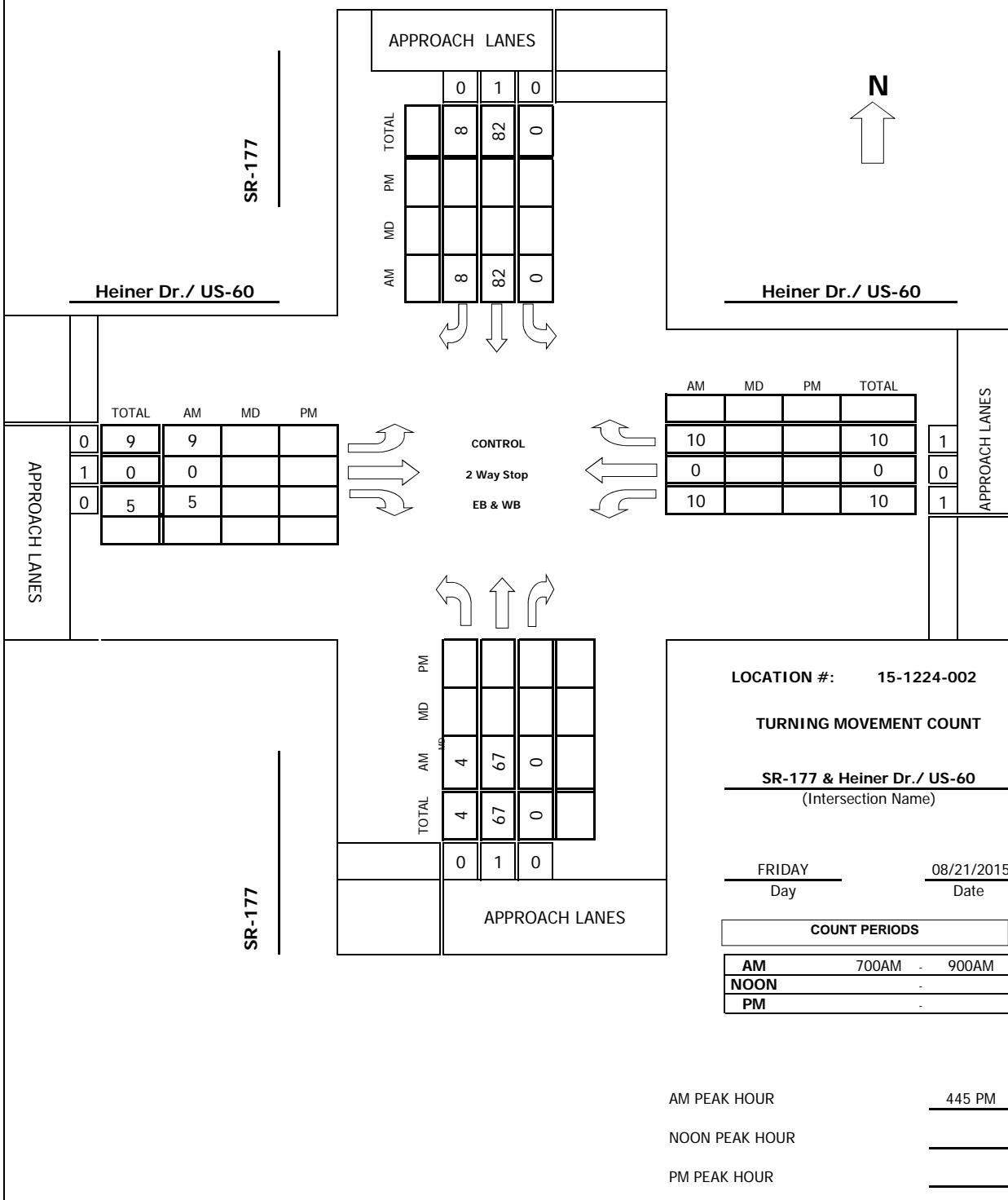
Intersection Turning Movement

Prepared by:



Project #: 15-1224-002

TMC SUMMARY OF SR-177 & Heiner Dr./ US-60



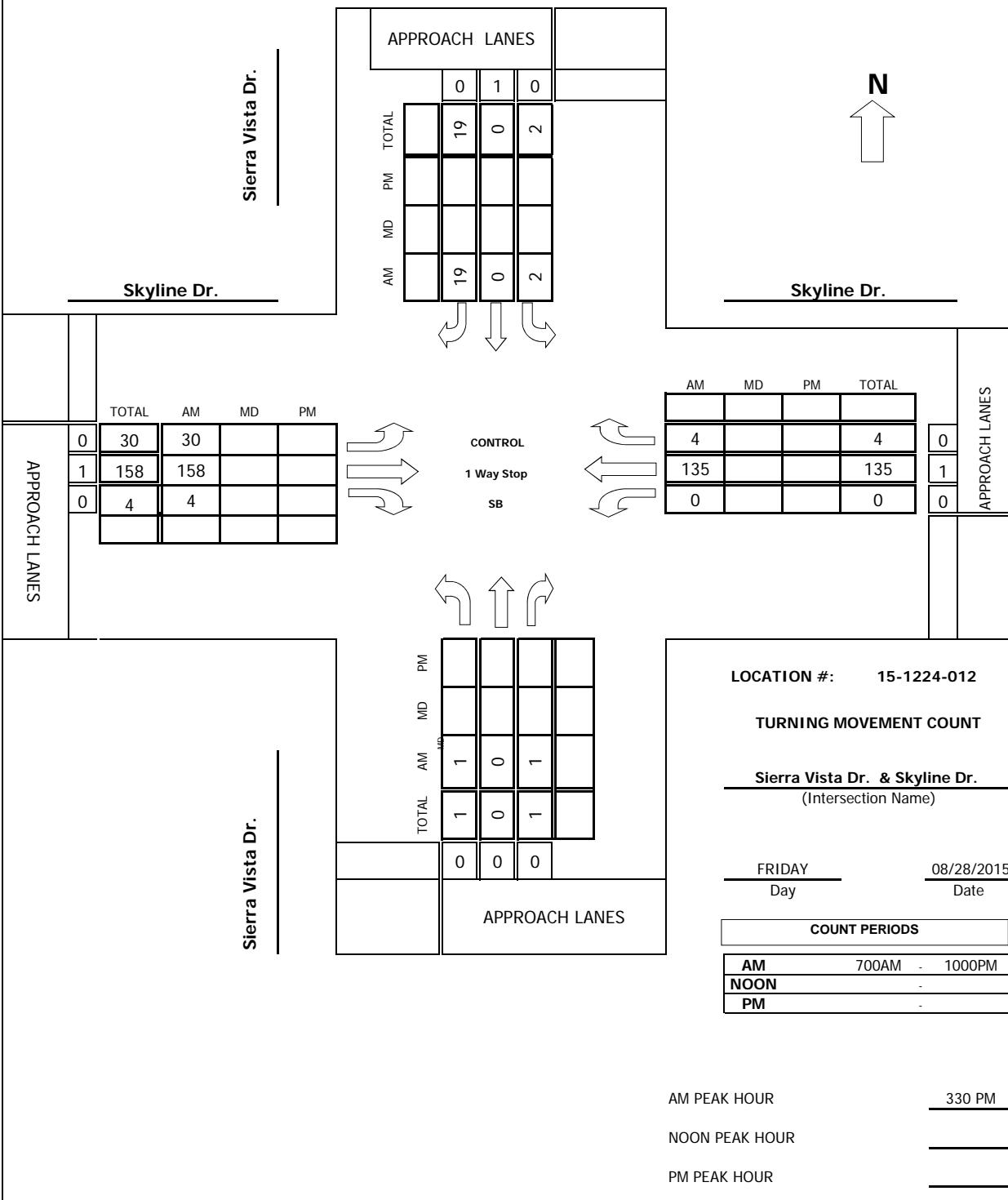
Intersection Turning Movement

Prepared by:



Project #: 15-1224-012

TMC SUMMARY OF Sierra Vista Dr. & Skyline Dr.



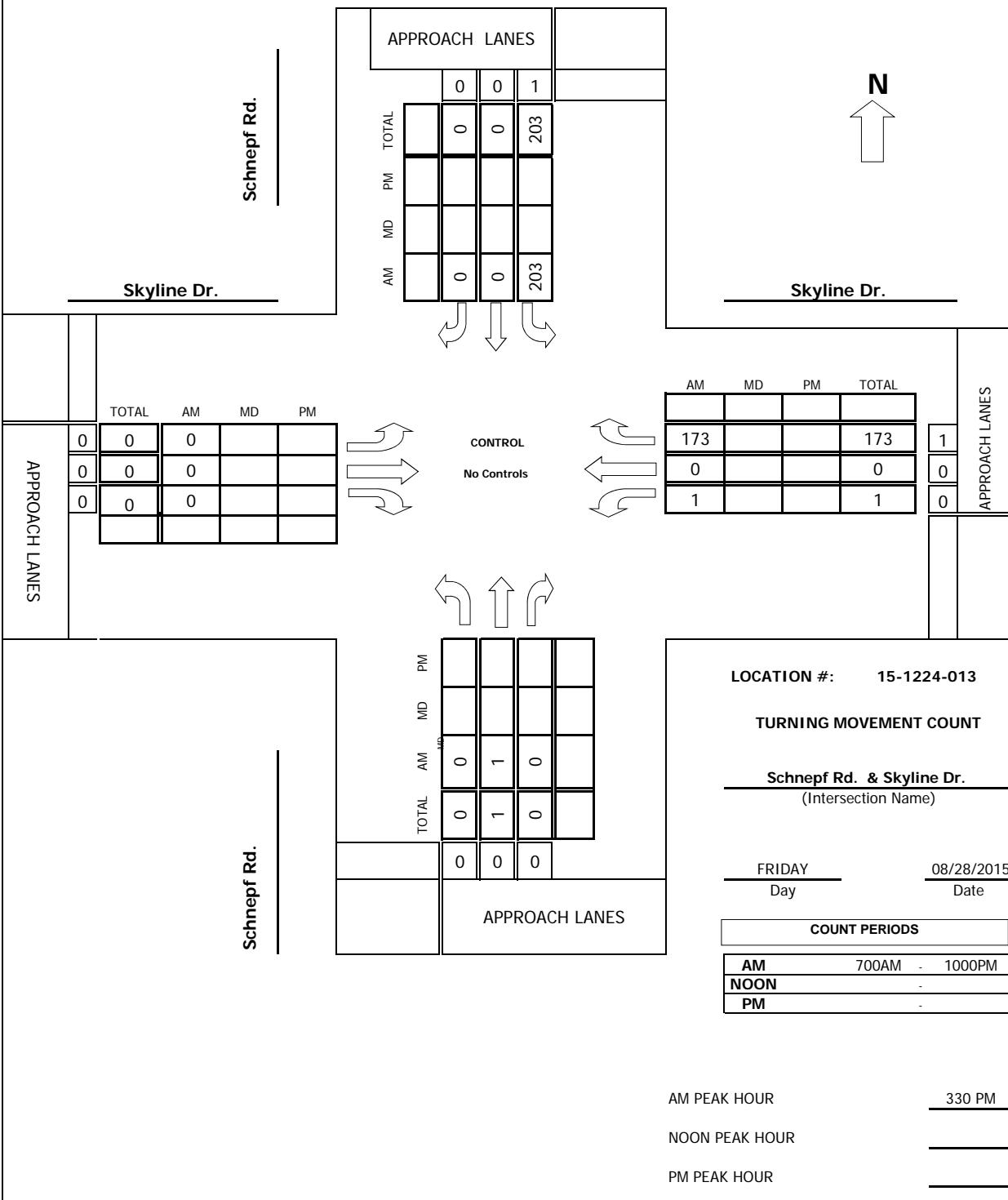
Intersection Turning Movement

Prepared by:



Project #: 15-1224-013

TMC SUMMARY OF Schnepf Rd. & Skyline Dr.



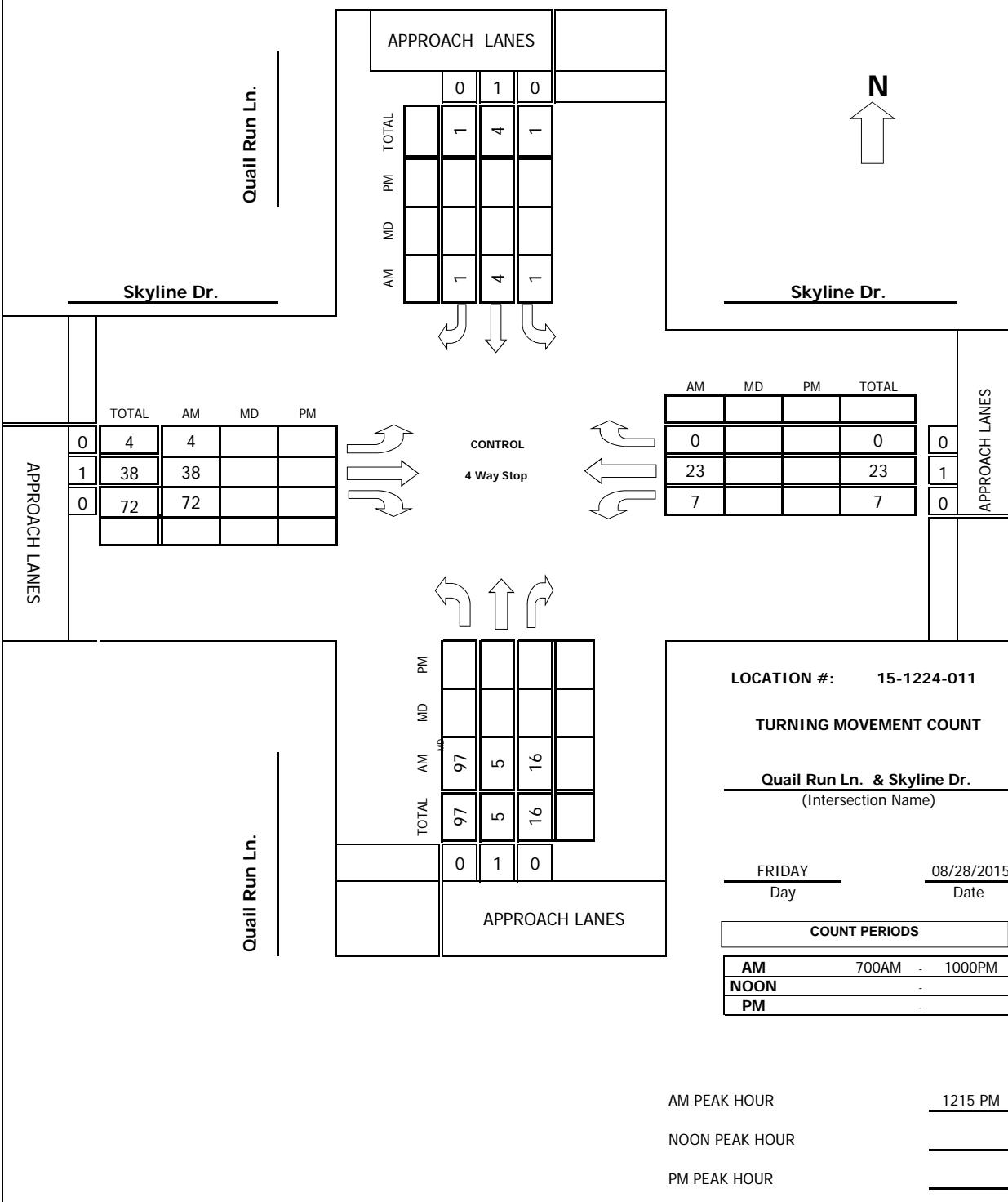
Intersection Turning Movement

Prepared by:



Project #: 15-1224-011

TMC SUMMARY OF Quail Run Ln. & Skyline Dr.



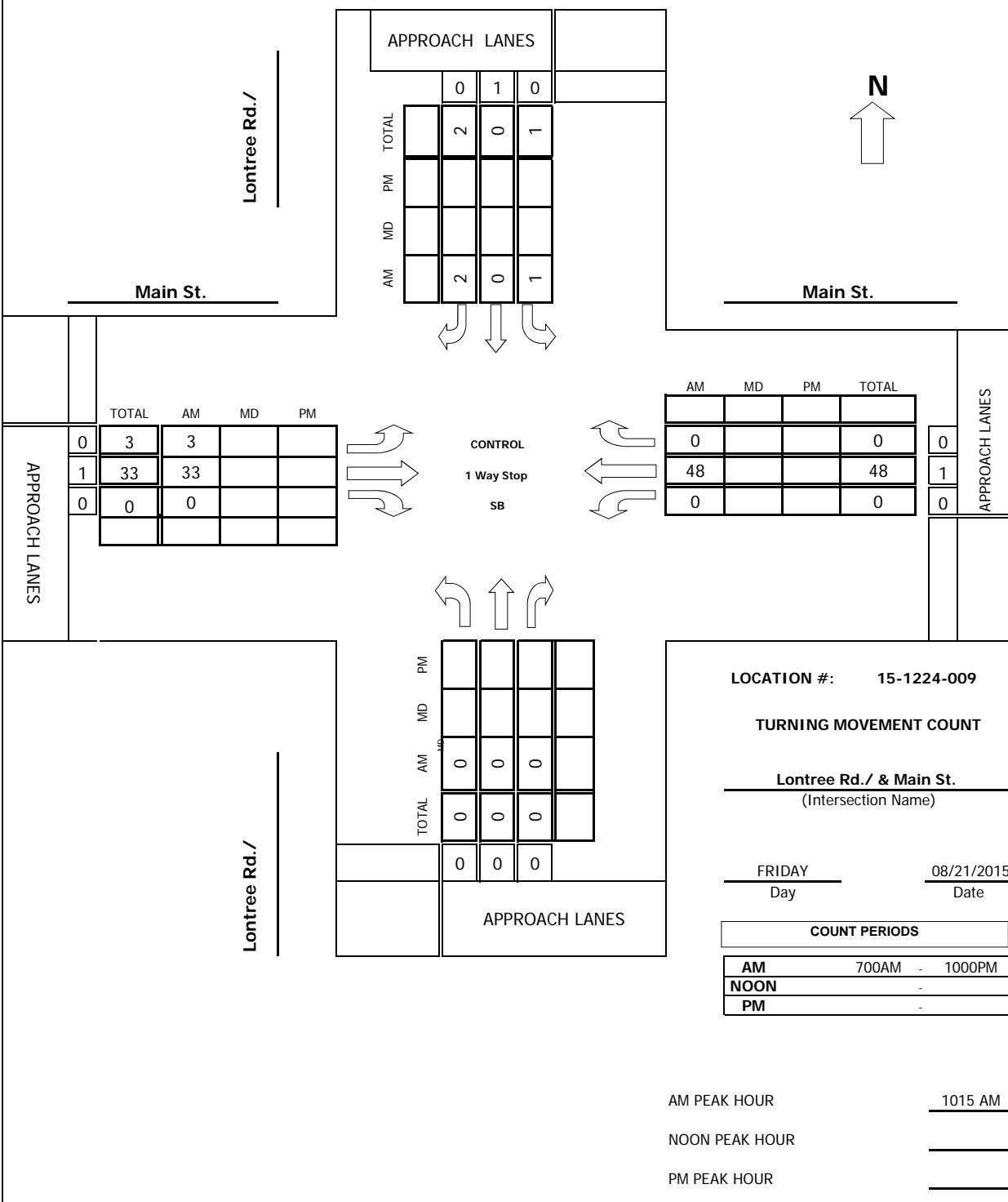
Intersection Turning Movement

Prepared by:



Project #: 15-1224-009

TMC SUMMARY OF Lontree Rd./ & Main St.



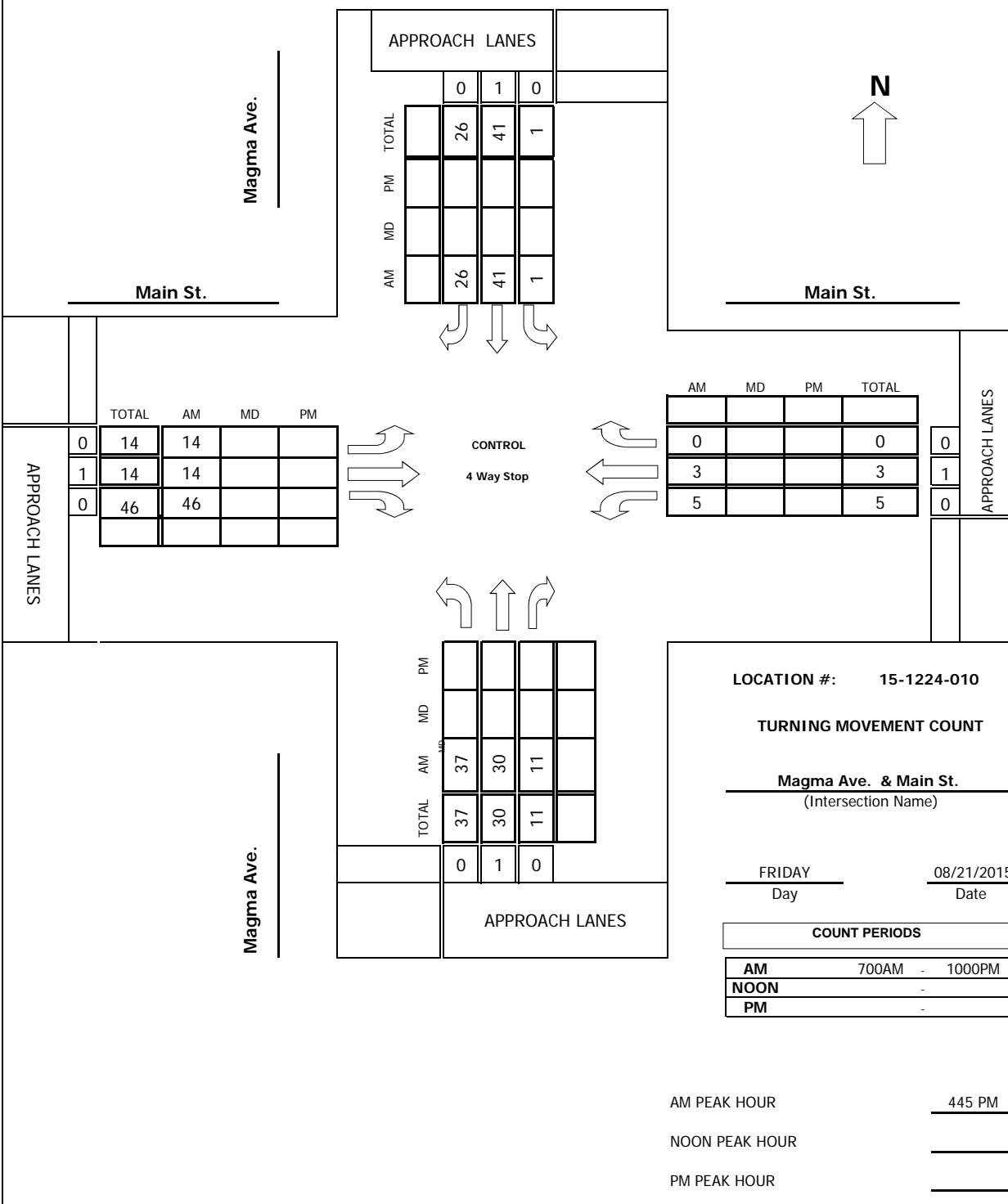
Intersection Turning Movement

Prepared by:



Project #: 15-1224-010

TMC SUMMARY OF Magma Ave. & Main St.



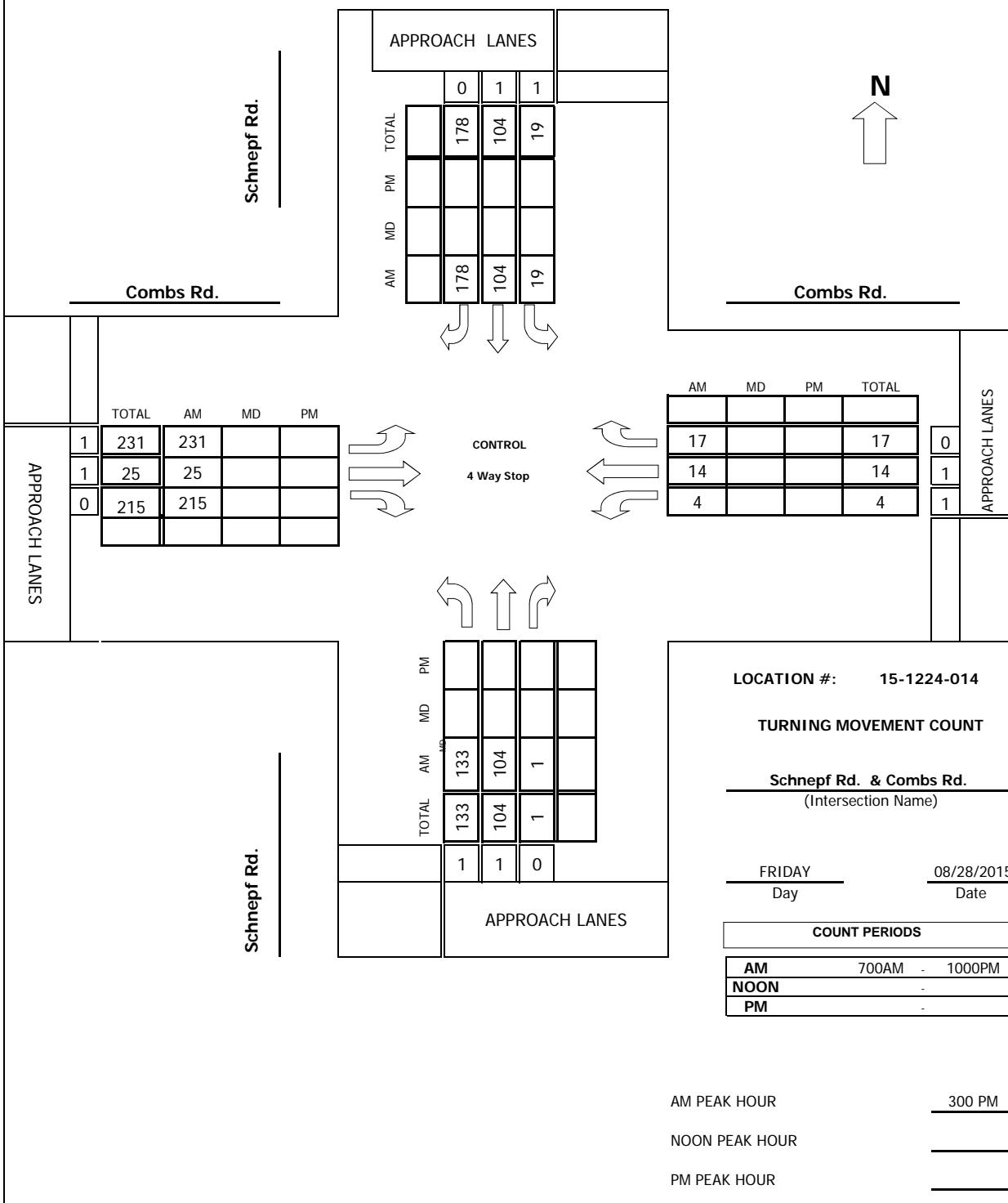
Intersection Turning Movement

Prepared by:



Project #: 15-1224-014

TMC SUMMARY OF Schnepf Rd. & Combs Rd.



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-004

Location: US-60 west of Silver King Mine Rd.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB
00:00			9	7		12:00			67	82
00:15			4	9		12:15			64	71
00:30			12	12		12:30			81	84
00:45			6	31	9	37	68	12:45	85	297
01:00			8	5		13:00			91	75
01:15			6	9		13:15			81	89
01:30			7	2		13:30			83	62
01:45			9	30	4	20	50	13:45	90	345
02:00			7	3		14:00			109	82
02:15			2	7		14:15			78	81
02:30			6	4		14:30			96	79
02:45			4	19	5	19	38	14:45	92	375
03:00			10	4		15:00			103	106
03:15			13	6		15:15			102	103
03:30			7	7		15:30			108	98
03:45			16	46	13	30	76	15:45	119	432
04:00			37	18		16:00			136	97
04:15			25	11		16:15			98	111
04:30			44	27		16:30			106	89
04:45			51	157	24	80	237	16:45	123	463
05:00			65	24		17:00			124	80
05:15			52	26		17:15			129	101
05:30			60	34		17:30			142	92
05:45			66	243	36	120	363	17:45	133	528
06:00			68	39		18:00			128	81
06:15			70	51		18:15			118	88
06:30			77	49		18:30			110	57
06:45			67	282	47	186	468	18:45	88	444
07:00			67	52		19:00			89	64
07:15			71	48		19:15			85	49
07:30			61	61		19:30			49	52
07:45			71	270	54	215	485	19:45	64	287
08:00			62	57		20:00			59	48
08:15			58	65		20:15			50	36
08:30			72	78		20:30			59	44
08:45			64	256	63	263	519	20:45	45	213
09:00			61	97		21:00			40	25
09:15			70	70		21:15			35	36
09:30			65	55		21:30			45	20
09:45			49	245	60	282	527	21:45	52	172
10:00			54	57		22:00			38	32
10:15			81	73		22:15			36	21
10:30			60	72		22:30			26	12
10:45			81	276	85	287	563	22:45	33	133
11:00			66	93		23:00			24	17
11:15			58	80		23:15			22	18
11:30			58	81		23:30			20	15
11:45			78	260	79	333	593	23:45	20	86

Total Vol. 2115 1872 **3987** 3775 3048 **6823**

GPS Coordinates: 33.284048, -111.129067

Daily Totals

NB	SB	EB	WB	Combined
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5890 4920 10810

PM 55.3% 44.7% 63.1%

AM

PM 55.3% 44.7% 63.1%

Split % 53.0% 47.0% **36.9%**

55.3% 44.7% **63.1%**

Peak Hour 11:45 10:45 10:15

17:15 15:00 17:15

Volume 290 339 611

532 411 898

P.H.F. 0.90 0.91 0.92

0.94 0.97 **0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-007

Location: US-60 west of Magma Mine Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00			11	2	12:00			60	52	
00:15			6	2	12:15			55	62	
00:30			7	4	12:30			67	65	
00:45			6	30	13	43	12:45	64	246	
01:00			5	3	13:00			81	57	
01:15			6	4	13:15			74	54	
01:30			8	1	13:30			81	64	
01:45			3	22	2	10	32	13:45	72	
02:00			9	4	14:00			92	62	
02:15			3	5	14:15			79	81	
02:30			6	3	14:30			77	65	
02:45			3	21	2	14	35	14:45	79	
03:00			6	1	15:00			84	74	
03:15			9	2	15:15			92	67	
03:30			10	4	15:30			96	78	
03:45			12	37	2	9	46	15:45	98	
04:00			21	6	16:00			118	77	
04:15			34	6	16:15			102	69	
04:30			31	11	16:30			95	66	
04:45			43	129	8	31	160	16:45	112	
05:00			57	14	17:00			79	66	
05:15			58	12	17:15			112	84	
05:30			38	15	17:30			104	62	
05:45			43	196	24	65	261	17:45	115	
06:00			46	19	18:00			100	73	
06:15			59	30	18:15			98	60	
06:30			59	29	18:30			72	49	
06:45			67	231	22	100	331	18:45	86	
07:00			55	18	19:00			68	41	
07:15			54	18	19:15			69	39	
07:30			58	31	19:30			68	38	
07:45			51	218	27	94	312	19:45	43	
08:00			55	31	20:00			39	33	
08:15			46	45	20:15			45	28	
08:30			62	37	20:30			34	25	
08:45			57	220	56	169	389	20:45	38	
09:00			67	49	21:00			36	20	
09:15			67	47	21:15			27	17	
09:30			58	48	21:30			34	12	
09:45			49	241	40	184	425	21:45	28	
10:00			51	55	22:00			23	23	
10:15			60	52	22:15			27	7	
10:30			71	51	22:30			20	9	
10:45			49	231	58	216	447	22:45	20	
11:00			66	71	23:00			19	14	
11:15			56	65	23:15			18	11	
11:30			60	53	23:30			18	4	
11:45			51	233	55	244	477	23:45	16	
Total Vol.			1809	1149	2958			3134	2217	5351

GPS Coordinates: 33.312042, -111.051641

Daily Totals

NB	SB	EB	WB	Combined
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4943	3366	8309
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AM

Split %	61.2%	38.8%	35.6%	58.6%	41.4%	64.4%
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Peak Hour	08:30	10:45	10:30	17:15	14:15	17:15
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Volume P.H.F.	253	247	487	431	289	709
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	0.94	0.87	0.89	0.94	0.89	0.90
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Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-008

Location: US-60 east of Magma Mine Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	2	12:00			56	53
00:15			1	8	12:15			66	69
00:30			1	7	12:30			74	53
00:45			5	11	12:45			90	286 68 243 529
01:00			4	7	13:00			91	53
01:15			0	6	13:15			97	57
01:30			3	3	13:30			89	58
01:45			5	12	13:45			79	356 70 238 594
02:00			2	5	14:00			88	63
02:15			3	3	14:15			94	67
02:30			5	5	14:30			98	65
02:45			11	21	14:45			98	378 70 265 643
03:00			12	2	15:00			106	70
03:15			4	2	15:15			103	60
03:30			10	5	15:30			86	46
03:45			9	35	15:45			97	392 54 230 622
04:00			13	7	16:00			95	66
04:15			17	11	16:15			88	60
04:30			25	9	16:30			106	61
04:45			27	82	16:45			102	391 65 252 643
05:00			24	13	17:00			97	67
05:15			38	19	17:15			98	80
05:30			28	17	17:30			99	55
05:45			39	129	17:45			101	395 66 268 663
06:00			42	29	18:00			93	67
06:15			41	35	18:15			111	64
06:30			58	29	18:30			127	31
06:45			55	196	18:45			94	425 35 197 622
07:00			65	23	19:00			80	37
07:15			55	24	19:15			77	36
07:30			67	45	19:30			52	25
07:45			51	238	19:45			49	258 43 141 399
08:00			36	34	20:00			42	37
08:15			40	40	20:15			33	25
08:30			43	30	20:30			39	26
08:45			52	171	20:45			32	146 11 99 245
09:00			57	52	21:00			15	18
09:15			44	44	21:15			22	14
09:30			46	41	21:30			20	15
09:45			52	199	21:45			7	64 15 62 126
10:00			65	46	22:00			13	21
10:15			49	56	22:15			12	13
10:30			72	49	22:30			14	14
10:45			72	258	22:45			12	51 15 63 114
11:00			73	62	23:00			15	18
11:15			69	58	23:15			14	14
11:30			67	51	23:30			10	6
11:45			67	276	23:45			10	49 12 50 99

Total Vol. 1628 1212 **2840** 3191 2108 **5299**

GPS Coordinates:	33.313601, -111.047737	Daily Totals				
		NB	SB	EB	WB	Combined
Split %	57.3%	42.7%	34.9%	4819	3320	8139
Peak Hour	10:30	10:45	10:30	17:45	16:30	16:30
Volume P.H.F.	286 0.98	231 0.93	515 0.95	432 0.85	273 0.85	676 0.95
AM					PM	
Split %	57.3%	42.7%	34.9%	4819	3320	8139

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-005

Location: US-60 btwn. Silver King Mine Rd. & Main St.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB
00:00			8	8		12:00			64	84
00:15			4	9		12:15			79	68
00:30			11	13		12:30			73	87
00:45			6	29	9	12:45			88	304
01:00			8	5		13:00			83	74
01:15			5	9		13:15			73	90
01:30			8	4		13:30			97	71
01:45			9	30	5	13:45			85	338
02:00			8	4		14:00			111	85
02:15			2	6		14:15			74	95
02:30			6	4		14:30			91	78
02:45			3	19	6	14:45			90	366
03:00			9	3		15:00			89	106
03:15			11	8		15:15			109	99
03:30			10	8		15:30			96	97
03:45			15	45	13	15:45			109	403
04:00			29	20		16:00			130	100
04:15			27	11		16:15			102	118
04:30			41	25		16:30			96	87
04:45			50	147	29	16:45			118	446
05:00			70	27		17:00			125	83
05:15			55	32		17:15			129	106
05:30			56	35		17:30			134	89
05:45			70	251	39	17:45			121	509
06:00			76	44		18:00			116	73
06:15			71	46		18:15			123	90
06:30			80	49		18:30			98	53
06:45			67	294	48	18:45			83	420
07:00			69	52		19:00			92	70
07:15			73	49		19:15			82	51
07:30			63	61		19:30			53	53
07:45			69	274	55	19:45			63	290
08:00			63	57		20:00			56	47
08:15			54	66		20:15			52	41
08:30			80	88		20:30			57	43
08:45			65	262	60	20:45			47	212
09:00			66	96		21:00			41	29
09:15			69	69		21:15			32	32
09:30			64	56		21:30			50	19
09:45			50	249	58	21:45			46	169
10:00			54	51		22:00			35	31
10:15			82	83		22:15			39	21
10:30			62	74		22:30			25	12
10:45			73	271	82	22:45			38	137
11:00			65	91		23:00			23	17
11:15			54	83		23:15			21	19
11:30			59	81		23:30			20	16
11:45			77	255	78	23:45			21	85

Total Vol. 2126 1909 **4035** 3679 3049 **6728**

GPS Coordinates: 33.284792, -111.123002

Daily Totals

NB	SB	LB	WB	Combined
	5905	1059	10762	

Split % 52.7% 47.3% **37.5%** 54.7% 45.3% **62.5%**

Peak Hour 05:45 10:45 **10:15** 17:00 15:30 **16:45**

Volume 297 337 **612** 509 416 **882**
P H E 0.93 0.93 **0.93** 0.95 0.88 **0.94**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-006

Location: US-60 btwn. Main St. & SR-177

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB
00:00			9	6		12:00			76	85
00:15			6	8		12:15			78	74
00:30			9	13		12:30			74	79
00:45			12	36	8	12:45	71		88	316
01:00			6	6		13:00			77	67
01:15			6	7		13:15			79	84
01:30			9	4		13:30			86	67
01:45			9	30	4	13:45	51		92	334
02:00			7	4		14:00			103	78
02:15			5	5		14:15			82	97
02:30			6	4		14:30			94	81
02:45			3	21	6	14:45	19	40	94	373
03:00			8	2		15:00			96	108
03:15			12	4		15:15			114	86
03:30			9	8		15:30			103	102
03:45			15	44	9	15:45	23	67	109	422
04:00			29	17		16:00			123	102
04:15			29	8		16:15			109	105
04:30			36	20		16:30			105	83
04:45			57	151	24	16:45	69	220	116	453
05:00			63	27		17:00			109	76
05:15			57	23		17:15			130	93
05:30			51	23		17:30			125	90
05:45			69	240	30	17:45	103	343	145	509
06:00			69	40		18:00			117	69
06:15			79	44		18:15			108	93
06:30			76	50		18:30			115	48
06:45			58	282	39	18:45	173	455	92	432
07:00			65	49		19:00			88	69
07:15			67	44		19:15			82	44
07:30			61	47		19:30			53	55
07:45			73	266	47	19:45	187	453	63	286
08:00			67	50		20:00			56	49
08:15			60	65		20:15			49	30
08:30			79	76		20:30			51	46
08:45			74	280	57	20:45	248	528	42	198
09:00			65	88		21:00			49	31
09:15			77	71		21:15			29	31
09:30			62	55		21:30			52	21
09:45			63	267	61	21:45	275	542	45	175
10:00			61	58		22:00			35	34
10:15			78	68		22:15			35	18
10:30			66	69		22:30			28	18
10:45			79	284	77	22:45	272	556	35	133
11:00			72	93		23:00			20	16
11:15			54	76		23:15			18	20
11:30			59	73		23:30			17	15
11:45			67	252	70	23:45	312	564	24	79

Total Vol. 2153 1737 **3890** 3710 3018 **6728**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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5863 4755 **10618**

AM

Split %	55.3%	44.7%	36.6%	55.1%	44.9%	63.4%
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Peak Hour	08:30	10:45	11:45	17:15	15:30	17:15
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Volume P.H.F.	295 0.93	319 0.86	603 0.94	517 0.89	406 0.97	856 0.92
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PM

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-009

Location: SR-79 btwn. US-60 & the MARRCO Railroad Line

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	2	0			12:00	38	22		
00:15	5	6			12:15	46	42		
00:30	2	0			12:30	39	26		
00:45	1	10	4	10	20	12:45	36	159	49
									139
01:00	1	1			13:00	41	47		
01:15	1	0			13:15	43	40		
01:30	4	3			13:30	45	35		
01:45	2	8	2	6	14	13:45	50	179	24
									146
02:00	3	2			14:00	65	27		
02:15	4	1			14:15	56	31		
02:30	4	6			14:30	51	27		
02:45	3	14	2	11	25	14:45	47	219	32
									117
03:00	5	1			15:00	50	32		
03:15	4	5			15:15	76	50		
03:30	5	8			15:30	61	43		
03:45	7	21	12	26	47	15:45	70	257	34
									159
04:00	13	14			16:00	51	41		
04:15	7	15			16:15	46	35		
04:30	28	21			16:30	71	33		
04:45	15	63	33	83	146	16:45	57	225	34
									143
05:00	19	47			17:00	69	35		
05:15	26	50			17:15	83	38		
05:30	23	57			17:30	49	41		
05:45	25	93	31	185	278	17:45	42	243	39
									153
06:00	52	43			18:00	39	35		
06:15	53	43			18:15	33	30		
06:30	43	61			18:30	25	31		
06:45	30	178	42	189	367	18:45	38	135	21
									117
07:00	35	49			19:00	18	23		
07:15	25	65			19:15	22	14		
07:30	33	53			19:30	11	19		
07:45	30	123	56	223	346	19:45	12	63	17
									73
08:00	23	29			20:00	8	17		
08:15	32	40			20:15	11	18		
08:30	33	41			20:30	12	19		
08:45	31	119	38	148	267	20:45	11	42	27
									81
09:00	33	33			21:00	11	37		
09:15	33	34			21:15	7	25		
09:30	38	28			21:30	16	11		
09:45	32	136	15	110	246	21:45	8	42	9
									82
10:00	33	32			22:00	6	4		
10:15	36	27			22:15	13	10		
10:30	37	22			22:30	7	6		
10:45	37	143	31	112	255	22:45	11	37	8
									28
11:00	28	26			23:00	6	13		
11:15	38	36			23:15	7	10		
11:30	32	30			23:30	4	9		
11:45	34	132	35	127	259	23:45	1	18	3
									35
Total Vol.	1040	1230			2270		1619	1273	2892

GPS Coordinates: 33.233547, -111.343767

Daily Totals					
	NB	SB	EB	WB	
	2659	2503			5162

AM

Split %	45.8%	54.2%	44.0%	56.0%	44.0%	56.0%	
Peak Hour	06:00	07:00	06:00		16:30	12:45	15:15
Volume	178	223	367		280	171	426
P.H.F.	0.84	0.86	0.88		0.84	0.87	0.85

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Friday, August 28, 2015

City: Superior

Project #: 15-1224-010

Location: Skyline Dr. east of Quail Run Ln.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			3	1
00:15			1	0	12:15			9	1
00:30			0	0	12:30			6	6
00:45			2	3	0	0	3	12:45	9 27 9 17 44
01:00			0	1	13:00			4	4
01:15			0	0	13:15			6	6
01:30			1	0	13:30			10	3
01:45			0	1	0	1	2	13:45	3 23 7 20 43
02:00			0	0	14:00			9	8
02:15			0	0	14:15			13	7
02:30			0	2	14:30			9	4
02:45			1	1	0	2	3	14:45	12 43 8 27 70
03:00			0	2	15:00			3	6
03:15			0	2	15:15			14	2
03:30			0	2	15:30			9	7
03:45			0	0	2	8	8	15:45	16 42 8 23 65
04:00			0	3	16:00			10	8
04:15			0	7	16:15			14	10
04:30			0	5	16:30			15	6
04:45			2	2	3	18	20	16:45	9 48 17 41 89
05:00			0	5	17:00			8	15
05:15			2	14	17:15			7	9
05:30			1	15	17:30			8	10
05:45			3	6	6	40	46	17:45	8 31 7 41 72
06:00			3	11	18:00			9	5
06:15			4	12	18:15			13	9
06:30			7	14	18:30			10	6
06:45			4	18	15	52	70	18:45	6 38 4 24 62
07:00			1	15	19:00			9	3
07:15			4	15	19:15			9	3
07:30			3	15	19:30			15	5
07:45			3	11	9	54	65	19:45	12 45 5 16 61
08:00			8	4	20:00			7	0
08:15			6	9	20:15			4	3
08:30			4	5	20:30			7	4
08:45			3	21	7	25	46	20:45	6 24 2 9 33
09:00			7	4	21:00			4	2
09:15			3	9	21:15			3	3
09:30			3	3	21:30			2	0
09:45			3	16	7	23	39	21:45	5 14 0 5 19
10:00			5	8	22:00			2	0
10:15			6	4	22:15			4	1
10:30			3	12	22:30			5	0
10:45			6	20	7	31	51	22:45	3 14 0 1 15
11:00			5	6	23:00			2	0
11:15			3	9	23:15			1	0
11:30			6	6	23:30			0	2
11:45			4	18	4	25	43	23:45	1 4 2 4 8

