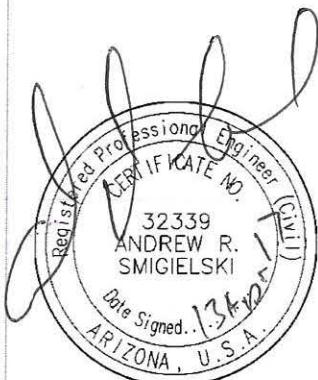




TRAFFIC IMPACT ANALYSIS

RESOLUTION COPPER MINE SUPERIOR, ARIZONA

1 JULY 2016
REVISED 13 APRIL 2017



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PREPARED FOR
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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.

Due to the uncertainty of the Environmental Impact Study (EIS) timeline, the results and recommendations outlined in this report are based upon an assumed peak construction year (2022) and operations starting year (2027). 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. In the event the EIS timeline effects the construction timeline, a worst-case approach to the analysis will assist 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 currently operate at an adequate LOS C or better for all movements during the peak hour.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to operate at an inadequate LOS E/F in 2017 and 2022 without traffic from the project. Delays occur as the relatively large southbound through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control, via a single shared lane.

The remaining study intersections are predicted to continue to experience an adequate LOS for all movements during the peak hours of 2022 and 2027, without traffic from the project.

Future Traffic Data With Project

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to continue operating at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project.

The northbound and southbound (minor approach) movements at the intersection of Silver King Mine Road (Forest Service (FS) Road 229)/US 60 are anticipated to operate at an inadequate LOS F only in the year 2022, with peak construction volumes. Although



southbound delays are expected to alleviate in 2027, delays for the northbound approach are expected to continue. These delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn from the side streets.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays 2022, with peak construction traffic volumes. These delays are expected to continue in 2027 with operations traffic. Although no mine related traffic is expected to make this turn, an increase in through volumes on US 60 with the project will reduce the number of gaps available for vehicles turning from the minor approaches.

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 2027 with traffic resulting from the Resolution Copper Mine daily operations. This delay is caused by the relatively large number of northbound, left turning vehicles expected to be leaving the East Plant.

The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are slightly longer than would typically be considered acceptable and are only expected to occur during peak construction. Delays are not expected in 2027 during mine operations.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2022 and 2027, with traffic from the project.

Turn Lane Calculations

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

Existing Conditions (2016)

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

Peak Construction (2022):

- 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/US 60
 - Eastbound left turn lane
- Main Street/Lonetree Road
 - Eastbound left turn lane



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 2022 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 without or with the project. Both of these turn lanes have a calculated total length of 240 feet. However, 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, already exist or should be added as part of the Resolution Copper Mine project. The required turn lanes at the intersections of SR 177/Eastbound US 60 Ramps, SR 177/Westbound US 60 Ramps and Main Street/Lonetree can be accommodated by restriping existing pavement.

Mitigation

Delays are expected on the minor approaches to the intersection of Main Street/US 60 in 2022 (peak construction) and 2027 (peak operation). Minor approach delays are also expected at the intersection of Silver King Mine Road (FS Road 229)/US 60 during peak construction only. A traffic signal would eliminate the delays for these low volumes, minor approaches. However, the negative impacts a traffic signal would have on US 60 through volumes would outweigh the reduction in minor approach delay.

Delays are also expected at the northbound approach to the intersection of Magma Mine Road (FS Road 469)/US 60 only in the year 2027. The traffic on this approach is anticipated to be composed almost exclusively of mine related traffic and queues can store safely on Magma Mine Road without affecting other traffic movements. Although a traffic signal would improve operations at this intersection, it is not recommended.

Without or with a traffic signal, there are some safety concerns resulting from the anticipated increase in traffic on the northbound approach to the intersection of Magma Mine Road (FS Road 469/US 60). This intersection is located on a curve in a mountainous rural area. 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 US 60. Without a traffic signal, the increased volumes of 'STOP' controlled vehicles turning onto this curved section of US 60 could result in an increase in angle crashes. If a traffic signal is installed, advance-warning signing (W3-3 "Signal Ahead") should be installed to notify drivers of the upcoming traffic signal. If a traffic signal is not installed, advance-warning signing (W2-2 'Side Road') should be installed to warn drivers of the upcoming intersection.

When daily operations at the mine begin in 2027, traffic signal warrants should be reviewed to determine if a traffic signal is necessary.



The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are expected to be relatively minor and will only occur during peak constructions. Delays are not expected in 2027 during mine operations. Mitigation measures are not recommended at this intersection due to the temporary nature of the anticipated delays and limited available right-of-way.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is expected to operate at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project. Delays occur as the relatively large through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control, via a single shared lane. A traffic signal, in conjunction with exclusive turn lanes for all approaches, will alleviate delays at this intersection in 2022 and 2027 without and with the project.