Total Vol. 117 279 **396** 353 228 **581**

GPS Coordinates:

Split %	AM			PM			Daily Totals		
	NB	SB	EB	WB	Combined	470	507	977	
Peak Hour	11:30	06:45	06:30			15:45	16:45	16:15	
Volume P.H.F.	22 0.61	60 1.00	75 0.89			55 0.86	51 0.75	94 0.90	

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Friday, August 28, 2015

City: Superior

Project #: 15-1224-011

Location: Skyline Dr. btwn. Sierra Vista Dr. & Schnepf Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00			5	3	12:00			15	11	
00:15			3	1	12:15			20	15	
00:30			3	3	12:30			20	17	
00:45			6	17	12:45	8	25	30	62	
01:00			0	1	13:00			25	22	
01:15			2	3	13:15			33	16	
01:30			3	3	13:30			26	28	
01:45			6	11	13:45	2	9	34	118	
02:00			1	2	14:00			28	28	
02:15			1	1	14:15			28	37	
02:30			2	6	14:30			31	36	
02:45			3	7	14:45	2	11	32	119	
03:00			1	7	15:00			38	31	
03:15			1	10	15:15			57	31	
03:30			3	4	15:30			40	34	
03:45			3	8	15:45	11	32	51	186	
04:00			3	20	16:00			37	25	
04:15			8	22	16:15			46	46	
04:30			4	23	16:30			54	28	
04:45			14	29	16:45	18	83	41	178	
05:00			16	25	17:00			46	37	
05:15			15	33	17:15			36	49	
05:30			10	35	17:30			41	34	
05:45			7	48	17:45	32	125	34	157	
06:00			8	27	18:00			33	27	
06:15			18	40	18:15			29	30	
06:30			20	37	18:30			32	29	
06:45			17	63	18:45	42	146	29	123	
07:00			16	46	19:00			46	22	
07:15			24	50	19:15			18	28	
07:30			23	67	19:30			26	19	
07:45			19	82	19:45	38	201	24	114	
08:00			22	27	20:00			24	19	
08:15			24	27	20:15			28	20	
08:30			20	32	20:30			26	18	
08:45			15	81	20:45	22	108	32	110	
09:00			12	19	21:00			18	14	
09:15			12	30	21:15			24	11	
09:30			16	23	21:30			12	12	
09:45			11	51	21:45	25	97	19	73	
10:00			19	29	22:00			19	12	
10:15			25	19	22:15			26	8	
10:30			20	24	22:30			22	8	
10:45			17	81	22:45	28	100	18	85	
11:00			21	18	23:00			21	2	
11:15			17	16	23:15			18	5	
11:30			19	20	23:30			21	8	
11:45			19	76	23:45	16	70	12	72	
Total Vol.			554	990	1544			1420	1082	2502

GPS Coordinates:

Split %	NB	SB	Daily Totals		
			EB	WB	Combined
			1974	2072	4046

AM

Split %	35.9%	64.1%	38.2%	56.8%	43.2%	61.8%
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Peak Hour	07:15	06:45	06:45	15:45	17:00	15:45
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Volume	88	205	285	188	152	330
P.H.F.	0.92	0.76	0.79	0.87	0.78	0.88

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Friday, August 28, 2015

City: Superior

Project #: 15-1224-013

Location: Schnepf Rd. btwn. Hash Knife Draw Rd. & Combs Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	8			12:00	31	38		
00:15	0	6			12:15	27	39		
00:30	4	5			12:30	33	36		
00:45	1	9	5	24	33	12:45	30	121	43 156
									277
01:00	1	3			13:00	30	34		
01:15	3	4			13:15	37	52		
01:30	4	4			13:30	40	30		
01:45	2	10	5	16	26	13:45	40	147	45 161
									308
02:00	3	3			14:00	46	45		
02:15	2	1			14:15	47	46		
02:30	4	3			14:30	54	45		
02:45	3	12	3	10	22	14:45	56	203	49 185
									388
03:00	10	0			15:00	44	58		
03:15	12	1			15:15	40	87		
03:30	10	4			15:30	60	77		
03:45	12	44	3	8	52	15:45	54	198	60 282
									480
04:00	23	6			16:00	48	73		
04:15	32	8			16:15	58	62		
04:30	31	8			16:30	56	68		
04:45	29	115	20	42	157	16:45	45	207	73 276
									483
05:00	42	18			17:00	57	61		
05:15	46	15			17:15	52	56		
05:30	54	14			17:30	58	56		
05:45	50	192	16	63	255	17:45	47	214	53 226
									440
06:00	58	21			18:00	43	50		
06:15	55	33			18:15	37	57		
06:30	69	25			18:30	48	48		
06:45	81	263	24	103	366	18:45	44	172	48 203
									375
07:00	78	34			19:00	41	62		
07:15	90	22			19:15	32	31		
07:30	87	31			19:30	28	32		
07:45	76	331	30	117	448	19:45	21	122	37 162
									284
08:00	53	43			20:00	28	40		
08:15	42	38			20:15	26	45		
08:30	50	30			20:30	29	40		
08:45	36	181	32	143	324	20:45	20	103	42 167
									270
09:00	36	14			21:00	19	27		
09:15	33	21			21:15	17	34		
09:30	54	22			21:30	14	25		
09:45	41	164	24	81	245	21:45	7	57	32 118
									175
10:00	47	26			22:00	17	33		
10:15	42	37			22:15	15	36		
10:30	41	37			22:30	9	30		
10:45	39	169	27	127	296	22:45	8	49	25 124
									173
11:00	36	28			23:00	7	28		
11:15	35	27			23:15	8	26		
11:30	36	33			23:30	11	23		
11:45	37	144	31	119	263	23:45	6	32	19 96
									128
Total Vol.	1634	853			2487		1625	2156	3781

GPS Coordinates:

		Daily Totals			
		NB	SB	EB	WB
		3259	3009		6268

AM

Split %	65.7%	34.3%	39.7%	43.0%	57.0%	60.3%
Peak Hour	06:45	11:45	07:00	15:30	15:15	15:15
Volume	336	144	448	220	297	499
P.H.F.	0.93	0.92	0.95	0.92	0.85	0.91

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Friday, August 28, 2015

City: Superior

Project #: 15-1224-012

Location: Schnepf Rd. btwn. Skyline Rd. & Hash Knife Draw Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	5			12:00	13	21		
00:15	0	4			12:15	15	20		
00:30	4	4			12:30	20	24		
00:45	1	9	5	18	12:45	21	69	30	95
									164
01:00	1	1			13:00	29	29		
01:15	3	4			13:15	22	37		
01:30	3	3			13:30	33	29		
01:45	2	9	7	15	13:45	28	112	33	128
									240
02:00	2	2			14:00	34	31		
02:15	1	1			14:15	36	26		
02:30	5	2			14:30	40	33		
02:45	3	11	3	8	14:45	45	155	33	123
									278
03:00	6	1			15:00	33	40		
03:15	9	1			15:15	33	66		
03:30	4	4			15:30	36	46		
03:45	8	27	2	8	15:45	41	143	50	202
									345
04:00	18	4			16:00	28	44		
04:15	21	9			16:15	39	43		
04:30	24	6			16:30	38	58		
04:45	19	82	15	34	16:45	31	136	47	192
									328
05:00	27	19			17:00	38	48		
05:15	29	14			17:15	43	38		
05:30	40	12			17:30	34	42		
05:45	31	127	10	55	17:45	24	139	34	162
									301
06:00	28	11			18:00	30	31		
06:15	40	27			18:15	29	28		
06:30	44	29			18:30	32	35		
06:45	43	155	24	91	18:45	27	118	33	127
									245
07:00	49	20			19:00	23	41		
07:15	45	19			19:15	26	23		
07:30	56	26			19:30	11	23		
07:45	42	192	17	82	19:45	11	71	22	109
									180
08:00	31	27			20:00	15	25		
08:15	30	27			20:15	15	29		
08:30	35	22			20:30	12	35		
08:45	25	121	18	94	20:45	10	52	38	127
									179
09:00	27	18			21:00	13	21		
09:15	22	12			21:15	13	23		
09:30	35	15			21:30	10	14		
09:45	31	115	14	59	21:45	7	43	22	80
									123
10:00	35	20			22:00	15	18		
10:15	22	27			22:15	9	25		
10:30	25	24			22:30	6	25		
10:45	30	112	16	87	22:45	7	37	16	84
									121
11:00	23	20			23:00	4	24		
11:15	16	19			23:15	5	20		
11:30	22	20			23:30	8	24		
11:45	20	81	18	77	23:45	6	23	13	81
									104

Total Vol. 1041 628 **1669** 1098 1510 **2608**

GPS Coordinates:

Daily Totals				
NB	SB	EB	WB	Combined
2139	2138			4277

AM

Split %	62.4%	37.6%	39.0%	42.1%	57.9%	61.0%
Peak Hour	06:45	06:15	06:45	14:00	15:15	15:00
Volume	193	100	282	155	206	345
P.H.F.	0.86	0.86	0.86	0.86	0.78	0.87

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-003

Location: Main St. west of Pinal Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			8	6
00:15			0	0	12:15			5	11
00:30			1	1	12:30			6	12
00:45			2	3	12:45			13	32 4 33 65
01:00			2	0	13:00			7	9
01:15			0	0	13:15			16	7
01:30			1	1	13:30			7	12
01:45			0	3	13:45			8	38 6 34 72
02:00			2	0	14:00			6	14
02:15			0	0	14:15			8	9
02:30			0	0	14:30			10	7
02:45			0	2	14:45			12	36 7 37 73
03:00			0	2	15:00			14	10
03:15			0	0	15:15			8	7
03:30			0	1	15:30			12	9
03:45			0	0	15:45			5	39 6 32 71
04:00			0	1	16:00			11	5
04:15			0	0	16:15			8	8
04:30			0	3	16:30			12	8
04:45			0	0	16:45			11	42 5 26 68
05:00			0	0	17:00			12	9
05:15			0	3	17:15			9	5
05:30			1	2	17:30			11	8
05:45			4	5	17:45			2	34 4 26 60
06:00			0	4	18:00			10	5
06:15			0	5	18:15			11	6
06:30			4	2	18:30			4	8
06:45			4	8	18:45			2	27 7 26 53
07:00			5	5	19:00			6	6
07:15			6	9	19:15			9	8
07:30			6	10	19:30			7	5
07:45			7	24	19:45			7	29 4 23 52
08:00			6	8	20:00			6	6
08:15			8	7	20:15			5	2
08:30			7	11	20:30			4	6
08:45			13	34	20:45			3	18 0 14 32
09:00			10	9	21:00			2	2
09:15			9	6	21:15			4	3
09:30			9	9	21:30			2	3
09:45			4	32	21:45			4	12 6 14 26
10:00			4	9	22:00			3	2
10:15			9	11	22:15			1	4
10:30			8	10	22:30			3	1
10:45			9	30	22:45			2	9 3 10 19
11:00			6	12	23:00			2	1
11:15			8	5	23:15			4	3
11:30			12	8	23:30			1	1
11:45			10	36	23:45			1	8 0 5 13

Total Vol. 177 222 **399** 324 280 **604**

GPS Coordinates: 33.290512, -111.106676

Daily Totals				
NB	SB	EB	WB	Combined
501			502	1003

AM

Split %	44.4%	55.6%	39.8%	53.6%	46.4%	60.2%
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Peak Hour	08:45	10:15	08:15	14:45	13:30	14:45
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Volume P.H.F.	41	45	77	46	41	79
	0.79	0.94	0.77	0.82	0.73	0.82

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-002

Location: Main St. east of Pinal Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			1	0	12:00			3	7
00:15			0	0	12:15			8	11
00:30			0	1	12:30			5	10
00:45			0	1	12:45			2	18 6 34 52
01:00			0	0	13:00			9	9
01:15			0	0	13:15			7	10
01:30			0	0	13:30			4	10
01:45			0	0	13:45			8	28 10 39 67
02:00			0	0	14:00			16	9
02:15			1	0	14:15			13	4
02:30			0	0	14:30			14	5
02:45			0	1	14:45			13	56 9 27 83
03:00			0	0	15:00			6	9
03:15			0	0	15:15			8	4
03:30			0	2	15:30			12	6
03:45			0	0	15:45			7	33 5 24 57
04:00			0	0	16:00			8	9
04:15			0	0	16:15			9	5
04:30			0	1	16:30			4	7
04:45			0	0	16:45			1	22 4 25 47
05:00			0	0	17:00			10	9
05:15			0	3	17:15			0	6
05:30			0	0	17:30			4	10
05:45			0	0	17:45			5	19 5 30 49
06:00			0	5	18:00			4	7
06:15			1	3	18:15			4	4
06:30			0	0	18:30			3	5
06:45			1	2	18:45			4	15 6 22 37
07:00			1	3	19:00			4	8
07:15			1	7	19:15			12	9
07:30			1	4	19:30			2	5
07:45			3	6	19:45			3	21 5 27 48
08:00			0	7	20:00			2	6
08:15			4	7	20:15			4	2
08:30			8	9	20:30			1	9
08:45			2	14	20:45			4	11 2 19 30
09:00			2	12	21:00			4	2
09:15			12	6	21:15			2	3
09:30			4	6	21:30			2	3
09:45			6	24	21:45			3	11 5 13 24
10:00			4	8	22:00			1	1
10:15			16	15	22:15			3	4
10:30			10	12	22:30			2	0
10:45			6	36	22:45			2	8 4 9 17
11:00			6	7	23:00			0	2
11:15			18	5	23:15			2	2
11:30			6	8	23:30			0	2
11:45			6	36	23:45			0	2 0 6 8

Total Vol. 120 176 **296** 244 275 **519**

GPS Coordinates: 33.291603, -111.105011

Daily Totals

NB	SB	EB	WB	Combined
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364 451 **815**

AM

Split %	40.5%	59.5%	36.3%	47.0%	53.0%	63.7%
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Peak Hour	10:30	10:00	10:15	14:00	13:00	14:00
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Volume	40	45	82	56	39	83
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P.H.F.	0.56	0.75	0.66	0.88	0.98	0.83
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Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, August 18, 2015

City: Superior

Project #: 15-1224-001

Location: Magma Ave. north of Copper Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	3	6		
00:15	0	0			12:15	6	2		
00:30	0	0			12:30	6	3		
00:45	0	0	0	0	12:45	6	21	2	13
									34
01:00	0	0			13:00	3	2		
01:15	0	0			13:15	1	1		
01:30	0	0			13:30	2	3		
01:45	0	0	0	0	13:45	0	6	2	8
									14
02:00	0	0			14:00	3	3		
02:15	0	0			14:15	3	3		
02:30	0	0			14:30	6	2		
02:45	0	0	0	0	14:45	1	13	1	9
									22
03:00	0	1			15:00	1	3		
03:15	0	0			15:15	3	3		
03:30	0	0			15:30	3	5		
03:45	0	0	0	1	15:45	2	9	4	15
									24
04:00	0	0			16:00	2	2		
04:15	1	0			16:15	2	13		
04:30	0	0			16:30	0	6		
04:45	2	3	0	0	16:45	1	5	2	23
									28
05:00	2	0			17:00	0	3		
05:15	0	0			17:15	0	5		
05:30	3	0			17:30	2	5		
05:45	8	13	0	0	17:45	2	4	4	17
									21
06:00	3	2			18:00	3	0		
06:15	1	2			18:15	1	1		
06:30	7	3			18:30	0	1		
06:45	5	16	1	8	18:45	2	6	1	3
									9
07:00	6	0			19:00	2	0		
07:15	3	1			19:15	1	0		
07:30	3	3			19:30	0	0		
07:45	7	19	0	4	19:45	0	3	0	0
									3
08:00	5	4			20:00	0	0		
08:15	2	1			20:15	0	0		
08:30	1	1			20:30	0	0		
08:45	1	9	4	10	20:45	1	1	1	1
									2
09:00	3	4			21:00	1	0		
09:15	2	6			21:15	0	0		
09:30	2	3			21:30	1	0		
09:45	2	9	3	16	21:45	0	2	1	1
									3
10:00	1	0			22:00	0	0		
10:15	1	4			22:15	1	1		
10:30	3	3			22:30	0	2		
10:45	1	6	0	7	22:45	0	1	0	3
									4
11:00	1	1			23:00	0	0		
11:15	2	3			23:15	0	0		
11:30	3	3			23:30	0	0		
11:45	0	6	1	8	23:45	0	0	0	0

Total Vol. 81 54 **135** 71 93 **164**

GPS Coordinates: 33.298462, -117.097055

Daily Totals

NB	SB	EB	WB	Combined
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152	147			299
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AM

Split %	60.0%	40.0%	45.2%	43.3%	56.7%	54.8%
Peak Hour	06:30	08:45	11:45	12:00	15:45	12:00
Volume	21	17	27	21	25	34
P.H.F.	0.75	0.71	0.75	0.88	0.48	0.94

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-004
Station ID: Fri 08/21/2015
US-60 west of Silver King Mine Rd.
33.284048 , -111.129067
Latitude: 0' 0.000 Undefined

Eastbound	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
	Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71				
8/21/15	0	0	0	0	0	0	0	0	0	2	3	4	6	8	8	31	62	69	
01:00	0	0	0	0	0	0	0	0	0	1	2	4	6	7	10	30	63	69	
02:00	0	0	0	0	0	0	0	0	1	0	3	5	3	1	6	19	58	62	
03:00	0	0	0	0	0	0	0	0	1	2	2	4	7	14	16	46	63	69	
04:00	0	0	1	1	2	0	2	1	1	16	25	33	32	43	157	60	68		
05:00	0	0	0	0	0	0	1	1	2	5	23	66	67	78	243	64	69		
06:00	1	0	0	0	0	1	0	0	0	5	25	42	70	57	81	282	61	68	
07:00	1	0	1	0	0	0	1	3	9	25	65	63	46	56	270	60	67		
08:00	1	0	0	1	0	0	0	0	3	1	4	38	56	76	76	256	63	69	
09:00	0	0	0	0	0	0	8	7	9	8	47	61	68	37	245	61	68		
10:00	4	0	0	0	0	0	0	0	2	5	10	34	49	93	79	276	62	69	
11:00	0	0	0	1	0	1	0	0	1	4	18	52	61	64	58	260	62	68	
12 PM	1	0	0	0	0	0	0	1	1	6	15	55	91	56	71	297	62	67	
13:00	2	0	0	0	1	0	2	3	13	10	54	91	87	82	345	61	68		
14:00	1	0	0	0	1	1	0	1	11	12	42	83	112	111	375	63	69		
15:00	3	0	0	1	0	0	1	0	14	27	60	116	107	103	432	61	68		
16:00	1	0	0	0	0	0	0	0	0	12	13	78	108	114	137	463	62	68	
17:00	2	1	0	0	0	0	0	0	1	23	28	62	106	148	157	528	62	69	
18:00	1	0	1	0	1	0	1	1	11	20	73	103	117	115	444	62	68		
19:00	0	0	0	0	0	0	0	0	0	6	14	66	75	66	60	287	62	68	
20:00	0	0	0	0	0	0	0	1	5	5	16	23	44	66	53	213	62	69	
21:00	0	0	0	1	0	1	0	1	5	14	24	40	36	50	172	61	68		
22:00	0	0	0	0	0	0	0	0	0	5	4	20	24	33	47	133	62	69	
23:00	0	0	0	0	0	0	0	0	0	4	6	15	14	21	26	86	62	68	
Total	18	1	3	5	5	4	18	33	156	300	915	1376	1496	1560	5890				
Percent	0.3%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.6%	2.6%	5.1%	15.5%	23.4%	25.4%	26.5%				
AM Peak Vol.	10:00		04:00	04:00	04:00	06:00	09:00	09:00	07:00	06:00	07:00	06:00	10:00	06:00	06:00	06:00	06:00	06:00	
PM Peak Vol.	15:00	17:00	18:00	15:00	13:00	14:00	13:00	20:00	17:00	17:00	16:00	15:00	17:00	17:00	17:00	17:00	17:00	17:00	
Total	18	1	3	5	5	4	18	33	156	300	915	1376	1496	1560	5890				
Percent	0.3%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.6%	2.6%	5.1%	15.5%	23.4%	25.4%	26.5%				

15th Percentile : 56 MPH
50th Percentile : 63 MPH
85th Percentile : 68 MPH
95th Percentile : 70 MPH

Statistics	10 MPH Pace Speed :	61-70 MPH
	Number in Pace :	2872
	Percent in Pace :	66.3%
	Number of Vehicles > 65 MPH :	1496
	Percent of Vehicles > 65 MPH :	34.5%
	Mean Speed(Average) :	62 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-004
Station ID: Fri 08/21/2015
US-60 west of Silver King Mine Rd.
33.284048 , -111.129067
Latitude: 0' 0.000 Undefined

Westbound	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71				
8/21/15 01:00	0	0	0	0	0	0	0	0	4	6	15	7	3	2	37	58	63	
02:00	0	0	0	0	0	0	0	0	2	5	12	0	1	20	61	64		
03:00	0	0	0	0	0	0	1	2	2	2	9	9	4	1	30	58	65	
04:00	0	0	0	0	0	0	0	1	7	20	26	21	3	2	80	57	63	
05:00	1	0	0	0	0	0	0	0	1	3	22	56	29	8	0	120	58	64
06:00	0	0	0	0	0	0	0	0	4	8	46	70	45	11	2	186	58	64
07:00	0	1	0	0	0	0	0	0	3	12	41	103	45	7	3	215	57	63
08:00	0	0	0	0	0	0	0	1	17	44	122	77	2	0	263	58	63	
09:00	0	1	0	1	0	0	0	0	4	15	74	136	43	8	0	282	57	61
10:00	1	0	0	0	0	0	0	0	3	17	77	119	64	5	1	287	57	62
11:00	0	0	0	0	0	0	0	0	5	14	73	161	76	4	0	333	58	62
12 PM	0	0	0	0	0	1	0	0	0	4	90	152	69	7	0	323	58	62
13:00	0	0	0	0	0	0	0	0	3	17	79	142	65	6	1	313	57	62
14:00	0	0	1	0	0	0	1	1	17	65	132	100	8	3	328	58	63	
15:00	1	0	0	0	0	0	0	0	2	17	107	179	94	11	0	411	57	63
16:00	2	0	0	0	0	0	1	1	2	9	120	157	91	10	4	397	57	63
17:00	0	0	0	0	0	0	0	1	12	32	90	165	58	7	0	365	56	61
18:00	3	0	0	0	0	0	0	1	5	6	60	118	68	19	0	280	58	64
19:00	0	0	0	0	0	0	0	0	3	37	59	74	39	1	0	213	56	61
20:00	0	0	0	0	0	0	0	0	1	2	36	69	45	3	2	158	58	63
21:00	2	0	0	0	0	0	0	0	0	3	22	52	27	12	0	118	58	64
22:00	0	0	0	0	0	0	0	0	5	5	18	21	30	4	0	83	58	64
23:00	0	0	0	0	0	0	0	0	3	6	11	18	18	3	0	59	57	63
Total	10	2	1	1	0	2	5	61	256	1167	2104	1141	148	22	4920			
Percent	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.2%	5.2%	23.7%	42.8%	23.2%	3.0%	0.4%				
AM Peak Vol.	05:00	07:00		09:00		03:00	11:00	08:00	10:00	11:00	08:00	06:00	07:00	11:00				
PM Peak Vol.	18:00		14:00		12:00	14:00	17:00	19:00	16:00	15:00	14:00	18:00	16:00	15:00				
Total	10	2	1	1	0	2	5	61	256	1167	2104	1141	148	22	4920			
Percent	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.2%	5.2%	23.7%	42.8%	23.2%	3.0%	0.4%				

15th Percentile : 52 MPH

50th Percentile : 58 MPH

85th Percentile : 63 MPH

95th Percentile : 65 MPH

Statistics

10 MPH Pace Speed : 51-60 MPH

Number in Pace : 3271

Percent in Pace : 66.8%

Number of Vehicles > 65 MPH : 148

Percent of Vehicles > 65 MPH : 3.0%

Mean Speed(Average) : 57 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-004
Station ID: Fri 08/21/2015
US-60 west of Silver King Mine Rd.
33.284048 , -111.129067
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
8/21/15	0	0	0	0	0	0	0	0	6	9	19	13	11	10	68	59	66	
01:00	0	0	0	0	0	0	0	0	1	4	9	18	7	11	50	61	66	
02:00	0	0	0	0	0	0	0	1	2	6	8	12	3	6	38	59	64	
03:00	0	0	0	0	0	0	1	3	4	4	13	16	18	17	76	60	68	
04:00	0	0	1	1	2	0	2	2	8	36	51	54	35	45	237	59	66	
05:00	1	0	0	0	0	0	1	2	5	27	79	95	75	78	363	61	68	
06:00	1	0	0	0	0	1	0	4	13	71	112	115	68	83	468	60	66	
07:00	1	1	1	0	0	0	1	6	21	66	168	108	53	59	485	59	65	
08:00	1	0	0	1	0	0	0	4	18	48	160	133	78	76	519	60	66	
09:00	0	1	0	1	0	0	8	11	24	82	183	104	76	37	527	58	66	
10:00	5	0	0	0	0	0	0	0	5	22	87	153	113	98	80	563	59	67
11:00	0	0	0	1	0	1	0	6	18	91	213	137	68	58	593	59	65	
12 PM	1	0	0	0	0	1	1	1	10	105	207	160	63	71	620	59	65	
13:00	2	0	0	0	1	0	2	6	30	89	196	156	93	83	658	59	66	
14:00	1	0	1	0	1	1	1	2	28	77	174	183	120	114	703	60	67	
15:00	4	0	0	1	0	0	1	2	31	134	239	210	118	103	843	59	66	
16:00	3	0	0	0	0	1	1	2	21	133	235	199	124	141	860	60	66	
17:00	2	1	0	0	0	0	1	13	55	118	227	164	155	157	893	59	67	
18:00	4	0	1	0	1	0	2	6	17	80	191	171	136	115	724	60	67	
19:00	0	0	0	0	0	0	0	3	43	73	140	114	67	60	500	59	66	
20:00	0	0	0	0	0	0	1	6	7	52	92	89	69	55	371	60	67	
21:00	2	0	0	1	0	1	0	1	8	36	76	67	48	50	290	60	67	
22:00	0	0	0	0	0	0	0	5	10	22	41	54	37	47	216	60	67	
23:00	0	0	0	0	0	0	0	3	10	17	33	32	24	26	145	59	67	
Total	28	3	4	6	5	6	23	94	412	1467	3019	2517	1644	1582	10810			
Percent	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.9%	3.8%	13.6%	27.9%	23.3%	15.2%	14.6%				
AM Peak Vol.	10:00	07:00	04:00	04:00	04:00	06:00	09:00	09:00	09:00	11:00	11:00	11:00	11:00	10:00	06:00	11:00		
PM Peak Vol.	15:00	17:00	14:00	15:00	13:00	12:00	13:00	17:00	17:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00		
Total	28	3	4	6	5	6	23	94	412	1467	3019	2517	1644	1582	10810			
Percent	0.3%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.9%	3.8%	13.6%	27.9%	23.3%	15.2%	14.6%				

15th Percentile : 53 MPH

50th Percentile : 60 MPH

85th Percentile : 66 MPH

95th Percentile : 69 MPH

Statistics 10 MPH Pace Speed : 56-65 MPH

Number in Pace : 5536

Percent in Pace : 60.0%

Number of Vehicles > 65 MPH : 1644

Percent of Vehicles > 65 MPH : 17.8%

Mean Speed(Average) : 59 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-004
Station ID: Fri 08/21/2015
US-60 west of Silver King Mine Rd.
33.284048 , -111.129067
Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	11	6	2	8	0	0	0	3	0	0	0	1	31
01:00	0	14	5	3	5	0	0	1	2	0	0	0	0	30
02:00	0	4	1	0	7	2	0	1	4	0	0	0	0	19
03:00	0	10	12	2	12	3	0	2	5	0	0	0	0	46
04:00	3	45	24	7	58	1	0	7	9	0	2	1	0	157
05:00	1	80	67	7	74	2	0	3	8	1	0	0	0	243
06:00	5	104	71	3	86	1	0	1	10	0	1	0	0	282
07:00	5	106	53	8	75	1	0	5	13	0	4	0	0	270
08:00	4	75	63	1	96	5	1	7	4	0	0	0	0	256
09:00	5	89	57	7	62	3	1	10	11	0	0	0	0	245
10:00	8	92	76	3	75	4	0	9	6	0	2	1	0	276
11:00	2	93	61	2	81	4	0	8	6	0	2	0	1	260
12 PM	5	110	78	6	81	2	0	6	6	0	2	1	0	297
13:00	3	136	110	4	74	7	1	4	5	1	0	0	0	345
14:00	3	136	117	2	106	2	0	6	2	0	0	0	1	375
15:00	3	158	131	5	121	4	0	5	5	0	0	0	0	432
16:00	1	151	157	5	132	2	0	7	6	0	0	2	0	463
17:00	4	212	171	1	125	4	0	7	4	0	0	0	0	528
18:00	2	142	161	2	114	1	0	15	6	0	0	1	0	444
19:00	1	116	91	1	66	2	0	8	2	0	0	0	0	287
20:00	2	93	63	1	48	0	0	3	3	0	0	0	0	213
21:00	0	71	45	0	50	2	0	3	1	0	0	0	0	172
22:00	0	55	38	1	31	1	0	2	5	0	0	0	0	133
23:00	1	28	29	0	20	1	0	3	4	0	0	0	0	86
Total	58	2131	1687	73	1607	54	3	123	130	2	13	6	3	5890
Percent	1.0%	36.2%	28.6%	1.2%	27.3%	0.9%	0.1%	2.1%	2.2%	0.0%	0.2%	0.1%	0.1%	
AM Peak Vol.	10:00	07:00	10:00	07:00	08:00	08:00	08:00	09:00	07:00	05:00	07:00	04:00	00:00	06:00
PM Peak Vol.	12:00	17:00	17:00	12:00	16:00	13:00	13:00	18:00	12:00	13:00	12:00	16:00	14:00	17:00
Grand Total	58	2131	1687	73	1607	54	3	123	130	2	13	6	3	5890
Percent	1.0%	36.2%	28.6%	1.2%	27.3%	0.9%	0.1%	2.1%	2.2%	0.0%	0.2%	0.1%	0.1%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-004

Station ID: Fri 08/21/2015

US-60 west of Silver King Mine Rd.

33.284048 , -111.129067

Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	2 Axle Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	20	5	0	3	0	0	9	0	0	0	0	0	37
01:00	0	11	2	0	2	0	0	5	0	0	0	0	0	20
02:00	0	10	1	1	1	0	0	6	0	0	0	0	0	19
03:00	0	17	6	1	0	0	0	5	1	0	0	0	0	30
04:00	1	39	15	2	9	0	0	14	0	0	0	0	0	80
05:00	2	72	27	0	11	0	0	8	0	0	0	0	0	120
06:00	3	124	39	1	12	0	0	6	1	0	0	0	0	186
07:00	6	139	41	1	17	2	1	5	2	0	1	0	0	215
08:00	2	152	46	0	38	1	0	23	0	0	1	0	0	263
09:00	2	174	52	0	35	2	0	16	1	0	0	0	0	282
10:00	5	171	53	1	47	0	0	9	1	0	0	0	0	287
11:00	7	199	66	1	44	0	0	16	0	0	0	0	0	333
12 PM	2	195	71	1	38	0	0	15	0	0	1	0	0	323
13:00	3	182	67	1	32	1	0	25	1	0	1	0	0	313
14:00	2	208	74	0	31	1	0	12	0	0	0	0	0	328
15:00	4	268	83	1	36	1	0	17	0	0	1	0	0	411
16:00	4	258	85	2	35	0	0	12	0	0	0	0	1	397
17:00	4	263	60	1	25	0	0	10	1	0	1	0	0	365
18:00	4	191	53	1	21	1	0	9	0	0	0	0	0	280
19:00	3	142	36	0	19	0	0	9	4	0	0	0	0	213
20:00	0	110	29	0	12	0	0	7	0	0	0	0	0	158
21:00	3	86	22	0	2	0	0	5	0	0	0	0	0	118
22:00	1	53	21	0	2	0	0	4	2	0	0	0	0	83
23:00	3	35	14	0	0	0	0	5	1	0	1	0	0	59
Total	61	3119	968	15	472	9	1	252	15	0	7	0	1	4920
Percent	1.2%	63.4%	19.7%	0.3%	9.6%	0.2%	0.0%	5.1%	0.3%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	11:00	11:00	11:00	04:00	10:00	07:00	07:00	08:00	07:00	07:00	07:00	07:00		11:00
PM Peak Vol.	15:00	15:00	16:00	16:00	12:00	13:00		13:00	19:00	12:00	12:00	16:00	15:00	
Grand Total	61	3119	968	15	472	9	1	252	15	0	7	0	1	4920
Percent	1.2%	63.4%	19.7%	0.3%	9.6%	0.2%	0.0%	5.1%	0.3%	0.0%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-004

Station ID: Fri 08/21/2015

US-60 west of Silver King Mine Rd.

33.284048, -111.129067

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	31	11	2	11	0	0	9	3	0	0	0	1	68
01:00	0	25	7	3	7	0	0	6	2	0	0	0	0	50
02:00	0	14	2	1	8	2	0	7	4	0	0	0	0	38
03:00	0	27	18	3	12	3	0	7	6	0	0	0	0	76
04:00	4	84	39	9	67	1	0	21	9	0	2	1	0	237
05:00	3	152	94	7	85	2	0	11	8	1	0	0	0	363
06:00	8	228	110	4	98	1	0	7	11	0	1	0	0	468
07:00	11	245	94	9	92	3	1	10	15	0	5	0	0	485
08:00	6	227	109	1	134	6	1	30	4	0	1	0	0	519
09:00	7	263	109	7	97	5	1	26	12	0	0	0	0	527
10:00	13	263	129	4	122	4	0	18	7	0	2	1	0	563
11:00	9	292	127	3	125	4	0	24	6	0	2	0	1	593
12 PM	7	305	149	7	119	2	0	21	6	0	3	1	0	620
13:00	6	318	177	5	106	8	1	29	6	1	1	0	0	658
14:00	5	344	191	2	137	3	0	18	2	0	0	0	1	703
15:00	7	426	214	6	157	5	0	22	5	0	1	0	0	843
16:00	5	409	242	7	167	2	0	19	6	0	0	2	1	860
17:00	8	475	231	2	150	4	0	17	5	0	1	0	0	893
18:00	6	333	214	3	135	2	0	24	6	0	0	1	0	724
19:00	4	258	127	1	85	2	0	17	6	0	0	0	0	500
20:00	2	203	92	1	60	0	0	10	3	0	0	0	0	371
21:00	3	157	67	0	52	2	0	8	1	0	0	0	0	290
22:00	1	108	59	1	33	1	0	6	7	0	0	0	0	216
23:00	4	63	43	0	20	1	0	8	5	0	1	0	0	145
Total	119	5250	2655	88	2079	63	4	375	145	2	20	6	4	10810
Percent	1.1%	48.6%	24.6%	0.8%	19.2%	0.6%	0.0%	3.5%	1.3%	0.0%	0.2%	0.1%	0.0%	
AM Peak Vol.	10:00	11:00	10:00	04:00	08:00	08:00	07:00	08:00	07:00	05:00	07:00	04:00	00:00	11:00
	13	292	129	9	134	6	1	30	15	1	5	1	1	593
PM Peak Vol.	17:00	17:00	16:00	12:00	16:00	13:00	13:00	13:00	22:00	13:00	12:00	16:00	14:00	17:00
	8	475	242	7	167	8	1	29	7	1	3	2	1	893
Grand Total	119	5250	2655	88	2079	63	4	375	145	2	20	6	4	10810
Percent	1.1%	48.6%	24.6%	0.8%	19.2%	0.6%	0.0%	3.5%	1.3%	0.0%	0.2%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042 , -111.051641
Latitude: 0' 0.000 Undefined

Eastbound	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
	8/21/15	0	2	1	1	5	1	2	1	7	5	4	1	0	0	30	42	55
	01:00	1	1	0	1	3	0	1	2	8	4	1	0	0	0	22	41	52
	02:00	1	1	0	2	2	2	1	2	6	4	0	0	0	0	21	39	51
	03:00	0	1	0	1	3	0	0	8	10	6	7	1	0	0	37	47	56
	04:00	3	1	0	3	5	5	5	10	29	40	19	8	0	1	129	48	57
	05:00	1	1	0	2	7	12	8	26	48	58	27	6	0	0	196	48	56
	06:00	1	1	2	10	6	6	13	30	63	78	19	2	0	0	231	47	55
	07:00	1	2	1	6	13	7	6	28	78	57	15	4	0	0	218	46	54
	08:00	4	3	0	10	3	7	17	22	75	66	11	1	1	0	220	46	54
	09:00	3	2	2	4	18	6	11	51	76	55	12	0	0	1	241	45	53
	10:00	1	4	0	2	5	5	6	36	73	73	25	1	0	0	231	48	55
	11:00	0	0	0	9	1	7	15	26	91	66	17	1	0	0	233	47	54
	12 PM	0	0	0	4	18	7	12	34	101	58	10	0	0	2	246	46	53
	13:00	5	1	6	14	6	13	24	50	94	73	21	1	0	0	308	45	54
	14:00	5	2	2	10	9	8	11	49	96	108	25	2	0	0	327	47	54
	15:00	0	0	1	12	8	4	11	48	114	123	40	6	1	2	370	49	55
	16:00	0	0	4	24	16	9	23	54	127	127	33	6	3	1	427	47	55
	17:00	2	0	0	9	13	12	11	53	107	147	49	5	0	2	410	48	55
	18:00	3	2	3	10	10	12	15	57	105	110	28	1	0	0	356	47	54
	19:00	4	1	0	0	4	4	12	30	88	75	23	6	1	0	248	48	55
	20:00	1	1	0	0	1	0	7	24	46	58	15	2	1	0	156	49	55
	21:00	3	0	0	5	1	0	5	25	37	39	9	1	0	0	125	47	54
	22:00	0	0	1	3	6	3	2	12	27	28	8	0	0	0	90	47	54
	23:00	3	1	0	3	2	4	4	9	19	24	1	1	0	0	71	44	53
	Total	42	27	23	145	165	134	222	687	1525	1482	419	56	7	9	4943		
	Percent	0.8%	0.5%	0.5%	2.9%	3.3%	2.7%	4.5%	13.9%	30.9%	30.0%	8.5%	1.1%	0.1%	0.2%			
	AM Peak Vol.	08:00	10:00	06:00	06:00	09:00	05:00	08:00	09:00	11:00	06:00	05:00	04:00	08:00	04:00	09:00		
	PM Peak Vol.	13:00	14:00	13:00	16:00	12:00	13:00	13:00	18:00	16:00	17:00	17:00	15:00	16:00	12:00	16:00		
	Total	42	27	23	145	165	134	222	687	1525	1482	419	56	7	9	4943		
	Percent	0.8%	0.5%	0.5%	2.9%	3.3%	2.7%	4.5%	13.9%	30.9%	30.0%	8.5%	1.1%	0.1%	0.2%			

15th Percentile : 40 MPH

50th Percentile : 49 MPH

85th Percentile : 55 MPH

95th Percentile : 58 MPH

Statistics	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	3007
	Percent in Pace :	60.9%
	Number of Vehicles > 50 MPH :	1964
	Percent of Vehicles > 50 MPH :	39.8%
	Mean Speed(Average) :	47 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042 , -111.051641
Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/21/15	0	0	0	0	0	0	0	1	3	4	2	1	2	0	13	55	65	
01:00	0	0	0	0	0	1	0	0	4	2	1	1	1	0	10	52	60	
02:00	1	0	0	0	0	0	2	0	3	5	2	0	1	0	14	47	56	
03:00	1	0	0	0	0	0	0	0	1	3	4	0	0	0	9	49	58	
04:00	0	0	0	0	0	1	1	1	7	16	3	0	2	0	31	52	55	
05:00	0	0	0	0	0	2	2	0	12	24	16	6	3	0	65	54	60	
06:00	0	0	0	0	0	0	2	8	13	20	28	19	6	4	100	56	63	
07:00	0	0	0	1	1	3	3	6	8	35	25	9	2	1	94	53	60	
08:00	0	0	0	0	0	3	4	10	25	64	50	8	5	0	169	53	59	
09:00	0	0	0	0	1	0	1	13	38	62	50	14	2	3	184	53	59	
10:00	0	0	0	0	1	1	2	9	25	80	68	28	2	0	216	55	60	
11:00	0	1	0	0	0	1	8	22	42	88	66	10	3	3	244	52	59	
12 PM	0	0	0	0	0	0	2	4	43	92	70	27	5	1	244	55	60	
13:00	1	0	0	0	0	3	11	21	38	72	72	26	4	0	248	53	60	
14:00	0	0	1	0	2	0	3	13	26	101	95	30	5	1	277	55	60	
15:00	0	0	0	0	0	0	0	6	31	104	98	32	5	2	278	55	60	
16:00	0	0	0	0	0	1	1	10	38	91	83	40	5	1	270	55	61	
17:00	0	0	0	0	0	1	0	6	18	97	95	39	11	4	271	56	62	
18:00	1	0	0	0	1	3	1	15	47	48	63	30	11	1	221	54	62	
19:00	0	0	1	0	0	2	8	21	30	46	35	13	2	0	158	52	59	
20:00	0	0	0	0	0	0	3	4	16	42	23	5	6	0	99	54	59	
21:00	0	0	0	0	0	0	0	6	9	26	15	6	3	0	65	54	60	
22:00	0	0	0	0	0	0	2	3	17	12	8	6	0	0	48	52	59	
23:00	0	0	0	0	0	2	0	1	6	11	11	5	2	0	38	54	61	
Total	4	1	2	1	6	24	56	180	500	1145	983	355	88	21	3366			
Percent	0.1%	0.0%	0.1%	0.0%	0.2%	0.7%	1.7%	5.3%	14.9%	34.0%	29.2%	10.5%	2.6%	0.6%				
AM Peak Vol.	02:00	11:00		07:00	07:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	06:00	06:00	11:00			
PM Peak Vol.	13:00		14:00		14:00	13:00	13:00	13:00	18:00	15:00	15:00	16:00	17:00	17:00	15:00			
Total	4	1	2	1	6	24	56	180	500	1145	983	355	88	21	3366			
Percent	0.1%	0.0%	0.1%	0.0%	0.2%	0.7%	1.7%	5.3%	14.9%	34.0%	29.2%	10.5%	2.6%	0.6%				

15th Percentile : 48 MPH

50th Percentile : 54 MPH

85th Percentile : 60 MPH

95th Percentile : 64 MPH

Statistics 10 MPH Pace Speed : 51-60 MPH

Number in Pace : 2128

Percent in Pace : 63.6%

Number of Vehicles > 50 MPH : 2571

Percent of Vehicles > 50 MPH : 76.9%

Mean Speed(Average) : 54 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042, -111.051641
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent
8/21/15	0	2	1	1	5	1	2	2	10	9	6	2	2	0	43	46
01:00	1	1	0	1	3	1	1	2	12	6	2	1	1	0	32	44
02:00	2	1	0	2	2	2	3	2	9	9	2	0	1	0	35	42
03:00	1	1	0	1	3	0	0	8	11	9	11	1	0	0	46	47
04:00	3	1	0	3	5	6	6	11	36	56	22	8	2	1	160	49
05:00	1	1	0	2	7	14	10	26	60	82	43	12	3	0	261	49
06:00	1	1	2	10	6	6	15	38	76	98	47	21	6	4	331	49
07:00	1	2	1	7	14	10	9	34	86	92	40	13	2	1	312	48
08:00	4	3	0	10	3	10	21	32	100	130	61	9	6	0	389	49
09:00	3	2	2	4	19	6	12	64	114	117	62	14	2	4	425	48
10:00	1	4	0	2	6	6	8	45	98	153	93	29	2	0	447	51
11:00	0	1	0	9	1	8	23	48	133	154	83	11	3	3	477	50
12 PM	0	0	0	4	18	7	14	38	144	150	80	27	5	3	490	50
13:00	6	1	6	14	6	16	35	71	132	145	93	27	4	0	556	48
14:00	5	2	3	10	11	8	14	62	122	209	120	32	5	1	604	50
15:00	0	0	1	12	8	4	11	54	145	227	138	38	6	4	648	52
16:00	0	0	4	24	16	10	24	64	165	218	116	46	8	2	697	50
17:00	2	0	0	9	13	13	11	59	125	244	144	44	11	6	681	51
18:00	4	2	3	10	11	15	16	72	152	158	91	31	11	1	577	49
19:00	4	1	1	0	4	6	20	51	118	121	58	19	3	0	406	50
20:00	1	1	0	0	1	0	10	28	62	100	38	7	7	0	255	51
21:00	3	0	0	5	1	0	5	31	46	65	24	7	3	0	190	49
22:00	0	0	1	3	6	3	4	15	44	40	16	6	0	0	138	48
23:00	3	1	0	3	2	6	4	10	25	35	12	6	2	0	109	47
Total	46	28	25	146	171	158	278	867	2025	2627	1402	411	95	30	8309	
Percent	0.6%	0.3%	0.3%	1.8%	2.1%	1.9%	3.3%	10.4%	24.4%	31.6%	16.9%	4.9%	1.1%	0.4%		
AM Peak Vol.	08:00	10:00	06:00	06:00	09:00	05:00	11:00	09:00	11:00	11:00	10:00	10:00	06:00	06:00	11:00	
PM Peak Vol.	13:00	14:00	13:00	16:00	12:00	13:00	13:00	18:00	16:00	17:00	17:00	16:00	17:00	17:00	16:00	
Total	46	28	25	146	171	158	278	867	2025	2627	1402	411	95	30	8309	
Percent	0.6%	0.3%	0.3%	1.8%	2.1%	1.9%	3.3%	10.4%	24.4%	31.6%	16.9%	4.9%	1.1%	0.4%		