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. ‘Construction Traffic’ advance warning signs should also be utilized.



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 2022, and an opening year of 2027.
- 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 2022, and an opening year of 2027.

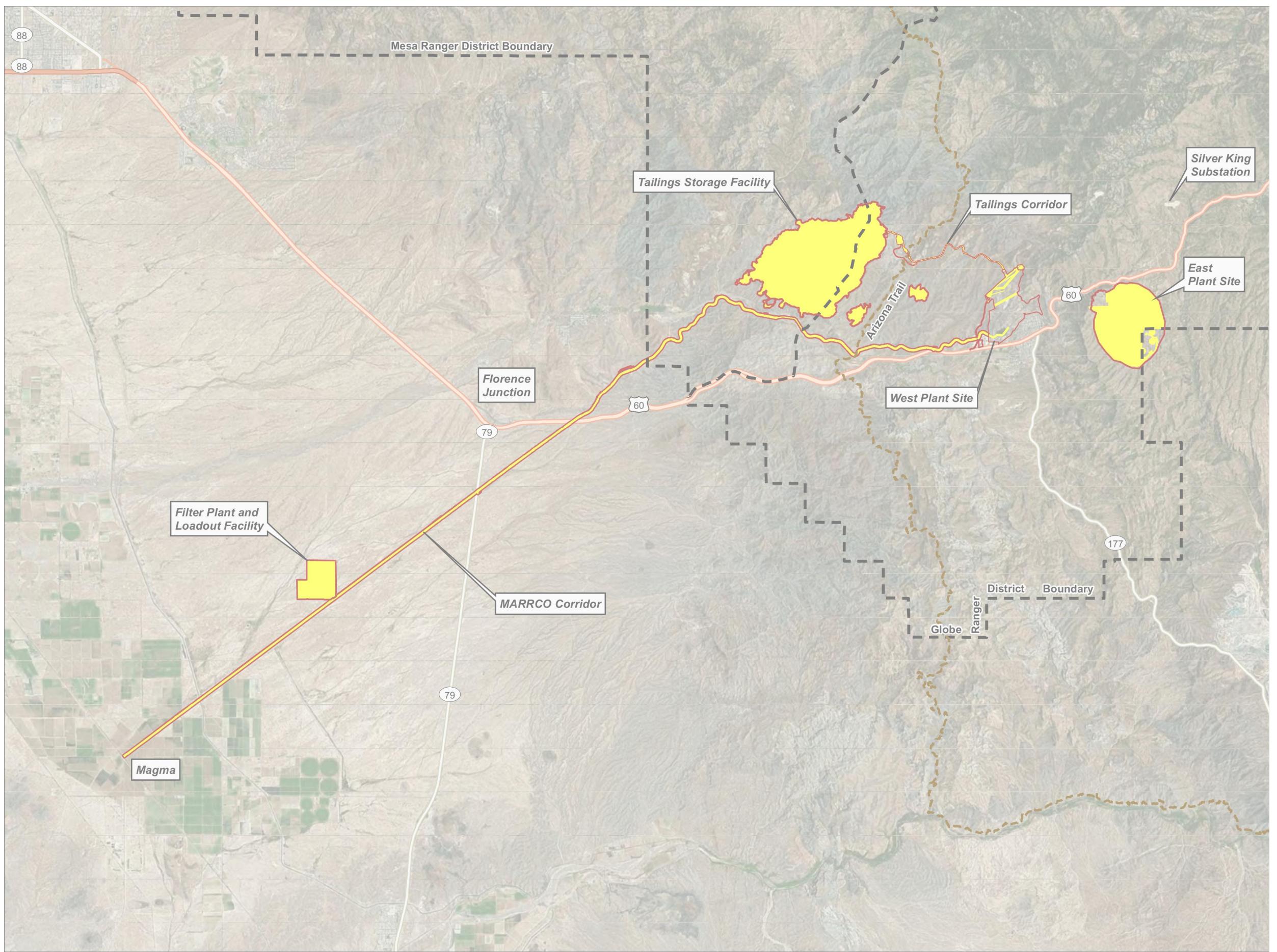


Figure 1 - Vicinity Map
Resolution Copper Mine
Superior, AZ



- 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 (Forest Service (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). Silver King Mine Road (FS Road 229) extends north of US 60. South of US 60 this roadway becomes FS Road 989.



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.

When an initial field review was completed in September 2015, the intersections of FS Road 989 and Silver King Mine Road (FS Road 229) with US 60 were separate intersections located 650 feet apart. However, as part of an access management strategy on the US 60, the ADOT construction project on the US 60 has combined those two intersections. The new, un-signalized intersection of Silver King Mine Road (FS Road 229)/US 60 is controlled by a STOP sign on the northbound and southbound approaches. The eastbound and westbound approaches on US 60 are free flow and are provided with a left turn lane, a through lane and a shared through/right turn lane. A single shared left turn/through/right turn lane is offered for the northbound and southbound approaches.

Hewitt Station Road (FS Road 357)/US 60 is a four-way, un-signalized intersection 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 farmlands. 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**.

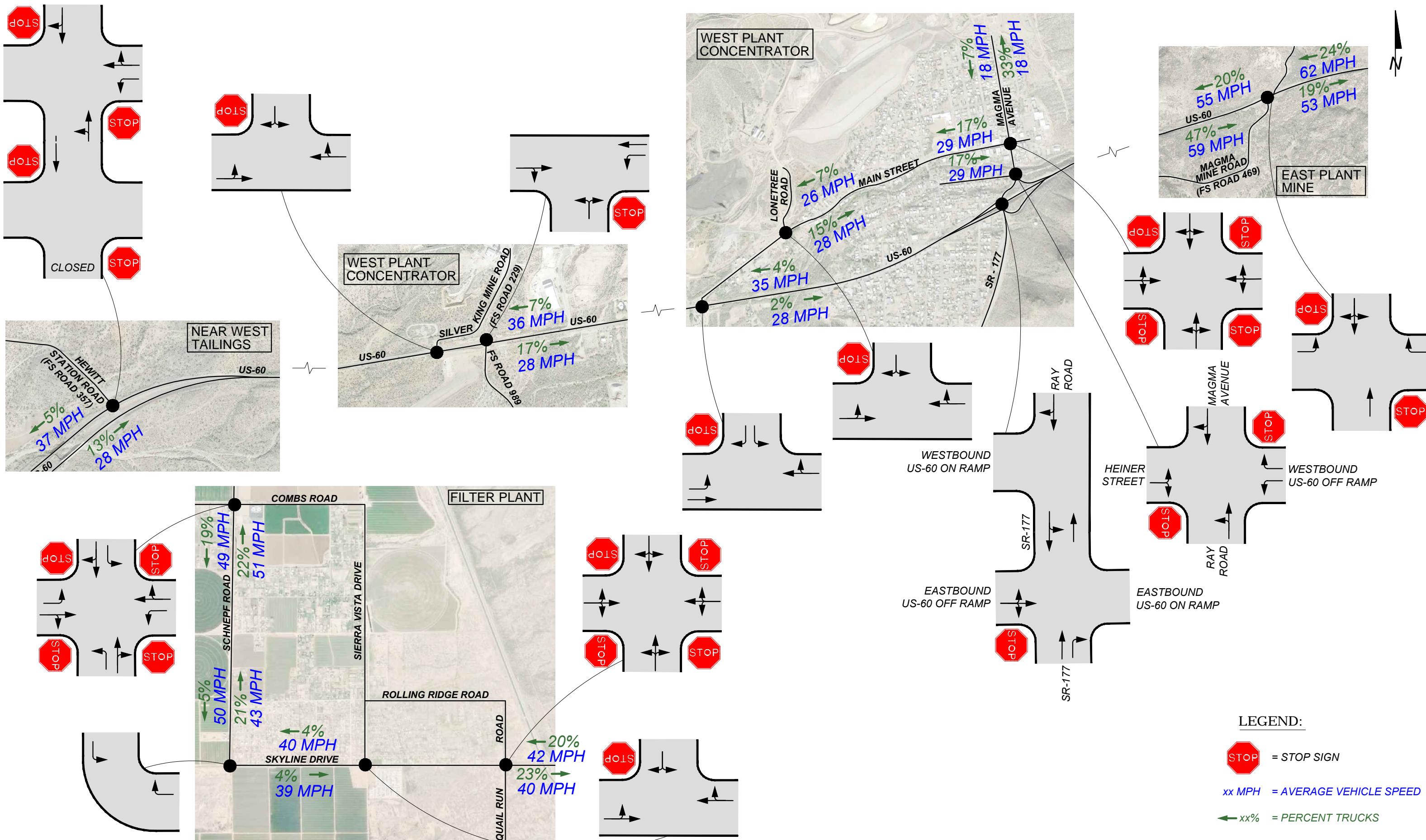


Figure 2 - Existing Lane Configurations, Average Vehicle Speed and Percent Trucks
 Resolution Copper Mine
 Superior, AZ



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. 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

In order to perform an analysis on the project intersections based on a worst case, conservative scenario; summer and winter traffic counts were taken. Summer traffic counts were taken in August 2015 and winter counts were planned to be taken in March 2016 (end of winter). However, in March 2016 ADOT construction activities on the US 60 were heavily impacting traffic patterns/volumes at the project intersections. In order to ensure that the traffic counts would provide an accurate representation of typical traffic patterns,



the decision was made to postpone winter counts until November 2016. Overall, traffic volumes were mostly higher in the winter of 2016 than the summer of 2015.