15th Percentile : 43 MPH

50th Percentile : 51 MPH

85th Percentile : 58 MPH

95th Percentile : 62 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 4652

Percent in Pace : 56.2%

Number of Vehicles > 50 MPH : 4535

Percent of Vehicles > 50 MPH : 54.8%

Mean Speed(Average) : 50 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042 , -111.051641
Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	3	15	4	0	1	0	0	0	6	1	0	0	0	30
01:00	2	12	3	0	0	0	0	1	4	0	0	0	0	22
02:00	2	9	3	0	0	0	0	0	7	0	0	0	0	21
03:00	1	15	10	1	0	3	0	2	5	0	0	0	0	37
04:00	4	58	33	0	12	1	0	4	15	0	0	2	0	129
05:00	0	114	49	1	15	2	0	1	12	1	0	0	1	196
06:00	4	145	49	2	10	2	0	2	17	0	0	0	0	231
07:00	4	123	47	2	19	2	0	5	15	0	1	0	0	218
08:00	7	133	51	0	14	0	0	5	9	0	0	1	0	220
09:00	16	124	53	3	23	5	0	5	11	0	1	0	0	241
10:00	6	140	54	0	11	1	0	5	13	0	0	1	0	231
11:00	1	137	49	1	28	1	0	7	7	0	1	0	1	233
12 PM	3	148	47	2	30	1	0	4	11	0	0	0	0	246
13:00	7	212	53	2	22	1	0	1	9	0	0	1	0	308
14:00	10	203	69	2	29	2	0	4	8	0	0	0	0	327
15:00	1	256	77	2	22	0	0	3	9	0	0	0	0	370
16:00	5	271	89	2	39	1	0	9	10	0	0	1	0	427
17:00	6	302	69	0	24	2	0	1	6	0	0	0	0	410
18:00	6	236	70	0	22	2	0	6	13	0	0	1	0	356
19:00	6	168	50	1	12	0	0	7	4	0	0	0	0	248
20:00	2	112	32	0	7	0	0	1	2	0	0	0	0	156
21:00	4	86	22	0	6	0	0	1	6	0	0	0	0	125
22:00	2	51	19	0	8	1	0	1	8	0	0	0	0	90
23:00	4	44	13	0	3	0	0	0	7	0	0	0	0	71
Day Total	106	3114	1015	21	357	27	0	75	214	2	3	7	2	4943
Percent	2.1%	63.0%	20.5%	0.4%	7.2%	0.5%	0.0%	1.5%	4.3%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	09:00	06:00	10:00	09:00	11:00	09:00		11:00	06:00	00:00	07:00	04:00	05:00	09:00
PM Peak Vol.	14:00	17:00	16:00	12:00	16:00	14:00		16:00	18:00		13:00		16:00	
Grand Total	106	3114	1015	21	357	27	0	75	214	2	3	7	2	4943
Percent	2.1%	63.0%	20.5%	0.4%	7.2%	0.5%	0.0%	1.5%	4.3%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042 , -111.051641
Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	5	2	2	2	0	0	1	1	0	0	0	0	13
01:00	0	4	1	0	1	0	0	1	3	0	0	0	0	10
02:00	2	6	0	3	1	0	0	1	1	0	0	0	0	14
03:00	1	3	1	1	0	0	0	3	0	0	0	0	0	9
04:00	0	8	1	2	9	1	0	5	5	0	0	0	0	31
05:00	0	30	13	0	13	1	0	4	4	0	0	0	0	65
06:00	0	50	12	1	32	1	0	2	2	0	0	0	0	100
07:00	1	50	9	0	25	2	1	3	3	0	0	0	0	94
08:00	2	81	32	0	32	3	0	10	6	0	1	2	0	169
09:00	0	96	28	0	47	3	0	3	7	0	0	0	0	184
10:00	0	125	30	1	48	0	0	5	7	0	0	0	0	216
11:00	1	124	46	2	58	0	0	1	12	0	0	0	0	244
12 PM	0	132	39	4	60	1	0	5	1	0	1	1	0	244
13:00	1	127	40	2	61	2	0	7	8	0	0	0	0	248
14:00	1	144	51	1	60	2	1	14	1	1	1	0	0	277
15:00	0	160	41	1	63	0	0	11	2	0	0	0	0	278
16:00	1	175	37	2	45	0	0	7	2	0	0	0	1	270
17:00	0	182	38	0	37	0	0	7	6	0	1	0	0	271
18:00	1	140	31	2	39	1	0	3	4	0	0	0	0	221
19:00	1	98	20	1	29	1	0	4	4	0	0	0	0	158
20:00	0	57	15	1	16	0	0	5	5	0	0	0	0	99
21:00	0	50	2	0	11	0	0	1	1	0	0	0	0	65
22:00	1	33	3	0	7	1	0	1	2	0	0	0	0	48
23:00	0	20	4	0	8	0	0	4	1	0	0	1	0	38
Day Total	13	1900	496	26	704	19	2	108	88	1	4	4	1	3366
Percent	0.4%	56.4%	14.7%	0.8%	20.9%	0.6%	0.1%	3.2%	2.6%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	02:00	10:00	11:00	02:00	11:00	08:00	07:00	08:00	11:00		08:00	08:00		11:00
PM Peak Vol.	13:00	17:00	14:00	12:00	15:00	13:00	14:00	14:00	13:00	14:00	12:00	12:00	16:00	15:00
Grand Total	13	1900	496	26	704	19	2	108	88	1	4	4	1	3366
Percent	0.4%	56.4%	14.7%	0.8%	20.9%	0.6%	0.1%	3.2%	2.6%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-007
Station ID: Fri 08/21/2015
US-60 west of Magma Mine Rd.
33.312042 , -111.051641
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	3	20	6	2	3	0	0	1	7	1	0	0	0	43
01:00	2	16	4	0	1	0	0	2	7	0	0	0	0	32
02:00	4	15	3	3	1	0	0	1	8	0	0	0	0	35
03:00	2	18	11	2	0	3	0	5	5	0	0	0	0	46
04:00	4	66	34	2	21	2	0	9	20	0	0	2	0	160
05:00	0	144	62	1	28	3	0	5	16	1	0	0	1	261
06:00	4	195	61	3	42	3	0	4	19	0	0	0	0	331
07:00	5	173	56	2	44	4	1	8	18	0	1	0	0	312
08:00	9	214	83	0	46	3	0	15	15	0	1	3	0	389
09:00	16	220	81	3	70	8	0	8	18	0	1	0	0	425
10:00	6	265	84	1	59	1	0	10	20	0	0	1	0	447
11:00	2	261	95	3	86	1	0	8	19	0	1	0	1	477
12 PM	3	280	86	6	90	2	0	9	12	0	1	1	0	490
13:00	8	339	93	4	83	3	0	8	17	0	0	1	0	556
14:00	11	347	120	3	89	4	1	18	9	1	1	0	0	604
15:00	1	416	118	3	85	0	0	14	11	0	0	0	0	648
16:00	6	446	126	4	84	1	0	16	12	0	0	1	1	697
17:00	6	484	107	0	61	2	0	8	12	0	1	0	0	681
18:00	7	376	101	2	61	3	0	9	17	0	0	1	0	577
19:00	7	266	70	2	41	1	0	11	8	0	0	0	0	406
20:00	2	169	47	1	23	0	0	6	7	0	0	0	0	255
21:00	4	136	24	0	17	0	0	2	7	0	0	0	0	190
22:00	3	84	22	0	15	2	0	2	10	0	0	0	0	138
23:00	4	64	17	0	11	0	0	4	8	0	0	1	0	109
Day Total	119	5014	1511	47	1061	46	2	183	302	3	7	11	3	8309
Percent	1.4%	60.3%	18.2%	0.6%	12.8%	0.6%	0.0%	2.2%	3.6%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	09:00	10:00	11:00	02:00	11:00	09:00	07:00	08:00	04:00	00:00	07:00	08:00	05:00	11:00
PM Peak Vol.	14:00	17:00	16:00	12:00	12:00	14:00	14:00	14:00	13:00	14:00	12:00	12:00	16:00	16:00
Grand Total	119	5014	1511	47	1061	46	2	183	302	3	7	11	3	8309
Percent	1.4%	60.3%	18.2%	0.6%	12.8%	0.6%	0.0%	2.2%	3.6%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601 , -111.047737
Latitude: 0' 0.000 Undefined

Eastbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total			
8/21/15 01:00	0	2	0	0	0	0	2	0	4	0	1	2	0	0	11	43	60	
02:00	1	0	0	0	1	0	0	7	6	5	1	0	0	0	21	44	53	
03:00	0	1	0	1	0	1	2	13	8	6	3	0	0	0	35	45	53	
04:00	1	0	1	0	4	8	4	10	8	30	11	4	1	0	82	48	57	
05:00	0	0	0	0	2	7	5	16	26	43	24	6	0	0	129	50	58	
06:00	1	1	1	2	6	8	6	23	47	71	25	4	0	1	196	49	55	
07:00	1	3	0	12	4	10	10	20	87	65	23	2	1	0	238	47	55	
08:00	2	3	2	3	4	5	8	20	62	50	10	1	0	1	171	46	54	
09:00	1	2	0	4	8	10	12	53	48	48	12	1	0	0	199	45	54	
10:00	0	2	1	2	4	6	8	50	76	78	28	2	1	0	258	48	55	
11:00	0	1	0	5	2	10	11	44	96	80	24	3	0	0	276	48	55	
12 PM	0	0	1	20	8	8	11	34	103	67	29	5	0	0	286	47	55	
13:00	4	1	2	12	3	8	10	53	119	115	24	4	1	0	356	47	54	
14:00	4	0	1	14	4	8	12	56	121	123	27	8	0	0	378	48	55	
15:00	0	1	1	15	4	10	16	51	97	140	46	10	1	0	392	49	55	
16:00	0	0	3	3	10	8	24	60	93	128	53	8	0	1	391	49	56	
17:00	1	0	1	5	8	7	18	67	123	124	36	4	0	1	395	48	55	
18:00	1	2	0	4	9	8	12	73	135	135	43	1	1	1	425	48	55	
19:00	1	0	1	3	8	3	16	54	64	81	23	4	0	0	258	48	55	
20:00	0	1	0	1	1	4	5	27	44	48	13	1	1	0	146	49	55	
21:00	0	0	0	1	1	0	4	13	24	11	9	1	0	0	64	48	55	
22:00	0	1	2	3	0	4	2	11	12	12	4	0	0	0	51	44	53	
23:00	0	0	0	1	1	2	3	3	10	28	1	0	0	0	49	49	54	
Total	18	22	17	112	94	135	201	760	1417	1490	470	71	7	5	4819			
Percent	0.4%	0.5%	0.4%	2.3%	2.0%	2.8%	4.2%	15.8%	29.4%	30.9%	9.8%	1.5%	0.1%	0.1%				
AM Peak Vol.	08:00	07:00	08:00	07:00	09:00	07:00	09:00	09:00	11:00	11:00	10:00	05:00	04:00	06:00	11:00			
PM Peak Vol.	13:00	18:00	16:00	12:00	16:00	15:00	16:00	18:00	18:00	15:00	16:00	15:00	13:00	13:00	16:00	18:00		
Total	18	22	17	112	94	135	201	760	1417	1490	470	71	7	5	4819			
Percent	0.4%	0.5%	0.4%	2.3%	2.0%	2.8%	4.2%	15.8%	29.4%	30.9%	9.8%	1.5%	0.1%	0.1%				

15th Percentile : 41 MPH
50th Percentile : 49 MPH
85th Percentile : 55 MPH
95th Percentile : 59 MPH

Statistics 10 MPH Pace Speed : 46-55 MPH
Number in Pace : 2907
Percent in Pace : 60.4%
Number of Vehicles > 50 MPH : 2038
Percent of Vehicles > 50 MPH : 42.3%
Mean Speed(Average) : 48 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601 , -111.047737
Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent	
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total			
8/21/15	1	0	0	1	0	0	2	12	6	1	0	0	0	0	0	23	41	48	
01:00	3	0	0	0	1	1	3	7	1	1	0	0	0	0	0	17	34	44	
02:00	5	0	0	0	1	3	2	2	3	2	0	0	0	0	0	18	30	47	
03:00	0	0	0	0	0	0	2	8	8	0	0	0	0	0	0	18	45	48	
04:00	5	0	1	0	1	1	4	12	7	2	0	0	0	0	0	33	36	47	
05:00	1	0	0	1	1	6	18	35	14	3	1	0	0	0	1	81	42	47	
06:00	2	0	1	0	2	3	22	38	49	10	1	0	0	0	0	128	44	50	
07:00	3	1	0	2	3	3	10	52	39	3	0	0	0	0	1	117	42	49	
08:00	4	0	0	3	5	2	15	86	43	6	0	0	0	0	0	164	42	48	
09:00	3	1	0	0	2	1	31	77	54	7	0	0	0	0	0	176	43	49	
10:00	2	1	1	1	4	0	27	89	74	12	0	0	0	0	0	211	44	49	
11:00	1	0	0	0	1	2	34	113	68	7	0	0	0	0	0	226	44	48	
12 PM	6	0	0	0	3	3	30	110	76	14	0	0	0	1	0	243	43	49	
13:00	3	0	1	1	4	17	35	99	65	13	0	0	0	0	0	238	43	49	
14:00	0	0	2	0	2	9	39	97	109	7	0	0	0	0	0	265	44	49	
15:00	2	1	1	1	1	3	18	101	95	7	0	0	0	0	0	230	44	49	
16:00	3	2	1	3	1	5	20	99	110	8	0	0	0	0	0	252	44	49	
17:00	2	3	2	3	4	4	16	111	101	21	0	1	0	0	0	268	44	50	
18:00	1	0	1	1	3	6	36	58	77	13	1	0	0	0	0	197	44	49	
19:00	2	0	1	1	1	11	35	46	43	1	0	0	0	0	0	141	42	48	
20:00	0	0	1	1	0	4	17	53	21	2	0	0	0	0	0	99	43	47	
21:00	3	0	0	0	0	0	10	34	13	2	0	0	0	0	0	62	41	47	
22:00	2	1	0	0	1	3	19	26	11	0	0	0	0	0	0	63	40	46	
23:00	2	0	0	0	0	2	5	27	12	1	0	1	0	0	0	50	42	47	
Total	56	10	13	19	41	89	450	1392	1099	143	3	2	1	2	0	3320			
Percent	1.7%	0.3%	0.4%	0.6%	1.2%	2.7%	13.6%	41.9%	33.1%	4.3%	0.1%	0.1%	0.0%	0.1%					
AM Peak Vol.	02:00	07:00	04:00	08:00	08:00	05:00	11:00	11:00	10:00	10:00	05:00				05:00	11:00			
PM Peak Vol.	12:00	17:00	14:00	16:00	13:00	13:00	14:00	17:00	16:00	17:00	18:00	17:00	12:00			17:00			
Total	56	10	13	19	41	89	450	1392	1099	143	3	2	1	2	0	3320			
Percent	1.7%	0.3%	0.4%	0.6%	1.2%	2.7%	13.6%	41.9%	33.1%	4.3%	0.1%	0.1%	0.0%	0.1%					

15th Percentile : 38 MPH

50th Percentile : 44 MPH

85th Percentile : 49 MPH

95th Percentile : 50 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	2491
	Percent in Pace :	75.1%
	Number of Vehicles > 50 MPH :	149
	Percent of Vehicles > 50 MPH :	4.5%
	Mean Speed(Average) :	43 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601 , -111.047737
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent	
8/21/15	1	2	0	1	0	0	4	12	10	1	1	2	0	0	34	42	50
01:00	3	1	0	1	3	1	3	9	5	3	0	0	0	0	29	36	49
02:00	6	0	0	0	2	3	2	9	9	7	1	0	0	0	39	38	51
03:00	0	1	0	1	0	1	4	21	16	6	3	0	0	0	53	45	51
04:00	6	0	2	0	5	9	8	22	15	32	11	4	1	0	115	44	55
05:00	1	0	0	1	3	13	23	51	40	46	25	6	0	1	210	47	55
06:00	3	1	2	2	8	11	28	61	96	81	26	4	0	1	324	47	54
07:00	4	4	0	14	7	13	20	72	126	68	23	2	1	1	355	45	53
08:00	6	3	2	6	9	7	23	106	105	56	10	1	0	1	335	44	52
09:00	4	3	0	4	10	11	43	130	102	55	12	1	0	0	375	44	52
10:00	2	3	2	3	8	6	35	139	150	90	28	2	1	0	469	46	53
11:00	1	1	0	5	3	12	45	157	164	87	24	3	0	0	502	46	53
12 PM	6	0	1	20	11	11	41	144	179	81	29	5	1	0	529	45	53
13:00	7	1	3	13	7	25	45	152	184	128	24	4	1	0	594	45	53
14:00	4	0	3	14	6	17	51	153	230	130	27	8	0	0	643	46	53
15:00	2	2	2	16	5	13	34	152	192	147	46	10	1	0	622	47	54
16:00	3	2	4	6	11	13	44	159	203	136	53	8	0	1	643	47	54
17:00	3	3	3	8	12	11	34	178	224	145	36	5	0	1	663	47	53
18:00	2	2	1	5	12	14	48	131	212	148	44	1	1	1	622	47	54
19:00	3	0	2	4	9	14	51	100	107	82	23	4	0	0	399	45	53
20:00	0	1	1	2	1	8	22	80	65	50	13	1	1	0	245	46	53
21:00	3	0	0	1	1	0	14	47	37	13	9	1	0	0	126	45	52
22:00	2	2	2	3	1	7	21	37	23	12	4	0	0	0	114	42	50
23:00	2	0	0	1	1	4	8	30	22	29	1	1	0	0	99	45	53
Total	74	32	30	131	135	224	651	2152	2516	1633	473	73	8	7	8139		
Percent	0.9%	0.4%	0.4%	1.6%	1.7%	2.8%	8.0%	26.4%	30.9%	20.1%	5.8%	0.9%	0.1%	0.1%			
AM Peak Vol.	02:00	07:00	04:00	07:00	09:00	05:00	11:00	11:00	11:00	10:00	10:00	05:00	04:00	05:00		11:00	
PM Peak Vol.	13:00	17:00	16:00	12:00	17:00	13:00	14:00	17:00	14:00	18:00	16:00	15:00	12:00	16:00		17:00	
Total	74	32	30	131	135	224	651	2152	2516	1633	473	73	8	7	8139		
Percent	0.9%	0.4%	0.4%	1.6%	1.7%	2.8%	8.0%	26.4%	30.9%	20.1%	5.8%	0.9%	0.1%	0.1%			

15th Percentile : 40 MPH

50th Percentile : 47 MPH

85th Percentile : 53 MPH

95th Percentile : 57 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	4668
	Percent in Pace :	57.4%
	Number of Vehicles > 50 MPH :	2187
	Percent of Vehicles > 50 MPH :	26.9%
	Mean Speed(Average) :	46 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601 , -111.047737
Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	8	0	0	1	1	0	0	1	0	0	0	0	11
01:00	2	7	1	0	2	0	0	0	0	0	0	0	0	12
02:00	2	15	0	1	1	0	0	0	2	0	0	0	0	21
03:00	1	30	0	0	1	0	0	0	3	0	0	0	0	35
04:00	3	76	0	0	1	0	0	0	2	0	0	0	0	82
05:00	4	106	5	4	5	1	1	0	2	0	0	0	1	129
06:00	2	153	11	2	17	1	0	0	10	0	0	0	0	196
07:00	5	203	9	3	11	1	0	0	5	0	1	0	0	238
08:00	5	101	24	3	29	2	0	1	6	0	0	0	0	171
09:00	7	124	25	3	28	7	0	0	5	0	0	0	0	199
10:00	5	196	19	1	30	1	0	1	5	0	0	0	0	258
11:00	2	185	35	3	43	2	0	2	4	0	0	0	0	276
12 PM	3	211	35	3	29	2	1	0	2	0	0	0	0	286
13:00	7	227	63	2	49	2	0	0	6	0	0	0	0	356
14:00	3	297	38	1	31	4	0	0	4	0	0	0	0	378
15:00	2	298	36	1	51	0	0	0	3	0	0	1	0	392
16:00	7	287	43	0	46	2	0	0	6	0	0	0	0	391
17:00	5	328	32	0	27	1	0	0	2	0	0	0	0	395
18:00	3	375	17	3	19	4	1	1	2	0	0	0	0	425
19:00	1	246	6	0	4	1	0	0	0	0	0	0	0	258
20:00	0	138	5	0	2	0	0	0	1	0	0	0	0	146
21:00	1	58	2	0	1	1	0	0	1	0	0	0	0	64
22:00	0	43	3	1	1	0	1	0	2	0	0	0	0	51
23:00	1	42	3	0	1	1	0	0	1	0	0	0	0	49
Day Total	71	3754	412	31	430	34	4	5	75	0	1	1	1	4819
Percent	1.5%	77.9%	8.5%	0.6%	8.9%	0.7%	0.1%	0.1%	1.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	09:00	07:00	11:00	05:00	11:00	09:00	05:00	11:00	06:00	07:00	05:00	05:00	11:00	
Vol.	7	203	35	4	43	7	1	2	10	1	1	1	1	276
PM Peak Vol.	13:00	18:00	13:00	12:00	15:00	14:00	12:00	18:00	13:00	15:00	15:00	15:00	18:00	
Vol.	7	375	63	3	51	4	1	1	6	1	1	1	1	425
Grand Total	71	3754	412	31	430	34	4	5	75	0	1	1	1	4819
Percent	1.5%	77.9%	8.5%	0.6%	8.9%	0.7%	0.1%	0.1%	1.6%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601, -111.047737
Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	1	15	3	1	1	0	0	1	1	0	0	0	0	23
01:00	3	9	1	0	0	0	0	2	2	0	0	0	0	17
02:00	5	8	0	1	2	0	0	1	1	0	0	0	0	18
03:00	0	11	1	0	1	0	0	4	1	0	0	0	0	18
04:00	5	15	4	0	3	0	0	2	3	0	0	0	1	33
05:00	1	61	11	0	1	1	0	2	3	0	0	0	1	81
06:00	2	96	18	0	2	3	0	3	3	1	0	0	0	128
07:00	6	82	13	0	6	1	1	3	2	1	1	1	0	117
08:00	5	117	18	0	6	1	0	10	3	0	1	0	3	164
09:00	5	129	27	0	4	1	1	5	3	0	0	0	1	176
10:00	4	165	25	0	7	0	0	4	4	1	0	0	1	211
11:00	2	172	31	0	8	0	0	2	10	0	0	0	1	226
12 PM	8	185	30	2	9	2	0	5	1	0	1	0	0	243
13:00	7	184	32	0	6	0	0	4	3	0	0	1	1	238
14:00	1	209	31	0	5	1	1	7	7	1	1	0	1	265
15:00	7	176	32	0	3	1	1	9	1	0	0	0	0	230
16:00	9	206	22	1	6	1	2	2	1	0	0	1	1	252
17:00	10	234	12	1	4	0	0	0	4	1	1	0	1	268
18:00	3	170	13	2	4	2	1	1	1	0	0	0	0	197
19:00	2	117	12	0	4	0	0	3	2	0	0	0	1	141
20:00	0	83	6	1	2	0	0	3	3	0	0	0	1	99
21:00	3	50	7	0	0	0	0	2	0	0	0	0	0	62
22:00	3	49	3	0	1	0	2	4	1	0	0	0	0	63
23:00	2	40	2	0	0	0	0	3	2	0	0	1	0	50
Day Total	94	2583	354	9	85	14	9	82	62	5	5	4	14	3320
Percent	2.8%	77.8%	10.7%	0.3%	2.6%	0.4%	0.3%	2.5%	1.9%	0.2%	0.2%	0.1%	0.4%	
AM Peak Vol.	07:00	11:00	11:00	00:00	11:00	06:00	07:00	08:00	11:00	06:00	07:00	07:00	08:00	11:00
PM Peak Vol.	17:00	17:00	13:00	12:00	12:00	12:00	16:00	15:00	14:00	14:00	12:00	13:00	13:00	17:00
Grand Total	94	2583	354	9	85	14	9	82	62	5	5	4	14	3320
Percent	2.8%	77.8%	10.7%	0.3%	2.6%	0.4%	0.3%	2.5%	1.9%	0.2%	0.2%	0.1%	0.4%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-008
Station ID: Fri 08/21/2015
US-60 east of Magma Mine Rd.
33.313601, -111.047737
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	1	23	3	1	2	1	0	1	2	0	0	0	0	34
01:00	5	16	2	0	2	0	0	2	2	0	0	0	0	29
02:00	7	23	0	2	3	0	0	1	3	0	0	0	0	39
03:00	1	41	1	0	2	0	0	4	4	0	0	0	0	53
04:00	8	91	4	0	4	0	0	2	5	0	0	0	1	115
05:00	5	167	16	4	6	2	1	2	5	0	0	0	2	210
06:00	4	249	29	2	19	4	0	3	13	1	0	0	0	324
07:00	11	285	22	3	17	2	1	3	7	1	2	1	0	355
08:00	10	218	42	3	35	3	0	11	9	0	1	0	3	335
09:00	12	253	52	3	32	8	1	5	8	0	0	0	1	375
10:00	9	361	44	1	37	1	0	5	9	1	0	0	1	469
11:00	4	357	66	3	51	2	0	4	14	0	0	0	1	502
12 PM	11	396	65	5	38	4	1	5	3	0	1	0	0	529
13:00	14	411	95	2	55	2	0	4	9	0	0	1	1	594
14:00	4	506	69	1	36	5	1	7	11	1	1	0	1	643
15:00	9	474	68	1	54	1	1	9	4	0	0	1	0	622
16:00	16	493	65	1	52	3	2	2	7	0	0	1	1	643
17:00	15	562	44	1	31	1	0	0	6	1	1	0	1	663
18:00	6	545	30	5	23	6	2	2	3	0	0	0	0	622
19:00	3	363	18	0	8	1	0	3	2	0	0	0	1	399
20:00	0	221	11	1	4	0	0	3	4	0	0	0	1	245
21:00	4	108	9	0	1	1	0	2	1	0	0	0	0	126
22:00	3	92	6	1	2	0	3	4	3	0	0	0	0	114
23:00	3	82	5	0	1	1	0	3	3	0	0	1	0	99
Day Total	165	6337	766	40	515	48	13	87	137	5	6	5	15	8139
Percent	2.0%	77.9%	9.4%	0.5%	6.3%	0.6%	0.2%	1.1%	1.7%	0.1%	0.1%	0.1%	0.2%	
AM Peak Vol.	09:00	10:00	11:00	05:00	11:00	09:00	05:00	08:00	11:00	06:00	07:00	07:00	08:00	11:00
PM Peak Vol.	16:00	17:00	13:00	12:00	13:00	18:00	22:00	15:00	14:00	14:00	12:00	13:00	13:00	17:00
Grand Total	165	6337	766	40	515	48	13	87	137	5	6	5	15	8139
Percent	2.0%	77.9%	9.4%	0.5%	6.3%	0.6%	0.2%	1.1%	1.7%	0.1%	0.1%	0.1%	0.2%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Eastbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/21/15	0	0	0	0	0	0	0	12	11	4	2	0	0	0	0	29	47	52
01:00	0	0	0	0	1	0	0	12	10	6	0	1	0	0	0	30	47	51
02:00	0	0	0	0	0	1	0	5	8	4	1	0	0	0	0	19	47	52
03:00	0	0	0	0	0	0	2	14	20	7	1	1	0	0	0	45	47	51
04:00	0	1	0	0	0	0	7	37	64	24	8	6	0	0	0	147	48	54
05:00	1	0	0	0	0	4	18	38	118	56	13	3	0	0	0	251	48	53
06:00	0	0	0	0	0	2	7	84	124	65	8	4	0	0	0	294	48	53
07:00	1	0	0	0	0	0	16	66	126	50	10	3	1	1	1	274	48	53
08:00	0	0	0	0	0	6	21	56	113	40	20	4	0	0	2	262	48	54
09:00	0	0	3	1	0	13	11	67	103	32	16	3	0	0	0	249	46	52
10:00	0	0	0	0	1	1	6	62	125	59	13	4	0	0	0	271	48	53
11:00	0	0	1	2	0	3	16	58	91	60	21	3	0	0	0	255	48	54
12 PM	3	1	1	0	1	3	24	68	116	66	14	6	1	0	0	304	47	54
13:00	1	0	0	0	0	1	16	63	141	90	15	11	0	0	0	338	49	54
14:00	1	0	1	0	2	2	4	70	157	102	24	2	1	0	0	366	49	54
15:00	0	0	0	0	1	2	14	84	163	106	25	7	0	1	1	403	49	54
16:00	1	1	0	0	0	0	11	89	186	118	28	12	0	0	0	446	49	54
17:00	0	0	0	0	0	19	47	108	178	106	36	13	2	0	0	509	48	54
18:00	0	0	0	0	1	10	16	112	161	96	16	8	0	0	0	420	48	53
19:00	0	0	0	0	1	1	13	83	120	56	14	2	0	0	0	290	48	53
20:00	0	0	0	0	0	5	17	77	67	39	4	2	0	1	1	212	46	52
21:00	0	0	0	0	0	0	15	53	51	35	14	1	0	0	0	169	47	54
22:00	1	1	0	0	0	3	13	36	49	28	4	2	0	0	0	137	46	53
23:00	0	0	0	0	0	0	14	22	26	20	2	0	1	0	0	85	47	53
Total	9	4	6	3	8	76	308	1376	2328	1269	309	98	6	5	5805			
Percent	0.2%	0.1%	0.1%	0.1%	0.1%	1.3%	5.3%	23.7%	40.1%	21.9%	5.3%	1.7%	0.1%	0.1%				
AM Peak Vol.	05:00	04:00	09:00	11:00	01:00	09:00	08:00	06:00	07:00	06:00	11:00	04:00	07:00	08:00	06:00			
PM Peak Vol.	12:00	12:00	12:00		14:00	17:00	17:00	18:00	16:00	16:00	17:00	17:00	17:00	17:00	15:00	17:00		
Total	9	4	6	3	8	76	308	1376	2328	1269	309	98	6	5	5805			
Percent	0.2%	0.1%	0.1%	0.1%	0.1%	1.3%	5.3%	23.7%	40.1%	21.9%	5.3%	1.7%	0.1%	0.1%				

15th Percentile : 42 MPH

50th Percentile : 48 MPH

85th Percentile : 54 MPH

95th Percentile : 57 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	3704
	Percent in Pace :	63.9%
	Number of Vehicles > 65 MPH :	6
	Percent of Vehicles > 65 MPH :	0.1%
	Mean Speed(Average) :	48 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/21/15	1	0	0	0	0	0	0	5	7	13	9	3	1	0	39	52	59	
01:00	2	0	0	0	0	1	0	0	3	5	8	3	1	0	23	50	61	
02:00	0	0	0	0	0	0	1	1	5	3	7	3	0	0	20	54	60	
03:00	1	0	0	0	0	0	0	2	7	11	6	5	0	0	32	52	60	
04:00	2	0	0	0	0	0	1	7	15	37	13	8	1	1	85	52	58	
05:00	10	2	1	0	0	1	0	7	29	48	31	4	0	0	133	48	58	
06:00	1	0	1	0	0	2	0	7	38	70	49	16	2	1	187	53	59	
07:00	2	0	0	0	0	0	3	9	56	83	50	12	1	1	217	52	59	
08:00	2	0	0	0	1	0	8	16	45	112	72	13	1	1	271	53	59	
09:00	8	2	0	1	0	1	1	10	56	133	57	9	0	1	279	51	57	
10:00	3	0	1	1	1	1	2	10	54	127	79	11	0	0	290	52	58	
11:00	2	0	1	0	0	2	1	10	64	157	87	9	0	0	333	53	58	
12 PM	8	1	0	0	0	0	0	10	69	167	64	5	1	1	326	51	57	
13:00	1	0	0	0	1	1	0	8	73	142	76	13	3	2	320	53	58	
14:00	5	0	0	1	2	0	8	16	81	125	87	16	1	1	343	52	58	
15:00	0	0	0	1	0	1	0	25	102	158	97	15	3	1	403	53	58	
16:00	7	1	2	0	1	0	4	18	74	183	86	20	7	0	403	52	59	
17:00	0	0	0	0	0	1	4	29	67	161	79	12	2	0	355	53	58	
18:00	2	0	0	0	0	0	0	7	51	115	67	18	2	1	263	53	59	
19:00	12	0	0	0	0	0	4	18	64	88	30	3	0	0	219	49	55	
20:00	5	0	0	0	0	0	0	5	36	67	39	7	1	1	161	52	58	
21:00	0	0	0	0	0	0	0	8	22	55	23	5	0	0	113	53	58	
22:00	0	0	0	0	0	3	1	2	24	26	21	3	1	1	82	52	58	
23:00	1	0	0	0	0	0	1	6	10	23	10	7	3	0	61	53	61	
Total	75	6	6	4	6	14	39	236	1052	2109	1147	220	31	13	4958			
Percent	1.5%	0.1%	0.1%	0.1%	0.1%	0.3%	0.8%	4.8%	21.2%	42.5%	23.1%	4.4%	0.6%	0.3%				
AM Peak Vol.	05:00	05:00	05:00	09:00	08:00	06:00	08:00	08:00	11:00	11:00	11:00	06:00	06:00	04:00		11:00		
PM Peak Vol.	19:00	12:00	16:00	14:00	14:00	22:00	14:00	17:00	15:00	16:00	15:00	16:00	16:00	16:00		13:00	15:00	
Total	75	6	6	4	6	14	39	236	1052	2109	1147	220	31	13	4958			
Percent	1.5%	0.1%	0.1%	0.1%	0.1%	0.3%	0.8%	4.8%	21.2%	42.5%	23.1%	4.4%	0.6%	0.3%				

15th Percentile : 47 MPH

50th Percentile : 53 MPH

85th Percentile : 58 MPH

95th Percentile : 61 MPH

Statistics	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	3256
	Percent in Pace :	65.8%
	Number of Vehicles > 65 MPH :	31
	Percent of Vehicles > 65 MPH :	0.6%
	Mean Speed(Average) :	52 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent
8/21/15	1	0	0	0	0	0	0	17	18	17	11	3	1	0	68	50
01:00	2	0	0	0	1	1	0	12	13	11	8	4	1	0	53	48
02:00	0	0	0	0	0	1	1	6	13	7	8	3	0	0	39	51
03:00	1	0	0	0	0	0	2	16	27	18	7	6	0	0	77	49
04:00	2	1	0	0	0	0	8	44	79	61	21	14	1	1	232	49
05:00	11	2	1	0	0	5	18	45	147	104	44	7	0	0	384	48
06:00	1	0	1	0	0	4	7	91	162	135	57	20	2	1	481	50
07:00	3	0	0	0	0	0	19	75	182	133	60	15	2	2	491	50
08:00	2	0	0	0	1	6	29	72	158	152	92	17	1	3	533	50
09:00	8	2	3	2	0	14	12	77	159	165	73	12	0	1	528	49
10:00	3	0	1	1	2	2	8	72	179	186	92	15	0	0	561	50
11:00	2	0	2	2	0	5	17	68	155	217	108	12	0	0	588	51
12 PM	11	2	1	0	1	3	24	78	185	233	78	11	2	1	630	49
13:00	2	0	0	0	1	2	16	71	214	232	91	24	3	2	658	51
14:00	6	0	1	1	4	2	12	86	238	227	111	18	2	1	709	50
15:00	0	0	0	1	1	3	14	109	265	264	122	22	3	2	806	51
16:00	8	2	2	0	1	0	15	107	260	301	114	32	7	0	849	50
17:00	0	0	0	0	0	20	51	137	245	267	115	25	4	0	864	50
18:00	2	0	0	0	1	10	16	119	212	211	83	26	2	1	683	50
19:00	12	0	0	0	1	1	17	101	184	144	44	5	0	0	509	48
20:00	5	0	0	0	0	5	17	82	103	106	43	9	1	2	373	49
21:00	0	0	0	0	0	0	15	61	73	90	37	6	0	0	282	50
22:00	1	1	0	0	0	6	14	38	73	54	25	5	1	1	219	49
23:00	1	0	0	0	0	0	15	28	36	43	12	7	4	0	146	49
Total	84	10	12	7	14	90	347	1612	3380	3378	1456	318	37	18	10763	
Percent	0.8%	0.1%	0.1%	0.1%	0.1%	0.8%	3.2%	15.0%	31.4%	31.4%	13.5%	3.0%	0.3%	0.2%		
AM Peak Vol.	05:00	05:00	09:00	09:00	10:00	09:00	08:00	06:00	07:00	11:00	11:00	06:00	06:00	08:00		11:00
PM Peak Vol.	19:00	12:00	16:00	14:00	14:00	17:00	17:00	17:00	15:00	16:00	15:00	16:00	16:00	16:00		17:00
Total	84	10	12	7	14	90	347	1612	3380	3378	1456	318	37	18	10763	
Percent	0.8%	0.1%	0.1%	0.1%	0.1%	0.8%	3.2%	15.0%	31.4%	31.4%	13.5%	3.0%	0.3%	0.2%		

15th Percentile : 44 MPH

50th Percentile : 50 MPH

85th Percentile : 56 MPH

95th Percentile : 60 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 6758

Percent in Pace : 62.9%

Number of Vehicles > 65 MPH : 37

Percent of Vehicles > 65 MPH : 0.3%

Mean Speed(Average) : 50 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	16	4	0	2	1	0	2	4	0	0	0	0	29
01:00	0	19	2	0	2	2	0	2	3	0	0	0	0	30
02:00	0	4	7	0	1	1	0	2	4	0	0	0	0	19
03:00	0	18	8	1	5	4	0	4	5	0	0	0	0	45
04:00	2	59	38	0	21	5	1	8	11	1	0	0	1	147
05:00	5	136	58	2	25	8	0	2	14	1	0	0	0	251
06:00	9	164	53	2	38	4	1	3	19	0	1	0	0	294
07:00	7	153	50	5	29	4	0	13	10	0	3	0	0	274
08:00	5	124	70	1	42	4	2	3	10	0	1	0	0	262
09:00	5	138	49	2	23	11	3	5	12	0	0	1	0	249
10:00	5	149	61	2	27	8	0	8	10	0	1	0	0	271
11:00	1	141	61	0	36	3	0	6	5	0	1	1	0	255
12 PM	12	176	58	3	32	11	0	7	5	0	0	0	0	304
13:00	2	228	58	1	35	4	0	6	3	0	0	0	1	338
14:00	2	243	80	1	27	3	0	9	1	0	0	0	0	366
15:00	2	256	97	3	32	1	1	9	2	0	0	0	0	403
16:00	5	281	93	3	49	5	0	6	4	0	0	0	0	446
17:00	3	351	100	0	43	3	0	7	2	0	0	0	0	509
18:00	4	276	81	0	35	7	0	13	4	0	0	0	0	420
19:00	5	195	55	1	25	2	0	5	2	0	0	0	0	290
20:00	1	150	33	0	18	2	1	3	4	0	0	0	0	212
21:00	2	111	35	0	15	0	0	1	5	0	0	0	0	169
22:00	2	88	26	0	11	1	0	2	7	0	0	0	0	137
23:00	2	53	20	0	3	1	0	2	4	0	0	0	0	85
Day Total		81	3529	1197	27	576	95	9	128	150	2	7	2	5805
Percent	1.4%	60.8%	20.6%	0.5%	9.9%	1.6%	0.2%	2.2%	2.6%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	06:00	06:00	08:00	07:00	08:00	09:00	09:00	07:00	06:00	04:00	07:00	09:00	04:00	06:00
PM Peak Vol.	12:00	17:00	17:00	12:00	16:00	12:00	15:00	18:00	22:00				13:00	17:00
Grand Total		81	3529	1197	27	576	95	9	128	150	2	7	2	5805
Percent	1.4%	60.8%	20.6%	0.5%	9.9%	1.6%	0.2%	2.2%	2.6%	0.0%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	1	19	4	0	5	0	0	8	2	0	0	0	0	39
01:00	2	11	2	0	3	0	0	4	1	0	0	0	0	23
02:00	0	10	1	1	1	0	0	5	2	0	0	0	0	20
03:00	1	17	3	1	5	0	0	4	1	0	0	0	0	32
04:00	2	41	14	2	13	1	0	8	4	0	0	0	0	85
05:00	12	67	21	0	26	0	0	4	2	0	0	1	0	133
06:00	1	120	29	0	27	1	0	6	2	0	1	0	0	187
07:00	2	139	27	1	31	4	1	5	5	1	1	0	0	217
08:00	3	146	36	1	54	4	0	16	8	0	2	0	1	271
09:00	11	152	53	0	39	4	1	12	5	1	1	0	0	279
10:00	3	169	43	3	53	1	0	9	8	0	1	0	0	290
11:00	4	187	60	3	62	1	0	9	5	0	2	0	0	333
12 PM	8	179	57	1	61	1	1	11	4	0	2	0	1	326
13:00	1	177	52	3	58	0	0	18	9	0	1	0	1	320
14:00	11	195	66	2	53	1	0	8	6	1	0	0	0	343
15:00	1	250	78	0	52	5	0	10	6	0	1	0	0	403
16:00	11	249	61	3	58	3	0	13	4	0	0	0	1	403
17:00	0	246	52	2	42	0	0	10	2	0	1	0	0	355
18:00	2	171	46	0	35	0	0	6	2	0	0	0	1	263
19:00	13	133	30	0	29	2	0	5	7	0	0	0	0	219
20:00	5	100	26	1	19	0	0	8	2	0	0	0	0	161
21:00	0	79	15	0	14	0	0	4	1	0	0	0	0	113
22:00	0	49	16	0	10	0	1	3	3	0	0	0	0	82
23:00	1	39	6	0	10	0	0	3	1	0	0	0	1	61
Day Total	95	2945	798	24	760	28	4	189	92	3	13	1	6	4958
Percent	1.9%	59.4%	16.1%	0.5%	15.3%	0.6%	0.1%	3.8%	1.9%	0.1%	0.3%	0.0%	0.1%	
AM Peak Vol.	05:00	11:00	11:00	10:00	11:00	07:00	07:00	08:00	08:00	07:00	08:00	05:00	08:00	11:00
PM Peak Vol.	19:00	15:00	15:00	13:00	12:00	15:00	12:00	13:00	13:00	14:00	12:00		12:00	15:00
Grand Total	95	2945	798	24	760	28	4	189	92	3	13	1	6	4958
Percent	1.9%	59.4%	16.1%	0.5%	15.3%	0.6%	0.1%	3.8%	1.9%	0.1%	0.3%	0.0%	0.1%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-005

Station ID: Fri 08/21/2015

US-60 btwn. Silver King Mine Rd. & Main

St. 33.284792 , -111.123002

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	2 Axle Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	
8/21/15	1	35	8	0	7	1	0	10	6	0	0	0	0	68	
01:00	2	30	4	0	5	2	0	6	4	0	0	0	0	53	
02:00	0	14	8	1	2	1	0	7	6	0	0	0	0	39	
03:00	1	35	11	2	10	4	0	8	6	0	0	0	0	77	
04:00	4	100	52	2	34	6	1	16	15	1	0	0	1	232	
05:00	17	203	79	2	51	8	0	6	16	1	0	1	0	384	
06:00	10	284	82	2	65	5	1	9	21	0	2	0	0	481	
07:00	9	292	77	6	60	8	1	18	15	1	4	0	0	491	
08:00	8	270	106	2	96	8	2	19	18	0	3	0	1	533	
09:00	16	290	102	2	62	15	4	17	17	1	1	1	0	528	
10:00	8	318	104	5	80	9	0	17	18	0	2	0	0	561	
11:00	5	328	121	3	98	4	0	15	10	0	3	1	0	588	
12 PM	20	355	115	4	93	12	1	18	9	0	2	0	1	630	
13:00	3	405	110	4	93	4	0	24	12	0	1	0	2	658	
14:00	13	438	146	3	80	4	0	17	7	1	0	0	0	709	
15:00	3	506	175	3	84	6	1	19	8	0	1	0	0	806	
16:00	16	530	154	6	107	8	0	19	8	0	0	0	1	849	
17:00	3	597	152	2	85	3	0	17	4	0	1	0	0	864	
18:00	6	447	127	0	70	7	0	19	6	0	0	0	1	683	
19:00	18	328	85	1	54	4	0	10	9	0	0	0	0	509	
20:00	6	250	59	1	37	2	1	11	6	0	0	0	0	373	
21:00	2	190	50	0	29	0	0	5	6	0	0	0	0	282	
22:00	2	137	42	0	21	1	1	5	10	0	0	0	0	219	
23:00	3	92	26	0	13	1	0	5	5	0	0	0	1	146	
Day Total		176	6474	1995	51	1336	123	13	317	242	5	20	3	8	10763
Percent	1.6%	60.2%	18.5%	0.5%	12.4%	1.1%	0.1%	2.9%	2.2%	0.0%	0.2%	0.0%	0.1%		
AM Peak Vol.	05:00	11:00	11:00	07:00	11:00	09:00	09:00	08:00	06:00	04:00	07:00	05:00	04:00	11:00	
	17	328	121	6	98	15	4	19	21	1	4	1	1	588	
PM Peak Vol.	12:00	17:00	15:00	16:00	16:00	12:00	12:00	13:00	13:00	14:00	12:00		13:00	17:00	
	20	597	175	6	107	12	1	24	12	1	2		2	864	
Grand Total	176	6474	1995	51	1336	123	13	317	242	5	20	3	8	10763	
Percent	1.6%	60.2%	18.5%	0.5%	12.4%	1.1%	0.1%	2.9%	2.2%	0.0%	0.2%	0.0%	0.1%		

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177
33.286466 , -111.110694
Latitude: 0' 0.000 Undefined

Eastbound		0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71					
8/21/15	0	0	0	0	1	5	9	16	5	0	0	0	0	0	0	36	41	45	
01:00	0	0	0	0	0	5	7	15	3	0	0	0	0	0	0	30	41	45	
02:00	0	0	0	0	0	0	6	11	3	1	0	0	0	0	0	21	43	46	
03:00	0	0	0	0	0	2	12	19	9	2	0	0	0	0	0	44	43	47	
04:00	0	0	1	0	0	7	34	83	24	1	1	0	0	0	0	151	42	46	
05:00	2	1	0	0	0	10	46	129	43	7	1	0	0	0	1	240	42	47	
06:00	0	0	0	1	0	8	58	138	66	9	2	0	0	0	0	282	43	48	
07:00	1	0	2	0	1	14	65	134	41	7	1	0	0	0	0	266	42	46	
08:00	3	0	0	0	1	14	74	132	47	9	0	0	0	0	0	280	42	47	
09:00	0	0	1	3	14	24	65	118	38	3	0	0	1	0	0	267	41	46	
10:00	0	0	0	0	1	19	60	132	65	7	0	0	0	0	0	284	43	48	
11:00	1	0	1	0	1	15	74	108	44	7	1	0	0	0	0	252	42	47	
12 PM	0	0	0	0	9	13	80	149	56	6	3	0	0	0	0	316	42	47	
13:00	1	0	0	8	1	4	62	166	85	6	0	1	0	0	0	334	43	48	
14:00	0	0	1	0	1	10	68	186	95	10	2	0	0	0	0	373	43	48	
15:00	0	1	0	1	3	21	77	203	101	11	2	1	0	1	0	422	43	48	
16:00	0	0	1	1	0	5	79	227	121	16	1	1	0	1	0	453	44	48	
17:00	1	0	0	0	0	24	110	266	92	14	1	0	1	0	0	509	43	47	
18:00	0	0	0	3	10	18	100	237	54	7	3	0	0	0	0	432	42	45	
19:00	0	0	0	0	1	20	97	119	44	4	1	0	0	0	0	286	42	46	
20:00	0	0	1	1	1	11	97	72	15	0	0	0	0	0	0	198	40	44	
21:00	0	0	0	0	3	22	66	69	14	0	0	0	0	0	1	175	40	45	
22:00	0	1	0	0	0	4	33	70	23	2	0	0	0	0	0	133	42	46	
23:00	0	0	0	0	0	5	21	37	12	2	1	0	0	0	1	79	42	46	
Total	9	3	8	18	48	280	1400	2836	1100	131	20	3	2	5		5863			
Percent	0.2%	0.1%	0.1%	0.3%	0.8%	4.8%	23.9%	48.4%	18.8%	2.2%	0.3%	0.1%	0.0%	0.1%					
AM Peak Vol.	08:00	05:00	07:00	09:00	09:00	09:00	08:00	06:00	06:00	06:00	06:00	06:00	09:00	05:00		10:00			
PM Peak Vol.	13:00	15:00	14:00	13:00	18:00	17:00	17:00	17:00	16:00	16:00	12:00	13:00	17:00	15:00		17:00			
Total	9	3	8	18	48	280	1400	2836	1100	131	20	3	2	5		5863			
Percent	0.2%	0.1%	0.1%	0.3%	0.8%	4.8%	23.9%	48.4%	18.8%	2.2%	0.3%	0.1%	0.0%	0.1%					

15th Percentile : 37 MPH

50th Percentile : 43 MPH

85th Percentile : 47 MPH

95th Percentile : 50 MPH

Statistics	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	4236
	Percent in Pace :	72.3%
	Number of Vehicles > 50 MPH :	156
	Percent of Vehicles > 50 MPH :	2.7%
	Mean Speed(Average) :	42 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177
33.286466 , -111.110694
Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/21/15 01:00	0	0	0	0	0	2	10	13	8	2	0	0	0	0	0	35	43	48
02:00	0	0	0	0	0	3	1	8	4	3	0	0	0	0	0	19	43	49
03:00	0	0	0	0	0	0	5	9	5	4	0	0	0	0	0	23	45	51
04:00	2	0	0	0	0	1	7	27	24	7	1	0	0	0	0	69	44	50
05:00	0	0	0	0	0	0	6	42	46	7	2	0	0	0	0	103	46	50
06:00	0	0	1	1	3	0	9	56	71	26	6	0	0	0	0	173	46	51
07:00	1	0	1	0	0	1	14	70	75	21	4	0	0	0	0	187	46	50
08:00	0	0	1	0	1	2	21	72	114	34	2	0	0	0	1	248	46	50
09:00	0	0	1	3	0	6	19	114	94	36	1	1	0	0	0	275	45	50
10:00	1	0	1	0	0	4	18	83	126	36	3	0	0	0	0	272	46	50
11:00	1	0	1	0	0	2	15	128	127	34	4	0	0	0	0	312	46	50
12 PM	0	0	0	0	2	2	27	97	147	50	8	0	0	0	0	333	47	51
13:00	2	0	0	0	0	4	26	105	124	41	5	0	1	0	0	308	46	51
14:00	0	0	3	0	0	2	25	96	152	51	6	2	0	0	0	340	46	51
15:00	0	1	1	0	0	2	24	116	172	62	14	1	0	0	0	393	47	52
16:00	0	0	1	0	1	0	8	77	181	108	17	0	0	0	0	393	48	53
17:00	0	0	0	0	0	3	43	122	118	48	10	2	0	0	0	346	46	51
18:00	0	1	0	0	1	4	24	80	107	36	7	2	0	0	0	262	46	51
19:00	2	0	0	1	1	12	31	78	66	18	0	0	0	1	0	210	44	49
20:00	0	0	1	2	0	4	20	74	50	3	3	0	0	0	0	157	44	49
21:00	0	0	0	0	0	2	28	47	34	10	3	0	0	0	0	124	44	49
22:00	0	0	1	2	4	4	12	28	35	5	0	0	0	0	0	91	43	49
23:00	0	0	1	0	0	2	7	19	27	2	3	0	0	0	0	61	45	50
Total	9	2	14	9	13	62	402	1571	1915	645	99	8	1	5	4755			
Percent	0.2%	0.0%	0.3%	0.2%	0.3%	1.3%	8.5%	33.0%	40.3%	13.6%	2.1%	0.2%	0.0%	0.1%				
AM Peak Vol.	04:00		06:00	09:00	06:00	09:00	08:00	11:00	11:00	09:00	06:00	09:00			08:00	11:00		
PM Peak Vol.	13:00	15:00	14:00	20:00	22:00	19:00	17:00	17:00	16:00	16:00	16:00	14:00	13:00	14:00	15:00			
Total	9	2	14	9	13	62	402	1571	1915	645	99	8	1	5	4755			
Percent	0.2%	0.0%	0.3%	0.2%	0.3%	1.3%	8.5%	33.0%	40.3%	13.6%	2.1%	0.2%	0.0%	0.1%				

15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	3486
	Percent in Pace :	73.4%
	Number of Vehicles > 50 MPH :	753
	Percent of Vehicles > 50 MPH :	15.9%
	Mean Speed(Average) :	46 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177
33.286466 , -111.110694
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent	
8/21/15	0	0	0	0	1	7	19	29	13	2	0	0	0	0	71	42	47
01:00	0	0	0	0	0	5	9	25	11	1	0	0	0	0	51	42	47
02:00	0	0	0	0	0	3	7	19	7	4	0	0	0	0	40	43	48
03:00	0	0	0	0	0	2	17	28	14	6	0	0	0	0	67	43	49
04:00	2	0	1	0	0	8	41	110	48	8	2	0	0	0	220	43	48
05:00	2	1	0	0	0	10	52	171	89	14	3	0	0	1	343	43	49
06:00	0	0	1	2	3	8	67	194	137	35	8	0	0	0	455	44	50
07:00	2	0	3	0	1	15	79	204	116	28	5	0	0	0	453	43	49
08:00	3	0	1	0	2	16	95	204	161	43	2	0	0	1	528	44	49
09:00	0	0	2	6	14	30	84	232	132	39	1	1	1	0	542	43	49
10:00	1	0	1	0	1	23	78	215	191	43	3	0	0	0	556	44	50
11:00	2	0	2	0	1	17	89	236	171	41	5	0	0	0	564	44	49
12 PM	0	0	0	0	11	15	107	246	203	56	11	0	0	0	649	44	50
13:00	3	0	0	8	1	8	88	271	209	47	5	1	1	0	642	44	49
14:00	0	0	4	0	1	12	93	282	247	61	8	2	0	3	713	45	50
15:00	0	2	1	1	3	23	101	319	273	73	16	2	0	1	815	45	50
16:00	0	0	2	1	1	5	87	304	302	124	18	1	0	1	846	46	51
17:00	1	0	0	0	0	27	153	388	210	62	11	2	1	0	855	44	49
18:00	0	1	0	3	11	22	124	317	161	43	10	2	0	0	694	43	49
19:00	2	0	0	1	2	32	128	197	110	22	1	0	0	1	496	42	48
20:00	0	0	2	3	1	15	117	146	65	3	3	0	0	0	355	42	47
21:00	0	0	0	0	3	24	94	116	48	10	3	0	0	1	299	42	47
22:00	0	1	1	2	4	8	45	98	58	7	0	0	0	0	224	43	48
23:00	0	0	1	0	0	7	28	56	39	4	4	0	0	1	140	43	49
Total	18	5	22	27	61	342	1802	4407	3015	776	119	11	3	10	10618		
Percent	0.2%	0.0%	0.2%	0.3%	0.6%	3.2%	17.0%	41.5%	28.4%	7.3%	1.1%	0.1%	0.0%	0.1%			
AM Peak Vol.	08:00	05:00	07:00	09:00	09:00	08:00	08:00	11:00	10:00	08:00	06:00	09:00	09:00	05:00		11:00	
PM Peak Vol.	13:00	15:00	14:00	13:00	12:00	19:00	17:00	17:00	16:00	16:00	16:00	16:00	14:00	13:00	14:00	17:00	
Total	18	5	22	27	61	342	1802	4407	3015	776	119	11	3	10	10618		
Percent	0.2%	0.0%	0.2%	0.3%	0.6%	3.2%	17.0%	41.5%	28.4%	7.3%	1.1%	0.1%	0.0%	0.1%			

15th Percentile : 39 MPH
50th Percentile : 44 MPH
85th Percentile : 49 MPH
95th Percentile : 53 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	7422
	Percent in Pace :	70.0%
	Number of Vehicles > 50 MPH :	909
	Percent of Vehicles > 50 MPH :	8.6%
	Mean Speed(Average) :	44 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	22	4	0	2	0	0	2	6	0	0	0	0	36
01:00	0	19	2	0	1	0	0	1	7	0	0	0	0	30
02:00	0	7	6	0	1	1	0	0	6	0	0	0	0	21
03:00	0	17	8	1	5	3	0	2	8	0	0	0	0	44
04:00	0	61	38	0	25	1	0	3	20	0	1	2	0	151
05:00	4	129	52	1	28	3	0	1	21	1	0	0	0	240
06:00	6	160	51	2	36	4	0	0	21	0	1	1	0	282
07:00	6	141	55	4	31	2	0	5	18	0	3	1	0	266
08:00	5	139	67	3	47	3	1	3	11	0	1	0	0	280
09:00	9	138	53	2	31	2	2	6	23	0	1	0	0	267
10:00	5	157	60	2	29	2	0	7	17	0	4	1	0	284
11:00	3	146	52	0	34	1	0	5	9	0	2	0	0	252
12 PM	3	184	62	3	38	2	0	5	17	0	1	1	0	316
13:00	2	223	51	1	39	0	2	2	13	0	0	1	0	334
14:00	1	240	79	2	37	2	0	7	5	0	0	0	0	373
15:00	4	268	99	2	34	1	0	4	10	0	0	0	0	422
16:00	3	283	88	2	54	2	1	8	11	0	0	1	0	453
17:00	2	346	106	0	40	1	0	6	7	0	0	1	0	509
18:00	2	281	83	0	42	1	0	10	13	0	0	0	0	432
19:00	1	196	52	1	25	0	0	7	4	0	0	0	0	286
20:00	0	135	38	0	17	0	0	3	5	0	0	0	0	198
21:00	1	116	34	0	17	0	1	1	5	0	0	0	0	175
22:00	1	84	27	0	10	1	0	1	9	0	0	0	0	133
23:00	1	49	19	0	3	0	0	1	6	0	0	0	0	79
Total	59	3541	1186	26	626	32	7	90	272	1	14	9	0	5863
Percent	1.0%	60.4%	20.2%	0.4%	10.7%	0.5%	0.1%	1.5%	4.6%	0.0%	0.2%	0.2%	0.0%	
AM Peak Vol.	09:00	06:00	08:00	07:00	08:00	06:00	09:00	10:00	09:00	05:00	10:00	04:00		10:00
	9	160	67	4	47	4	2	7	23	1	4	2		284
PM Peak Vol.	15:00	17:00	17:00	12:00	16:00	12:00	13:00	18:00	12:00	12:00	12:00	12:00		17:00
	4	346	106	3	54	2	2	10	17		1	1		509
Grand Total	59	3541	1186	26	626	32	7	90	272	1	14	9	0	5863
Percent	1.0%	60.4%	20.2%	0.4%	10.7%	0.5%	0.1%	1.5%	4.6%	0.0%	0.2%	0.2%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177

Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	
8/21/15	0	18	8	1	2	0	0	3	3	0	0	0	0	35	
01:00	0	12	1	0	3	0	0	1	4	0	0	0	0	21	
02:00	0	10	1	2	1	0	0	1	4	0	0	0	0	19	
03:00	0	12	5	1	0	0	1	2	2	0	0	0	0	23	
04:00	4	26	14	2	6	2	0	2	13	0	0	0	0	69	
05:00	0	57	22	0	16	1	0	0	7	0	0	0	0	103	
06:00	1	109	30	0	23	1	0	1	6	1	1	0	0	173	
07:00	2	120	35	1	15	3	2	3	5	1	0	0	0	187	
08:00	0	130	41	1	46	1	1	5	21	0	2	0	0	248	
09:00	0	158	58	0	37	4	0	7	10	0	1	0	0	275	
10:00	1	163	47	3	39	3	0	8	7	0	1	0	0	272	
11:00	1	178	62	2	51	1	0	7	9	0	1	0	0	312	
12 PM	1	192	60	1	52	4	0	9	11	0	3	0	0	333	
13:00	2	170	61	3	44	3	0	10	12	0	1	2	0	308	
14:00	0	196	78	2	44	1	0	5	13	1	0	0	0	340	
15:00	1	240	79	1	52	3	0	9	7	0	1	0	0	393	
16:00	1	248	74	2	49	3	0	8	7	0	0	0	1	393	
17:00	0	238	55	2	39	1	0	2	8	0	1	0	0	346	
18:00	1	165	56	0	30	0	0	4	6	0	0	0	0	262	
19:00	3	138	28	0	28	1	0	3	9	0	0	0	0	210	
20:00	0	102	27	1	15	1	0	5	6	0	0	0	0	157	
21:00	0	86	20	0	13	0	0	1	4	0	0	0	0	124	
22:00	0	58	20	0	4	0	0	3	6	0	0	0	0	91	
23:00	0	40	11	0	3	0	0	1	5	0	0	1	0	61	
Total		18	2866	893	25	612	33	4	100	185	3	12	3	1	4755
Percent		0.4%	60.3%	18.8%	0.5%	12.9%	0.7%	0.1%	2.1%	3.9%	0.1%	0.3%	0.1%	0.0%	
AM Peak Vol.	04:00	11:00	11:00	10:00	11:00	09:00	07:00	10:00	08:00	06:00	08:00			11:00	
	4	178	62	3	51	4	2	8	21	1	2			312	
PM Peak Vol.	19:00	16:00	15:00	13:00	12:00	12:00		13:00	14:00	14:00	12:00	13:00	16:00	15:00	
	3	248	79	3	52	4		10	13	1	3	2	1	393	
Grand Total		18	2866	893	25	612	33	4	100	185	3	12	3	1	4755
Percent		0.4%	60.3%	18.8%	0.5%	12.9%	0.7%	0.1%	2.1%	3.9%	0.1%	0.3%	0.1%	0.0%	

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-006
Station ID: Fri 08/21/2015
US-60 btwn. Main St. & SR-177

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	40	12	1	4	0	0	5	9	0	0	0	0	71
01:00	0	31	3	0	4	0	0	2	11	0	0	0	0	51
02:00	0	17	7	2	2	1	0	1	10	0	0	0	0	40
03:00	0	29	13	2	5	3	1	4	10	0	0	0	0	67
04:00	4	87	52	2	31	3	0	5	33	0	1	2	0	220
05:00	4	186	74	1	44	4	0	1	28	1	0	0	0	343
06:00	7	269	81	2	59	5	0	1	27	1	2	1	0	455
07:00	8	261	90	5	46	5	2	8	23	1	3	1	0	453
08:00	5	269	108	4	93	4	2	8	32	0	3	0	0	528
09:00	9	296	111	2	68	6	2	13	33	0	2	0	0	542
10:00	6	320	107	5	68	5	0	15	24	0	5	1	0	556
11:00	4	324	114	2	85	2	0	12	18	0	3	0	0	564
12 PM	4	376	122	4	90	6	0	14	28	0	4	1	0	649
13:00	4	393	112	4	83	3	2	12	25	0	1	3	0	642
14:00	1	436	157	4	81	3	0	12	18	1	0	0	0	713
15:00	5	508	178	3	86	4	0	13	17	0	1	0	0	815
16:00	4	531	162	4	103	5	1	16	18	0	0	1	1	846
17:00	2	584	161	2	79	2	0	8	15	0	1	1	0	855
18:00	3	446	139	0	72	1	0	14	19	0	0	0	0	694
19:00	4	334	80	1	53	1	0	10	13	0	0	0	0	496
20:00	0	237	65	1	32	1	0	8	11	0	0	0	0	355
21:00	1	202	54	0	30	0	1	2	9	0	0	0	0	299
22:00	1	142	47	0	14	1	0	4	15	0	0	0	0	224
23:00	1	89	30	0	6	0	0	2	11	0	0	1	0	140
Total	77	6407	2079	51	1238	65	11	190	457	4	26	12	1	10618
Percent	0.7%	60.3%	19.6%	0.5%	11.7%	0.6%	0.1%	1.8%	4.3%	0.0%	0.2%	0.1%	0.0%	
AM Peak Vol.	09:00	11:00	11:00	07:00	08:00	09:00	07:00	10:00	04:00	05:00	10:00	04:00		11:00
PM Peak Vol.	15:00	17:00	15:00	12:00	16:00	12:00	13:00	16:00	12:00	14:00	12:00	13:00	16:00	17:00
Grand Total	77	6407	2079	51	1238	65	11	190	457	4	26	12	1	10618
Percent	0.7%	60.3%	19.6%	0.5%	11.7%	0.6%	0.1%	1.8%	4.3%	0.0%	0.2%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-009

Station ID: Fri 08/21/2015

SR-79 btwn. US-60 & the MARRCO Railroad

Line 33.233547, -111.343767

Latitude: 0' 0.000 Undefined

Northbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/21/15	0	0	0	0	0	0	0	0	1	3	1	1	1	3	10	57	65	
01:00	0	0	0	0	0	0	1	0	0	0	1	1	2	3	8	60	69	
02:00	1	0	0	0	0	0	1	0	1	1	1	2	2	5	14	52	69	
03:00	0	0	0	0	0	0	0	0	2	3	5	4	3	4	21	59	64	
04:00	0	0	0	0	0	0	2	3	3	6	3	10	18	18	63	60	69	
05:00	0	0	0	0	0	0	0	6	6	6	11	15	24	25	93	60	68	
06:00	1	0	0	0	0	1	1	4	3	16	15	30	39	68	178	60	68	
07:00	1	0	0	0	0	0	0	0	9	14	16	23	20	40	123	59	67	
08:00	1	0	0	1	0	0	1	3	4	10	24	17	23	35	119	59	68	
09:00	0	0	0	0	0	0	2	1	6	8	18	26	28	47	136	61	68	
10:00	0	0	0	0	0	0	1	2	4	13	21	33	24	45	143	61	67	
11:00	0	0	0	0	0	0	1	0	6	11	27	21	27	39	132	61	68	
12 PM	0	0	0	0	0	0	1	1	5	16	28	28	18	62	159	60	66	
13:00	0	0	0	0	0	0	1	2	3	14	24	31	38	66	179	62	68	
14:00	0	0	0	0	0	0	3	3	4	15	29	35	51	79	219	61	68	
15:00	0	0	0	0	0	0	1	13	24	24	18	51	52	74	257	59	68	
16:00	0	0	0	0	0	0	1	5	1	13	25	40	42	98	225	62	68	
17:00	0	0	1	0	0	0	3	9	9	24	51	43	44	59	243	59	67	
18:00	0	0	0	0	0	0	0	4	2	10	17	21	25	56	135	61	68	
19:00	0	0	0	0	0	0	0	2	3	9	9	14	12	14	63	60	68	
20:00	0	0	0	0	0	0	0	0	0	3	7	8	14	6	42	60	65	
21:00	0	0	0	0	0	0	0	0	1	5	16	12	7	1	42	60	66	
22:00	1	0	0	0	0	0	0	0	2	3	11	8	7	5	37	58	66	
23:00	0	0	0	0	0	0	0	0	1	2	6	3	2	4	18	59	63	
Total	5	0	1	1	0	1	20	58	103	233	385	483	515	854	2659			
Percent	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.2%	3.9%	8.8%	14.5%	18.2%	19.4%	32.1%				
AM Peak Vol.	02:00			08:00		06:00	04:00	05:00	07:00	06:00	11:00	10:00	06:00	06:00	06:00	06:00		
PM Peak Vol.	22:00		17:00			14:00	15:00	15:00	15:00	17:00	15:00	15:00	15:00	16:00	16:00	15:00		
Total	5	0	1	1	0	1	20	58	103	233	385	483	515	854	2659			
Percent	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.2%	3.9%	8.8%	14.5%	18.2%	19.4%	32.1%				

15th Percentile : 52 MPH

50th Percentile : 61 MPH

85th Percentile : 68 MPH

95th Percentile : 70 MPH

Statistics	10 MPH Pace Speed :	61-70 MPH
	Number in Pace :	998
	Percent in Pace :	55.3%
	Number of Vehicles > 45 MPH :	1719
	Percent of Vehicles > 45 MPH :	95.2%
	Mean Speed(Average) :	60 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-009
Station ID: Fri 08/21/2015
SR-79 btwn. US-60 & the MARRCO Railroad
Line 33.233547, -111.343767
Latitude: 0' 0.000 Undefined

Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
8/21/15	0	0	0	0	0	0	0	0	1	3	1	5	0	0	10	58	63	
01:00	0	0	0	0	0	0	0	0	1	1	2	1	1	0	6	58	65	
02:00	0	0	0	0	0	0	0	0	1	2	2	3	3	0	11	61	66	
03:00	0	0	0	0	0	0	1	1	7	2	7	4	4	0	26	56	65	
04:00	0	0	0	0	0	0	0	0	2	8	10	19	27	15	2	83	60	66
05:00	0	0	0	0	0	0	0	0	2	9	13	43	68	42	8	185	61	67
06:00	0	0	0	0	0	0	0	0	0	3	14	47	82	36	7	189	62	67
07:00	0	0	1	0	0	0	0	0	1	4	17	63	79	51	7	223	61	67
08:00	0	0	0	0	0	0	0	0	1	15	20	39	43	24	6	148	59	66
09:00	0	0	0	0	0	0	0	0	4	10	24	27	30	12	3	110	58	65
10:00	0	0	0	0	1	0	0	0	1	2	20	34	44	8	2	112	59	64
11:00	0	0	0	0	0	0	0	0	1	7	15	35	59	6	4	127	60	64
12 PM	0	0	0	0	0	0	0	0	2	8	22	39	45	16	7	139	59	65
13:00	0	0	0	0	0	0	0	0	2	7	10	54	42	25	6	146	60	66
14:00	0	0	0	0	1	0	0	0	2	8	20	26	45	12	3	117	59	65
15:00	0	0	0	0	1	0	0	0	2	4	25	43	56	21	7	159	60	65
16:00	0	0	0	0	0	0	0	0	3	6	17	44	47	24	2	143	60	66
17:00	0	0	0	0	1	0	0	0	3	12	26	38	47	21	5	153	59	65
18:00	0	0	0	0	0	0	0	0	2	1	11	24	56	19	4	117	61	66
19:00	0	0	0	0	0	0	0	0	2	7	12	20	25	7	0	73	59	65
20:00	0	0	0	0	0	0	0	0	0	12	16	31	17	5	0	81	57	63
21:00	0	0	0	0	0	0	0	1	2	5	12	20	28	11	3	82	59	65
22:00	0	0	0	0	0	0	0	0	0	1	7	8	9	2	1	28	59	64
23:00	0	0	0	0	0	0	0	0	0	6	4	9	11	3	2	35	58	64
Total	0	0	1	0	4	0	2	33	145	323	675	873	368	79	2503			
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%	1.3%	5.8%	12.9%	27.0%	34.9%	14.7%	3.2%				
AM Peak Vol.			07:00		10:00		03:00	09:00	08:00	09:00	07:00	06:00	07:00	05:00	07:00			
PM Peak Vol.			1		1		1	4	15	24	63	82	51	8	223			
Total	0	0	1	0	4	0	2	33	145	323	675	873	368	79	2503			
Percent	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.1%	1.3%	5.8%	12.9%	27.0%	34.9%	14.7%	3.2%				

15th Percentile : 53 MPH

50th Percentile : 61 MPH

85th Percentile : 66 MPH

95th Percentile : 69 MPH

Statistics

10 MPH Pace Speed : 56-65 MPH

Number in Pace : 1548

Percent in Pace : 63.9%

Number of Vehicles > 45 MPH : 2384

Percent of Vehicles > 45 MPH : 98.3%

Mean Speed(Average) : 60 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-009

Station ID: Fri 08/21/2015

SR-79 btwn. US-60 & the MARRCO Railroad

Line 33.233547, -111.343767

Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent		
8/21/15	0	0	0	0	0	0	0	0	2	6	2	6	1	3	20	58	63	
01:00	0	0	0	0	0	0	1	0	1	1	3	2	3	3	14	59	68	
02:00	1	0	0	0	0	0	1	0	2	3	3	5	5	5	25	56	67	
03:00	0	0	0	0	0	0	1	1	9	5	12	8	7	4	47	57	66	
04:00	0	0	0	0	0	0	2	5	11	16	22	37	33	20	146	60	67	
05:00	0	0	0	0	0	0	0	8	15	19	54	83	66	33	278	61	68	
06:00	1	0	0	0	0	1	1	4	6	30	62	112	75	75	367	61	68	
07:00	1	0	1	0	0	0	0	1	13	31	79	102	71	47	346	61	67	
08:00	1	0	0	1	0	0	1	4	19	30	63	60	47	41	267	59	67	
09:00	0	0	0	0	0	0	2	5	16	32	45	56	40	50	246	59	67	
10:00	0	0	0	0	1	0	1	3	6	33	55	77	32	47	255	60	66	
11:00	0	0	0	0	0	0	1	1	13	26	62	80	33	43	259	60	66	
12 PM	0	0	0	0	0	0	0	1	3	13	38	67	73	34	298	59	65	
13:00	0	0	0	0	0	0	1	4	10	24	78	73	63	72	325	61	68	
14:00	0	0	0	0	1	0	3	5	12	35	55	80	63	82	336	60	68	
15:00	0	0	0	0	0	1	0	15	28	49	61	107	73	81	416	59	67	
16:00	0	0	0	0	0	0	1	8	7	30	69	87	66	100	368	61	67	
17:00	0	0	1	0	1	0	3	12	21	50	89	90	65	64	396	59	67	
18:00	0	0	0	0	0	0	0	6	3	21	41	77	44	60	252	61	67	
19:00	0	0	0	0	0	0	0	4	10	21	29	39	19	14	136	59	66	
20:00	0	0	0	0	0	0	0	0	15	23	39	31	11	4	123	58	64	
21:00	0	0	0	0	0	0	1	2	6	17	36	40	18	4	124	60	65	
22:00	1	0	0	0	0	0	0	0	0	3	10	19	17	9	6	65	59	65
23:00	0	0	0	0	0	0	0	0	7	6	15	14	5	6	53	58	64	
Total	5	0	2	1	4	1	22	91	248	556	1060	1356	883	933	5162			
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.4%	1.8%	4.8%	10.8%	20.5%	26.3%	17.1%	18.1%				
AM Peak Vol.	02:00		07:00	08:00	10:00	06:00	04:00	05:00	08:00	10:00	07:00	06:00	06:00	06:00	06:00	06:00		
PM Peak Vol.	22:00		17:00		14:00		14:00	15:00	15:00	17:00	17:00	15:00	15:00	16:00	15:00			
Total	5	0	2	1	4	1	22	91	248	556	1060	1356	883	933	5162			
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.4%	1.8%	4.8%	10.8%	20.5%	26.3%	17.1%	18.1%				

15th Percentile : 53 MPH

50th Percentile : 61 MPH

85th Percentile : 67 MPH

95th Percentile : 69 MPH

Statistics 10 MPH Pace Speed : 56-65 MPH

Number in Pace : 2416

Percent in Pace : 57.1%

Number of Vehicles > 45 MPH : 4103

Percent of Vehicles > 45 MPH : 97.0%

Mean Speed(Average) : 60 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-009

Station ID: Fri 08/21/2015

SR-79 btwn. US-60 & the MARRCO Railroad

Line 33.233547, -111.343767

Latitude: 0' 0.000 Undefined

Northbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total	
8/21/15	1	5	1	1	1	0	0	1	0	0	0	0	0	10	
01:00	0	4	0	0	2	0	0	2	0	0	0	0	0	8	
02:00	1	7	0	1	3	0	0	2	0	0	0	0	0	14	
03:00	0	6	4	0	4	0	0	4	3	0	0	0	0	21	
04:00	0	25	12	1	17	0	0	4	4	0	0	0	0	63	
05:00	2	48	13	1	23	0	0	5	1	0	0	0	0	93	
06:00	4	92	28	5	36	4	0	7	2	0	0	0	0	178	
07:00	2	56	23	3	35	1	0	2	1	0	0	0	0	123	
08:00	2	40	21	0	40	2	3	9	1	0	0	1	0	119	
09:00	0	58	24	3	48	0	0	2	1	0	0	0	0	136	
10:00	0	56	31	3	37	2	0	11	2	0	1	0	0	143	
11:00	2	42	25	1	48	3	2	9	0	0	0	0	0	132	
12 PM	3	75	33	2	40	1	0	3	1	1	0	0	0	159	
13:00	4	85	39	4	39	1	0	6	1	0	0	0	0	179	
14:00	2	112	42	1	56	2	0	4	0	0	0	0	0	219	
15:00	4	143	40	1	56	1	2	8	2	0	0	0	0	257	
16:00	0	117	53	1	44	0	0	10	0	0	0	0	0	225	
17:00	4	148	39	2	46	0	0	3	1	0	0	0	0	243	
18:00	1	62	26	0	34	0	1	11	0	0	0	0	0	135	
19:00	0	25	17	0	15	0	0	6	0	0	0	0	0	63	
20:00	0	19	10	0	7	0	0	6	0	0	0	0	0	42	
21:00	0	19	12	0	8	0	1	2	0	0	0	0	0	42	
22:00	1	20	12	0	3	0	0	1	0	0	0	0	0	37	
23:00	0	8	4	0	2	0	0	4	0	0	0	0	0	18	
Day Total		33	1272	509	30	644	17	9	122	20	1	1	1	0	2659
Percent		1.2%	47.8%	19.1%	1.1%	24.2%	0.6%	0.3%	4.6%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	06:00	06:00	10:00	06:00	09:00	06:00	08:00	10:00	04:00		10:00	08:00		06:00	
PM Peak Vol.	13:00	17:00	16:00	13:00	14:00	14:00	15:00	18:00	15:00	12:00				15:00	
Grand Total		33	1272	509	30	644	17	9	122	20	1	1	1	0	2659
Percent		1.2%	47.8%	19.1%	1.1%	24.2%	0.6%	0.3%	4.6%	0.8%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-009

Station ID: Fri 08/21/2015

SR-79 btwn. US-60 & the MARRCO Railroad

Line 33.233547, -111.343767

Latitude: 0' 0.000 Undefined

Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	6	2	1	1	0	0	0	0	0	0	0	0	10
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	2	1	3	0	0	0	0	0	0	0	0	11
03:00	2	12	3	2	2	4	0	1	0	0	0	0	0	26
04:00	1	49	17	1	9	1	0	2	3	0	0	0	0	83
05:00	4	132	25	0	18	1	0	3	2	0	0	0	0	185
06:00	3	134	33	1	18	0	0	0	0	0	0	0	0	189
07:00	0	169	37	1	13	1	1	1	0	0	0	0	0	223
08:00	4	104	19	0	12	3	0	4	2	0	0	0	0	148
09:00	2	67	19	3	6	4	0	2	7	0	0	0	0	110
10:00	0	73	13	4	18	1	0	2	1	0	0	0	0	112
11:00	3	88	19	0	15	0	0	1	1	0	0	0	0	127
12 PM	3	84	27	2	17	4	0	0	1	0	1	0	0	139
13:00	2	99	32	1	9	0	0	0	3	0	0	0	0	146
14:00	1	77	25	1	10	1	0	0	2	0	0	0	0	117
15:00	4	118	25	1	11	0	0	0	0	0	0	0	0	159
16:00	3	108	27	0	5	0	0	0	0	0	0	0	0	143
17:00	1	116	21	2	11	0	0	2	0	0	0	0	0	153
18:00	0	92	16	0	8	0	0	0	0	0	0	0	1	117
19:00	0	54	9	0	10	0	0	0	0	0	0	0	0	73
20:00	0	61	14	0	3	0	0	3	0	0	0	0	0	81
21:00	0	65	9	1	7	0	0	0	0	0	0	0	0	82
22:00	0	21	4	0	2	0	0	1	0	0	0	0	0	28
23:00	0	25	9	0	1	0	0	0	0	0	0	0	0	35
Day Total	33	1764	408	22	209	20	1	22	22	0	1	0	1	2503
Percent	1.3%	70.5%	16.3%	0.9%	8.3%	0.8%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	05:00	07:00	07:00	10:00	05:00	03:00	07:00	08:00	09:00					07:00
	4	169	37	4	18	4	1	4	7					223
PM Peak Vol.	15:00	15:00	13:00	12:00	12:00	12:00		20:00	13:00		12:00		18:00	15:00
	4	118	32	2	17	4		3	3		1		1	159
Grand Total	33	1764	408	22	209	20	1	22	22	0	1	0	1	2503
Percent	1.3%	70.5%	16.3%	0.9%	8.3%	0.8%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 15-1224-009

Station ID: Fri 08/21/2015

SR-79 btwn. US-60 & the MARRCO Railroad

Line 33.233547, -111.343767

Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	1	11	3	2	2	0	0	1	0	0	0	0	0	20
01:00	0	9	1	0	2	0	0	2	0	0	0	0	0	14
02:00	1	12	2	2	6	0	0	2	0	0	0	0	0	25
03:00	2	18	7	2	6	4	0	5	3	0	0	0	0	47
04:00	1	74	29	2	26	1	0	6	7	0	0	0	0	146
05:00	6	180	38	1	41	1	0	8	3	0	0	0	0	278
06:00	7	226	61	6	54	4	0	7	2	0	0	0	0	367
07:00	2	225	60	4	48	2	1	3	1	0	0	0	0	346
08:00	6	144	40	0	52	5	3	13	3	0	0	1	0	267
09:00	2	125	43	6	54	4	0	4	8	0	0	0	0	246
10:00	0	129	44	7	55	3	0	13	3	0	1	0	0	255
11:00	5	130	44	1	63	3	2	10	1	0	0	0	0	259
12 PM	6	159	60	4	57	5	0	3	2	1	1	0	0	298
13:00	6	184	71	5	48	1	0	6	4	0	0	0	0	325
14:00	3	189	67	2	66	3	0	4	2	0	0	0	0	336
15:00	8	261	65	2	67	1	2	8	2	0	0	0	0	416
16:00	3	225	80	1	49	0	0	10	0	0	0	0	0	368
17:00	5	264	60	4	57	0	0	5	1	0	0	0	0	396
18:00	1	154	42	0	42	0	1	11	0	0	0	0	1	252
19:00	0	79	26	0	25	0	0	6	0	0	0	0	0	136
20:00	0	80	24	0	10	0	0	9	0	0	0	0	0	123
21:00	0	84	21	1	15	0	1	2	0	0	0	0	0	124
22:00	1	41	16	0	5	0	0	2	0	0	0	0	0	65
23:00	0	33	13	0	3	0	0	4	0	0	0	0	0	53
Day Total	66	3036	917	52	853	37	10	144	42	1	2	1	1	5162
Percent	1.3%	58.8%	17.8%	1.0%	16.5%	0.7%	0.2%	2.8%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	06:00	06:00	06:00	10:00	11:00	08:00	08:00	08:00	09:00		10:00	08:00		06:00
	7	226	61	7	63	5	3	13	8		1	1		367
PM Peak Vol.	15:00	17:00	16:00	13:00	15:00	12:00	15:00	18:00	13:00	12:00	12:00		18:00	15:00
	8	264	80	5	67	5	2	11	4	1	1		1	416
Grand Total	66	3036	917	52	853	37	10	144	42	1	2	1	1	5162
Percent	1.3%	58.8%	17.8%	1.0%	16.5%	0.7%	0.2%	2.8%	0.8%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Eastbound	Latitude: 0' 0.000 Undefined																	
	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
8/28/15	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3	39	51
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41	41
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46	46
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	40	41
05:00	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	6	43	43
06:00	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	18	43	47
07:00	0	0	0	0	0	0	2	5	4	0	0	0	0	0	0	11	39	42
08:00	0	0	0	0	0	0	0	6	13	1	1	0	0	0	0	21	42	45
09:00	0	0	0	0	0	0	1	2	9	3	1	0	0	0	0	16	43	47
10:00	0	0	0	0	0	0	0	3	10	6	1	0	0	0	0	20	44	48
11:00	0	0	0	0	0	0	0	2	6	9	1	0	0	0	0	18	46	49
12 PM	0	0	0	0	0	0	3	6	11	4	2	0	1	0	0	27	43	48
13:00	0	0	0	0	0	1	3	13	4	0	2	0	0	0	0	23	44	48
14:00	0	0	0	0	0	1	13	16	10	3	0	0	0	0	0	43	43	49
15:00	0	0	0	0	0	1	10	17	13	1	0	0	0	0	0	42	43	48
16:00	0	0	0	0	0	1	9	25	11	2	0	0	0	0	0	48	43	48
17:00	0	0	0	0	0	3	7	12	7	2	0	0	0	0	0	31	43	47
18:00	0	0	0	0	3	1	15	10	8	1	0	0	0	0	0	38	41	47
19:00	0	0	0	0	0	5	12	18	8	1	1	0	0	0	0	45	42	47
20:00	0	0	0	0	1	1	7	7	7	0	1	0	0	0	0	24	43	47
21:00	0	0	0	0	0	2	2	7	2	1	0	0	0	0	0	14	42	46
22:00	0	0	0	0	0	2	6	4	2	0	0	0	0	0	0	14	40	44
23:00	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	41	46
Total	0	0	0	0	5	25	118	194	104	19	4	1	0	0	0	470		
Percent	0.0%	0.0%	0.0%	0.0%	1.1%	5.3%	25.1%	41.3%	22.1%	4.0%	0.9%	0.2%	0.0%	0.0%				
AM Peak Vol.						00:00	07:00	06:00	08:00	11:00	00:00					08:00		
						1	2	6	13	9	1					21		
PM Peak Vol.						18:00	19:00	18:00	16:00	15:00	14:00	13:00	12:00			16:00		
						3	5	15	25	13	3	2	1			48		
Total	0	0	0	0	5	25	118	194	104	19	4	1	0	0	0	470		
Percent	0.0%	0.0%	0.0%	0.0%	1.1%	5.3%	25.1%	41.3%	22.1%	4.0%	0.9%	0.2%	0.0%	0.0%				

15th Percentile : 37 MPH

50th Percentile : 43 MPH

85th Percentile : 48 MPH

95th Percentile : 50 MPH

Statistics

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 312

Percent in Pace : 66.4%

Number of Vehicles > 45 MPH : 128

Percent of Vehicles > 45 MPH : 27.2%

Mean Speed(Average) : 43 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Westbound																	Latitude: 0' 0.000 Undefined		
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent		
8/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56	56		
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42	42		
03:00	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8	46	48		
04:00	0	0	0	0	0	1	1	4	4	4	4	0	0	0	18	49	56		
05:00	0	0	0	0	0	2	1	9	16	10	1	0	0	1	40	47	53		
06:00	0	0	0	0	0	1	4	18	17	9	2	1	0	0	52	47	52		
07:00	0	0	0	0	0	0	3	15	26	5	4	1	0	0	54	47	52		
08:00	0	0	0	0	0	0	1	8	8	4	2	1	1	0	25	49	54		
09:00	0	0	0	0	0	1	2	8	7	3	0	1	1	0	23	47	52		
10:00	0	0	0	0	0	0	4	13	8	5	0	1	0	0	31	46	51		
11:00	0	0	0	0	0	1	0	6	12	4	1	1	0	0	25	48	52		
12 PM	0	0	0	0	0	1	0	4	8	3	1	0	0	0	17	47	51		
13:00	0	0	0	0	0	0	1	10	9	0	0	0	0	0	20	45	48		
14:00	0	0	0	0	0	2	2	6	13	4	0	0	0	0	27	46	50		
15:00	0	0	0	0	0	1	2	8	8	4	0	0	0	0	23	46	51		
16:00	0	0	0	0	1	0	4	15	15	5	0	1	0	0	41	46	50		
17:00	0	0	0	0	1	2	6	15	9	6	2	0	0	0	41	45	51		
18:00	0	0	0	0	1	1	2	7	9	3	1	0	0	0	24	45	50		
19:00	0	0	0	0	0	0	2	8	2	4	0	0	0	0	16	46	52		
20:00	0	0	0	0	0	0	1	2	3	2	1	0	0	0	9	48	52		
21:00	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	47	48		
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46	46		
23:00	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4	51	60		
Total	0	0	0	0	3	13	37	164	181	77	21	8	2	1	507				
Percent	0.0%	0.0%	0.0%	0.0%	0.6%	2.6%	7.3%	32.3%	35.7%	15.2%	4.1%	1.6%	0.4%	0.2%					
AM Peak Vol.						05:00	06:00	06:00	07:00	05:00	04:00	06:00	08:00	05:00	07:00				
PM Peak Vol.						16:00	14:00	17:00	16:00	16:00	17:00	17:00	16:00			16:00			
Total	0	0	0	0	3	13	37	164	181	77	21	8	2	1	507				
Percent	0.0%	0.0%	0.0%	0.0%	0.6%	2.6%	7.3%	32.3%	35.7%	15.2%	4.1%	1.6%	0.4%	0.2%					

15th Percentile : 41 MPH

50th Percentile : 46 MPH

85th Percentile : 52 MPH

95th Percentile : 57 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	345
	Percent in Pace :	68.2%
	Number of Vehicles > 45 MPH :	289
	Percent of Vehicles > 45 MPH :	57.1%
	Mean Speed(Average) :	47 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Eastbound, Westbound																	Latitude: 0' 0.000 Undefined		
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent		
8/28/15	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	39	51		
01:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	48	56		
02:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	43	46		
03:00	0	0	0	0	0	0	1	3	3	1	0	0	0	0	8	46	48		
04:00	0	0	0	0	0	1	2	5	4	4	4	0	0	0	20	48	56		
05:00	0	0	0	0	0	2	3	12	16	11	1	0	0	1	46	47	52		
06:00	0	0	0	0	0	1	10	24	23	9	2	1	0	0	70	46	51		
07:00	0	0	0	0	0	2	8	19	26	5	4	1	0	0	65	46	50		
08:00	0	0	0	0	0	0	7	21	9	5	2	1	1	0	46	46	52		
09:00	0	0	0	0	0	2	4	17	10	4	0	1	1	0	39	45	50		
10:00	0	0	0	0	0	0	7	23	14	6	0	1	0	0	51	45	50		
11:00	0	0	0	0	0	1	2	12	21	5	1	1	0	0	43	47	51		
12 PM	0	0	0	0	0	4	6	15	12	5	1	1	0	0	44	45	50		
13:00	0	0	0	0	0	1	4	23	13	0	2	0	0	0	43	44	48		
14:00	0	0	0	0	0	3	15	22	23	7	0	0	0	0	70	44	49		
15:00	0	0	0	0	0	2	12	25	21	5	0	0	0	0	65	44	49		
16:00	0	0	0	0	1	1	13	40	26	7	0	1	0	0	89	44	49		
17:00	0	0	0	0	1	5	13	27	16	8	2	0	0	0	72	44	50		
18:00	0	0	0	0	4	2	17	17	17	4	1	0	0	0	62	43	49		
19:00	0	0	0	0	0	5	14	26	10	5	1	0	0	0	61	43	49		
20:00	0	0	0	0	1	1	8	9	10	2	2	0	0	0	33	44	50		
21:00	0	0	0	0	0	2	2	8	5	2	0	0	0	0	19	44	49		
22:00	0	0	0	0	0	2	6	4	3	0	0	0	0	0	15	40	46		
23:00	0	0	0	0	0	1	1	2	2	0	1	1	0	0	8	47	60		
Total	0	0	0	0	8	38	155	358	285	96	25	9	2	1	977				
Percent	0.0%	0.0%	0.0%	0.0%	0.8%	3.9%	15.9%	36.6%	29.2%	9.8%	2.6%	0.9%	0.2%	0.1%					
AM Peak Vol.						00:00	05:00	06:00	06:00	07:00	05:00	04:00	06:00	08:00	05:00	06:00			
PM Peak Vol.						18:00	17:00	18:00	16:00	16:00	17:00	13:00	12:00			16:00			
Total	0	0	0	0	8	38	155	358	285	96	25	9	2	1	977				
Percent	0.0%	0.0%	0.0%	0.0%	0.8%	3.9%	15.9%	36.6%	29.2%	9.8%	2.6%	0.9%	0.2%	0.1%					

15th Percentile : 39 MPH

50th Percentile : 44 MPH

85th Percentile : 50 MPH

95th Percentile : 55 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	643
	Percent in Pace :	65.9%
	Number of Vehicles > 45 MPH :	417
	Percent of Vehicles > 45 MPH :	42.7%
	Mean Speed(Average) :	45 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	0	1	2	0	0	0	0	0	0	0	0	6
06:00	0	10	2	3	2	0	0	1	0	0	0	0	0	18
07:00	0	7	2	0	1	1	0	0	0	0	0	0	0	11
08:00	0	14	4	0	3	0	0	0	0	0	0	0	0	21
09:00	0	7	6	0	3	0	0	0	0	0	0	0	0	16
10:00	0	8	4	0	8	0	0	0	0	0	0	0	0	20
11:00	0	11	1	0	6	0	0	0	0	0	0	0	0	18
12 PM	0	8	11	2	6	0	0	0	0	0	0	0	0	27
13:00	0	11	5	0	7	0	0	0	0	0	0	0	0	23
14:00	0	22	11	1	8	0	0	1	0	0	0	0	0	43
15:00	0	24	6	2	10	0	0	0	0	0	0	0	0	42
16:00	0	27	12	0	9	0	0	0	0	0	0	0	0	48
17:00	0	18	6	1	6	0	0	0	0	0	0	0	0	31
18:00	1	21	12	0	4	0	0	0	0	0	0	0	0	38
19:00	0	23	9	0	12	0	0	1	0	0	0	0	0	45
20:00	0	13	3	1	7	0	0	0	0	0	0	0	0	24
21:00	0	8	2	0	4	0	0	0	0	0	0	0	0	14
22:00	0	7	5	0	2	0	0	0	0	0	0	0	0	14
23:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Day Total	1	248	103	11	103	1	0	3	0	0	0	0	0	470
Percent	0.2%	52.8%	21.9%	2.3%	21.9%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.		08:00	09:00	06:00	10:00	07:00		06:00						08:00
		14	6	3	8	1		1						21
PM Peak Vol.	18:00	16:00	16:00	12:00	19:00			14:00						16:00
	1	27	12	2	12			1						48
Grand Total	1	248	103	11	103	1	0	3	0	0	0	0	0	470
Percent	0.2%	52.8%	21.9%	2.3%	21.9%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:00	1	4	1	0	2	0	0	0	0	0	0	0	0	8
04:00	0	6	5	0	7	0	0	0	0	0	0	0	0	18
05:00	4	20	7	0	8	0	0	1	0	0	0	0	0	40
06:00	1	24	12	4	11	0	0	0	0	0	0	0	0	52
07:00	1	28	15	1	9	0	0	0	0	0	0	0	0	54
08:00	0	13	6	0	5	1	0	0	0	0	0	0	0	25
09:00	1	13	5	0	4	0	0	0	0	0	0	0	0	23
10:00	0	22	3	0	6	0	0	0	0	0	0	0	0	31
11:00	0	13	6	0	6	0	0	0	0	0	0	0	0	25
12 PM	0	8	6	0	3	0	0	0	0	0	0	0	0	17
13:00	0	9	5	1	5	0	0	0	0	0	0	0	0	20
14:00	1	15	6	0	5	0	0	0	0	0	0	0	0	27
15:00	0	10	4	2	7	0	0	0	0	0	0	0	0	23
16:00	0	29	6	1	5	0	0	0	0	0	0	0	0	41
17:00	0	25	4	1	11	0	0	0	0	0	0	0	0	41
18:00	0	11	7	1	5	0	0	0	0	0	0	0	0	24
19:00	0	8	3	0	4	0	0	1	0	0	0	0	0	16
20:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
21:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Day Total	9	272	105	11	107	1	0	2	0	0	0	0	0	507
Percent	1.8%	53.6%	20.7%	2.2%	21.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	05:00	07:00	07:00	06:00	06:00	08:00		05:00						07:00
PM Peak Vol.	14:00	16:00	18:00	15:00	17:00			19:00						16:00
Grand Total	9	272	105	11	107	1	0	2	0	0	0	0	0	507
Percent	1.8%	53.6%	20.7%	2.2%	21.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-010
Station ID: Fri 08/28/2015
Skyline Dr. east of Quail Run Ln.