Friday peak hour turning movement counts were conducted on Friday from 7:00 AM to 10:00 PM. All traffic counts were completed in November 2016.

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

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

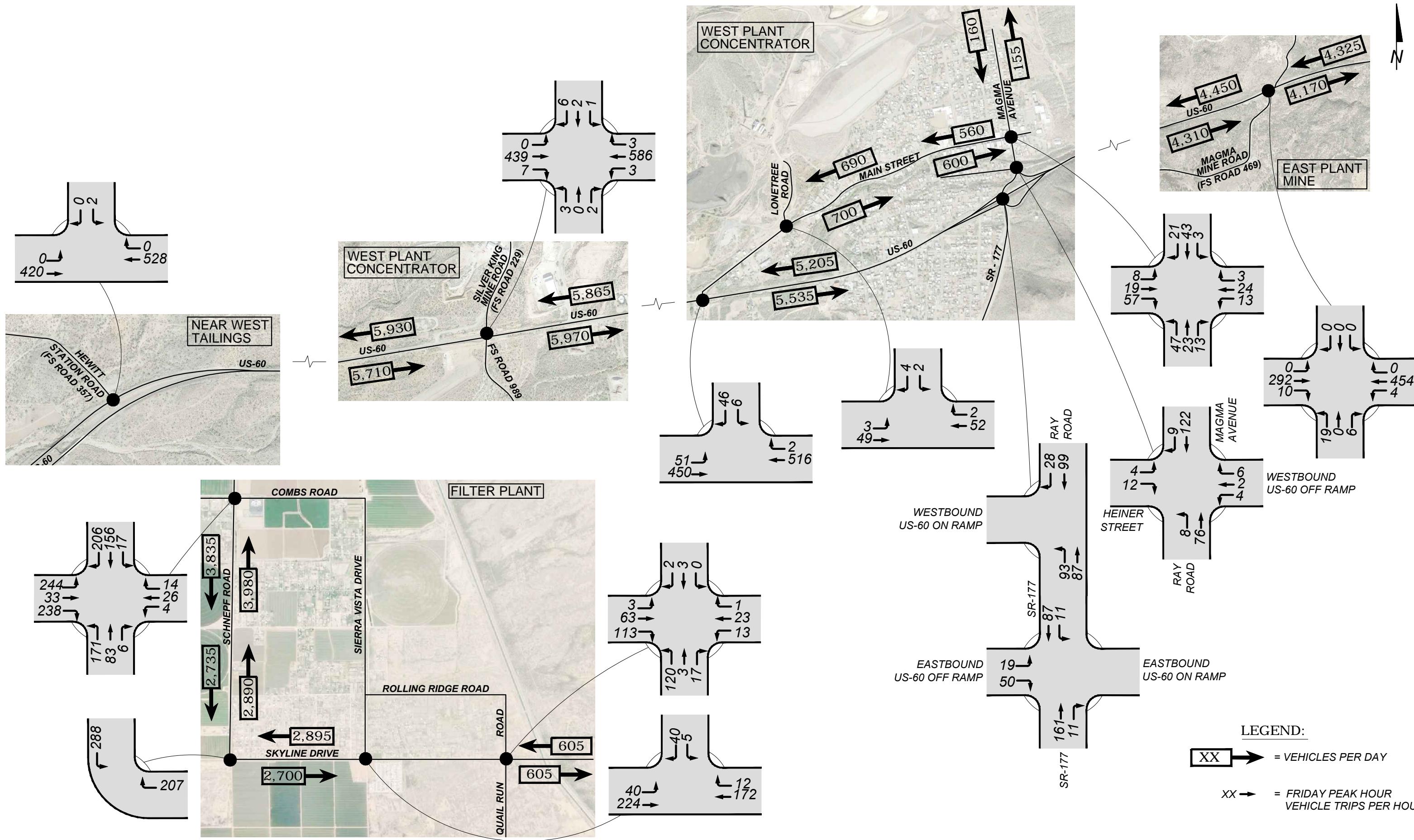
Hewitt Station Road (FS Road 357) lies parallel to much of the MARRCO corridor, where the pipeline between the West Plant and the Filter Plant and Loadout Facility is proposed. Primary access to the MARRCO Corridor will be provided via the intersection of Hewitt Station Road (FS Road 357)/US 60.

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.



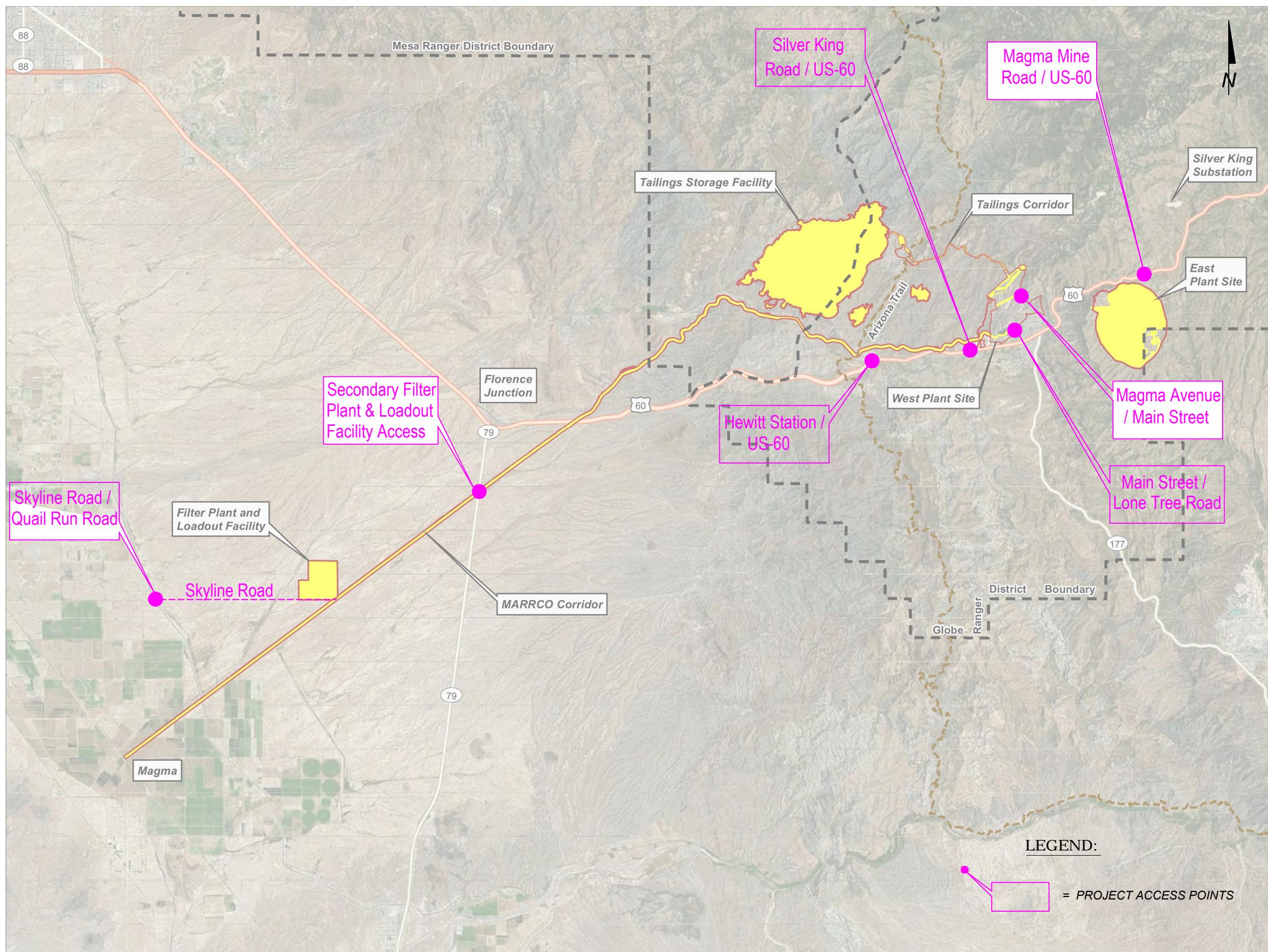


Figure 4 - Access Locations
 Resolution Copper Mine
 Superior, AZ



The intersections of Hewitt Station Road (FS Road 357)/US 60 and Main Street/US 60 was 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.