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:00	1	4	1	0	2	0	0	0	0	0	0	0	0	8
04:00	0	8	5	0	7	0	0	0	0	0	0	0	0	20
05:00	4	23	7	1	10	0	0	1	0	0	0	0	0	46
06:00	1	34	14	7	13	0	0	1	0	0	0	0	0	70
07:00	1	35	17	1	10	1	0	0	0	0	0	0	0	65
08:00	0	27	10	0	8	1	0	0	0	0	0	0	0	46
09:00	1	20	11	0	7	0	0	0	0	0	0	0	0	39
10:00	0	30	7	0	14	0	0	0	0	0	0	0	0	51
11:00	0	24	7	0	12	0	0	0	0	0	0	0	0	43
12 PM	0	16	17	2	9	0	0	0	0	0	0	0	0	44
13:00	0	20	10	1	12	0	0	0	0	0	0	0	0	43
14:00	1	37	17	1	13	0	0	1	0	0	0	0	0	70
15:00	0	34	10	4	17	0	0	0	0	0	0	0	0	65
16:00	0	56	18	1	14	0	0	0	0	0	0	0	0	89
17:00	0	43	10	2	17	0	0	0	0	0	0	0	0	72
18:00	1	32	19	1	9	0	0	0	0	0	0	0	0	62
19:00	0	31	12	0	16	0	0	2	0	0	0	0	0	61
20:00	0	20	4	1	8	0	0	0	0	0	0	0	0	33
21:00	0	11	3	0	5	0	0	0	0	0	0	0	0	19
22:00	0	7	5	0	3	0	0	0	0	0	0	0	0	15
23:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
Day Total	10	520	208	22	210	2	0	5	0	0	0	0	0	977
Percent	1.0%	53.2%	21.3%	2.3%	21.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	05:00	07:00	07:00	06:00	10:00	07:00		05:00						06:00
	4	35	17	7	14	1		1						70
PM Peak Vol.	14:00	16:00	18:00	15:00	15:00			19:00						16:00
	1	56	19	4	17			2						89
Grand Total	10	520	208	22	210	2	0	5	0	0	0	0	0	977
Percent	1.0%	53.2%	21.3%	2.3%	21.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-011
Station ID: Fri 08/28/2015
Skyline Dr. btwn. Sierra Vista Dr. &
Schnepf Rd.
Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	2	9	3	0	3	0	0	0	0	0	0	0	0	17
01:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
02:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:00	0	14	4	1	4	1	2	0	0	3	0	0	0	29
05:00	2	27	13	0	4	0	0	0	2	0	0	0	0	48
06:00	4	36	7	1	13	0	0	0	1	0	0	0	1	63
07:00	5	46	14	1	16	0	0	0	0	0	0	0	0	82
08:00	2	43	25	0	10	0	0	0	0	0	1	0	0	81
09:00	0	22	18	1	9	0	0	0	1	0	0	0	0	51
10:00	0	30	21	1	18	2	2	1	2	2	2	0	0	81
11:00	0	40	15	0	17	1	0	1	1	0	1	0	0	76
12 PM	2	46	23	1	13	0	0	0	0	0	0	0	0	85
13:00	2	74	28	0	11	3	0	0	0	0	0	0	0	118
14:00	2	65	28	2	20	1	0	1	0	0	0	0	0	119
15:00	4	116	33	5	23	1	0	2	1	0	0	1	0	186
16:00	1	113	39	1	23	1	0	0	0	0	0	0	0	178
17:00	0	98	38	3	17	0	0	1	0	0	0	0	0	157
18:00	2	86	25	1	9	0	0	0	0	0	0	0	0	123
19:00	5	71	29	0	9	0	0	0	0	0	0	0	0	114
20:00	1	77	22	0	10	0	0	0	0	0	0	0	0	110
21:00	3	54	9	0	5	0	0	1	1	0	0	0	0	73
22:00	4	52	19	0	10	0	0	0	0	0	0	0	0	85
23:00	2	44	18	0	8	0	0	0	0	0	0	0	0	72
Day Total	45	1183	433	18	254	10	4	7	9	5	4	1	1	1974
Percent	2.3%	59.9%	21.9%	0.9%	12.9%	0.5%	0.2%	0.4%	0.5%	0.3%	0.2%	0.1%	0.1%	
AM Peak Vol.	07:00	07:00	08:00	04:00	10:00	10:00	04:00	10:00	05:00	04:00	10:00	06:00	07:00	
PM Peak Vol.	19:00	15:00	16:00	15:00	15:00	13:00		15:00	15:00			15:00	15:00	
Grand Total	45	1183	433	18	254	10	4	7	9	5	4	1	1	1974
Percent	2.3%	59.9%	21.9%	0.9%	12.9%	0.5%	0.2%	0.4%	0.5%	0.3%	0.2%	0.1%	0.1%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-011

Station ID: Fri 08/28/2015

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0' 0.000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	4	1	0	3	0	0	0	0	0	0	0	0	8
01:00	0	4	2	0	3	0	0	0	0	0	0	0	0	9
02:00	0	5	3	0	2	0	0	1	0	0	0	0	0	11
03:00	1	20	4	0	7	0	0	0	0	0	0	0	0	32
04:00	0	45	18	0	19	0	0	0	1	0	0	0	0	83
05:00	3	60	27	2	28	4	0	1	0	0	0	0	0	125
06:00	0	78	31	2	33	1	1	0	0	0	0	0	0	146
07:00	5	120	40	2	33	1	0	0	0	0	0	0	0	201
08:00	0	50	30	0	24	3	0	0	1	0	0	0	0	108
09:00	4	52	16	0	19	1	0	3	2	0	0	0	0	97
10:00	2	51	21	1	20	3	0	0	0	0	2	0	0	100
11:00	0	38	13	0	15	2	1	0	0	0	1	0	0	70
12 PM	0	31	21	1	9	0	0	0	0	0	0	0	0	62
13:00	1	54	22	0	16	3	0	0	0	0	0	0	0	96
14:00	0	98	32	3	10	0	0	1	0	0	0	0	0	144
15:00	1	84	28	5	20	0	0	1	0	0	0	0	0	139
16:00	0	79	20	0	23	0	0	3	1	0	0	0	0	126
17:00	1	99	28	2	22	0	0	0	0	0	0	0	0	152
18:00	2	70	25	0	14	0	0	0	0	0	0	0	0	111
19:00	0	58	13	1	12	0	0	0	0	0	0	0	0	84
20:00	0	49	10	0	10	0	0	2	0	0	0	0	0	71
21:00	1	34	2	0	4	0	0	1	0	0	0	0	0	42
22:00	1	21	4	0	6	0	0	0	0	0	0	0	0	32
23:00	2	13	5	0	3	0	0	0	0	0	0	0	0	23
Day Total	24	1217	416	19	355	18	2	13	5	0	3	0	0	2072
Percent	1.2%	58.7%	20.1%	0.9%	17.1%	0.9%	0.1%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	07:00	07:00	07:00	05:00	06:00	05:00	06:00	09:00	09:00	09:00	10:00			07:00
	5	120	40	2	33	4	1	3	2	2	2			201
PM Peak Vol.	18:00	17:00	14:00	15:00	16:00	13:00		16:00	16:00	16:00				17:00
	2	99	32	5	23	3		3	1					152
Grand Total	24	1217	416	19	355	18	2	13	5	0	3	0	0	2072
Percent	1.2%	58.7%	20.1%	0.9%	17.1%	0.9%	0.1%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-011

Station ID: Fri 08/28/2015

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	2	13	4	0	6	0	0	0	0	0	0	0	0	25
01:00	1	11	4	0	4	0	0	0	0	0	0	0	0	20
02:00	1	11	3	0	2	0	0	1	0	0	0	0	0	18
03:00	1	27	4	0	8	0	0	0	0	0	0	0	0	40
04:00	0	59	22	1	23	1	2	0	1	3	0	0	0	112
05:00	5	87	40	2	32	4	0	1	2	0	0	0	0	173
06:00	4	114	38	3	46	1	1	0	1	0	0	0	1	209
07:00	10	166	54	3	49	1	0	0	0	0	0	0	0	283
08:00	2	93	55	0	34	3	0	0	1	0	1	0	0	189
09:00	4	74	34	1	28	1	0	3	3	0	0	0	0	148
10:00	2	81	42	2	38	5	2	1	2	2	4	0	0	181
11:00	0	78	28	0	32	3	1	1	1	0	2	0	0	146
12 PM	2	77	44	2	22	0	0	0	0	0	0	0	0	147
13:00	3	128	50	0	27	6	0	0	0	0	0	0	0	214
14:00	2	163	60	5	30	1	0	2	0	0	0	0	0	263
15:00	5	200	61	10	43	1	0	3	1	0	0	1	0	325
16:00	1	192	59	1	46	1	0	3	1	0	0	0	0	304
17:00	1	197	66	5	39	0	0	1	0	0	0	0	0	309
18:00	4	156	50	1	23	0	0	0	0	0	0	0	0	234
19:00	5	129	42	1	21	0	0	0	0	0	0	0	0	198
20:00	1	126	32	0	20	0	0	2	0	0	0	0	0	181
21:00	4	88	11	0	9	0	0	2	1	0	0	0	0	115
22:00	5	73	23	0	16	0	0	0	0	0	0	0	0	117
23:00	4	57	23	0	11	0	0	0	0	0	0	0	0	95
Day Total	69	2400	849	37	609	28	6	20	14	5	7	1	1	4046
Percent	1.7%	59.3%	21.0%	0.9%	15.1%	0.7%	0.1%	0.5%	0.3%	0.1%	0.2%	0.0%	0.0%	
AM Peak Vol.	07:00	07:00	08:00	06:00	07:00	10:00	04:00	09:00	09:00	04:00	10:00		06:00	07:00
PM Peak Vol.	15:00	15:00	17:00	15:00	16:00	13:00		15:00	15:00			15:00		15:00
	5	200	66	10	46	6		3	1			1		325
Grand Total	69	2400	849	37	609	28	6	20	14	5	7	1	1	4046
Percent	1.7%	59.3%	21.0%	0.9%	15.1%	0.7%	0.1%	0.5%	0.3%	0.1%	0.2%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 15-1224-011
Station ID: Fri 08/28/2015
Skyline Dr. btwn. Sierra Vista Dr. &
Schnepf Rd.
Latitude: 0' 0.000 Undefined

Eastbound	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
	Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
8/28/15	0	0	0	0	0	0	0	0	6	1	8	0	2	0	0	17	50	54
01:00	0	0	0	0	0	0	0	0	1	6	3	0	0	1	0	11	50	52
02:00	0	0	0	0	0	0	0	1	1	2	1	1	1	0	0	7	51	60
03:00	0	0	0	0	0	0	0	0	4	1	2	1	0	0	0	8	47	52
04:00	0	0	0	0	0	0	0	1	9	6	7	3	3	0	0	29	50	59
05:00	0	0	0	0	0	0	0	1	3	6	18	12	4	1	3	48	54	59
06:00	0	0	0	0	0	0	0	0	13	13	15	17	5	0	0	63	52	59
07:00	0	0	0	0	0	0	0	0	5	26	29	17	5	0	0	82	52	58
08:00	0	0	0	0	0	0	0	0	13	27	30	10	1	0	0	81	51	55
09:00	0	0	0	0	0	0	0	4	5	6	23	12	1	0	0	51	52	57
10:00	0	1	0	0	0	0	0	3	12	28	22	13	1	1	0	81	50	56
11:00	0	0	1	0	0	0	0	1	8	18	29	16	3	0	0	76	52	58
12 PM	0	0	0	0	0	0	0	5	4	27	28	16	4	1	0	85	52	58
13:00	1	0	0	0	0	0	0	2	8	32	50	15	6	2	2	118	52	57
14:00	0	0	0	0	0	0	0	1	14	43	36	20	3	1	1	119	51	57
15:00	0	0	0	5	0	0	2	15	49	75	30	5	3	2	186	51	57	
16:00	0	0	0	0	0	1	4	8	45	81	31	7	1	0	178	52	57	
17:00	0	0	0	0	0	0	0	13	51	61	28	2	2	0	157	52	57	
18:00	0	0	0	0	1	0	1	3	37	53	24	2	1	1	123	52	57	
19:00	1	0	0	0	0	0	2	16	56	31	6	1	1	0	114	49	54	
20:00	0	0	2	0	0	1	10	23	43	22	7	0	1	1	110	47	53	
21:00	0	0	0	1	0	2	6	18	31	13	2	0	0	0	73	46	52	
22:00	0	0	0	0	0	0	4	21	29	26	4	1	0	0	85	48	54	
23:00	0	0	1	0	0	0	3	16	27	19	5	1	0	0	72	48	54	
Total	2	1	4	6	1	4	51	239	610	682	290	58	16	10	1974			
Percent	0.1%	0.1%	0.2%	0.3%	0.1%	0.2%	2.6%	12.1%	30.9%	34.5%	14.7%	2.9%	0.8%	0.5%				
AM Peak Vol.		10:00	11:00				09:00	06:00	10:00	08:00	06:00	06:00	01:00	05:00	07:00			
PM Peak Vol.	13:00	20:00	15:00	18:00	21:00	20:00	20:00	19:00	16:00	16:00	16:00	15:00	13:00	15:00				
Total	2	1	4	6	1	4	51	239	610	682	290	58	16	10	1974			
Percent	0.1%	0.1%	0.2%	0.3%	0.1%	0.2%	2.6%	12.1%	30.9%	34.5%	14.7%	2.9%	0.8%	0.5%				

15th Percentile : 45 MPH

50th Percentile : 51 MPH

85th Percentile : 57 MPH

95th Percentile : 60 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1292

Percent in Pace : 65.8%

Number of Vehicles > 50 MPH : 1046

Percent of Vehicles > 50 MPH : 53.3%

Mean Speed(Average) : 51 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-011
Station ID: Fri 08/28/2015
Skyline Dr. btwn. Sierra Vista Dr. &
Schnepf Rd.
Latitude: 0' 0.000 Undefined

Westbound	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
	Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71				
8/28/15	0	0	0	1	0	0	0	0	0	3	3	1	0	0	0	8	48	53	
	01:00	0	0	0	0	0	0	0	0	7	0	1	0	1	0	9	51	56	
	02:00	0	0	0	0	0	0	0	1	3	5	1	1	0	0	11	53	55	
	03:00	0	0	0	0	0	0	1	0	5	13	9	4	0	0	32	54	59	
	04:00	0	0	0	0	0	0	1	5	27	28	12	9	0	1	83	52	59	
	05:00	0	0	0	0	0	0	1	9	27	45	31	10	2	0	125	53	59	
	06:00	0	0	0	2	0	0	4	8	38	49	31	11	3	0	146	52	59	
	07:00	0	0	0	1	0	0	3	6	41	75	57	15	3	0	201	54	59	
	08:00	0	0	1	6	0	0	2	1	19	37	30	9	3	0	108	52	60	
	09:00	1	0	0	0	0	0	0	3	27	31	22	8	4	1	97	53	60	
	10:00	0	0	0	1	1	1	0	6	26	40	14	8	2	1	100	52	58	
	11:00	0	0	0	4	0	0	0	0	4	19	21	10	9	2	1	70	52	61
	12 PM	0	0	0	0	0	0	0	0	2	14	24	14	3	3	2	62	54	59
	13:00	1	0	0	0	0	0	0	0	5	25	30	21	13	1	0	96	53	60
	14:00	0	0	0	0	0	0	1	5	26	49	35	23	4	1	144	55	62	
	15:00	0	0	0	0	0	1	3	10	28	43	41	9	3	1	139	53	59	
	16:00	0	0	0	0	0	0	2	6	28	31	37	18	4	0	126	55	61	
	17:00	0	0	0	0	0	0	2	5	22	52	54	13	2	2	152	55	60	
	18:00	0	0	0	0	2	0	1	7	21	40	23	14	2	1	111	53	60	
	19:00	0	0	0	0	0	0	1	16	21	27	13	4	2	0	84	51	57	
	20:00	0	0	0	0	0	0	0	2	8	27	22	9	2	1	0	71	51	56
	21:00	0	0	1	0	0	0	1	10	12	9	7	2	0	0	42	49	57	
	22:00	0	0	0	0	0	0	3	2	5	13	7	2	0	0	32	52	57	
	23:00	0	0	0	1	0	0	1	1	9	9	0	2	0	0	23	49	54	
	Total	2	0	2	16	3	2	29	120	480	696	480	189	42	11	2072			
	Percent	0.1%	0.0%	0.1%	0.8%	0.1%	0.1%	1.4%	5.8%	23.2%	33.6%	23.2%	9.1%	2.0%	0.5%				
	AM Peak Vol.	09:00		08:00	08:00	10:00	10:00	06:00	05:00	07:00	07:00	07:00	07:00	09:00	04:00	07:00			
	PM Peak Vol.	13:00		21:00	23:00	18:00	15:00	15:00	19:00	15:00	17:00	17:00	14:00	14:00	12:00	17:00			
	Total	2	0	2	16	3	2	29	120	480	696	480	189	42	11	2072			
	Percent	0.1%	0.0%	0.1%	0.8%	0.1%	0.1%	1.4%	5.8%	23.2%	33.6%	23.2%	9.1%	2.0%	0.5%				

15th Percentile : 47 MPH

50th Percentile : 53 MPH

85th Percentile : 60 MPH

95th Percentile : 64 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1176

Percent in Pace : 57.1%

Number of Vehicles > 50 MPH : 1407

Percent of Vehicles > 50 MPH : 68.3%

Mean Speed(Average) : 53 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-011
Station ID: Fri 08/28/2015
Skyline Dr. btwn. Sierra Vista Dr. &
Schnepf Rd.
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent
8/28/15	0	0	0	1	0	0	0	6	4	11	1	2	0	0	25	49
01:00	0	0	0	0	0	0	0	1	13	3	1	0	2	0	20	51
02:00	0	0	0	0	0	0	1	2	5	6	2	2	0	0	18	52
03:00	0	0	0	0	0	0	1	4	6	15	10	4	0	0	40	53
04:00	0	0	0	0	0	0	2	14	33	35	15	12	0	1	112	52
05:00	0	0	0	0	0	0	2	12	33	63	43	14	3	3	173	54
06:00	0	0	0	2	0	0	4	21	51	64	48	16	3	0	209	52
07:00	0	0	0	1	0	0	3	11	67	104	74	20	3	0	283	53
08:00	0	0	1	6	0	0	2	14	46	67	40	10	3	0	189	52
09:00	1	0	0	0	0	0	4	8	33	54	34	9	4	1	148	53
10:00	0	1	0	1	1	1	3	18	54	62	27	9	3	1	181	51
11:00	0	0	1	4	0	0	1	12	37	50	26	12	2	1	146	52
12 PM	0	0	0	0	0	0	5	6	41	52	30	7	4	2	147	53
13:00	2	0	0	0	0	0	2	13	57	80	36	19	3	2	214	52
14:00	0	0	0	0	0	0	2	19	69	85	55	26	5	2	263	53
15:00	0	0	0	5	0	1	5	25	77	118	71	14	6	3	325	52
16:00	0	0	0	0	0	1	6	14	73	112	68	25	5	0	304	53
17:00	0	0	0	0	0	0	2	18	73	113	82	15	4	2	309	53
18:00	0	0	0	0	3	0	2	10	58	93	47	16	3	2	234	53
19:00	1	0	0	0	0	0	3	32	77	58	19	5	3	0	198	50
20:00	0	0	2	0	0	1	12	31	70	44	16	2	2	1	181	49
21:00	0	0	1	1	0	2	7	28	43	22	9	2	0	0	115	47
22:00	0	0	0	0	0	0	7	23	34	39	11	3	0	0	117	49
23:00	0	0	1	1	0	0	4	17	36	28	5	3	0	0	95	49
Total	4	1	6	22	4	6	80	359	1090	1378	770	247	58	21	4046	
Percent	0.1%	0.0%	0.1%	0.5%	0.1%	0.1%	2.0%	8.9%	26.9%	34.1%	19.0%	6.1%	1.4%	0.5%		
AM Peak Vol.	09:00	10:00	08:00	08:00	10:00	10:00	06:00	06:00	07:00	07:00	07:00	07:00	09:00	05:00	07:00	
PM Peak Vol.	13:00		20:00	15:00	18:00	21:00	20:00	19:00	15:00	15:00	17:00	14:00	15:00	15:00	15:00	
Total	4	1	6	22	4	6	80	359	1090	1378	770	247	58	21	4046	
Percent	0.1%	0.0%	0.1%	0.5%	0.1%	0.1%	2.0%	8.9%	26.9%	34.1%	19.0%	6.1%	1.4%	0.5%		

15th Percentile : 46 MPH

50th Percentile : 52 MPH

85th Percentile : 59 MPH

95th Percentile : 63 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2468

Percent in Pace : 61.3%

Number of Vehicles > 50 MPH : 2453

Percent of Vehicles > 50 MPH : 60.9%

Mean Speed(Average) : 52 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Northbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/28/15	0	0	0	0	0	0	0	1	0	4	3	1	0	0	0	9	54	58
01:00	0	0	0	0	0	0	1	0	4	2	0	3	0	0	0	10	52	61
02:00	0	0	0	0	1	0	1	1	2	3	3	1	0	0	0	12	50	57
03:00	0	0	0	0	0	1	3	1	6	20	8	3	2	0	0	44	53	58
04:00	0	0	0	0	0	0	0	7	26	54	21	5	1	1	1	115	53	58
05:00	0	0	0	0	0	1	2	13	55	74	32	11	3	1	1	192	52	58
06:00	0	0	1	0	1	4	7	30	69	89	46	12	3	1	1	263	51	58
07:00	0	0	0	0	0	1	10	36	75	140	50	16	1	2	2	331	52	57
08:00	0	0	0	0	0	1	4	12	30	67	45	18	1	3	1	181	53	60
09:00	0	0	0	0	0	1	1	9	30	54	46	15	5	3	3	164	54	60
10:00	1	0	0	0	0	2	2	8	33	53	46	16	5	3	3	169	54	60
11:00	0	0	0	2	0	1	4	5	29	46	36	15	5	1	1	144	53	60
12 PM	0	0	0	0	0	2	3	6	18	41	37	12	2	0	0	121	54	60
13:00	0	0	0	0	0	0	3	4	20	53	46	14	4	3	3	147	55	60
14:00	0	0	0	1	0	0	2	12	32	71	57	19	8	1	1	203	54	60
15:00	1	0	1	0	0	0	4	12	23	70	57	20	8	2	2	198	54	60
16:00	0	0	0	0	1	2	4	9	39	57	60	28	6	1	1	207	54	61
17:00	0	0	0	0	0	0	4	12	25	66	71	30	5	1	1	214	55	61
18:00	0	0	0	0	0	0	3	8	16	72	54	13	4	2	2	172	54	60
19:00	0	0	0	0	1	0	4	15	36	27	25	8	2	4	1	122	51	59
20:00	0	0	0	0	0	0	0	12	28	34	21	7	1	0	0	103	52	59
21:00	0	0	0	0	0	1	4	6	15	17	8	4	2	0	0	57	51	58
22:00	0	0	0	0	0	0	1	10	6	18	10	2	1	1	1	49	52	58
23:00	0	0	0	0	0	1	1	5	5	9	10	1	0	0	0	32	52	58
Total	2	0	2	3	4	18	68	234	622	1141	792	274	69	30	3259			
Percent	0.1%	0.0%	0.1%	0.1%	0.1%	0.6%	2.1%	7.2%	19.1%	35.0%	24.3%	8.4%	2.1%	0.9%				
AM Peak Vol.	10:00		06:00	11:00	02:00	06:00	07:00	07:00	07:00	07:00	07:00	08:00	09:00	08:00	07:00			
PM Peak Vol.	15:00		15:00	14:00	16:00	12:00	15:00	19:00	16:00	18:00	17:00	17:00	14:00	19:00	17:00			
Total	2	0	2	3	4	18	68	234	622	1141	792	274	69	30	3259			
Percent	0.1%	0.0%	0.1%	0.1%	0.1%	0.6%	2.1%	7.2%	19.1%	35.0%	24.3%	8.4%	2.1%	0.9%				

15th Percentile : 47 MPH

50th Percentile : 53 MPH

85th Percentile : 60 MPH

95th Percentile : 64 MPH

Statistics	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	1933
	Percent in Pace :	59.9%
	Number of Vehicles > 45 MPH :	2898
	Percent of Vehicles > 45 MPH :	89.7%
	Mean Speed(Average) :	53 MPH

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent
8/28/15	0	0	0	0	0	0	1	6	7	6	4	0	0	0	24	49
01:00	0	0	0	0	0	0	1	4	1	8	0	1	0	1	16	49
02:00	0	0	0	0	0	0	0	2	2	6	0	0	0	0	10	50
03:00	0	0	0	0	0	0	1	3	2	2	0	0	0	0	8	46
04:00	0	0	0	0	1	3	2	11	17	6	1	1	0	0	42	46
05:00	0	0	0	0	0	0	3	12	15	17	11	2	3	0	63	51
06:00	0	0	0	0	0	0	7	10	25	30	24	6	1	0	103	52
07:00	0	0	0	0	0	0	2	13	34	47	19	2	0	0	117	51
08:00	0	0	0	0	0	4	4	25	53	41	12	3	1	0	143	49
09:00	0	0	0	0	1	0	3	11	31	25	8	2	0	0	81	50
10:00	0	1	0	0	0	0	5	24	37	46	9	3	1	1	127	49
11:00	0	0	0	0	0	0	5	23	41	36	10	3	1	0	119	49
12 PM	0	0	0	0	0	0	10	23	73	35	13	1	1	0	156	49
13:00	0	0	0	0	0	0	2	26	72	40	16	4	1	0	161	50
14:00	0	0	0	0	0	1	5	30	75	62	11	1	0	0	185	49
15:00	1	0	1	5	5	4	12	46	119	67	16	5	1	0	282	48
16:00	0	0	3	1	3	2	11	44	106	72	32	2	0	0	276	49
17:00	0	0	0	0	0	0	5	22	82	84	30	3	0	0	226	51
18:00	0	0	0	0	0	0	9	38	79	53	22	0	1	1	203	49
19:00	0	0	0	0	0	0	9	42	68	30	10	2	0	1	162	48
20:00	0	0	0	0	0	1	9	48	66	34	7	2	0	0	167	48
21:00	0	0	0	0	0	3	4	25	53	29	3	1	0	0	118	48
22:00	0	0	0	0	1	0	8	15	58	36	5	0	0	1	124	48
23:00	0	0	0	0	0	1	8	19	41	22	4	1	0	0	96	48
Total	1	1	4	6	11	19	126	522	1157	834	267	45	11	5	3009	
Percent	0.0%	0.0%	0.1%	0.2%	0.4%	0.6%	4.2%	17.3%	38.5%	27.7%	8.9%	1.5%	0.4%	0.2%		
AM Peak Vol.		10:00			04:00	08:00	06:00	08:00	08:00	07:00	06:00	06:00	05:00	01:00	08:00	
PM Peak Vol.	15:00		16:00	15:00	15:00	15:00	15:00	20:00	15:00	17:00	16:00	15:00	12:00	18:00	15:00	
Total	1	1	4	6	11	19	126	522	1157	834	267	45	11	5	3009	
Percent	0.0%	0.0%	0.1%	0.2%	0.4%	0.6%	4.2%	17.3%	38.5%	27.7%	8.9%	1.5%	0.4%	0.2%		

15th Percentile : 43 MPH

50th Percentile : 49 MPH

85th Percentile : 55 MPH

95th Percentile : 59 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1991

Percent in Pace : 66.3%

Number of Vehicles > 45 MPH : 2314

Percent of Vehicles > 45 MPH : 77.0%

Mean Speed(Average) : 49 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
8/28/15	0	0	0	0	0	0	1	7	7	10	7	1	0	0	33	51	57
01:00	0	0	0	0	0	0	2	4	5	10	0	4	0	1	26	51	55
02:00	0	0	0	0	1	0	1	3	4	9	3	1	0	0	22	50	56
03:00	0	0	0	0	0	1	4	4	8	22	8	3	2	0	52	52	58
04:00	0	0	0	0	1	3	2	18	43	60	22	6	1	1	157	51	57
05:00	0	0	0	0	0	1	5	25	70	91	43	13	6	1	255	52	58
06:00	0	0	1	0	1	4	14	40	94	119	70	18	4	1	366	51	58
07:00	0	0	0	0	0	1	12	49	109	187	69	18	1	2	448	51	57
08:00	0	0	0	0	0	5	8	37	83	108	57	21	2	3	324	52	58
09:00	0	0	0	0	1	1	4	20	61	79	54	17	5	3	245	53	59
10:00	1	1	0	0	0	2	7	32	70	99	55	19	6	4	296	52	59
11:00	0	0	0	2	0	1	9	28	70	82	46	18	6	1	263	52	59
12 PM	0	0	0	0	0	2	13	29	91	76	50	13	3	0	277	51	58
13:00	0	0	0	0	0	0	5	30	92	93	62	18	5	3	308	52	59
14:00	0	0	0	1	0	1	7	42	107	133	68	20	8	1	388	52	58
15:00	2	0	2	5	5	4	16	58	142	137	73	25	9	2	480	50	58
16:00	0	0	3	1	4	4	15	53	145	129	92	30	6	1	483	51	58
17:00	0	0	0	0	0	0	9	34	107	150	101	33	5	1	440	53	59
18:00	0	0	0	0	0	0	12	46	95	125	76	13	5	3	375	52	58
19:00	0	0	0	0	1	0	13	57	104	57	35	10	2	5	284	49	56
20:00	0	0	0	0	0	1	9	60	94	68	28	9	1	0	270	49	55
21:00	0	0	0	0	0	4	8	31	68	46	11	5	2	0	175	49	55
22:00	0	0	0	0	1	0	9	25	64	54	15	2	1	2	173	49	55
23:00	0	0	0	0	0	2	9	24	46	31	14	2	0	0	128	49	55
Total	3	1	6	9	15	37	194	756	1779	1975	1059	319	80	35	6268		
Percent	0.0%	0.0%	0.1%	0.1%	0.2%	0.6%	3.1%	12.1%	28.4%	31.5%	16.9%	5.1%	1.3%	0.6%			
AM Peak Vol.	10:00	10:00	06:00	11:00	02:00	08:00	06:00	07:00	07:00	07:00	06:00	08:00	05:00	10:00	07:00		
PM Peak Vol.	15:00		16:00	15:00	15:00	15:00	15:00	20:00	16:00	17:00	17:00	17:00	15:00	19:00	16:00		
Total	3	1	6	9	15	37	194	756	1779	1975	1059	319	80	35	6268		
Percent	0.0%	0.0%	0.1%	0.1%	0.2%	0.6%	3.1%	12.1%	28.4%	31.5%	16.9%	5.1%	1.3%	0.6%			

15th Percentile : 45 MPH

50th Percentile : 51 MPH

85th Percentile : 58 MPH

95th Percentile : 62 MPH

Statistics	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	3754
	Percent in Pace :	60.2%
	Number of Vehicles > 45 MPH :	5212
	Percent of Vehicles > 45 MPH :	83.6%
	Mean Speed(Average) :	51 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Northbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	4	1	0	4	0	0	0	0	0	0	0	0	9
01:00	0	4	2	0	4	0	0	0	0	0	0	0	0	10
02:00	0	4	5	0	2	0	0	1	0	0	0	0	0	12
03:00	0	24	10	0	10	0	0	0	0	0	0	0	0	44
04:00	0	67	20	0	26	1	0	1	0	0	0	0	0	115
05:00	2	105	41	2	39	3	0	0	0	0	0	0	0	192
06:00	0	131	62	5	60	2	0	2	1	0	0	0	0	263
07:00	2	209	61	3	55	1	0	0	0	0	0	0	0	331
08:00	0	96	39	2	42	1	0	0	1	0	0	0	0	181
09:00	2	86	32	0	36	2	0	3	3	0	0	0	0	164
10:00	1	94	26	1	44	1	0	1	0	0	1	0	0	169
11:00	0	72	26	1	39	3	0	1	0	0	2	0	0	144
12 PM	0	70	22	1	28	0	0	0	0	0	0	0	0	121
13:00	0	79	31	0	33	3	0	1	0	0	0	0	0	147
14:00	0	115	47	6	33	0	0	2	0	0	0	0	0	203
15:00	2	100	37	4	53	1	0	1	0	0	0	0	0	198
16:00	1	112	46	2	41	0	0	3	2	0	0	0	0	207
17:00	1	124	47	0	42	0	0	0	0	0	0	0	0	214
18:00	0	93	38	0	40	0	0	1	0	0	0	0	0	172
19:00	0	76	20	1	25	0	0	0	0	0	0	0	0	122
20:00	0	66	13	0	22	0	0	2	0	0	0	0	0	103
21:00	0	43	7	0	6	0	0	1	0	0	0	0	0	57
22:00	0	27	9	0	13	0	0	0	0	0	0	0	0	49
23:00	1	19	6	0	6	0	0	0	0	0	0	0	0	32
Day Total	12	1820	648	28	703	18	0	20	7	0	3	0	0	3259
Percent	0.4%	55.8%	19.9%	0.9%	21.6%	0.6%	0.0%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	05:00	07:00	06:00	06:00	06:00	05:00		09:00	09:00		11:00			07:00
PM Peak Vol.	15:00	17:00	14:00	14:00	15:00	13:00		16:00	16:00					17:00
	2	209	62	5	60	3		3	3		2			331
Grand Total	12	1820	648	28	703	18	0	20	7	0	3	0	0	3259
Percent	0.4%	55.8%	19.9%	0.9%	21.6%	0.6%	0.0%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	16	6	0	2	0	0	0	0	0	0	0	0	24
01:00	1	12	2	0	0	0	0	1	0	0	0	0	0	16
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	1	21	13	0	4	0	1	0	0	2	0	0	0	42
05:00	0	39	16	1	5	0	0	0	2	0	0	0	0	63
06:00	2	67	20	3	7	0	0	2	2	0	0	0	0	103
07:00	1	87	24	2	3	0	0	0	0	0	0	0	0	117
08:00	0	100	39	1	1	0	0	1	0	0	1	0	0	143
09:00	1	56	21	1	0	1	0	0	1	0	0	0	0	81
10:00	2	65	41	3	8	1	0	1	3	1	2	0	0	127
11:00	2	85	25	0	2	2	0	2	0	0	1	0	0	119
12 PM	2	105	45	1	2	1	0	0	0	0	0	0	0	156
13:00	0	112	38	1	6	3	0	1	0	0	0	0	0	161
14:00	3	114	45	6	16	0	0	1	0	0	0	0	0	185
15:00	8	186	63	3	19	0	0	2	1	0	0	0	0	282
16:00	2	188	63	3	16	1	0	1	2	0	0	0	0	276
17:00	1	162	52	1	9	0	0	1	0	0	0	0	0	226
18:00	1	155	41	0	6	0	0	0	0	0	0	0	0	203
19:00	1	119	40	0	1	0	0	1	0	0	0	0	0	162
20:00	1	132	33	0	0	0	0	1	0	0	0	0	0	167
21:00	1	90	17	0	7	1	0	1	1	0	0	0	0	118
22:00	0	77	33	0	14	0	0	0	0	0	0	0	0	124
23:00	0	63	24	0	9	0	0	0	0	0	0	0	0	96
Day Total	30	2066	704	26	137	10	1	16	12	3	4	0	0	3009
Percent	1.0%	68.7%	23.4%	0.9%	4.6%	0.3%	0.0%	0.5%	0.4%	0.1%	0.1%	0.0%	0.0%	
AM Peak Vol.	06:00	08:00	10:00	06:00	10:00	11:00	04:00	06:00	10:00	04:00	10:00			08:00
	2	100	41	3	8	2	1	2	3	2	2			143
PM Peak Vol.	15:00	16:00	15:00	14:00	15:00	13:00		15:00	16:00					15:00
	8	188	63	6	19	3		2	2					282
Grand Total	30	2066	704	26	137	10	1	16	12	3	4	0	0	3009
Percent	1.0%	68.7%	23.4%	0.9%	4.6%	0.3%	0.0%	0.5%	0.4%	0.1%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-013

Station ID: Fri 08/28/2015

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	20	7	0	6	0	0	0	0	0	0	0	0	33
01:00	1	16	4	0	4	0	0	1	0	0	0	0	0	26
02:00	0	12	7	0	2	0	0	1	0	0	0	0	0	22
03:00	0	31	11	0	10	0	0	0	0	0	0	0	0	52
04:00	1	88	33	0	30	1	1	1	0	2	0	0	0	157
05:00	2	144	57	3	44	3	0	0	2	0	0	0	0	255
06:00	2	198	82	8	67	2	0	4	3	0	0	0	0	366
07:00	3	296	85	5	58	1	0	0	0	0	0	0	0	448
08:00	0	196	78	3	43	1	0	1	1	0	1	0	0	324
09:00	3	142	53	1	36	3	0	3	4	0	0	0	0	245
10:00	3	159	67	4	52	2	0	2	3	1	3	0	0	296
11:00	2	157	51	1	41	5	0	3	0	0	3	0	0	263
12 PM	2	175	67	2	30	1	0	0	0	0	0	0	0	277
13:00	0	191	69	1	39	6	0	2	0	0	0	0	0	308
14:00	3	229	92	12	49	0	0	3	0	0	0	0	0	388
15:00	10	286	100	7	72	1	0	3	1	0	0	0	0	480
16:00	3	300	109	5	57	1	0	4	4	0	0	0	0	483
17:00	2	286	99	1	51	0	0	1	0	0	0	0	0	440
18:00	1	248	79	0	46	0	0	1	0	0	0	0	0	375
19:00	1	195	60	1	26	0	0	1	0	0	0	0	0	284
20:00	1	198	46	0	22	0	0	3	0	0	0	0	0	270
21:00	1	133	24	0	13	1	0	2	1	0	0	0	0	175
22:00	0	104	42	0	27	0	0	0	0	0	0	0	0	173
23:00	1	82	30	0	15	0	0	0	0	0	0	0	0	128
Day Total	42	3886	1352	54	840	28	1	36	19	3	7	0	0	6268
Percent	0.7%	62.0%	21.6%	0.9%	13.4%	0.4%	0.0%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	07:00	07:00	07:00	06:00	06:00	11:00	04:00	06:00	09:00	04:00	10:00			07:00
Vol.	3	296	85	8	67	5	1	4	4	2	3			448
PM Peak Vol.	15:00	16:00	16:00	14:00	15:00	13:00		16:00	16:00					16:00
	10	300	109	12	72	6		4	4					483
Grand Total	42	3886	1352	54	840	28	1	36	19	3	7	0	0	6268
Percent	0.7%	62.0%	21.6%	0.9%	13.4%	0.4%	0.0%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
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Page 1

Site Code: 15-1224-012
Station ID: Fri 08/28/2015
Schnepf Rd. btwn. Skyline Rd. & Hash
Knife Draw Rd.
Latitude: 0' 0.000 Undefined

Northbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	71	Total		
8/28/15	0	0	0	0	0	0	1	0	5	2	1	0	0	0	0	9	48	52
01:00	0	0	0	0	0	0	0	2	4	2	0	1	0	0	0	9	49	52
02:00	0	0	0	0	0	0	0	1	6	1	1	1	0	1	11	51	55	
03:00	0	0	0	0	0	1	2	2	6	8	5	3	0	0	27	51	59	
04:00	0	0	0	0	1	1	4	19	25	15	12	4	0	1	82	49	57	
05:00	0	0	0	0	0	4	13	20	33	39	11	4	2	1	127	49	55	
06:00	0	0	0	2	0	4	18	29	42	43	15	2	0	0	155	48	55	
07:00	0	0	0	1	1	6	7	31	67	53	22	4	0	0	192	49	55	
08:00	0	0	1	6	0	2	2	14	38	43	14	0	1	0	121	49	55	
09:00	0	0	0	0	1	2	11	16	36	34	10	5	0	0	115	49	55	
10:00	0	0	0	1	1	2	3	18	38	35	12	2	0	0	112	49	55	
11:00	0	0	0	0	0	4	4	19	13	19	19	2	1	0	81	50	58	
12 PM	0	0	0	0	1	2	3	5	20	16	17	5	0	0	69	51	59	
13:00	4	0	0	1	0	2	11	13	25	28	25	3	0	0	112	48	58	
14:00	0	0	0	0	1	3	12	25	28	49	29	6	1	1	155	50	58	
15:00	0	0	0	0	0	2	9	11	33	56	29	3	0	0	143	51	57	
16:00	0	0	1	0	1	5	9	13	37	50	12	7	0	1	136	49	55	
17:00	0	0	0	0	0	1	8	7	27	67	24	4	0	1	139	52	57	
18:00	0	0	0	0	0	3	6	12	31	40	18	6	1	1	118	51	57	
19:00	0	0	0	0	2	2	4	11	28	16	7	0	1	0	71	48	54	
20:00	0	0	0	0	2	1	5	17	20	3	3	1	0	0	52	46	50	
21:00	0	0	0	0	0	1	3	12	8	14	4	1	0	0	43	48	55	
22:00	0	0	0	0	0	3	0	2	9	7	12	3	0	0	1	37	47	54
23:00	0	0	0	0	0	1	0	5	9	7	1	0	0	0	23	48	53	
Total	4	0	2	11	14	49	137	311	586	652	294	64	7	8	2139			
Percent	0.2%	0.0%	0.1%	0.5%	0.7%	2.3%	6.4%	14.5%	27.4%	30.5%	13.7%	3.0%	0.3%	0.4%				
AM Peak Vol.			08:00	08:00	04:00	07:00	06:00	07:00	07:00	07:00	07:00	09:00	05:00	02:00	07:00			
PM Peak Vol.			1	6	1	6	18	31	67	53	22	5	2	1	192			
Total	4	0	2	11	14	49	137	311	586	652	294	64	7	8	2139			
Percent	0.2%	0.0%	0.1%	0.5%	0.7%	2.3%	6.4%	14.5%	27.4%	30.5%	13.7%	3.0%	0.3%	0.4%				

15th Percentile : 42 MPH

50th Percentile : 50 MPH

85th Percentile : 56 MPH

95th Percentile : 60 MPH

Statistics 10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1238

Percent in Pace : 58.1%

Number of Vehicles > 45 MPH : 1603

Percent of Vehicles > 45 MPH : 75.2%

Mean Speed(Average) : 49 MPH

Field Data Services of Arizona

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520.316.6745

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Site Code: 15-1224-012
Station ID: Fri 08/28/2015
Schnepf Rd. btwn. Skyline Rd. & Hash
Knife Draw Rd.
Latitude: 0' 0.000 Undefined

Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent
8/28/15	0	0	0	0	0	0	0	1	5	3	7	2	0	0	18	54
01:00	0	0	0	0	0	0	0	1	4	4	5	0	0	1	15	53
02:00	0	0	0	0	0	0	0	1	1	4	0	2	0	0	8	54
03:00	0	0	0	0	0	0	0	3	1	1	2	1	0	0	8	51
04:00	0	0	0	0	0	0	0	1	11	7	10	3	1	1	34	54
05:00	0	0	0	0	0	0	0	4	2	5	10	13	12	3	6	55
06:00	0	0	0	0	0	0	1	0	4	16	22	19	19	4	6	91
07:00	0	0	0	0	0	0	0	1	3	12	21	24	15	4	2	82
08:00	0	0	0	0	0	0	2	2	7	18	32	19	9	4	1	94
09:00	0	0	0	0	0	0	2	2	1	5	13	28	8	0	0	59
10:00	0	0	0	0	3	2	1	7	14	17	25	15	2	1	87	53
11:00	1	0	0	0	0	1	0	4	9	24	21	10	5	2	77	55
12 PM	0	0	1	0	0	0	0	2	5	6	39	24	14	2	2	95
13:00	0	0	0	0	2	1	2	8	16	44	34	9	4	8	128	54
14:00	0	0	0	0	0	2	4	16	17	41	26	15	2	0	123	53
15:00	0	0	0	5	0	3	10	14	35	63	44	18	5	5	202	52
16:00	0	0	1	1	0	4	4	26	38	61	38	13	5	1	192	52
17:00	0	0	0	0	0	0	1	6	29	61	37	20	5	3	162	55
18:00	0	0	0	0	1	0	3	3	17	37	34	23	7	2	127	56
19:00	0	0	0	0	1	1	4	6	37	28	17	12	2	1	109	52
20:00	0	0	0	0	2	0	8	26	29	31	22	6	1	2	127	50
21:00	0	0	0	0	0	0	5	14	20	29	9	3	0	0	80	50
22:00	0	0	0	0	0	0	3	11	17	25	26	1	0	1	84	52
23:00	0	0	0	0	0	0	1	11	24	28	16	1	0	0	81	51
Total	1	0	2	6	9	19	57	181	386	645	500	231	56	45	2138	
Percent	0.0%	0.0%	0.1%	0.3%	0.4%	0.9%	2.7%	8.5%	18.1%	30.2%	23.4%	10.8%	2.6%	2.1%		
AM Peak Vol.	11:00				10:00	08:00	05:00	08:00	08:00	09:00	06:00	11:00	05:00	08:00		
PM Peak Vol.		1				3	2	4	7	18	32	28	19	5	6	94
Total Percent	1	0	2	6	9	19	57	181	386	645	500	231	56	45	2138	

15th Percentile : 46 MPH

50th Percentile : 53 MPH

85th Percentile : 60 MPH

95th Percentile : 64 MPH

Statistics

10 MPH Pace Speed : 51-60 MPH

Number in Pace : 1145

Percent in Pace : 54.7%

Number of Vehicles > 45 MPH : 1818

Percent of Vehicles > 45 MPH : 86.9%

Mean Speed(Average) : 53 MPH

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-012
Station ID: Fri 08/28/2015
Schnepf Rd. btwn. Skyline Rd. & Hash
Knife Draw Rd.
Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent	
8/28/15	0	0	0	0	0	0	1	1	10	5	8	2	0	0	27	52	58
01:00	0	0	0	0	0	0	0	3	8	6	5	1	0	1	24	51	58
02:00	0	0	0	0	0	0	0	2	7	5	1	3	0	1	19	52	60
03:00	0	0	0	0	0	1	2	5	7	9	7	4	0	0	35	51	59
04:00	0	0	0	0	1	1	4	20	36	22	22	7	1	2	116	50	58
05:00	0	0	0	0	0	4	17	22	38	49	24	16	5	7	182	51	59
06:00	0	0	0	2	0	5	18	33	58	65	34	21	4	6	246	50	59
07:00	0	0	0	1	1	6	8	34	79	74	46	19	4	2	274	51	58
08:00	0	0	1	6	0	4	4	21	56	75	33	9	5	1	215	51	58
09:00	0	0	0	0	1	4	13	17	41	47	38	13	0	0	174	51	59
10:00	0	0	0	1	4	4	4	25	52	52	37	17	2	1	199	51	59
11:00	1	0	0	0	0	5	4	23	22	43	40	12	6	2	158	52	60
12 PM	0	0	1	0	1	2	5	10	26	55	41	19	2	2	164	53	60
13:00	4	0	0	1	2	3	13	21	41	72	59	12	4	8	240	51	59
14:00	0	0	0	0	1	5	16	41	45	90	55	21	3	1	278	51	59
15:00	0	0	0	5	0	5	19	25	68	119	73	21	5	5	345	52	59
16:00	0	0	2	1	1	9	13	39	75	111	50	20	5	2	328	51	58
17:00	0	0	0	0	0	1	9	13	56	128	61	24	5	4	301	53	59
18:00	0	0	0	0	1	3	9	15	48	77	52	29	8	3	245	53	61
19:00	0	0	0	0	3	3	8	17	65	44	24	12	3	1	180	50	58
20:00	0	0	0	0	4	1	13	43	49	34	25	7	1	2	179	49	57
21:00	0	0	0	0	0	1	8	26	28	43	13	4	0	0	123	49	55
22:00	0	0	0	0	3	0	5	20	24	37	29	1	0	2	121	50	57
23:00	0	0	0	0	0	1	1	16	33	35	17	1	0	0	104	50	56
Total	5	0	4	17	23	68	194	492	972	1297	794	295	63	53	4277		
Percent	0.1%	0.0%	0.1%	0.4%	0.5%	1.6%	4.5%	11.5%	22.7%	30.3%	18.6%	6.9%	1.5%	1.2%			
AM Peak Vol.	11:00		08:00	08:00	10:00	07:00	06:00	07:00	07:00	08:00	07:00	06:00	11:00	05:00	07:00		
PM Peak Vol.	13:00		16:00	15:00	20:00	16:00	15:00	20:00	16:00	17:00	15:00	18:00	18:00	13:00	15:00		
Total	5	0	4	17	23	68	194	492	972	1297	794	295	63	53	4277		
Percent	0.1%	0.0%	0.1%	0.4%	0.5%	1.6%	4.5%	11.5%	22.7%	30.3%	18.6%	6.9%	1.5%	1.2%			

15th Percentile : 44 MPH

50th Percentile : 52 MPH

85th Percentile : 59 MPH

95th Percentile : 63 MPH

Statistics 10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2269

Percent in Pace : 53.7%

Number of Vehicles > 45 MPH : 3421

Percent of Vehicles > 45 MPH : 81.0%

Mean Speed(Average) : 51 MPH

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-012

Station ID: Fri 08/28/2015

Scnepf Rd. btwn. Skyline Rd. & Hash

Knife Draw Rd.

Latitude: 0' 0.000 Undefined

Northbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	5	2	0	2	0	0	0	0	0	0	0	0	9
01:00	0	5	2	0	2	0	0	0	0	0	0	0	0	9
02:00	0	5	4	0	1	0	0	1	0	0	0	0	0	11
03:00	0	20	2	0	5	0	0	0	0	0	0	0	0	27
04:00	0	62	6	0	12	1	0	0	1	0	0	0	0	82
05:00	2	88	10	2	21	3	0	1	0	0	0	0	0	127
06:00	0	101	20	4	28	1	0	1	0	0	0	0	0	155
07:00	1	151	11	3	25	1	0	0	0	0	0	0	0	192
08:00	0	74	25	1	18	2	0	0	0	1	0	0	0	121
09:00	2	84	10	0	12	2	0	2	3	0	0	0	0	115
10:00	0	76	11	1	21	1	0	1	0	0	1	0	0	112
11:00	0	57	1	0	17	4	0	0	0	0	2	0	0	81
12 PM	0	53	7	0	8	1	0	0	0	0	0	0	0	69
13:00	3	79	13	0	13	3	0	0	0	1	0	0	0	112
14:00	0	122	17	5	10	0	0	1	0	0	0	0	0	155
15:00	0	104	14	5	19	0	0	1	0	0	0	0	0	143
16:00	0	104	4	1	23	0	0	3	0	0	0	1	0	136
17:00	1	115	6	0	17	0	0	0	0	0	0	0	0	139
18:00	1	94	15	0	8	0	0	0	0	0	0	0	0	118
19:00	0	62	1	0	8	0	0	0	0	0	0	0	0	71
20:00	1	36	3	0	11	0	0	1	0	0	0	0	0	52
21:00	0	35	6	0	1	0	0	1	0	0	0	0	0	43
22:00	0	24	8	0	5	0	0	0	0	0	0	0	0	37
23:00	0	15	5	0	3	0	0	0	0	0	0	0	0	23
Day Total	11	1571	203	22	290	19	0	13	4	2	3	1	0	2139
Percent	0.5%	73.4%	9.5%	1.0%	13.6%	0.9%	0.0%	0.6%	0.2%	0.1%	0.1%	0.0%	0.0%	
AM Peak Vol.	05:00	07:00	08:00	06:00	06:00	11:00		09:00	09:00	08:00	11:00			07:00
	2	151	25	4	28	4		2	3	1	2			192
PM Peak Vol.	13:00	14:00	14:00	14:00	16:00	13:00		16:00		13:00		16:00		14:00
	3	122	17	5	23	3		3		1		1		155
Grand Total	11	1571	203	22	290	19	0	13	4	2	3	1	0	2139
Percent	0.5%	73.4%	9.5%	1.0%	13.6%	0.9%	0.0%	0.6%	0.2%	0.1%	0.1%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 15-1224-012

Station ID: Fri 08/28/2015

Scnepf Rd. btwn. Skyline Rd. & Hash

Knife Draw Rd.

Latitude: 0' 0.000 Undefined

Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	11	1	0	6	0	0	0	0	0	0	0	0	18
01:00	1	9	2	0	2	0	0	1	0	0	0	0	0	15
02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:00	0	12	8	0	11	2	0	0	0	1	0	0	0	34
05:00	0	27	15	1	11	0	0	1	0	0	0	0	0	55
06:00	2	43	14	4	24	0	0	3	1	0	0	0	0	91
07:00	2	57	19	1	3	0	0	0	0	0	0	0	0	82
08:00	0	57	24	1	9	0	0	2	0	0	1	0	0	94
09:00	1	30	24	1	2	0	0	1	0	0	0	0	0	59
10:00	0	41	21	2	17	1	0	2	0	1	2	0	0	87
11:00	2	45	19	0	8	0	0	2	0	0	1	0	0	77
12 PM	3	54	28	3	6	0	0	1	0	0	0	0	0	95
13:00	0	85	25	1	14	3	0	0	0	0	0	0	0	128
14:00	1	72	30	4	14	0	0	2	0	0	0	0	0	123
15:00	5	127	35	6	26	0	0	3	0	0	0	0	0	202
16:00	2	117	45	3	22	1	0	2	0	0	0	0	0	192
17:00	1	102	38	1	17	0	0	3	0	0	0	0	0	162
18:00	2	98	26	1	0	0	0	0	0	0	0	0	0	127
19:00	1	76	25	0	6	0	0	1	0	0	0	0	0	109
20:00	1	89	34	0	2	0	0	1	0	0	0	0	0	127
21:00	0	62	14	0	2	0	0	1	1	0	0	0	0	80
22:00	1	43	40	0	0	0	0	0	0	0	0	0	0	84
23:00	0	44	22	0	15	0	0	0	0	0	0	0	0	81
Day Total	25	1314	510	29	219	7	0	26	2	2	4	0	0	2138
Percent	1.2%	61.5%	23.9%	1.4%	10.2%	0.3%	0.0%	1.2%	0.1%	0.1%	0.2%	0.0%	0.0%	
AM Peak Vol.	06:00	07:00	08:00	06:00	06:00	04:00		06:00	06:00	04:00	10:00			08:00
PM Peak Vol.	15:00	15:00	16:00	15:00	15:00	13:00		15:00	21:00	1	2			94
Grand Total	25	1314	510	29	219	7	0	26	2	2	4	0	0	2138
Percent	1.2%	61.5%	23.9%	1.4%	10.2%	0.3%	0.0%	1.2%	0.1%	0.1%	0.2%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-012

Station ID: Fri 08/28/2015

Scnepf Rd. btwn. Skyline Rd. & Hash

Knife Draw Rd.

Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/28/15	0	16	3	0	8	0	0	0	0	0	0	0	0	27
01:00	1	14	4	0	4	0	0	1	0	0	0	0	0	24
02:00	0	11	5	0	2	0	0	1	0	0	0	0	0	19
03:00	0	27	2	0	6	0	0	0	0	0	0	0	0	35
04:00	0	74	14	0	23	3	0	0	1	1	0	0	0	116
05:00	2	115	25	3	32	3	0	2	0	0	0	0	0	182
06:00	2	144	34	8	52	1	0	4	1	0	0	0	0	246
07:00	3	208	30	4	28	1	0	0	0	0	0	0	0	274
08:00	0	131	49	2	27	2	0	2	0	1	1	0	0	215
09:00	3	114	34	1	14	2	0	3	3	0	0	0	0	174
10:00	0	117	32	3	38	2	0	3	0	1	3	0	0	199
11:00	2	102	20	0	25	4	0	2	0	0	3	0	0	158
12 PM	3	107	35	3	14	1	0	1	0	0	0	0	0	164
13:00	3	164	38	1	27	6	0	0	0	1	0	0	0	240
14:00	1	194	47	9	24	0	0	3	0	0	0	0	0	278
15:00	5	231	49	11	45	0	0	4	0	0	0	0	0	345
16:00	2	221	49	4	45	1	0	5	0	0	0	1	0	328
17:00	2	217	44	1	34	0	0	3	0	0	0	0	0	301
18:00	3	192	41	1	8	0	0	0	0	0	0	0	0	245
19:00	1	138	26	0	14	0	0	1	0	0	0	0	0	180
20:00	2	125	37	0	13	0	0	2	0	0	0	0	0	179
21:00	0	97	20	0	3	0	0	2	1	0	0	0	0	123
22:00	1	67	48	0	5	0	0	0	0	0	0	0	0	121
23:00	0	59	27	0	18	0	0	0	0	0	0	0	0	104
Day Total	36	2885	713	51	509	26	0	39	6	4	7	1	0	4277
Percent	0.8%	67.5%	16.7%	1.2%	11.9%	0.6%	0.0%	0.9%	0.1%	0.1%	0.2%	0.0%	0.0%	
AM Peak Vol.	07:00	07:00	08:00	06:00	06:00	11:00		06:00	09:00	04:00	10:00			07:00
	3	208	49	8	52	4		4	3	1	3			274
PM Peak Vol.	15:00	15:00	15:00	15:00	15:00	13:00		16:00	21:00	13:00	16:00			15:00
	5	231	49	11	45	6		5	1	1	1			345
Grand Total	36	2885	713	51	509	26	0	39	6	4	7	1	0	4277
Percent	0.8%	67.5%	16.7%	1.2%	11.9%	0.6%	0.0%	0.9%	0.1%	0.1%	0.2%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Eastbound	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent	
	Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71				
8/21/15	01:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	14	22	
	02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21	22	
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	*	*	*	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5	33	36	
	06:00	0	1	1	2	3	1	0	0	0	0	0	0	0	0	8	24	28	
	07:00	0	1	0	3	12	6	1	0	1	0	0	0	0	0	0	24	29	33
	08:00	0	4	1	9	12	4	4	0	0	0	0	0	0	0	0	34	26	34
	09:00	0	1	1	9	9	9	3	0	0	0	0	0	0	0	0	32	28	34
	10:00	0	0	2	8	9	8	3	0	0	0	0	0	0	0	0	30	28	33
	11:00	0	0	1	10	10	11	2	2	0	0	0	0	0	0	0	36	29	35
	12 PM	0	2	3	5	8	12	0	2	0	0	0	0	0	0	0	32	28	34
	13:00	0	0	3	12	8	12	2	1	0	0	0	0	0	0	0	38	28	34
	14:00	1	0	2	5	15	11	2	0	0	0	0	0	0	0	0	36	28	34
	15:00	0	1	1	5	10	17	4	1	0	0	0	0	0	0	0	39	30	35
	16:00	1	1	1	5	18	10	5	1	0	0	0	0	0	0	0	42	29	35
	17:00	0	0	2	3	10	13	5	1	0	0	0	0	0	0	0	34	31	36
	18:00	1	0	1	4	11	7	3	0	0	0	0	0	0	0	0	27	28	34
	19:00	0	0	4	12	7	4	2	0	0	0	0	0	0	0	0	29	26	32
	20:00	0	0	0	5	5	6	2	0	0	0	0	0	0	0	0	18	29	34
	21:00	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	12	30	33
	22:00	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	9	28	31
	23:00	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	8	30	33
	Total	4	11	24	108	160	144	41	8	1	0	0	0	0	0	0	501		
	Percent	0.8%	2.2%	4.8%	21.6%	31.9%	28.7%	8.2%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	00:00	08:00	10:00	11:00	07:00	11:00	08:00	11:00	07:00								11:00		
PM Peak Vol.	14:00	12:00	19:00	13:00	16:00	15:00	16:00	12:00									16:00		
Total	4	11	24	108	160	144	41	8	1	0	0	0	0	0	0	0	501		
Percent	0.8%	2.2%	4.8%	21.6%	31.9%	28.7%	8.2%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 22 MPH

50th Percentile : 29 MPH

85th Percentile : 35 MPH

95th Percentile : 38 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	304
	Percent in Pace :	60.7%
	Number of Vehicles > 25 MPH :	354
	Percent of Vehicles > 25 MPH :	70.7%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total			
8/21/15	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	14	22	
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26	26	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
03:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5	29	35	
04:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6	27	28	
05:00	0	0	0	3	5	1	1	0	0	0	0	0	0	0	10	28	30	
06:00	0	1	1	7	8	2	0	0	0	0	0	0	0	0	19	25	29	
07:00	0	1	0	6	12	11	0	0	0	0	0	0	0	0	30	28	33	
08:00	0	0	3	9	17	6	3	0	0	0	0	0	0	0	38	28	32	
09:00	1	1	2	4	15	6	0	0	0	0	0	0	0	0	29	27	31	
10:00	0	1	2	5	17	9	8	0	0	0	0	0	0	0	42	29	36	
11:00	1	1	1	10	14	10	1	0	1	0	0	0	0	0	39	28	33	
12 PM	1	0	3	8	11	8	2	0	0	0	0	0	0	0	33	27	33	
13:00	0	2	1	9	17	4	0	1	0	0	0	0	0	0	34	26	30	
14:00	1	1	3	7	12	12	1	0	0	0	0	0	0	0	37	27	33	
15:00	0	0	1	8	12	11	0	0	0	0	0	0	0	0	32	28	33	
16:00	0	0	0	5	8	11	1	1	0	0	0	0	0	0	26	30	34	
17:00	0	0	0	8	10	8	0	0	0	0	0	0	0	0	26	28	32	
18:00	0	0	2	7	10	7	0	0	0	0	0	0	0	0	26	27	32	
19:00	0	0	1	9	7	6	0	0	0	0	0	0	0	0	23	27	32	
20:00	0	0	0	6	8	0	0	0	0	0	0	0	0	0	14	26	28	
21:00	0	0	0	6	7	1	0	0	0	0	0	0	0	0	14	26	29	
22:00	0	0	0	4	3	3	0	0	0	0	0	0	0	0	10	27	31	
23:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5	27	27	
Total	5	8	20	129	200	119	18	2	1	0	0	0	0	0	502			
Percent	1.0%	1.6%	4.0%	25.7%	39.8%	23.7%	3.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	00:00	06:00	08:00	11:00	08:00	07:00	10:00			11:00					10:00			
PM Peak Vol.	12:00	13:00	12:00	13:00	13:00	14:00	12:00	13:00							14:00			
Total	5	8	20	129	200	119	18	2	1	0	0	0	0	0	0	0	0	
Percent	1.0%	1.6%	4.0%	25.7%	39.8%	23.7%	3.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 22 MPH

50th Percentile : 28 MPH

85th Percentile : 33 MPH

95th Percentile : 35 MPH

Statistics	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	329
	Percent in Pace :	65.5%
	Number of Vehicles > 25 MPH :	340
	Percent of Vehicles > 25 MPH :	67.7%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Average (Mean)	85th Percent	
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	Total		
8/21/15	2	0	0	4	0	0	0	0	0	0	0	0	0	0	6	15	23
01:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	22	22
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	26	26
03:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5	29	35
04:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6	27	28
05:00	0	0	0	4	5	3	3	0	0	0	0	0	0	0	15	30	36
06:00	0	2	2	9	11	3	0	0	0	0	0	0	0	0	27	25	30
07:00	0	2	0	9	24	17	1	0	1	0	0	0	0	0	54	29	33
08:00	0	4	4	18	29	10	7	0	0	0	0	0	0	0	72	27	33
09:00	1	2	3	13	24	15	3	0	0	0	0	0	0	0	61	27	33
10:00	0	1	4	13	26	17	11	0	0	0	0	0	0	0	72	29	35
11:00	1	1	2	20	24	21	3	2	1	0	0	0	0	0	75	28	34
12 PM	1	2	6	13	19	20	2	2	0	0	0	0	0	0	65	28	34
13:00	0	2	4	21	25	16	2	2	0	0	0	0	0	0	72	27	33
14:00	2	1	5	12	27	23	3	0	0	0	0	0	0	0	73	27	33
15:00	0	1	2	13	22	28	4	1	0	0	0	0	0	0	71	29	34
16:00	1	1	1	10	26	21	6	2	0	0	0	0	0	0	68	29	35
17:00	0	0	2	11	20	21	5	1	0	0	0	0	0	0	60	30	35
18:00	1	0	3	11	21	14	3	0	0	0	0	0	0	0	53	28	33
19:00	0	0	5	21	14	10	2	0	0	0	0	0	0	0	52	26	32
20:00	0	0	0	11	13	6	2	0	0	0	0	0	0	0	32	28	32
21:00	0	0	0	8	11	7	0	0	0	0	0	0	0	0	26	28	32
22:00	0	0	0	5	9	5	0	0	0	0	0	0	0	0	19	28	32
23:00	0	0	0	4	4	4	1	0	0	0	0	0	0	0	13	29	33
Total	9	19	44	237	360	263	59	10	2	0	0	0	0	0	1003		
Percent	0.9%	1.9%	4.4%	23.6%	35.9%	26.2%	5.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	00:00	08:00	08:00	11:00	08:00	11:00	10:00	11:00	07:00						11:00		
PM Peak Vol.	14:00	12:00	12:00	13:00	14:00	15:00	16:00	12:00							14:00		
Total	9	19	44	237	360	263	59	10	2	0	0	0	0	0	0	0	0
Percent	0.9%	1.9%	4.4%	23.6%	35.9%	26.2%	5.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 22 MPH

50th Percentile : 28 MPH

85th Percentile : 34 MPH

95th Percentile : 37 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	623
	Percent in Pace :	62.1%
	Number of Vehicles > 25 MPH :	694
	Percent of Vehicles > 25 MPH :	69.2%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
06:00	1	4	1	0	2	0	0	0	0	0	0	0	0	8
07:00	0	13	7	0	4	0	0	0	0	0	0	0	0	24
08:00	0	21	4	1	6	0	2	0	0	0	0	0	0	34
09:00	0	20	5	0	6	0	1	0	0	0	0	0	0	32
10:00	0	18	6	0	4	0	1	1	0	0	0	0	0	30
11:00	1	22	7	0	4	0	1	0	1	0	0	0	0	36
12 PM	0	23	1	0	6	0	2	0	0	0	0	0	0	32
13:00	0	21	8	0	9	0	0	0	0	0	0	0	0	38
14:00	1	19	9	0	6	0	1	0	0	0	0	0	0	36
15:00	0	19	8	1	10	1	0	0	0	0	0	0	0	39
16:00	0	25	12	0	5	0	0	0	0	0	0	0	0	42
17:00	0	24	8	0	2	0	0	0	0	0	0	0	0	34
18:00	0	21	2	0	3	0	1	0	0	0	0	0	0	27
19:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
20:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Total	3	324	89	2	71	1	9	1	1	0	0	0	0	501
Percent	0.6%	64.7%	17.8%	0.4%	14.2%	0.2%	1.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	06:00	11:00	07:00	08:00	08:00	08:00	10:00	10:00	11:00					11:00
PM Peak Vol.	14:00	16:00	16:00	15:00	15:00	15:00	12:00							16:00
Grand Total	3	324	89	2	71	1	9	1	1	0	0	0	0	501
Percent	0.6%	64.7%	17.8%	0.4%	14.2%	0.2%	1.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Westbound

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

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Site Code: 15-1224-003
Station ID: Fri 08/21/2015
Main St. west of Pinal Ave.
33.290512 , -111.106676
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
8/21/15	0	5	0	0	0	1	0	0	0	0	0	0	0	6
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	6	0	2	0	0	0	0	0	0	0	0	15
06:00	1	18	6	0	2	0	0	0	0	0	0	0	0	27
07:00	0	34	14	0	6	0	0	0	0	0	0	0	0	54
08:00	0	45	14	1	10	0	2	0	0	0	0	0	0	72
09:00	0	35	12	0	12	0	2	0	0	0	0	0	0	61
10:00	2	47	12	0	9	0	1	1	0	0	0	0	0	72
11:00	2	49	14	0	6	1	2	0	1	0	0	0	0	75
12 PM	1	42	7	0	12	0	3	0	0	0	0	0	0	65
13:00	0	44	13	0	14	1	0	0	0	0	0	0	0	72
14:00	1	36	23	0	11	1	1	0	0	0	0	0	0	73
15:00	0	41	14	2	13	1	0	0	0	0	0	0	0	71
16:00	0	41	20	1	6	0	0	0	0	0	0	0	0	68
17:00	0	47	11	0	2	0	0	0	0	0	0	0	0	60
18:00	0	41	5	0	6	0	1	0	0	0	0	0	0	53
19:00	0	39	11	0	2	0	0	0	0	0	0	0	0	52
20:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
21:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
22:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Total	7	664	192	4	117	5	12	1	1	0	0	0	0	1003
Percent	0.7%	66.2%	19.1%	0.4%	11.7%	0.5%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	10:00	11:00	07:00	08:00	09:00	00:00	08:00	10:00	11:00					11:00
PM Peak Vol.	12:00	17:00	14:00	15:00	13:00	13:00	12:00							14:00
	1	47	23	2	14	1	3							73
Grand Total	7	664	192	4	117	5	12	1	1	0	0	0	0	1003
Percent	0.7%	66.2%	19.1%	0.4%	11.7%	0.5%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603 , -111.105011
Latitude: 0' 0.000 Undefined

Eastbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total			
8/21/15 01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21	21	
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26	27	
07:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6	28	31	
08:00	0	0	0	6	3	5	0	0	0	0	0	0	0	0	14	28	33	
09:00	0	0	0	6	12	4	2	0	0	0	0	0	0	0	0	24	28	32
10:00	0	0	2	4	16	12	2	0	0	0	0	0	0	0	0	36	29	34
11:00	0	0	0	8	20	8	0	0	0	0	0	0	0	0	36	28	32	
12 PM	0	0	0	8	8	2	0	0	0	0	0	0	0	0	18	26	29	
13:00	0	0	0	4	12	8	4	0	0	0	0	0	0	0	0	28	30	35
14:00	0	0	2	6	34	12	2	0	0	0	0	0	0	0	0	56	28	32
15:00	0	0	0	5	20	4	4	0	0	0	0	0	0	0	0	33	29	34
16:00	0	0	2	6	8	6	0	0	0	0	0	0	0	0	0	22	27	32
17:00	0	2	2	2	7	6	0	0	0	0	0	0	0	0	0	19	27	32
18:00	0	0	0	3	4	8	0	0	0	0	0	0	0	0	0	15	30	33
19:00	0	2	1	4	10	4	0	0	0	0	0	0	0	0	0	21	26	31
20:00	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	11	31	33
21:00	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	11	29	32
22:00	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	8	28	30
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	32	32
Total	0	4	9	67	176	94	14	0	0	0	0	0	0	0	0	364		
Percent	0.0%	1.1%	2.5%	18.4%	48.4%	25.8%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.		10:00	11:00	11:00	10:00	09:00										10:00		
PM Peak Vol.		17:00	14:00	12:00	14:00	14:00	13:00									14:00		
Total	0	4	9	67	176	94	14	0	0	0	0	0	0	0	0	0	364	
Percent	0.0%	1.1%	2.5%	18.4%	48.4%	25.8%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 24 MPH

50th Percentile : 28 MPH

85th Percentile : 33 MPH

95th Percentile : 35 MPH

Statistics 10 MPH Pace Speed : 26-35 MPH

Number in Pace : 270

Percent in Pace : 74.2%

Number of Vehicles > 35 MPH : 14

Percent of Vehicles > 35 MPH : 3.8%

Mean Speed(Average) : 28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603 , -111.105011
Latitude: 0' 0.000 Undefined

Westbound																	Average (Mean)	85th Percent
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total			
8/21/15 01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26	27	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	29	36	
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21	21	
05:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	6	31	32	
06:00	0	1	0	1	3	6	1	0	0	0	0	0	0	0	12	30	34	
07:00	0	0	1	0	5	10	0	0	0	0	0	0	0	0	16	30	34	
08:00	0	0	1	7	15	6	1	2	0	0	0	0	0	0	32	29	33	
09:00	0	0	0	3	16	9	2	0	0	0	0	0	0	0	30	30	33	
10:00	0	0	2	9	15	10	8	1	0	0	0	0	0	0	45	30	36	
11:00	0	0	1	5	11	9	2	1	0	0	0	0	0	0	29	29	34	
12 PM	0	0	2	5	13	11	2	1	0	0	0	0	0	0	34	29	34	
13:00	0	0	0	9	18	10	2	0	0	0	0	0	0	0	39	29	33	
14:00	0	0	2	5	9	9	2	0	0	0	0	0	0	0	27	29	34	
15:00	0	0	0	5	13	6	0	0	0	0	0	0	0	0	24	28	31	
16:00	0	0	0	6	5	12	1	1	0	0	0	0	0	0	25	30	34	
17:00	0	0	0	7	14	8	1	0	0	0	0	0	0	0	30	28	32	
18:00	0	0	1	7	8	6	0	0	0	0	0	0	0	0	22	27	32	
19:00	0	0	0	12	10	5	0	0	0	0	0	0	0	0	27	27	31	
20:00	0	0	1	10	6	2	0	0	0	0	0	0	0	0	19	25	29	
21:00	0	0	0	6	5	1	0	1	0	0	0	0	0	0	13	27	30	
22:00	0	0	0	5	2	2	0	0	0	0	0	0	0	0	9	26	31	
23:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	26	27	
Total	0	1	12	107	175	125	23	8	0	0	0	0	0	0	451			
Percent	0.0%	0.2%	2.7%	23.7%	38.8%	27.7%	5.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	06:00	10:00	10:00	09:00	07:00	10:00	08:00								10:00			
PM Peak Vol.		12:00	19:00	13:00	16:00	12:00	12:00								13:00			
Total	0	1	12	107	175	125	23	8	0	0	0	0	0	0	0	451		
Percent	0.0%	0.2%	2.7%	23.7%	38.8%	27.7%	5.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 23 MPH

50th Percentile : 29 MPH

85th Percentile : 34 MPH

95th Percentile : 37 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	300
	Percent in Pace :	66.5%
	Number of Vehicles > 35 MPH :	31
	Percent of Vehicles > 35 MPH :	6.9%
	Mean Speed(Average) :	29 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603 , -111.105011
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
8/21/15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	26	27
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26	26
03:00	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	29	36
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21	21
05:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	6	31	32
06:00	0	1	0	1	5	6	1	0	0	0	0	0	0	0	14	29	34
07:00	0	0	1	1	8	12	0	0	0	0	0	0	0	0	22	30	34
08:00	0	0	1	13	18	11	1	2	0	0	0	0	0	0	46	28	33
09:00	0	0	0	9	28	13	4	0	0	0	0	0	0	0	54	29	33
10:00	0	0	4	13	31	22	10	1	0	0	0	0	0	0	81	29	35
11:00	0	0	1	13	31	17	2	1	0	0	0	0	0	0	65	29	33
12 PM	0	0	2	13	21	13	2	1	0	0	0	0	0	0	52	28	33
13:00	0	0	0	13	30	18	6	0	0	0	0	0	0	0	67	29	34
14:00	0	0	4	11	43	21	4	0	0	0	0	0	0	0	83	29	33
15:00	0	0	0	10	33	10	4	0	0	0	0	0	0	0	57	29	33
16:00	0	0	2	12	13	18	1	1	0	0	0	0	0	0	47	29	34
17:00	0	2	2	9	21	14	1	0	0	0	0	0	0	0	49	28	33
18:00	0	0	1	10	12	14	0	0	0	0	0	0	0	0	37	28	33
19:00	0	2	1	16	20	9	0	0	0	0	0	0	0	0	48	26	31
20:00	0	0	1	10	11	8	0	0	0	0	0	0	0	0	30	27	32
21:00	0	0	0	8	10	5	0	1	0	0	0	0	0	0	24	28	32
22:00	0	0	0	6	8	3	0	0	0	0	0	0	0	0	17	27	30
23:00	0	0	0	3	3	2	0	0	0	0	0	0	0	0	8	27	31
Total	0	5	21	174	351	219	37	8	0	0	0	0	0	0	815		
Percent	0.0%	0.6%	2.6%	21.3%	43.1%	26.9%	4.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	06:00	10:00	08:00	10:00	10:00	10:00	08:00								10:00		
	1	4	13	31	22	10	2								81		
PM Peak Vol.	17:00	14:00	19:00	14:00	14:00	13:00	12:00								14:00		
	2	4	16	43	21	6	1								83		
Total	0	5	21	174	351	219	37	8	0	0	0	0	0	0	815		
Percent	0.0%	0.6%	2.6%	21.3%	43.1%	26.9%	4.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 23 MPH

50th Percentile : 28 MPH

85th Percentile : 34 MPH

95th Percentile : 36 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	570
	Percent in Pace :	69.9%
Number of Vehicles > 35 MPH :	45	
Percent of Vehicles > 35 MPH :	5.5%	
Mean Speed(Average) :	29 MPH	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603 , -111.105011
Latitude: 0° 0.000 Undefined

Eastbound

Field Data Services of Arizona

Page 2

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603, -111.105011
Latitude: 0' 0.000 Undefined

Westbound

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 15-1224-002
Station ID: Fri 08/21/2015
Main St. east of Pinal Ave.
33.291603 , -111.105011
Latitude: 0' 0.000 Undefined

Eastbound, Westbound

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462, -111.097055
Latitude: 0' 0.000 Undefined

Northbound	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
8/21/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	13	16
05:00	0	7	3	3	0	0	0	0	0	0	0	0	0	0	13	16	21
06:00	0	2	11	3	0	0	0	0	0	0	0	0	0	0	16	18	21
07:00	1	3	9	6	0	0	0	0	0	0	0	0	0	0	19	18	22
08:00	2	1	4	2	0	0	0	0	0	0	0	0	0	0	9	14	21
09:00	0	1	8	0	0	0	0	0	0	0	0	0	0	0	9	17	19
10:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	20	22
11:00	0	2	0	3	1	0	0	0	0	0	0	0	0	0	6	19	23
12 PM	1	5	10	5	0	0	0	0	0	0	0	0	0	0	21	18	22
13:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	15	17
14:00	1	2	7	3	0	0	0	0	0	0	0	0	0	0	13	18	21
15:00	1	1	6	1	0	0	0	0	0	0	0	0	0	0	9	17	20
16:00	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5	18	19
17:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4	17	17
18:00	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6	18	19
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16	17
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16	16
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	6	34	79	32	1	0	0	0	0	0	0	0	0	0	152		
Percent	3.9%	22.4%	52.0%	21.1%	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%
AM Peak Vol.	08:00 2	05:00 7	06:00 11	07:00 6	11:00 1										07:00 19		
PM Peak Vol.	12:00 1	12:00 5	12:00 10	12:00 5											12:00 21		
Total	6	34	79	32	1	0	0	0	0	0	0	0	0	0	0	152	
Percent	3.9%	22.4%	52.0%	21.1%	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%

15th Percentile : 13 MPH

50th Percentile : 18 MPH

85th Percentile : 22 MPH

95th Percentile : 24 MPH

Statistics 10 MPH Pace Speed : 12-21 MPH

Number in Pace : 114

Percent in Pace : 75.0%

Number of Vehicles > 25 MPH : 1

Percent of Vehicles > 25 MPH : 0.7%

Mean Speed(Average) : 18 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 2

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462 , -111.097055
Latitude: 0' 0.000 Undefined

Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
8/21/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8	19	22
07:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16	17
08:00	0	2	7	1	0	0	0	0	0	0	0	0	0	0	10	17	19
09:00	0	2	10	4	0	0	0	0	0	0	0	0	0	0	16	19	22
10:00	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7	18	21
11:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	18	21
12 PM	1	3	6	3	0	0	0	0	0	0	0	0	0	0	13	17	21
13:00	1	3	3	1	0	0	0	0	0	0	0	0	0	0	8	16	18
14:00	1	2	5	1	0	0	0	0	0	0	0	0	0	0	9	17	20
15:00	0	2	9	4	0	0	0	0	0	0	0	0	0	0	15	19	22
16:00	0	3	12	8	0	0	0	0	0	0	0	0	0	0	23	19	23
17:00	0	4	9	4	0	0	0	0	0	0	0	0	0	0	17	18	21
18:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16	17
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	*
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	13	16
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	30	80	33	0	0	0	0	0	0	0	0	0	0	147		
Percent	2.7%	20.4%	54.4%	22.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	08:00	09:00	09:00													09:00	
	2	10	4													16	
PM Peak Vol.	12:00	17:00	16:00	16:00												16:00	
	1	4	12	8												23	
Total	4	30	80	33	0	0	0	0	0	0	0	0	0	0	0	147	
Percent	2.7%	20.4%	54.4%	22.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 13 MPH

50th Percentile : 18 MPH

85th Percentile : 22 MPH

95th Percentile : 24 MPH

Statistics

10 MPH Pace Speed : 14-23 MPH

Number in Pace : 113

Percent in Pace : 76.9%

Number of Vehicles > 25 MPH : 0

Percent of Vehicles > 25 MPH : 0.0%

Mean Speed(Average) : 18 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 3

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462, -111.097055
Latitude: 0' 0.000 Undefined

Northbound, Southbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
8/21/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	13	16
05:00	0	7	3	3	0	0	0	0	0	0	0	0	0	0	13	16	21
06:00	0	3	15	6	0	0	0	0	0	0	0	0	0	0	24	19	21
07:00	1	4	12	6	0	0	0	0	0	0	0	0	0	0	23	18	22
08:00	2	3	11	3	0	0	0	0	0	0	0	0	0	0	19	17	20
09:00	0	3	18	4	0	0	0	0	0	0	0	0	0	0	25	18	20
10:00	0	2	6	5	0	0	0	0	0	0	0	0	0	0	13	19	23
11:00	0	3	5	5	1	0	0	0	0	0	0	0	0	0	14	20	24
12 PM	2	8	16	8	0	0	0	0	0	0	0	0	0	0	34	17	22
13:00	1	6	5	2	0	0	0	0	0	0	0	0	0	0	14	16	20
14:00	2	4	12	4	0	0	0	0	0	0	0	0	0	0	22	17	21
15:00	1	3	15	5	0	0	0	0	0	0	0	0	0	0	24	18	21
16:00	0	3	16	9	0	0	0	0	0	0	0	0	0	0	28	19	23
17:00	0	5	11	5	0	0	0	0	0	0	0	0	0	0	21	18	22
18:00	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9	17	19
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16	17
20:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16	17
21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	14	16
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	13	13
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	10	64	159	65	1	0	0	0	0	0	0	0	0	0	299		
Percent	3.3%	21.4%	53.2%	21.7%	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%
AM Peak Vol.	08:00	05:00	09:00	06:00	11:00										09:00		
						7	18	6	1						25		
PM Peak Vol.	12:00	12:00	12:00	16:00											12:00		
						2	8	16	9						34		
Total	10	64	159	65	1	0	0	0	0	0	0	0	0	0	0	299	
Percent	3.3%	21.4%	53.2%	21.7%	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%

15th Percentile : 13 MPH

50th Percentile : 18 MPH

85th Percentile : 22 MPH

95th Percentile : 24 MPH

Statistics 10 MPH Pace Speed : 12-21 MPH

Number in Pace : 224

Percent in Pace : 74.9%

Number of Vehicles > 25 MPH : 1

Percent of Vehicles > 25 MPH : 0.3%

Mean Speed(Average) : 18 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Page 1

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462 , -111.097055
Latitude: 0' 0.000 Undefined

Northbound

Field Data Services of Arizona

Page 2

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462 , -111.097055
Latitude: 0' 0.000 Undefined

Southbound

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
(520) 316-6745

Site Code: 15-1224-001
Station ID: Fri 08/21/2015
Magma Ave. north of Copper Rd.
33.298462 , -111.097055
Latitude: 0° 0.000 Undefined

Northbound, Southbound



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

APPENDIX

Trip Generation Calculations

FR 229 will be reconstructed for mine and construction equipment use between US 60 and the Resolution Copper private property boundary. This segment on TNF land will remain open for public use; however, public access will be prohibited on the private property owned by Resolution Copper. The portion of FR 229 on private property will be decommissioned. An alternative route by way of FR 8 and FR 3152 will be available to the public to access FR 229 north of WPS. This will require the reconstruction of FR 3152 to widen and upgrade the road to the same maintenance level as the existing Silver King Mine Road.