ADOT has several US 60 improvement projects that have already started in the vicinity of the project. The first project will build a new westbound climbing lane and widen shoulders along a 13-mile stretch of US 60 from the Oak Flat area to the town of Miami (mileposts 229-242). Within the limits of a second project, ADOT will convert the last remaining section of two-lane roadway on US 60 between Phoenix and Superior into a modern, four-lane divided highway. This stretch of highway includes the US 60 intersections with Hewitt Station Road (FS Road 357) and Main Street. Both of these intersections will be provided with eastbound and westbound left turn lanes. The minor approaches to these intersections are expected to remain unchanged. US 60 improvements were assumed to be completed by the year 2022 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 2022 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 2027.

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 – 2022 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

Table 2 – 2027 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 (vtph)	166	11	168	11	9	N/A
Peak Hour, Outbound (vtph)	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.

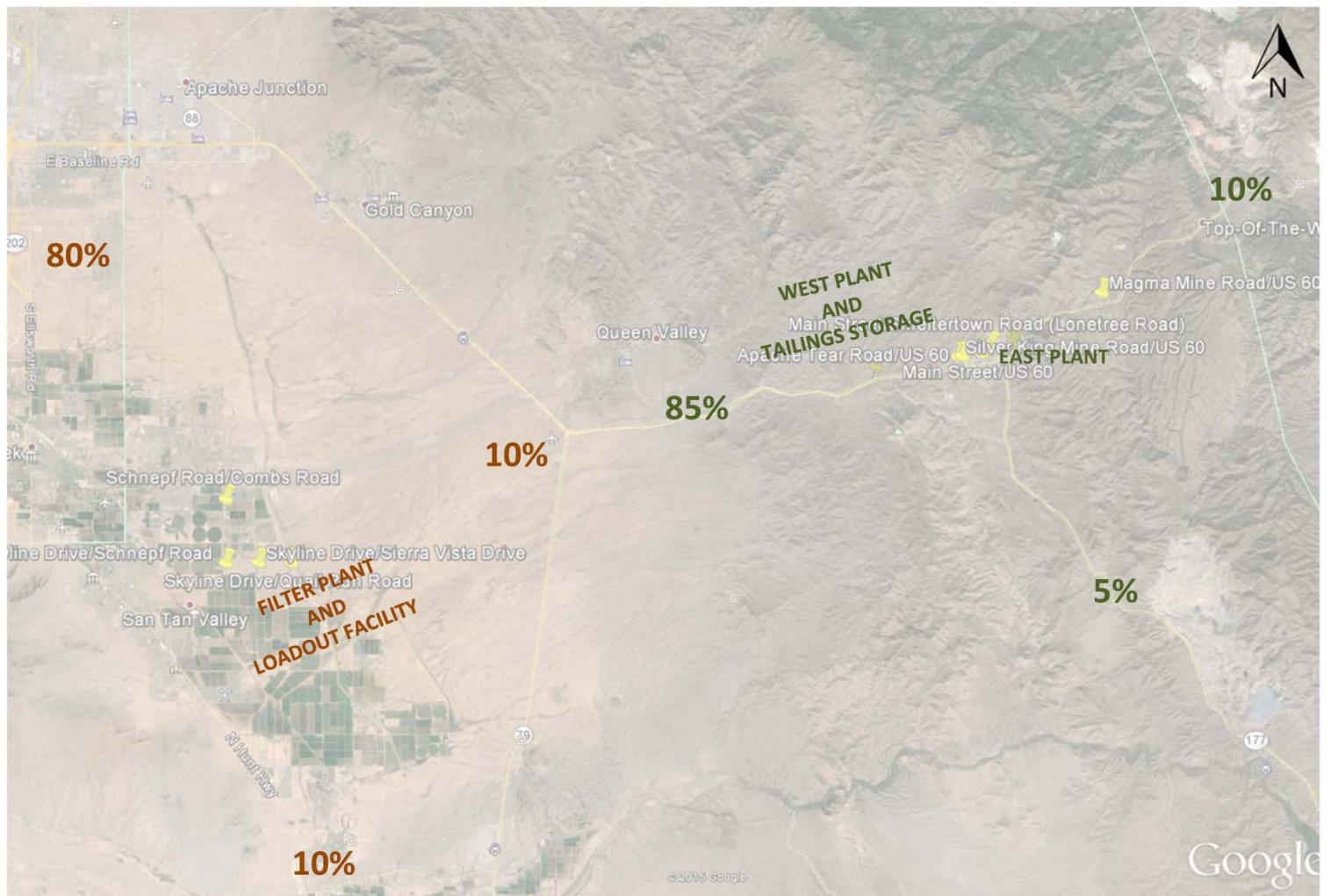
Figure 5 shows the weekday trip distribution for the project as a percentage of net new primary trips.