Segments of an additional road within the WPS project area will be designated as limited access or decommissioned. This road is FR 1010 and accesses WPS near the Process Water Pond. The public will not be able to access those portions of this road that are within the Project area or on private property. Typical sections for the reconstruction of FS roads and details regarding the lengths of the roads to be reconstructed, designated limited access, or decommissioned are provided in the Road Use Plan in **Appendix K**.

3.4.1.2.4. East Plant Site

EPS is accessible via Magma Mine Road, a paved road that traverses portions of three different FS roads: FR 469, FR 315, and FR 2432. Magma Mine Road originates at US 60 as FR 469 approximately 3 mi (5 km) east of Superior, Arizona. US 60 is designated as a scenic highway by ADOT (ADOT undated).

FR 469 accesses EPS and connects with several FS roads that traverse EPS. The following is a list of the roads within the proposed footprint of EPS: FR 2432, FR 2433, FR 2434, FR 2435, FR 2438, FR 315, FR 3153, FR 3791, and FR 469. Public access will be cut off to the segments of these FS roads within the EPS project area and on private property owned by Resolution Copper. Segments within the EPS disturbance area will be decommissioned. The EPS disturbance area will encompass a portion of Magma Mine Road, so the road will be relocated in approximately Year 8 of mine operations. Public access to public lands in the vicinity of the EPS project area will be maintained via SR 77 on the western side, US 60 on the north, and FR 315 on the south, which all connect to other access roads in the area. Details for the Magma Mine Realignment and the specific lengths of the roads to be decommissioned or cut off from public access are provided in **Appendix K**.

3.4.2. TRAFFIC

The transportation of personnel, materials, and equipment is discussed in this section in terms of two phases of the Resolution Project: construction and operations. The construction phase will be different for each facility; however, overall Project construction across all Project components and facilities is expected to last for 9 years and considers all activity prior to the operations phase, including actual construction activities as well as non-construction activities (e.g., administrative support and maintenance activities). The operations phase of the Project is expected to last approximately 40 years. For each phase, transportation numbers are presented for each of the Project sites, including EPS, WPS,

the TSF, and the Filter Plant and Loadout Facility. Personnel transportation estimates are based on the anticipated staffing requirements for the Resolution Project as previously described in **Section 4.9**. Material and equipment transportation estimates are based on the expected delivery requirements for each facility.

3.4.2.1. *Construction Phase*

3.4.2.1.1. *East Plant Site*

Personnel

The construction phase for EPS is expected to last approximately 13 years (5 years of construction on private lands before the Record of Decision and 8 years of post-decision construction on private and public lands). Personnel will be bused to EPS from a parking area at the core storage facility near WPS. Average daily personnel were calculated assuming a shift rotation factor of 0.66 to account for off-shift personnel. Average personnel trips per day to the site were calculated from average daily personnel assuming a 1.7 divisor to account for carpooling. Average personnel trips per day throughout the 13-year construction period will range from 31 to 437 (**Table 3.4-1**).

Table 3.4-1 East Plant Site Construction Phase Personnel Trips

East Plant Site	Pre-decision Administration and Construction Activities on Private Land					RECORD OF DECISION	Post-decision Administration and Construction Activities on Private and Public Land							
	1	2	3	4	5		6	7	8	9	10	11	12	13
Subsequent Years after GPO Submittal	1	2	3	4	5		6	7	8	9	10	11	12	13
Total Personnel	78	179	216	247	434		601	791	1,054	1,123	1,122	980	822	854
Average Daily Personnel ¹	52	119	143	164	287		397	523	696	742	741	647	543	564
Average Personnel Trips/Day ²	31	70	85	97	169		234	308	410	437	436	381	320	332

¹ Assumes 0.66 shift rotation factor to determine average daily personnel from total personnel.

² Assumes 1.7 carpooling divisor to determine average trips/day from average daily personnel.

Materials

Construction activities at EPS are expected to last approximately 13 years. Construction materials consist of fuel, underground concrete, underground production consumables, construction steel, other construction materials, and construction concrete, as shown in **Table 3.4-2**. Construction materials were tabulated by total unit quantity and the number of units per shipment. The total number of truck shipments to EPS for construction materials was determined to be 70,341. Construction materials will be delivered over a 13-year period. Assuming that the shipments are distributed evenly, the average number of shipments per day will be about 21, or a peak of 25 shipments per day.

Table 3.4-2 Mine Construction Materials including Surface and Underground

Mine Construction Materials	Unit	Quantity	Units/Shipment	Total Shipments	Duration Years	Average Trucks/Year	Average Trucks/Day	Max Trucks/Day
Fuel	gallon	13,300,000	8,900	1,494				
Underground Concrete	yd ³	197,000	13	15,154				
Underground Production Consumables	truck	28,000	NA	28,000				
Construction Steel	ton	55,000	22	2,500				
Construction Material	yd ³	125,000	14	8,929				
Construction Material	yd ²	47,000	25	1,880				
Construction Concrete	yd ³	161,000	13	12,385				
Totals				70,341	9	7,816	21	25

Equipment

The major process equipment for EPS is summarized in **Table 3.4-3**. Major equipment was tabulated by quantity and number of units per shipment. The total number of truck shipments to the site for major equipment is estimated to be 606. Major process equipment will be delivered over a 4-year period. Assuming that the shipments are distributed evenly, the average number of shipments per day will be about one.

Table 3.4-3 East Plant Site Major Equipment

Mine Equipment	Quantity	No. of Shipments/Unit	Total Shipments	Duration Years	Max Trucks/Day
Crushers and Related Equipment	78	1.3	101		
Conveyor Feeders	34	4.3	146		
Conveyors and Related Equipment	49	1.6	78		
Rail Dump Stations	3	5	15		
Locomotives and Railcars	98	0.9	88		
Ventilation Equipment	73	0.9	66		
Hoisting Equipment	9	9.3	84		
Dewatering Equipment	27	0.5	13		
Batch Plants	2	7.0	14		
Totals			606	4	1

3.4.2.1.2. West Plant Site and TSF

Personnel

The construction phase for WPS is expected to last approximately 13 years. Average daily personnel were calculated assuming a shift rotation factor of 0.66 to account for off-shift personnel. Average personnel trips per day to the site were calculated from average daily personnel assuming a 1.7 divisor to account for carpooling. The average trips over the 13-year construction period are shown in **Table 3.4-4**. The average personnel trips per day during construction are expected to range from 45 to 1,098.

Table 3.4-4 West Plant Site and Tailings Storage Facility Construction Phase Personnel Trips

West Plant Site	Pre-decision Administration and Construction Activities on Private Land					RECORD OF DECISION	Post-decision Administration and Construction Activities on Private and Public Land							
	1	2	3	4	5		6	7	8	9	10	11	12	13
Subsequent Years after GPO Submittal	113	124	134	134	124		136	136	136	173	427	938	2,126	2,827
Total Personnel	75	82	89	89	82		90	90	90	115	282	620	1,404	1,866
Average Personnel Trips/Day ²	45	49	53	53	49		53	53	53	68	166	365	826	1,098

¹ Assumes 0.66 shift rotation factor to determine average daily personnel from total personnel.

² Assumes 1.7 carpooling divisor to determine average trips/day from average daily personnel.

Materials and Equipment

Construction activities for facilities at WPS are expected to last approximately 13 years during the overall construction phase of the Resolution Project. Construction materials and estimated materials and equipment delivery trips for WPS, the TSF, the Tailings Corridor, the MARRCO Corridor, and the Filter Plant and Loadout Facility are shown in **Tables 3.4-5 and 3.4-6**. At the peak of construction, there would be a maximum of about 72 truck shipments per day to WPS and 11 to the TSF. During construction ramp-up and ramp-down, there would be a maximum of about 48 truck shipments per day to WPS.

Table 3.4-5 West Plant Site, Tailings Storage Facility, and Filter Plant Loadout Materials and Mechanical Equipment (Concentrator)

Concentrator	Unit of Measure	Quantity	No. of Units/Shipment	Total Shipments	Duration Years	Avg Trucks/Day	Max Trucks/Day
Concrete	yd ³	163,231	22	7,367	3		
Rebar	tons	16,993	20	857	3		
Structural Steel	tons	16,490	11	1,496	3		
Handrails/Stairs	ft	48,799	88	553	3		
Grating	ft ²	697,499	1,345	518	3		
Prefab Buildings	ea	10	0.20	50	2		
Liner Plates	tons	311	5.51	56	2		
Chutes/Launder Boxes	ea	198	1.25	158	2		
Tanks	ea	67	0.75	90	3		
Small-diameter Pipe	ft	1,079,066	591	1,827	3		
Large-diameter Pipe	ft	842,518	177	4,756	3		
Electrical Equipment	ea	420	2.00	210	3		
Overhead Transmission Line	ft	76,740	2,624	29	3		
Mechanical Equipment ¹				840	3		
TOTAL				18,807			
Year 1				6,582		18	54
Year 2				8,463		23	70
Year 3				3,761		10	31

¹ Includes all major process equipment (e.g., SAG mills, ball mills, flotation cells).

Table 3.4-6 West Plant Site, Tailings Storage Facility, and Filter Plant Loadout Materials and Mechanical Equipment (Tailings)

Tailings	Unit of Measure	Quantity	Unit of Measure/Freight Load	Total Shipments	Duration Years	Avg Trucks/Day	Max Trucks/Day
Tailings Equipment				92	3		
Large-diameter Pipe	feet	32,915	192	171	1		
Valves	ea	176	8	21	1		
Concrete	yd ³	50,070	22	2,276	2		
Asphalt	yd ³	9,741	23	424	2		
Structural Steel	tons	100	11	9	2		
TOTAL				2,993			
Year 1				1,047		3	9
Year 2				1,347		4	11
Year 3				599		2	5

3.4.2.1.3. Filter Plant and Loadout Facility

Personnel

The construction phase for the Filter Plant and Loadout Facility is expected to last approximately 2 years. Average trips to the site per day for the transport of personnel were determined by dividing staffing estimates by a factor of 1.7. Over the 2-year construction period, the average trips per day are expected to be 59. Construction materials and estimated equipment delivery trips are discussed in **Section 3.4.2.1.2.**

Materials and Equipment

The materials to be used during the construction phase for the Filter Plant and Loadout Facility are included above in **Section 3.4.2.1.2.**

3.4.2.2. Operations Phase

3.4.2.2.1. East Plant Site

Personnel

The operations phase for EPS is expected to last approximately 40 years. Average trips to the site per day for the transport of personnel were determined from total personnel assuming a shifting factor of 0.66 and a 1.7 divisor to account for carpooling. Average trips per day range from 72 to 332 (**Exhibit 3.4-1**).

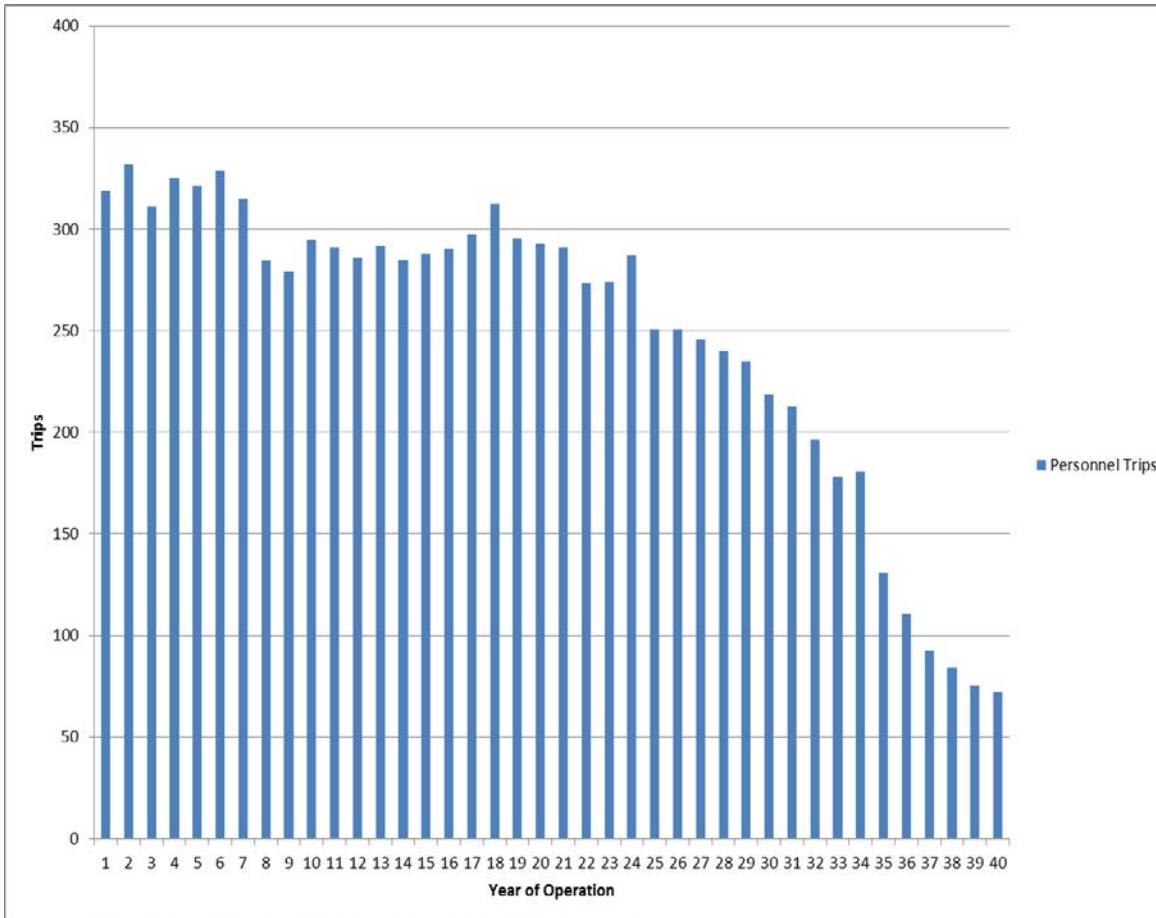
Materials

The materials required for operations at EPS include fuel, concrete, and underground production consumables as shown in **Table 3.4-7**. Operations materials were tabulated, and the total number of truck shipments to the site were determined to be 221,993. Operations materials will be delivered over a 40-year period. Assuming that the shipments are distributed evenly, the average number of shipments per day will be about 17, with a peak of 20 shipments per day.

Table 3.4-7 East Plant Site Operations Materials Quantities and Trips

Mine Construction Materials	Unit	Quantity	Units/Shipment	Total Shipments	Duration Years	Average Trips/Year	Average Trips/ Day	Max Trips/ Day
Fuel	gallon	45,000,000	9,000	5,000				
Underground Concrete	yd ³	670,000	13	51,538				
Underground Production Consumables	ton	3,640,000	22	165,455				
Totals				221,993	36	6,166	17	20

Exhibit 3.4-1 East Plant Site Operations Phase Personnel Trips



3.4.2.2.2. West Plant Site and Tailings Storage Facility

Personnel

The operations phase for WPS, the TSF, and the Filter Plant and Loadout Facility is expected to last approximately 40 years. Personnel requirements for the operations phase include employees and contractors. Average trips to the site per day for the transport of personnel were determined by multiplying staffing estimates by a shifting factor of 0.6 to determine average daily personnel and dividing average daily personnel by a factor of 1.7 to account for carpooling. Over the 40-year operations period, the average trips per day is expected to be 335.

Materials

The materials required for Concentrator operations at WPS include SAG mill balls, ball mill balls, regrind mill balls, lime, sodium hydrosulfide, and miscellaneous reagents as shown in **Table 3.4-8**. Additionally, molybdenum concentrate shipments will leave the site regularly. Operations materials and molybdenum concentrate shipments were tabulated, and the average number of truck shipments to/from WPS was determined to be 235,040. Operations materials will be delivered to the site, and molybdenum

concentrate shipments will be made from the site over a 40-year period. Average shipments per week will be about 113, with approximately 19 trips per day and a maximum of 11 trips per hour. Assumptions for these calculations are included as footnotes to **Table 3.4-8**.

Table 3.4-8 West Plant Site Operations Materials Quantities and Trips

Material	Unit	Quantity per Year ⁷	Trips/Week	Trips/Day	Trips/Hour
SAG Mill, Ball Mill, and Regrind Mill Balls ¹	tons	50,011	40	8	4
Molybdenum Concentrate ²	tons	24,145	26	4	2
Lime ³	tons	27,359	22	3	2
Sodium Hydrosulfide ⁴	tons	21,000	17	3	2
Miscellaneous Reagents ^{5,6}	tons	6,260	8	2	1
Total		128,776	113	19	11

¹ Assumes 24 tons/truck, delivery 5 days/week, delivery mid-morning and mid-afternoon, 5 trucks/delivery, 1 hour/ delivery.

² Assumes 18 tons/truck, 7 days/week, 3 trucks loaded in 1 hour mid-morning and mid-afternoon.

³ Assumes 24 tons/truck, delivery 7 days/week, delivery day and evening.

⁴ Assumes 24 tons/truck, delivery 7 days/week, delivery day and evening.

⁵ Includes Sodium isopropyl xanthate (SIPX), Methyl isobutyl carbinol (MIBC), Dithiophosphate/monothiophosphate, MCO, flocculants, and anti-scalant.

⁶ Assumes 15 tons/truck, delivery 5 days/week.

⁷ Based on average year over life of Mine.

3.4.2.2.3. Filter Plant and Loadout Facility

Personnel

The operations phase for the Filter Plant and Loadout Facility is expected to last approximately 40 years. Personnel requirements for the operations phase include administrative and professional staff and hourly staff. Average trips to the site per day for the transport of personnel were determined by dividing staffing estimates by a factor of 1.7. Over the 40-year operations period, the average trips per day is expected to be 18.

Concentrate Shipment

Copper concentrate production will average approximately 2.2 million tons per year over the life of the Project, with peaks of up to 3.0 million tons per year. At an average moisture content of 9 percent, transported copper concentrates will average 2.4 million tons per year, with peaks of up to 3.3 million tons per year.

Typical train sets are expected to be 100 cars at 110 tons per car, resulting in a train set carrying 11,000 tons of filtered copper concentrate. The Filter Plant and Loadout Facility will receive on average

220 train sets per year (0.6 train sets per day) and up to 300 train sets during the peak production years (0.8 train sets per day).

The rail loop at the Filter Plant and Loadout Facility will be capable of receiving one train set, and the track spurs at the intersection of the MARRCO and Union Pacific railroads are capable of storing additional cars to meet the concentrate transportation requirements.

Resolution Copper will own the railcars. A contract rail company will be used to transfer the empty and full railcars between the Filter Plant and Loadout Facility and the Union Pacific line on a daily basis, a distance of about 7 miles.

3.5. POWER/UTILITIES AND OTHER LINEAR PROJECT FEATURES

3.5.1. FACILITIES NEEDED FOR POWER

3.5.1.1. *Power Demand*

Power demands at the various sites associated with the Resolution Project will require the construction of electrical transmission facilities and substations to serve the Project. The three primary consumers of power for underground ore mining and processing are the operation of the hoist motors that hoist the ore out of the mine; the ventilation and cooling of the underground workings; and the operation of the grinding and flotation machinery housed in the Concentrator Complex. A new electrical power supply will also be required for the pumping facilities that bring water from the source to WPS and for the Filter Plant and Loadout Facility. Power supply is also required for business operations in the offices and shops for lighting, equipment, heating and cooling, and other uses.

The power demand for the mining and Concentrator Complex operations was modeled for eight transmission configurations and evaluated based on three study criteria: 1) power flow performance; 2) cost; and 3) environmental, maintenance, operations, and reliability factors. The transmission configuration that provides the greatest balance between the three study criteria was selected by SRP, the power provider for the Resolution Project (*Figures 3.0-1a through 3.0-1j*).

The power demands for the Filter Plant and Loadout Facility and water system have been developed and reviewed separately from the power supply for the mining and ore processing (Concentrator Complex) operations.

3.5.1.2. *Power Sources*

SRP is the intended supplier for all power for the mining and ore processing operations, including ventilation and cooling, the hoists, Concentrator Complex operations, the conveyors, the pump stations, and the Filter Plant and Loadout Facility. SRP, an agricultural improvement district, is organized and exists under the laws of the State of Arizona. SRP owns and operates electric, irrigation, and water



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

APPENDIX

Capacity Calculations

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	231	25	215	0	4	14	17	0	133	104	1
Future Vol, veh/h	0	231	25	215	0	4	14	17	0	133	104	1
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	257	28	239	0	4	16	19	0	148	116	1
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	14.5				10.3				12.3			
HCM LOS	B				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	99%	0%	10%	0%	45%	0%	37%				
Vol Right, %	0%	1%	0%	90%	0%	55%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	133	105	231	240	4	31	19	282				
LT Vol	133	0	231	0	4	0	19	0				
Through Vol	0	104	0	25	0	14	0	104				
RT Vol	0	1	0	215	0	17	0	178				
Lane Flow Rate	148	117	257	267	4	34	21	313				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.295	0.216	0.492	0.426	0.01	0.066	0.042	0.535				
Departure Headway (Hd)	7.187	6.671	6.898	5.755	7.787	6.881	7.109	6.152				
Convergence, Y/N	Yes											
Cap	498	536	521	624	457	517	502	583				
Service Time	4.958	4.442	4.658	3.514	5.581	4.674	4.875	3.918				
HCM Lane V/C Ratio	0.297	0.218	0.493	0.428	0.009	0.066	0.042	0.537				
HCM Control Delay	13	11.3	16.2	12.8	10.7	10.2	10.2	15.8				
HCM Lane LOS	B	B	C	B	B	B	B	C				
HCM 95th-tile Q	1.2	0.8	2.7	2.1	0	0.2	0.1	3.2				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	19	104	178
Future Vol, veh/h	0	19	104	178
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	21	116	198
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	15.4
HCM LOS	C

Lane

Intersection

Intersection Delay, s/veh

7.8

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	38	72	0	7	23	0	0	97	5	16
Future Vol, veh/h	0	4	38	72	0	7	23	0	0	97	5	16
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	42	80	0	8	26	0	0	108	6	18
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.5

7.6

8.2

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	82%	4%	23%	17%
Vol Thru, %	4%	33%	77%	67%
Vol Right, %	14%	63%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	114	30	6
LT Vol	97	4	7	1
Through Vol	5	38	23	4
RT Vol	16	72	0	1
Lane Flow Rate	131	127	33	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.157	0.135	0.041	0.008
Departure Headway (Hd)	4.301	3.828	4.426	4.35
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	826	920	814	827
Service Time	2.366	1.921	2.426	2.352
HCM Lane V/C Ratio	0.159	0.138	0.041	0.008
HCM Control Delay	8.2	7.5	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.1	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	4	1
Future Vol, veh/h	0	1	4	1
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	4	1
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh

7.5

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	14	14	46	0	5	3	0	0	37	30	11
Future Vol, veh/h	0	14	14	46	0	5	3	0	0	37	30	11
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	16	51	0	6	3	0	0	41	33	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.3

7.5

7.7

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	47%	19%	62%	1%
Vol Thru, %	38%	19%	38%	60%
Vol Right, %	14%	62%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	74	8	68
LT Vol	37	14	5	1
Through Vol	30	14	3	41
RT Vol	11	46	0	26
Lane Flow Rate	87	82	9	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.089	0.011	0.083
Departure Headway (Hd)	4.161	3.884	4.404	3.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	910	801	904
Service Time	2.212	1.961	2.494	1.99
HCM Lane V/C Ratio	0.102	0.09	0.011	0.084
HCM Control Delay	7.7	7.3	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0	0.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	41	26
Future Vol, veh/h	0	1	41	26
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	46	29
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	30	158		135	4	2	19
Future Vol, veh/h	30	158		135	4	2	19
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	-	-		-	-	0	-
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	33	176		150	4	2	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	154	0	-	0	394	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1426	-	-	-	611	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-	-	-		
Mov Cap-1 Maneuver	1426	-	-	-	595	894
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	777	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		9.3	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1426	-	-	-	853	
HCM Lane V/C Ratio	0.023	-	-	-	0.027	
HCM Control Delay (s)	7.6	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	1	534		0	3	0
Future Vol, veh/h	1	534		0	3	0
Conflicting Peds, #/hr	0	0		0	0	0
Sign Control	Free	Free		Free	Stop	Stop
RT Channelized	-	None		-	None	None
Storage Length	325	-		-	0	-
Veh in Median Storage, #	-	0		0	0	-
Grade, %	-	0		0	0	-
Peak Hour Factor	90	90		90	90	90
Heavy Vehicles, %	2	2		2	2	2
Mvmt Flow	1	593		0	3	0

Major/Minor	Major1	Minor2
Conflicting Flow All	0 0	596 0
Stage 1	- -	0 -
Stage 2	- -	596 -
Critical Hdwy	- -	7.12 -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	6.12 -
Follow-up Hdwy	- -	3.518 -
Pot Cap-1 Maneuver	- -	415 -
Stage 1	- -	- -
Stage 2	- -	490 -
Platoon blocked, %	-	
Mov Cap-1 Maneuver	- -	415 -
Mov Cap-2 Maneuver	- -	415 -
Stage 1	- -	- -
Stage 2	- -	490 -

Approach	EB	SB
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HCM Control Delay, s

HCM LOS

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	343	3	0	1	0	0	3	0
Future Vol, veh/h	0	0	0	0	343	3	0	1	0	0	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	381	3	0	1	0	0	3	0

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	384	384	0	384	383	383
Stage 1	-	-	-	0	0	-	383	383	-
Stage 2	-	-	-	384	384	-	1	0	-
Critical Hdwy	-	-	-	6.42	6.52	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	5.42	5.52	-	-	-	-
Follow-up Hdwy	-	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	-	-	-	619	550	-	619	550	664
Stage 1	-	-	-	-	-	-	689	612	-
Stage 2	-	-	-	688	611	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	619	0	-	619	0	664
Mov Cap-2 Maneuver	-	-	-	619	0	-	619	0	-
Stage 1	-	-	-	-	0	-	689	0	-
Stage 2	-	-	-	688	0	-	-	0	-

Approach	WB	NB			SB
HCM Control Delay, s	0				
HCM LOS	-				-
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	-	-	-
HCM Lane LOS	-	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	2	545	378	1	4	2
Future Vol, veh/h	2	545	378	1	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	606	420	1	4	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	421	0	- 1031 421
Stage 1	-	-	- 421 -
Stage 2	-	-	- 610 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1138	-	- 258 632
Stage 1	-	-	- 662 -
Stage 2	-	-	- 542 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1138	-	- 257 632
Mov Cap-2 Maneuver	-	-	- 257 -
Stage 1	-	-	- 662 -
Stage 2	-	-	- 540 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	320
HCM Lane V/C Ratio	0.002	-	-	-	0.021
HCM Control Delay (s)	8.2	0	-	-	16.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	555	0	1	392	1	2
Future Vol, veh/h	555	0	1	392	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	617	0	1	436	1	2

Major/Minor	Major1	Major2		Minor1	
Conflicting Flow All	0	0	617	0	1055
Stage 1	-	-	-	-	617
Stage 2	-	-	-	-	438
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	963	-	250
Stage 1	-	-	-	-	538
Stage 2	-	-	-	-	651
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	963	-	250
Mov Cap-2 Maneuver	-	-	-	-	250
Stage 1	-	-	-	-	538
Stage 2	-	-	-	-	650

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	963	-
HCM Lane V/C Ratio	0.009	-	-	0.001	-
HCM Control Delay (s)	14.8	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Traffic Vol, veh/h	44	491		392	2	6	28
Future Vol, veh/h	44	491		392	2	6	28
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	150	-		-	-	125	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	49	546		436	2	7	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	438	0	-	0	1080	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1122	-	-	-	241	620
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	230	620
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	500	-

Approach	EB		WB		SW	
HCM Control Delay, s	0.7		0		12.9	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	1122	-	-	-	230	620
HCM Lane V/C Ratio	0.044	-	-	-	0.029	0.05
HCM Control Delay (s)	8.4	-	-	-	21.1	11.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

Intersection

Int Delay, s/veh 0.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	1	2	3	33	48	0
Future Vol, veh/h	1	2	3	33	48	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	3	37	53	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	96	53	53 0
Stage 1	53	-	-
Stage 2	43	-	-
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	903	1014	1553 -
Stage 1	970	-	-
Stage 2	979	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	901	1014	1553 -
Mov Cap-2 Maneuver	901	-	-
Stage 1	970	-	-
Stage 2	977	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.7	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1553	-	973	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	28	0	40	0	0	0	0	137	24	9	44	0
Future Vol, veh/h	28	0	40	0	0	0	0	137	24	9	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	0	44	0	0	0	0	152	27	10	49	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	221	221	49				49	0	-	152	0	0
Stage 1	69	69	-				-	-	-	-	-	-
Stage 2	152	152	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	678	1020				1558	-	0	1429	-	-
Stage 1	954	837	-				-	-	0	-	-	-
Stage 2	876	772	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	762	0	1020				1558	-	-	1429	-	-
Mov Cap-2 Maneuver	762	0	-				-	-	-	-	-	-
Stage 1	947	0	-				-	-	-	-	-	-
Stage 2	876	0	-				-	-	-	-	-	-

Approach	EB		NB	SB
HCM Control Delay, s	9.4		0	1.3
HCM LOS	A			

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	895	1429	-	-
HCM Lane V/C Ratio	-	-	0.084	0.007	-	-
HCM Control Delay (s)	0	-	9.4	7.5	0	-
HCM Lane LOS	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	9	0	5	10	0	10	0	82	67	0
Future Vol, veh/h	9	0	5	10	0	10	0	82	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	6	11	0	11	0	91	74	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	185	179	96	181	183	74	74	0	100	0
Stage 1	96	96	-	83	83	-	-	-	-	-
Stage 2	89	83	-	98	100	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	776	715	960	781	711	988	1526	-	1493	-
Stage 1	911	815	-	925	826	-	-	-	-	-
Stage 2	918	826	-	908	812	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	766	713	960	775	709	988	1526	-	1493	-
Mov Cap-2 Maneuver	766	713	-	775	709	-	-	-	-	-
Stage 1	908	815	-	922	824	-	-	-	-	-
Stage 2	905	824	-	903	812	-	-	-	-	-

Approach	EB			WB			SB		NE	
HCM Control Delay, s	9.4			9.3			0		0.4	
HCM LOS	A			A						
Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2		
Capacity (veh/h)	1493	-	-	826	869	1526	-	-		
HCM Lane V/C Ratio	0.003	-	-	0.019	0.026	-	-	-		
HCM Control Delay (s)	7.4	0	-	9.4	9.3	0	-	-		
HCM Lane LOS	A	A	-	A	A	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-		

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	449	14	3	319	0	8	0	5	0	0	0
Future Vol, veh/h	0	449	14	3	319	0	8	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	200	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	499	16	3	354	0	9	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	499	0	0	860	860	499	863	860	354
Stage 1	-	-	-	-	-	-	499	499	-	361	361	-
Stage 2	-	-	-	-	-	-	361	361	-	502	499	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1065	-	-	276	294	572	275	294	690
Stage 1	-	-	-	-	-	-	554	544	-	657	626	-
Stage 2	-	-	-	-	-	-	657	626	-	552	544	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1205	-	-	1065	-	-	275	293	572	272	293	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	293	-	272	293	-
Stage 1	-	-	-	-	-	-	554	544	-	657	624	-
Stage 2	-	-	-	-	-	-	655	624	-	547	544	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			15.9			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1205	-	-	1065	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.003	-	-	-
HCM Control Delay (s)	15.9	0	-	-	8.4	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	255	28	238	0	5	16	19	0	147	115	2
Future Vol, veh/h	0	255	28	238	0	5	16	19	0	147	115	2
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	283	31	264	0	6	18	21	0	163	128	2
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	16.6				10.8				13.2			
HCM LOS	C				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	98%	0%	11%	0%	46%	0%	37%				
Vol Right, %	0%	2%	0%	89%	0%	54%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	147	117	255	266	5	35	21	312				
LT Vol	147	0	255	0	5	0	21	0				
Through Vol	0	115	0	28	0	16	0	115				
RT Vol	0	2	0	238	0	19	0	197				
Lane Flow Rate	163	130	283	296	6	39	23	347				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.339	0.251	0.562	0.492	0.013	0.08	0.048	0.618				
Departure Headway (Hd)	7.475	6.953	7.142	5.997	8.303	7.396	7.379	6.42				
Convergence, Y/N	Yes											
Cap	479	512	502	597	434	487	483	558				
Service Time	5.27	4.747	4.923	3.777	6.003	5.096	5.167	4.206				
HCM Lane V/C Ratio	0.34	0.254	0.564	0.496	0.014	0.08	0.048	0.622				
HCM Control Delay	14.1	12.1	18.8	14.5	11.1	10.7	10.5	19.2				
HCM Lane LOS	B	B	C	B	B	B	B	C				
HCM 95th-tile Q	1.5	1	3.4	2.7	0	0.3	0.2	4.2				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	115	197
Future Vol, veh/h	0	21	115	197
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	23	128	219
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	18.7
HCM LOS	C

Lane

Intersection

Intersection Delay, s/veh

8

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	42	80	0	8	25	0	0	107	6	18
Future Vol, veh/h	0	5	42	80	0	8	25	0	0	107	6	18
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	47	89	0	9	28	0	0	119	7	20
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.7

7.7

8.4

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	82%	4%	24%	22%
Vol Thru, %	5%	33%	76%	56%
Vol Right, %	14%	63%	0%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	127	33	9
LT Vol	107	5	8	2
Through Vol	6	42	25	5
RT Vol	18	80	0	2
Lane Flow Rate	146	141	37	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.156	0.046	0.012
Departure Headway (Hd)	4.33	3.968	4.486	4.384
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	909	802	819
Service Time	2.417	1.97	2.491	2.398
HCM Lane V/C Ratio	0.179	0.155	0.046	0.012
HCM Control Delay	8.4	7.7	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.6	0.1	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	5	2
Future Vol, veh/h	0	2	5	2
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	6	2
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh

7.5

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	15	51	0	6	4	0	0	40	33	12
Future Vol, veh/h	0	15	15	51	0	6	4	0	0	40	33	12
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	17	57	0	7	4	0	0	44	37	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.4

7.6

7.8

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	47%	19%	60%	3%
Vol Thru, %	39%	19%	40%	59%
Vol Right, %	14%	63%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	81	10	76
LT Vol	40	15	6	2
Through Vol	33	15	4	45
RT Vol	12	51	0	29
Lane Flow Rate	94	90	11	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.098	0.014	0.093
Departure Headway (Hd)	4.185	3.909	4.537	3.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	903	794	896
Service Time	2.244	1.996	2.537	2.025
HCM Lane V/C Ratio	0.111	0.1	0.014	0.094
HCM Control Delay	7.8	7.4	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0	0.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	45	29
Future Vol, veh/h	0	2	45	29
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	50	32
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 7.4

HCM LOS A

Lane

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	33	174		149	5	3	21
Future Vol, veh/h	33	174		149	5	3	21
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	-	-		-	-	0	-
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	37	193		166	6	3	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	171	0	
Stage 1	-	-	168
Stage 2	-	-	267
Critical Hdwy	4.12	-	
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	
Pot Cap-1 Maneuver	1406	-	
Stage 1	-	-	862
Stage 2	-	-	778
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	1406	-	
Mov Cap-2 Maneuver	-	-	
Stage 1	-	-	862
Stage 2	-	-	755

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1406	-	-	-	819
HCM Lane V/C Ratio	0.026	-	-	-	0.033
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	2	590	0	0	0	0	0	0	0	4	0	0
Future Vol, veh/h	2	590	0	0	0	0	0	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	350	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	656	0	0	0	0	0	0	0	4	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	660 660 327			332	660	0
Stage 1	-	-	-	660 660 -			0	0	-
Stage 2	-	-	-	0 0 -			332	660	-
Critical Hdwy	-	-	-	6.84 6.54 6.94			6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	5.84 5.54 -			-	-	-
Critical Hdwy Stg 2	-	-	-	-			5.84	5.54	-
Follow-up Hdwy	-	-	-	3.52 4.02 3.32			3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	396 382 669			637	382	-
Stage 1	-	-	-	476 458 -			-	-	-
Stage 2	-	-	-	- - -			699	458	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	396 0 669			637	0	-
Mov Cap-2 Maneuver	-	-	-	396 0 -			637	0	-
Stage 1	-	-	-	476 0 -			-	0	-
Stage 2	-	-	-	- 0 -			699	0	-

Approach	EB	NB			SB
HCM Control Delay, s		0			
HCM LOS		A			-
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	379	4	0	2	0	0	4	0
Future Vol, veh/h	0	0	0	0	379	4	0	2	0	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	421	4	0	2	0	0	4	0

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	213	426	0	424	423	212
Stage 1	-	-	-	0	0	-	423	423	-
Stage 2	-	-	-	213	426	-	1	0	-
Critical Hdwy	-	-	-	6.84	6.54	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	756	519	-	558	521	793
Stage 1	-	-	-	-	-	-	629	586	-
Stage 2	-	-	-	802	584	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	756	0	-	558	0	793
Mov Cap-2 Maneuver	-	-	-	756	0	-	558	0	-
Stage 1	-	-	-	-	0	-	629	0	-
Stage 2	-	-	-	802	0	-	-	0	-

Approach	WB	NB			SB
HCM Control Delay, s	0				
HCM LOS	-				-
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	-	-	-
HCM Lane LOS	-	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 11.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	613	0	2	433	0	2	0	3	5	0	3
Future Vol, veh/h	3	613	0	2	433	0	2	0	3	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	350	-	-	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	681	0	2	481	0	2	0	3	6	0	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	260	21	2	359	20	2	3	0	0	3	0	0
Stage 1	13	13	-	6	6	-	-	-	-	-	-	-
Stage 2	247	8	-	353	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	693	873	1082	596	874	1082	1619	-	-	1619	-	-
Stage 1	1007	885	-	1016	891	-	-	-	-	-	-	-
Stage 2	757	889	-	664	884	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	388	869	1082	209	870	1082	1619	-	-	1619	-	-
Mov Cap-2 Maneuver	388	869	-	209	870	-	-	-	-	-	-	-
Stage 1	1006	881	-	1015	890	-	-	-	-	-	-	-
Stage 2	347	888	-	150	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	10.8	2.9	4.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1619	-	-	388	869	869	209	870	870	1619	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.392	0.392	0.011	0.277	0.277	0.003	-	-
HCM Control Delay (s)	7.2	0	-	14.4	11.8	11.8	22.4	10.7	10.7	7.2	0	-
HCM Lane LOS	A	A	-	B	B	B	C	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.9	1.9	0	1.1	1.1	0	-	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Traffic Vol, veh/h	49	542		433	3	7	31
Future Vol, veh/h	49	542		433	3	7	31
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	150	-		-	-	125	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	54	602		481	3	8	34

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	484	0		-	0	893	242
Stage 1	-	-		-	-	483	-
Stage 2	-	-		-	-	410	-
Critical Hdwy	4.14	-		-	-	6.84	6.94
Critical Hdwy Stg 1	-	-		-	-	5.84	-
Critical Hdwy Stg 2	-	-		-	-	5.84	-
Follow-up Hdwy	2.22	-		-	-	3.52	3.32
Pot Cap-1 Maneuver	1075	-		-	-	281	759
Stage 1	-	-		-	-	586	-
Stage 2	-	-		-	-	638	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	1075	-		-	-	267	759
Mov Cap-2 Maneuver	-	-		-	-	267	-
Stage 1	-	-		-	-	586	-
Stage 2	-	-		-	-	606	-

Approach	EB		WB		SW	
HCM Control Delay, s	0.7			0		11.6
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	1075	-	-	-	267	759
HCM Lane V/C Ratio	0.051	-	-	-	0.029	0.045
HCM Control Delay (s)	8.5	-	-	-	18.9	10
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.1

Intersection

Int Delay, s/veh 0.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	2	3	4	36	53	0
Future Vol, veh/h	2	3	4	36	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	3	4	40	59	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	108	59	59 0
Stage 1	59	-	-
Stage 2	49	-	-
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	889	1007	1545 -
Stage 1	964	-	-
Stage 2	973	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	886	1007	1545 -
Mov Cap-2 Maneuver	886	-	-
Stage 1	964	-	-
Stage 2	970	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.8	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1545	-	955	-	-
HCM Lane V/C Ratio	0.003	-	0.006	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	31	0	45	0	0	0	0	152	27	10	49	0
Future Vol, veh/h	31	0	45	0	0	0	0	152	27	10	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	50	0	0	0	0	169	30	11	54	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	246	246	54				54	0	-	169	0	0
Stage 1	77	77	-				-	-	-	-	-	-
Stage 2	169	169	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	742	656	1013				1551	-	0	1409	-	-
Stage 1	946	831	-				-	-	0	-	-	-
Stage 2	861	759	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	736	0	1013				1551	-	-	1409	-	-
Mov Cap-2 Maneuver	736	0	-				-	-	-	-	-	-
Stage 1	938	0	-				-	-	-	-	-	-
Stage 2	861	0	-				-	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	9.5		0		1.3
HCM LOS	A				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	878	1409	-	-
HCM Lane V/C Ratio	-	-	0.096	0.008	-	-
HCM Control Delay (s)	0	-	9.5	7.6	0	-
HCM Lane LOS	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	10	0	6	11	0	11	0	91	74	0
Future Vol, veh/h	10	0	6	11	0	11	0	91	74	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	7	12	0	12	0	101	82	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	205	199	106	202	204	82	82	0	111	0
Stage 1	106	106	-	93	93	-	-	-	-	-
Stage 2	99	93	-	109	111	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	753	697	948	756	692	978	1515	-	1479	-
Stage 1	900	807	-	914	818	-	-	-	-	-
Stage 2	907	818	-	896	804	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	741	694	948	748	689	978	1515	-	1479	-
Mov Cap-2 Maneuver	741	694	-	748	689	-	-	-	-	-
Stage 1	896	807	-	910	815	-	-	-	-	-
Stage 2	892	815	-	890	804	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	9.6	9.4	0	0.5
HCM LOS	A	A	-	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1479	-	-	807	848	1515	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.029	-	-	-
HCM Control Delay (s)	7.4	0	-	9.6	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	495	15	4	352	0	9	0	6	0	0	0
Future Vol, veh/h	0	495	15	4	352	0	9	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	200	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	550	17	4	391	0	10	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	391	0	0	550	0	0	754	950	275	675	950	196
Stage 1	-	-	-	-	-	-	550	550	-	400	400	-
Stage 2	-	-	-	-	-	-	204	400	-	275	550	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1164	-	-	1016	-	-	298	259	722	340	259	812
Stage 1	-	-	-	-	-	-	487	514	-	597	600	-
Stage 2	-	-	-	-	-	-	779	600	-	708	514	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1164	-	-	1016	-	-	297	258	722	336	258	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	258	-	336	258	-
Stage 1	-	-	-	-	-	-	487	514	-	597	598	-
Stage 2	-	-	-	-	-	-	776	598	-	701	514	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1164	-	-	1016	-	-	-
HCM Lane V/C Ratio	0.043	-	-	-	0.004	-	-	-
HCM Control Delay (s)	14.7	0	-	-	8.6	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	282	31	262	0	6	17	21	0	162	127	3
Future Vol, veh/h	0	282	31	262	0	6	17	21	0	162	127	3
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	313	34	291	0	7	19	23	0	180	141	3
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	19.9				11.4				14.6			
HCM LOS	C				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	98%	0%	11%	0%	45%	0%	37%				
Vol Right, %	0%	2%	0%	89%	0%	55%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	162	130	282	293	6	38	24	344				
LT Vol	162	0	282	0	6	0	24	0				
Through Vol	0	127	0	31	0	17	0	127				
RT Vol	0	3	0	262	0	21	0	217				
Lane Flow Rate	180	144	313	326	7	42	27	382				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.395	0.296	0.645	0.566	0.016	0.092	0.058	0.723				
Departure Headway (Hd)	7.897	7.368	7.539	6.39	8.766	7.848	7.771	6.809				
Convergence, Y/N	Yes											
Cap	457	490	483	570	409	457	463	535				
Service Time	5.613	5.084	5.239	4.09	6.505	5.586	5.485	4.522				
HCM Lane V/C Ratio	0.394	0.294	0.648	0.572	0.017	0.092	0.058	0.714				
HCM Control Delay	15.7	13.2	22.9	17.1	11.6	11.4	11	25.3				
HCM Lane LOS	C	B	C	C	B	B	B	D				
HCM 95th-tile Q	1.9	1.2	4.5	3.5	0	0.3	0.2	5.9				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	24	127	217
Future Vol, veh/h	0	24	127	217
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	27	141	241
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	24.4
HCM LOS	C

Lane

Intersection

Intersection Delay, s/veh

8.1

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	46	88	0	9	28	0	0	118	7	20
Future Vol, veh/h	0	6	46	88	0	9	28	0	0	118	7	20
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	51	98	0	10	31	0	0	131	8	22
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.9