Figure 6 shows the weekday peak hour traffic assignment of these trips to the existing project intersections during peak of construction (2022). **Figure 7** shows the weekday peak hour traffic assignment of these trips to the existing project intersections once the mine begins daily operations (2027).

Trip distribution calculations are shown in the appendix.



Figure 5 – Weekday Peak Hour Trip Distribution



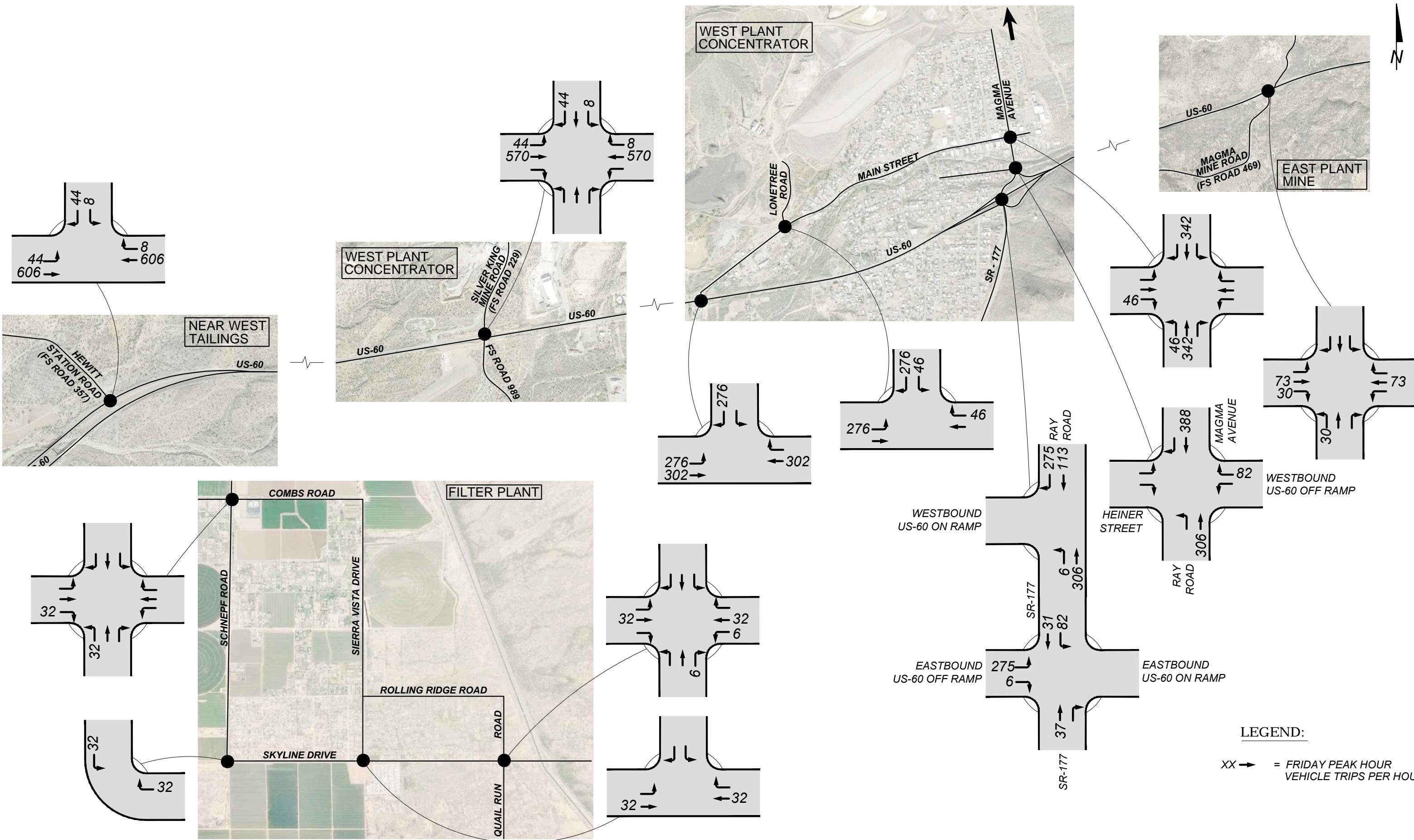


Figure 6 - 2022 Weekday Peak Hour Trip Assignment (Peak Construction) Resolution Copper Mine Superior, AZ