7.8

8.5

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	81%	4%	24%	25%
Vol Thru, %	5%	33%	76%	50%
Vol Right, %	14%	63%	0%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	140	37	12
LT Vol	118	6	9	3
Through Vol	7	46	28	6
RT Vol	20	88	0	3
Lane Flow Rate	161	156	41	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.174	0.052	0.016
Departure Headway (Hd)	4.466	4.022	4.551	4.44
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	898	791	808
Service Time	2.466	2.024	2.556	2.454
HCM Lane V/C Ratio	0.199	0.174	0.052	0.016
HCM Control Delay	8.5	7.9	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.6	0.2	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	6	3
Future Vol, veh/h	0	3	6	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	7	3
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh

7.7

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	17	56	0	7	5	0	0	45	37	13
Future Vol, veh/h	0	17	17	56	0	7	5	0	0	45	37	13
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	19	62	0	8	6	0	0	50	41	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.6

7.7

7.9

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	47%	19%	58%	4%
Vol Thru, %	39%	19%	42%	59%
Vol Right, %	14%	62%	0%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	90	12	85
LT Vol	45	17	7	3
Through Vol	37	17	5	50
RT Vol	13	56	0	32
Lane Flow Rate	106	100	13	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.113	0.017	0.105
Departure Headway (Hd)	4.218	4.053	4.595	3.994
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	840	890	783	884
Service Time	2.294	2.053	2.598	2.078
HCM Lane V/C Ratio	0.126	0.112	0.017	0.106
HCM Control Delay	7.9	7.6	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.1	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	50	32
Future Vol, veh/h	0	3	50	32
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	56	36
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach NB

Opposing Lanes 1

Conflicting Approach Left WB

Conflicting Lanes Left 1

Conflicting Approach Right EB

Conflicting Lanes Right 1

HCM Control Delay 7.6

HCM LOS A

Lane

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	37	192		165	6	4	23
Future Vol, veh/h	37	192		165	6	4	23
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	-	-		-	-	0	-
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	41	213		183	7	4	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	483	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1384	-	-	-	542	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	524	855
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	729	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		9.8	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	782
HCM Lane V/C Ratio	0.03	-	-	-	0.038
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	651	0	0	0	0	0	0	0	5	0	0
Future Vol, veh/h	3	651	0	0	0	0	0	0	0	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	350	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	723	0	0	0	0	0	0	0	6	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	730 730 361			368 730 0		
Stage 1	-	-	-	730 730 -			0 0 -		
Stage 2	-	-	-	0 0 -			368 730 -		
Critical Hdwy	-	-	-	6.84 6.54 6.94			6.84 6.54 -		
Critical Hdwy Stg 1	-	-	-	5.84 5.54 -			- - -		
Critical Hdwy Stg 2	-	-	-	- - -			5.84 5.54 -		
Follow-up Hdwy	-	-	-	3.52 4.02 3.32			3.52 4.02 -		
Pot Cap-1 Maneuver	-	-	-	357 348 636			605 348 -		
Stage 1	-	-	-	438 426 -			- - -		
Stage 2	-	-	-	- - -			670 426 -		
Platoon blocked, %	-	-	-	-			-		
Mov Cap-1 Maneuver	-	-	-	357 0 636			605 0 -		
Mov Cap-2 Maneuver	-	-	-	357 0 -			605 0 -		
Stage 1	-	-	-	438 0 -			- - 0		
Stage 2	-	-	-	- 0 -			670 0 -		

Approach	EB	NB			SB
HCM Control Delay, s		0			
HCM LOS		A			
<hr/>					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	418	5	0	3	0	0	5	0
Future Vol, veh/h	0	0	0	0	418	5	0	3	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	464	6	0	3	0	0	6	0

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	235	470	0	469	467	234
Stage 1	-	-	-	0	0	-	467	467	-
Stage 2	-	-	-	235	470	-	2	0	-
Critical Hdwy	-	-	-	6.84	6.54	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	732	490	-	523	492	768
Stage 1	-	-	-	-	-	-	597	560	-
Stage 2	-	-	-	782	558	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	732	0	-	523	0	768
Mov Cap-2 Maneuver	-	-	-	732	0	-	523	0	-
Stage 1	-	-	-	-	0	-	597	0	-
Stage 2	-	-	-	782	0	-	-	0	-

Approach	WB	NB			SB
HCM Control Delay, s	0				
HCM LOS	-				-
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	0	-	-	-
HCM Lane LOS	-	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 11.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	677	0	3	478	3	3	0	4	6	0	4
Future Vol, veh/h	4	677	0	3	478	3	3	0	4	6	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	350	-	-	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	752	0	3	531	3	3	0	4	7	0	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	292	27	2	401	27	2	4	0	0	4	0	0
Stage 1	16	16	-	9	9	-	-	-	-	-	-	-
Stage 2	276	11	-	392	18	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	660	866	1082	560	866	1082	1618	-	-	1618	-	-
Stage 1	1004	882	-	1012	888	-	-	-	-	-	-	-
Stage 2	730	886	-	633	880	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	332	861	1082	142	861	1082	1618	-	-	1618	-	-
Mov Cap-2 Maneuver	332	861	-	142	861	-	-	-	-	-	-	-
Stage 1	1002	878	-	1010	886	-	-	-	-	-	-	-
Stage 2	291	884	-	90	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	11.1	3.1	4.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1618	-	-	332	861	861	142	861	863	1618	-	-
HCM Lane V/C Ratio	0.002	-	-	0.013	0.437	0.437	0.023	0.308	0.312	0.004	-	-
HCM Control Delay (s)	7.2	0	-	16	12.4	12.4	31	11	11	7.2	0	-
HCM Lane LOS	A	A	-	C	B	B	D	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.2	2.2	0.1	1.3	1.3	0	-	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Traffic Vol, veh/h	54	599		478	4	8	34
Future Vol, veh/h	54	599		478	4	8	34
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	150	-		-	-	125	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	60	666		531	4	9	38

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	536	0		-	0	986	268
Stage 1	-	-		-	-	533	-
Stage 2	-	-		-	-	453	-
Critical Hdwy	4.14	-		-	-	6.84	6.94
Critical Hdwy Stg 1	-	-		-	-	5.84	-
Critical Hdwy Stg 2	-	-		-	-	5.84	-
Follow-up Hdwy	2.22	-		-	-	3.52	3.32
Pot Cap-1 Maneuver	1028	-		-	-	245	730
Stage 1	-	-		-	-	553	-
Stage 2	-	-		-	-	607	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	1028	-		-	-	231	730
Mov Cap-2 Maneuver	-	-		-	-	231	-
Stage 1	-	-		-	-	553	-
Stage 2	-	-		-	-	572	-

Approach	EB		WB		SW	
HCM Control Delay, s	0.7			0		12.3
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	1028	-	-	-	231	730
HCM Lane V/C Ratio	0.058	-	-	-	0.038	0.052
HCM Control Delay (s)	8.7	-	-	-	21.2	10.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2

Intersection

Int Delay, s/veh 0.9

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	3	4	5	40	59	0
Future Vol, veh/h	3	4	5	40	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	6	44	66	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	122	66	66 0
Stage 1	66	-	-
Stage 2	56	-	-
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	873	998	1536 -
Stage 1	957	-	-
Stage 2	967	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	870	998	1536 -
Mov Cap-2 Maneuver	870	-	-
Stage 1	957	-	-
Stage 2	963	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1536	-	939	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	35	0	49	0	0	0	0	167	30	11	54	0
Future Vol, veh/h	35	0	49	0	0	0	0	167	30	11	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	54	0	0	0	0	186	33	12	60	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	270	270	60				60	0	-	186	0	0
Stage 1	84	84	-				-	-	-	-	-	-
Stage 2	186	186	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	719	636	1005				1544	-	0	1388	-	-
Stage 1	939	825	-				-	-	0	-	-	-
Stage 2	846	746	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	713	0	1005				1544	-	-	1388	-	-
Mov Cap-2 Maneuver	713	0	-				-	-	-	-	-	-
Stage 1	931	0	-				-	-	-	-	-	-
Stage 2	846	0	-				-	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	9.7		0		1.3
HCM LOS	A				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	859	1388	-	-
HCM Lane V/C Ratio	-	-	0.109	0.009	-	-
HCM Control Delay (s)	0	-	9.7	7.6	0	-
HCM Lane LOS	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	11	0	7	12	0	12	0	100	82	0
Future Vol, veh/h	11	0	7	12	0	12	0	100	82	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	8	13	0	13	0	111	91	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	228	221	117	225	226	91	91	0	122	0
Stage 1	117	117	-	104	104	-	-	-	-	-
Stage 2	111	104	-	121	122	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	727	678	935	730	673	967	1504	-	1465	-
Stage 1	888	799	-	902	809	-	-	-	-	-
Stage 2	894	809	-	883	795	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	714	675	935	721	670	967	1504	-	1465	-
Mov Cap-2 Maneuver	714	675	-	721	670	-	-	-	-	-
Stage 1	884	799	-	897	805	-	-	-	-	-
Stage 2	877	805	-	876	795	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	9.7	9.5	0	0.5
HCM LOS	A	A	-	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1465	-	-	786	826	1504	-	-
HCM Lane V/C Ratio	0.005	-	-	0.025	0.032	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	9.5	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	547	17	5	389	0	10	0	7	0	0	0
Future Vol, veh/h	0	547	17	5	389	0	10	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	200	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	608	19	6	432	0	11	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	432	0	0	608	0	0	835	1051	304	747	1051	216
Stage 1	-	-	-	-	-	-	608	608	-	443	443	-
Stage 2	-	-	-	-	-	-	227	443	-	304	608	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1124	-	-	966	-	-	260	225	692	301	225	789
Stage 1	-	-	-	-	-	-	450	484	-	564	574	-
Stage 2	-	-	-	-	-	-	755	574	-	681	484	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1124	-	-	966	-	-	259	224	692	296	224	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	224	-	296	224	-
Stage 1	-	-	-	-	-	-	450	484	-	564	570	-
Stage 2	-	-	-	-	-	-	750	570	-	673	484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	15.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	349	1124	-	-	966	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-	0.006	-	-	-
HCM Control Delay (s)	15.9	0	-	-	8.7	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	255	28	270	0	5	16	19	0	179	115	2
Future Vol, veh/h	0	255	28	270	0	5	16	19	0	179	115	2
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	283	31	300	0	6	18	21	0	199	128	2
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	17.9				11.1				14.6			
HCM LOS	C				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	98%	0%	9%	0%	46%	0%	37%				
Vol Right, %	0%	2%	0%	91%	0%	54%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	179	117	255	298	5	35	21	312				
LT Vol	179	0	255	0	5	0	21	0				
Through Vol	0	115	0	28	0	16	0	115				
RT Vol	0	2	0	270	0	19	0	197				
Lane Flow Rate	199	130	283	331	6	39	23	347				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.425	0.259	0.572	0.563	0.013	0.082	0.049	0.635				
Departure Headway (Hd)	7.693	7.169	7.374	6.218	8.542	7.633	7.662	6.7				
Convergence, Y/N	Yes											
Cap	471	504	493	583	421	471	470	541				
Service Time	5.395	4.871	5.074	3.918	6.257	5.348	5.362	4.4				
HCM Lane V/C Ratio	0.423	0.258	0.574	0.568	0.014	0.083	0.049	0.641				
HCM Control Delay	16	12.4	19.5	16.6	11.4	11	10.8	20.3				
HCM Lane LOS	C	B	C	C	B	B	B	C				
HCM 95th-tile Q	2.1	1	3.5	3.5	0	0.3	0.2	4.4				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	115	197
Future Vol, veh/h	0	21	115	197
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	23	128	219
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	19.7
HCM LOS	C

Lane

Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	74	80	0	14	57	0	0	107	6	24
Future Vol, veh/h	0	5	74	80	0	14	57	0	0	107	6	24
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	82	89	0	16	63	0	0	119	7	27
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

Opposing Approach WB EB SB

Opposing Lanes 1 1 1

Conflicting Approach Left SB NB EB

Conflicting Lanes Left 1 1 1

Conflicting Approach Right NB SB WB

Conflicting Lanes Right 1 1 1

HCM Control Delay 8.2 8.1 8.7

HCM LOS A A A

Lane NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, % 78% 3% 20% 22%

Vol Thru, % 4% 47% 80% 56%

Vol Right, % 18% 50% 0% 22%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 137 159 71 9

LT Vol 107 5 14 2

Through Vol 6 74 57 5

RT Vol 24 80 0 2

Lane Flow Rate 152 177 79 10

Geometry Grp 1 1 1 1

Degree of Util (X) 0.193 0.202 0.1 0.013

Departure Headway (Hd) 4.555 4.114 4.542 4.585

Convergence, Y/N Yes Yes Yes Yes

Cap 789 875 790 781

Service Time 2.576 2.132 2.563 2.613

HCM Lane V/C Ratio 0.193 0.202 0.1 0.013

HCM Control Delay 8.7 8.2 8.1 7.7

HCM Lane LOS A A A A

HCM 95th-tile Q 0.7 0.8 0.3 0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	5	2
Future Vol, veh/h	0	2	5	2
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	6	2
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh 17.9

Intersection LOS C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	15	97	0	6	4	0	0	86	375	12
Future Vol, veh/h	0	15	15	97	0	6	4	0	0	86	375	12
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	17	108	0	7	4	0	0	96	417	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB WB NB

Opposing Approach WB

EB SB

Opposing Lanes 1

1

Conflicting Approach Left SB

NB EB

Conflicting Lanes Left 1

1

Conflicting Approach Right NB

SB WB

Conflicting Lanes Right 1

1

HCM Control Delay 10.7

10 20.7

HCM LOS B

A C

Lane NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, % 18% 12% 60% 0%

Vol Thru, % 79% 12% 40% 93%

Vol Right, % 3% 76% 0% 7%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 473 127 10 418

LT Vol 86 15 6 2

Through Vol 375 15 4 387

RT Vol 12 97 0 29

Lane Flow Rate 526 141 11 464

Geometry Grp 1 1 1 1

Degree of Util (X) 0.735 0.23 0.021 0.651

Departure Headway (Hd) 5.033 5.872 6.82 5.048

Convergence, Y/N Yes Yes Yes Yes

Cap 720 611 523 715

Service Time 3.061 3.916 4.88 3.078

HCM Lane V/C Ratio 0.731 0.231 0.021 0.649

HCM Control Delay 20.7 10.7 10 17

HCM Lane LOS C B A C

HCM 95th-tile Q 6.5 0.9 0.1 4.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	387	29
Future Vol, veh/h	0	2	387	29
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	430	32
Number of Lanes	0	0	1	0

Approach SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	33	206		181	5	3	21
Future Vol, veh/h	33	206		181	5	3	21
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	-	-		-	-	0	-
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	37	229		201	6	3	23

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	207	0		-	0	506	204
Stage 1	-	-		-	-	204	-
Stage 2	-	-		-	-	302	-
Critical Hdwy	4.12	-		-	-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	-	5.42	-
Critical Hdwy Stg 2	-	-		-	-	5.42	-
Follow-up Hdwy	2.218	-		-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-		-	-	526	837
Stage 1	-	-		-	-	830	-
Stage 2	-	-		-	-	750	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	1364	-		-	-	510	837
Mov Cap-2 Maneuver	-	-		-	-	510	-
Stage 1	-	-		-	-	830	-
Stage 2	-	-		-	-	727	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.1		0		9.8	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1364	-	-	-	775	
HCM Lane V/C Ratio	0.027	-	-	-	0.034	
HCM Control Delay (s)	7.7	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	46	1196	0	0	0	0	0	0	0	12	0	0
Future Vol, veh/h	46	1196	0	0	0	0	0	0	0	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	350	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	1329	0	0	0	0	0	0	0	13	0	0

Major/Minor	Major1			Minor1			Minor2			
	Conflicting Flow All	0	0	0	1431	1431	663	767	1431	0
Stage 1	-	-	-	-	1431	1431	-	0	0	-
Stage 2	-	-	-	-	0	0	-	767	1431	-
Critical Hdwy	-	-	-	-	6.84	6.54	6.94	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	-	-	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	-	125	133	404	339	133	-
Stage 1	-	-	-	-	186	198	-	-	-	-
Stage 2	-	-	-	-	-	-	-	419	198	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	125	0	404	339	0	-
Mov Cap-2 Maneuver	-	-	-	-	125	0	-	339	0	-
Stage 1	-	-	-	-	186	0	-	-	0	-
Stage 2	-	-	-	-	-	0	-	419	0	-

Approach	EB	NB			SB
HCM Control Delay, s	-	0			-
HCM LOS	-	A			-
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	985	12	0	46	0	0	12	44
Future Vol, veh/h	0	0	0	0	985	12	0	46	0	0	12	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	1094	13	0	51	0	0	13	49

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	554	1108	0	1127	1101	553
Stage 1	-	-	-	0	0	-	1101	1101	-
Stage 2	-	-	-	554	1108	-	26	0	-
Critical Hdwy	-	-	-	6.84	6.54	-	6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	462	209	-	198	211	477
Stage 1	-	-	-	-	-	-	280	286	-
Stage 2	-	-	-	539	284	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	462	0	-	198	0	477
Mov Cap-2 Maneuver	-	-	-	462	0	-	198	0	-
Stage 1	-	-	-	-	0	-	280	0	-
Stage 2	-	-	-	539	0	-	-	0	-

Approach	WB	NB	SB		
HCM Control Delay, s	0		13.7		
HCM LOS	-		B		
<hr/>					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	477
HCM Lane V/C Ratio	-	-	-	-	0.13
HCM Control Delay (s)	-	0	-	-	13.7
HCM Lane LOS	-	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.4

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	47	1183	0	2	1003	10	2	0	3	13	0	47
Future Vol, veh/h	47	1183	0	2	1003	10	2	0	3	13	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	-	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	1314	0	2	1114	11	2	0	3	14	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1126	0	0	1314	0	0	1981	2549	657	1886	2543	563
Stage 1	-	-	-	-	-	-	1419	1419	-	1124	1124	-
Stage 2	-	-	-	-	-	-	562	1130	-	762	1419	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	616	-	-	522	-	-	37	26	407	43	27	470
Stage 1	-	-	-	-	-	-	144	201	-	219	279	-
Stage 2	-	-	-	-	-	-	479	277	-	363	201	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	616	-	-	522	-	-	31	24	407	40	25	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	24	-	40	25	-
Stage 1	-	-	-	-	-	-	132	184	-	201	278	-
Stage 2	-	-	-	-	-	-	424	276	-	330	184	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			60.8			51.6		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	616	-	-	522	-	-	141
HCM Lane V/C Ratio	0.079	0.085	-	-	0.004	-	-	0.473
HCM Control Delay (s)	60.8	11.4	-	-	11.9	-	-	51.6
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	2.2

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Traffic Vol, veh/h	325	844		735	3	7	307
Future Vol, veh/h	325	844		735	3	7	307
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	150	-		-	-	125	0
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	361	938		817	3	8	341

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	820	0		-	0	2009	410
Stage 1	-	-		-	-	818	-
Stage 2	-	-		-	-	1191	-
Critical Hdwy	4.14	-		-	-	6.84	6.94
Critical Hdwy Stg 1	-	-		-	-	5.84	-
Critical Hdwy Stg 2	-	-		-	-	5.84	-
Follow-up Hdwy	2.22	-		-	-	3.52	3.32
Pot Cap-1 Maneuver	805	-		-	-	51	591
Stage 1	-	-		-	-	394	-
Stage 2	-	-		-	-	251	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	805	-		-	-	28	591
Mov Cap-2 Maneuver	-	-		-	-	28	-
Stage 1	-	-		-	-	394	-
Stage 2	-	-		-	-	138	-

Approach	EB		WB		SW	
HCM Control Delay, s	3.6			0		22.6
HCM LOS						C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	805	-	-	-	28	591
HCM Lane V/C Ratio	0.449	-	-	-	0.278	0.577
HCM Control Delay (s)	13.1	-	-	-	177.2	19.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	2.3	-	-	-	0.9	3.7

Intersection

Int Delay, s/veh 9.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	48	279	280	36	53	46
Future Vol, veh/h	48	279	280	36	53	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	310	311	40	59	51

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	746	84	110
Stage 1	84	-	-
Stage 2	662	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	381	975	1480
Stage 1	939	-	-
Stage 2	513	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	299	975	1480
Mov Cap-2 Maneuver	299	-	-
Stage 1	939	-	-
Stage 2	403	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.7	7.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1480	-	732	-	-
HCM Lane V/C Ratio	0.21	-	0.496	-	-
HCM Control Delay (s)	8.1	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.8	-	2.8	-	-

Intersection

Int Delay, s/veh 16.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	306	0	51	0	0	0	0	189	27	92	80	0
Future Vol, veh/h	306	0	51	0	0	0	0	189	27	92	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	340	0	57	0	0	0	0	210	30	102	89	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	503	503	89				89	0	-	210	0	0
Stage 1	293	293	-				-	-	-	-	-	-
Stage 2	210	210	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	528	471	969				1506	-	0	1361	-	-
Stage 1	757	670	-				-	-	0	-	-	-
Stage 2	825	728	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	486	0	969				1506	-	-	1361	-	-
Mov Cap-2 Maneuver	486	0	-				-	-	-	-	-	-
Stage 1	697	0	-				-	-	-	-	-	-
Stage 2	825	0	-				-	-	-	-	-	-

Approach	EB		NB	SB
HCM Control Delay, s	30.4		0	4.2
HCM LOS	D			

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	523	1361	-	-
HCM Lane V/C Ratio	-	-	0.758	0.075	-	-
HCM Control Delay (s)	0	-	30.4	7.9	0	-
HCM Lane LOS	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	6.6	0.2	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	10	0	6	11	0	93	0	479	380	0
Future Vol, veh/h	10	0	6	11	0	93	0	479	380	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	7	12	0	103	0	532	422	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	1022	970	537	974	975	422	422	0	542	0
Stage 1	537	537	-	433	433	-	-	-	-	-
Stage 2	485	433	-	541	542	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	214	253	544	231	251	632	1137	-	1027	-
Stage 1	528	523	-	601	582	-	-	-	-	-
Stage 2	563	582	-	525	520	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	178	251	544	227	249	632	1137	-	1027	-
Mov Cap-2 Maneuver	178	251	-	227	249	-	-	-	-	-
Stage 1	524	523	-	596	577	-	-	-	-	-
Stage 2	467	577	-	519	520	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	21.3	13.6	0	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1027	-	-	238	532	1137	-	-
HCM Lane V/C Ratio	0.005	-	-	0.075	0.217	-	-	-
HCM Control Delay (s)	8.5	0	-	21.3	13.6	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	568	45	4	425	0	39	0	6	0	0	0
Future Vol, veh/h	0	568	45	4	425	0	39	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	200	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	631	50	4	472	0	43	0	7	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	472	0	0	631	0	0	1112	1112	631	1115	1112	472
Stage 1	-	-	-	-	-	-	631	631	-	481	481	-
Stage 2	-	-	-	-	-	-	481	481	-	634	631	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1090	-	-	951	-	-	186	209	481	185	209	592
Stage 1	-	-	-	-	-	-	469	474	-	566	554	-
Stage 2	-	-	-	-	-	-	566	554	-	467	474	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1090	-	-	951	-	-	185	208	481	182	208	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	208	-	182	208	-
Stage 1	-	-	-	-	-	-	469	474	-	566	552	-
Stage 2	-	-	-	-	-	-	564	552	-	461	474	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	0	0.1			28.6			0		
HCM LOS					D			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	1090	-	-	951	-	-	-
HCM Lane V/C Ratio	0.248	-	-	-	0.005	-	-	-
HCM Control Delay (s)	28.6	0	-	-	8.8	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	255	28	270	0	5	16	19	0	179	115	2
Future Vol, veh/h	0	255	28	270	0	5	16	19	0	179	115	2
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	283	31	300	0	6	18	21	0	199	128	2
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	17.9				11.1				14.6			
HCM LOS	C				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	98%	0%	9%	0%	46%	0%	37%				
Vol Right, %	0%	2%	0%	91%	0%	54%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	179	117	255	298	5	35	21	312				
LT Vol	179	0	255	0	5	0	21	0				
Through Vol	0	115	0	28	0	16	0	115				
RT Vol	0	2	0	270	0	19	0	197				
Lane Flow Rate	199	130	283	331	6	39	23	347				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.425	0.259	0.572	0.563	0.013	0.082	0.049	0.635				
Departure Headway (Hd)	7.693	7.169	7.374	6.218	8.542	7.633	7.662	6.7				
Convergence, Y/N	Yes											
Cap	471	504	493	583	421	471	470	541				
Service Time	5.395	4.871	5.074	3.918	6.257	5.348	5.362	4.4				
HCM Lane V/C Ratio	0.423	0.258	0.574	0.568	0.014	0.083	0.049	0.641				
HCM Control Delay	16	12.4	19.5	16.6	11.4	11	10.8	20.3				
HCM Lane LOS	C	B	C	C	B	B	B	C				
HCM 95th-tile Q	2.1	1	3.5	3.5	0	0.3	0.2	4.4				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	21	115	197
Future Vol, veh/h	0	21	115	197
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	23	128	219
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	19.7
HCM LOS	C

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	74	80	0	14	57	0	0	107	6	24
Future Vol, veh/h	0	5	74	80	0	14	57	0	0	107	6	24
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	82	89	0	16	63	0	0	119	7	27
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach												
Opposing Approach	WB			EB			SB					
Opposing Lanes	1			1			1					
Conflicting Approach Left	SB			NB			EB					
Conflicting Lanes Left	1			1			1					
Conflicting Approach Right	NB			SB			WB					
Conflicting Lanes Right	1			1			1					
HCM Control Delay	8.2			8.1			8.7					
HCM LOS	A			A			A					
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	78%	3%	20%	22%								
Vol Thru, %	4%	47%	80%	56%								
Vol Right, %	18%	50%	0%	22%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	137	159	71	9								
LT Vol	107	5	14	2								
Through Vol	6	74	57	5								
RT Vol	24	80	0	2								
Lane Flow Rate	152	177	79	10								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.193	0.202	0.1	0.013								
Departure Headway (Hd)	4.555	4.114	4.542	4.585								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	789	875	790	781								
Service Time	2.576	2.132	2.563	2.613								
HCM Lane V/C Ratio	0.193	0.202	0.1	0.013								
HCM Control Delay	8.7	8.2	8.1	7.7								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.7	0.8	0.3	0								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	5	2
Future Vol, veh/h	0	2	5	2
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	6	2
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh 18.7

Intersection LOS C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	15	15	100	0	6	4	0	0	89	381	12
Future Vol, veh/h	0	15	15	100	0	6	4	0	0	89	381	12
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	17	111	0	7	4	0	0	99	423	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB WB NB

Opposing Approach WB

EB SB

Opposing Lanes 1

1

Conflicting Approach Left SB

NB EB

Conflicting Lanes Left 1

1

Conflicting Approach Right NB

SB WB

Conflicting Lanes Right 1

1

HCM Control Delay 10.8

10.1

21.9

HCM LOS B

B

C

Lane NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, % 18% 12% 60% 0%

Vol Thru, % 79% 12% 40% 93%

Vol Right, % 2% 77% 0% 7%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 482 130 10 424

LT Vol 89 15 6 2

Through Vol 381 15 4 393

RT Vol 12 100 0 29

Lane Flow Rate 536 144 11 471

Geometry Grp 1 1 1 1

Degree of Util (X) 0.753 0.237 0.021 0.665

Departure Headway (Hd) 5.063 5.914 6.884 5.083

Convergence, Y/N Yes Yes Yes Yes

Cap 718 607 518 711

Service Time 3.091 3.96 4.949 3.111

HCM Lane V/C Ratio 0.747 0.237 0.021 0.662

HCM Control Delay 21.9 10.8 10.1 17.7

HCM Lane LOS C B B C

HCM 95th-tile Q 6.9 0.9 0.1 5.1

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	393	29
Future Vol, veh/h	0	2	393	29
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	2	437	32
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.7
HCM LOS	C

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	282	31	269	0	6	17	21	0	169	127	3
Future Vol, veh/h	0	282	31	269	0	6	17	21	0	169	127	3
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	313	34	299	0	7	19	23	0	188	141	3
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	EB				WB				NB			
Opposing Lanes	WB				EB				SB			
Conflicting Approach Left	2				2				2			
Conflicting Lanes Left	SB				NB				EB			
Conflicting Approach Right	2				2				2			
Conflicting Lanes Right	NB				SB				WB			
HCM Control Delay	20.6				11.5				14.8			
HCM LOS	C				B				B			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	98%	0%	10%	0%	45%	0%	37%				
Vol Right, %	0%	2%	0%	90%	0%	55%	0%	63%				
Sign Control	Stop											
Traffic Vol by Lane	169	130	282	300	6	38	24	344				
LT Vol	169	0	282	0	6	0	24	0				
Through Vol	0	127	0	31	0	17	0	127				
RT Vol	0	3	0	269	0	21	0	217				
Lane Flow Rate	188	144	313	333	7	42	27	382				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.413	0.297	0.656	0.582	0.016	0.093	0.058	0.727				
Departure Headway (Hd)	7.923	7.394	7.536	6.418	8.817	7.898	7.812	6.849				
Convergence, Y/N	Yes											
Cap	456	487	479	567	406	454	460	531				
Service Time	5.651	5.121	5.269	4.118	6.563	5.644	5.536	4.573				
HCM Lane V/C Ratio	0.412	0.296	0.653	0.587	0.017	0.093	0.059	0.719				
HCM Control Delay	16.1	13.2	23.6	17.7	11.7	11.5	11	25.7				
HCM Lane LOS	C	B	C	C	B	B	B	D				
HCM 95th-tile Q	2	1.2	4.7	3.7	0	0.3	0.2	6				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	24	127	217
Future Vol, veh/h	0	24	127	217
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	27	141	241
Number of Lanes	0	1	1	0

Approach

Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	24.7
HCM LOS	C

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	6	53	88	0	11	35	0	0	118	7	22
Future Vol, veh/h	0	6	53	88	0	11	35	0	0	118	7	22
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	59	98	0	12	39	0	0	131	8	24
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0
Approach												
Opposing Approach	WB				EB				SB			
Opposing Lanes	1				1				1			
Conflicting Approach Left	SB				NB				EB			
Conflicting Lanes Left	1				1				1			
Conflicting Approach Right	NB				SB				WB			
Conflicting Lanes Right	1				1				1			
HCM Control Delay	8				7.9				8.6			
HCM LOS	A				A				A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	80%	4%	24%	25%								
Vol Thru, %	5%	36%	76%	50%								
Vol Right, %	15%	60%	0%	25%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	147	147	46	12								
LT Vol	118	6	11	3								
Through Vol	7	53	35	6								
RT Vol	22	88	0	3								
Lane Flow Rate	163	163	51	13								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.203	0.184	0.065	0.017								
Departure Headway (Hd)	4.485	4.059	4.567	4.487								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	802	887	786	799								
Service Time	2.501	2.071	2.583	2.507								
HCM Lane V/C Ratio	0.203	0.184	0.065	0.016								
HCM Control Delay	8.6	8	7.9	7.6								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.8	0.7	0.2	0.1								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	6	3
Future Vol, veh/h	0	3	6	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	7	3
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.6
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh

8.1

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	17	71	0	7	5	0	0	60	71	13
Future Vol, veh/h	0	17	17	71	0	7	5	0	0	60	71	13
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	19	19	79	0	8	6	0	0	67	79	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

EB

WB

NB

Opposing Approach

WB

EB

SB

Opposing Lanes

1

1

1

Conflicting Approach Left

SB

NB

EB

Conflicting Lanes Left

1

1

1

Conflicting Approach Right

NB

SB

WB

Conflicting Lanes Right

1

1

1

HCM Control Delay

7.9

7.9

8.4

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	42%	16%	58%	3%
Vol Thru, %	49%	16%	42%	71%
Vol Right, %	9%	68%	0%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	105	12	119
LT Vol	60	17	7	3
Through Vol	71	17	5	84
RT Vol	13	71	0	32
Lane Flow Rate	160	117	13	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.191	0.137	0.018	0.156
Departure Headway (Hd)	4.406	4.228	4.837	4.239
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	852	743	849
Service Time	2.406	2.236	2.85	2.252
HCM Lane V/C Ratio	0.195	0.137	0.017	0.155
HCM Control Delay	8.4	7.9	7.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.1	0.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	84	32
Future Vol, veh/h	0	3	84	32
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	93	36
Number of Lanes	0	0	1	0

Approach

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	37	199		172	6	4	23
Future Vol, veh/h	37	199		172	6	4	23
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Free	Free		Free	Free	Stop	Stop
RT Channelized	-	None		-	None	-	None
Storage Length	-	-		-	-	0	-
Veh in Median Storage, #	-	0		0	-	0	-
Grade, %	-	0		0	-	0	-
Peak Hour Factor	90	90		90	90	90	90
Heavy Vehicles, %	2	2		2	2	2	2
Mvmt Flow	41	221		191	7	4	26

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	198	0		-	0	497	194
Stage 1	-	-		-	-	194	-
Stage 2	-	-		-	-	303	-
Critical Hdwy	4.12	-		-	-	6.42	6.22
Critical Hdwy Stg 1	-	-		-	-	5.42	-
Critical Hdwy Stg 2	-	-		-	-	5.42	-
Follow-up Hdwy	2.218	-		-	-	3.518	3.318
Pot Cap-1 Maneuver	1375	-		-	-	532	847
Stage 1	-	-		-	-	839	-
Stage 2	-	-		-	-	749	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	1375	-		-	-	514	847
Mov Cap-2 Maneuver	-	-		-	-	514	-
Stage 1	-	-		-	-	839	-
Stage 2	-	-		-	-	724	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		9.8	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1375	-	-	-	773
HCM Lane V/C Ratio	0.03	-	-	-	0.039
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	941	0	0	0	0	0	0	0	8	0	0
Future Vol, veh/h	17	941	0	0	0	0	0	0	0	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	350	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1046	0	0	0	0	0	0	0	9	0	0

Major/Minor	Major1			Minor1			Minor2		
	0	0	0	1083	1083	522	561	1083	0
Conflicting Flow All	0	0	0	1083	1083	522	561	1083	0
Stage 1	-	-	-	1083	1083	-	0	0	-
Stage 2	-	-	-	0	0	-	561	1083	-
Critical Hdwy	-	-	-	6.84	6.54	6.94	6.84	6.54	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-
Follow-up Hdwy	-	-	-	3.52	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	212	216	499	458	216	-
Stage 1	-	-	-	286	292	-	-	-	-
Stage 2	-	-	-	-	-	-	535	292	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	212	0	499	458	0	-
Mov Cap-2 Maneuver	-	-	-	212	0	-	458	0	-
Stage 1	-	-	-	286	0	-	-	0	-
Stage 2	-	-	-	-	0	-	535	0	-

Approach	EB	NB			SB
HCM Control Delay, s		0			
HCM LOS		A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	708	8	0	17	0	0	8	14
Future Vol, veh/h	0	0	0	0	708	8	0	17	0	0	8	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	350	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	787	9	0	19	0	0	9	16

Major/Minor	Major2	Minor1			Minor2		
Conflicting Flow All	0	0	0	398	796	0	800 791 397
Stage 1	-	-	-	0	0	-	791 791 -
Stage 2	-	-	-	398	796	-	9 0 -
Critical Hdwy	-	-	-	6.84	6.54	-	6.84 6.54 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 5.54 -
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	- - -
Follow-up Hdwy	-	-	-	3.52	4.02	-	3.52 4.02 3.32
Pot Cap-1 Maneuver	-	-	-	580	318	-	322 320 602
Stage 1	-	-	-	-	-	-	407 399 -
Stage 2	-	-	-	647	397	-	- - -
Platoon blocked, %	-	-	-				
Mov Cap-1 Maneuver	-	-	-	580	0	-	322 0 602
Mov Cap-2 Maneuver	-	-	-	580	0	-	322 0 -
Stage 1	-	-	-	-	0	-	407 0 -
Stage 2	-	-	-	647	0	-	- 0 -

Approach	WB	NB	SB
HCM Control Delay, s	0		11.2
HCM LOS	-		B
<hr/>			
Minor Lane/Major Mvmt	NBLn1	WBL	WBT WBR SBLn1
Capacity (veh/h)	-	-	- - 602
HCM Lane V/C Ratio	-	-	- 0.041
HCM Control Delay (s)	-	0	- 11.2
HCM Lane LOS	-	A	- B
HCM 95th %tile Q(veh)	-	-	- 0.1

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	957	0	3	758	6	3	0	4	9	0	17
Future Vol, veh/h	17	957	0	3	758	6	3	0	4	9	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	350	-	-	225	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	1063	0	3	842	7	3	0	4	10	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	849	0	0	1063	0	0	1529	1957	532	1421	1953	424
Stage 1	-	-	-	-	-	-	1101	1101	-	852	852	-
Stage 2	-	-	-	-	-	-	428	856	-	569	1101	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	785	-	-	651	-	-	80	63	492	97	63	579
Stage 1	-	-	-	-	-	-	226	286	-	321	374	-
Stage 2	-	-	-	-	-	-	575	373	-	474	286	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	785	-	-	651	-	-	76	61	492	94	61	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	61	-	94	61	-
Stage 1	-	-	-	-	-	-	221	279	-	313	372	-
Stage 2	-	-	-	-	-	-	554	371	-	458	279	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			30.9			25.1		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	785	-	-	651	-	-	208
HCM Lane V/C Ratio	0.053	0.024	-	-	0.005	-	-	0.139
HCM Control Delay (s)	30.9	9.7	-	-	10.6	-	-	25.1
HCM Lane LOS	D	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	151	785	664	4	8	131
Future Vol, veh/h	151	785	664	4	8	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	125	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	872	738	4	9	146

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	742	0	-
Stage 1	-	-	740
Stage 2	-	-	772
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	861	-	-
Stage 1	-	-	433
Stage 2	-	-	416
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	861	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	433
Stage 2	-	-	335

Approach	EB	WB	SW
HCM Control Delay, s	1.6	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	861	-	-	-	89	626
HCM Lane V/C Ratio	0.195	-	-	-	0.1	0.233
HCM Control Delay (s)	10.2	-	-	-	49.9	12.5
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.3	0.9

Intersection

Int Delay, s/veh 5.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	18	101	102	40	59	15
Future Vol, veh/h	18	101	102	40	59	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	112	113	44	66	17

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	345	74	82
Stage 1	74	-	-
Stage 2	271	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	652	988	1515
Stage 1	949	-	-
Stage 2	775	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	602	988	1515
Mov Cap-2 Maneuver	602	-	-
Stage 1	949	-	-
Stage 2	716	-	-

Approach	SB	NE	SW
HCM Control Delay, s	9.7	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1515	-	901	-	-
HCM Lane V/C Ratio	0.075	-	0.147	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	63	0	51	0	0	0	0	176	38	25	69	0
Future Vol, veh/h	63	0	51	0	0	0	0	176	38	25	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	70	0	57	0	0	0	0	196	42	28	77	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	328	328	77				77	0	-	196	0	0
Stage 1	132	132	-				-	-	-	-	-	-
Stage 2	196	196	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	666	591	984				1522	-	0	1377	-	-
Stage 1	894	787	-				-	-	0	-	-	-
Stage 2	837	739	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	652	0	984				1522	-	-	1377	-	-
Mov Cap-2 Maneuver	652	0	-				-	-	-	-	-	-
Stage 1	875	0	-				-	-	-	-	-	-
Stage 2	837	0	-				-	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	10.6		0		2
HCM LOS	B				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	768	1377	-	-
HCM Lane V/C Ratio	-	-	0.165	0.02	-	-
HCM Control Delay (s)	0	-	10.6	7.7	0	-
HCM Lane LOS	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	0.6	0.1	-	-

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	11	0	7	20	0	26	0	149	117	0
Future Vol, veh/h	11	0	7	20	0	26	0	149	117	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	8	22	0	29	0	166	130	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	329	314	171	318	320	130	130	0	177	0
Stage 1	171	171	-	143	143	-	-	-	-	-
Stage 2	158	143	-	175	177	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	624	601	873	635	597	920	1455	-	1399	-
Stage 1	831	757	-	860	779	-	-	-	-	-
Stage 2	844	779	-	827	753	-	-	-	-	-
Platoon blocked, %										-
Mov Cap-1 Maneuver	602	598	873	627	594	920	1455	-	1399	-
Mov Cap-2 Maneuver	602	598	-	627	594	-	-	-	-	-
Stage 1	827	757	-	856	775	-	-	-	-	-
Stage 2	813	775	-	820	753	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	10.4	10	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1399	-	-	685	765	1455	-	-
HCM Lane V/C Ratio	0.005	-	-	0.029	0.067	-	-	-
HCM Control Delay (s)	7.6	0	-	10.4	10	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection

Int Delay, s/veh 20.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	565	177	19	407	0	170	0	21	0	0	0
Future Vol, veh/h	0	565	177	19	407	0	170	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	200	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	628	197	21	452	0	189	0	23	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	452	0	0	628	0	0	1122	1122	628	1133	1122	452
Stage 1	-	-	-	-	-	-	628	628	-	494	494	-
Stage 2	-	-	-	-	-	-	494	494	-	639	628	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1109	-	-	954	-	-	~ 183	206	483	180	206	608
Stage 1	-	-	-	-	-	-	471	476	-	557	546	-
Stage 2	-	-	-	-	-	-	557	546	-	464	476	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1109	-	-	954	-	-	~ 180	201	483	168	201	608
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 180	201	-	168	201	-
Stage 1	-	-	-	-	-	-	471	476	-	557	534	-
Stage 2	-	-	-	-	-	-	545	534	-	442	476	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	0	0.4			144.7			0		
HCM LOS					F			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	193	1109	-	-	954	-	-	-
HCM Lane V/C Ratio	1.1	-	-	-	0.022	-	-	-
HCM Control Delay (s)	144.7	0	-	-	8.9	-	-	0
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	10.2	0	-	-	0.1	-	-	-

Notes

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



**TRAFFIC IMPACT ANALYSIS
RESOLUTION COPPER MINE PROJECT
SUPERIOR, ARIZONA**

APPENDIX

Turn Lane Analysis

Un-Signalized Intersection (Left Turn Lane)

Location: Main Street/US 60

Approach/Leg: Westbound

2020 With Project

V = vehicles per hour

PM Peak Hour

V = 325 vph

S = Storage = (V *2 min* 25 ft/veh)/60 min/hr

$$S \text{ (ft)} = \frac{325 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 271 \text{ feet}$$

Minimum Recommended Storage: 275 feet

Un-Signalized Intersection (Left Turn Lane)**Location:** Magma Mine Road (FS Road 469)/US 60**Approach/Leg:** Westbound**2025 With Project**

V = vehicles per hour

PM Peak Hour

V = 19 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{19 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 16 \text{ feet}$$

Minimum Recommended Storage: 25 feet

Un-Signalized Intersection (Right Turn Lane)**Location:** Magma Mine Road (FS Road 469)/US 60**Approach/Leg:** Eastbound**2025 With Project**

V = vehicles per hour

PM Peak Hour

V = 177 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{177 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 148 \text{ feet}$$

Minimum Recommended Storage: 150 feet

Un-Signalized Intersection (Left Turn Lane)

Location: SR 177/Eastbound US 60 Ramps

Approach/Leg: Southbound

2020 With Project

V = vehicles per hour

PM Peak Hour

V = 92 vph

S = Storage = (V *2 min* 25 ft/veh)/60 min/hr

$$S \text{ (ft)} = \frac{92 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 77 \text{ feet}$$

Minimum Recommended Storage: 100 feet

Un-Signalized Intersection (Left Turn Lane)
Location: SR 177/Westbound US 60 On Ramp
Approach/Leg: Northbound

2025 With Project

V = vehicles per hour

PM Peak Hour

V = 105 vph

S = Storage = (V *2 min* 25 ft/veh)/60 min/hr

$$S \text{ (ft)} = \frac{105 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 88 \text{ feet}$$

Minimum Recommended Storage: 100 feet

Un-Signalized Intersection (Left Turn Lane)**Location:** Silver King Mine Road (FS Road 229)/US 60**Approach/Leg:** Eastbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 47 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{47 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 39 \text{ feet}$$

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection (Right Turn Lane)**Location:** Silver King Mine Road (FS Road 229)/US 60**Approach/Leg:** Westbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 10 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{10 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 8 \text{ feet}$$

Minimum Recommended Storage: 25 feet

Un-Signalized Intersection (Left Turn Lane)**Location:** Hewitt Station Road (FS Road 357)/US 60**Approach/Leg:** Eastbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 46 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{46 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 38 \text{ feet}$$

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection (Right Turn Lane)**Location:** Hewitt Station Road (FS Road 357)/US 60**Approach/Leg:** Westbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 12 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{12 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 10 \text{ feet}$$

Minimum Recommended Storage: 25 feet

Un-Signalized Intersection (Left Turn Lane)**Location:** Main Street/Lonetree Road**Approach/Leg:** Eastbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 280 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{280 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 233 \text{ feet}$$

$$\text{Minimum Recommended Storage: } 250 \text{ feet}$$

Un-Signalized Intersection (Right Turn Lane)**Location:** Main Street/Lonetree Road**Approach/Leg:** Westbound**2020 With Project**

V = vehicles per hour

PM Peak Hour

V = 46 vph

$$S = \text{Storage} = (V * 2 \text{ min} * 25 \text{ ft/veh}) / 60 \text{ min/hr}$$

$$S (\text{ft}) = \frac{46 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 38 \text{ feet}$$

$$\text{Minimum Recommended Storage: } 50 \text{ feet}$$