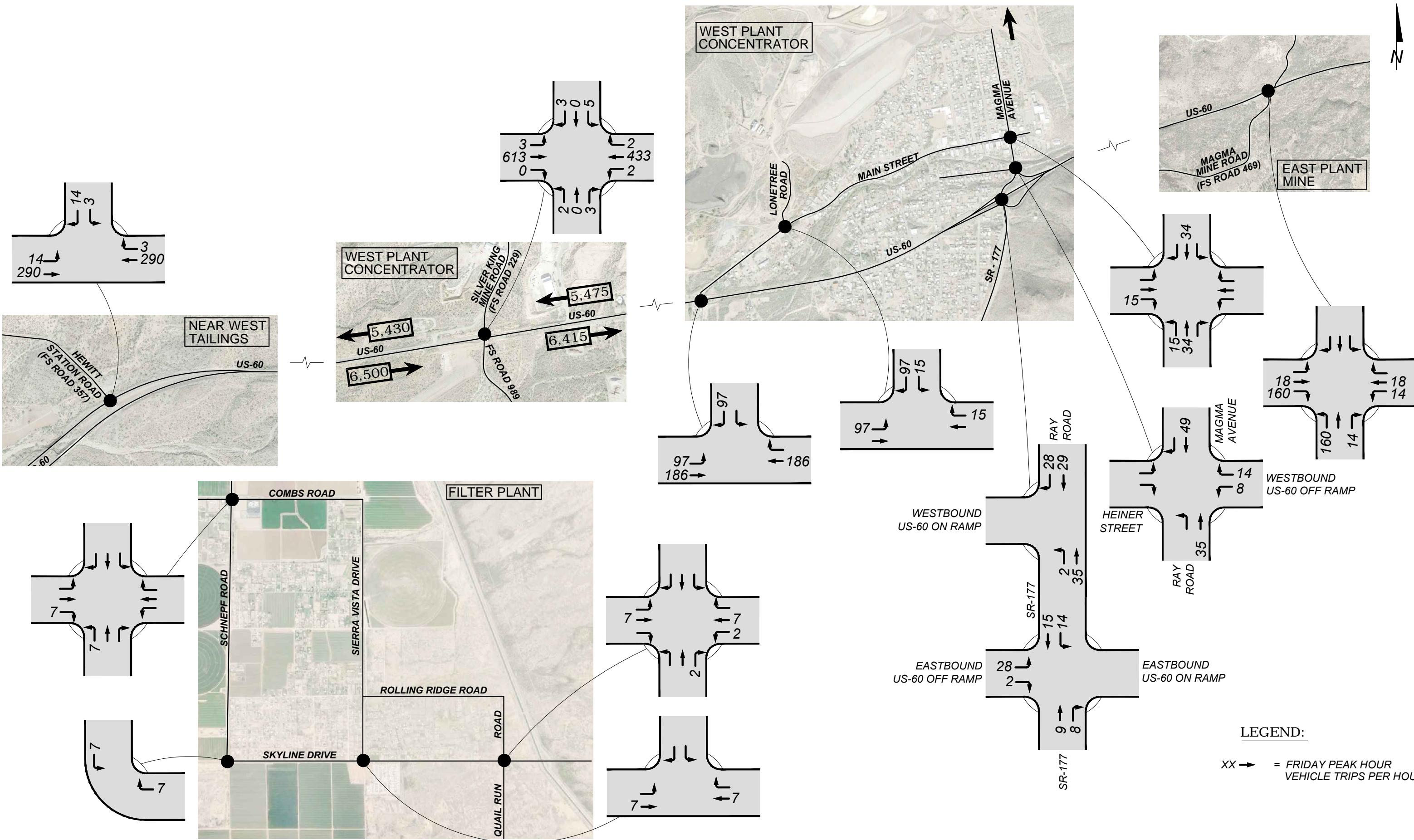


Figure 7 - 2027 Weekday Peak Hour Trip Assignment (Operations)

Resolution Copper Mine
Superior, AZ



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**.

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.



Table 4 – Existing Peak Hour Levels of Service

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	C	18.9
Eastbound Through/Right	C	15.6
Westbound Left	B	11.4
Westbound Through/Right	B	11.3
Northbound Left	C	15.6
Northbound Through/Right	B	11.6
Southbound Left	B	10.5
Southbound Through/Right	C	24.9
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.7
Southbound Left/Right	A	9.9
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	8.1
Westbound Left/Through/Right	A	7.8
Northbound Left/Through/Right	A	8.6
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	A	0.0
Westbound Left	A	8.4
Northbound Left/Through/Right	C	15.4
Southbound Left/Through/Right	B	14.7
Main Street/Lonetree Road		
Eastbound Left	A	7.3
Southbound Left/Right	A	8.8
Main Street/US 60		
Eastbound Left/Through	A	8.8
Southbound Left	C	24.0
Southbound Right	B	12.7
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.4
Westbound Left/Through/Right	A	7.7
Northbound Left/Through/Right	A	7.9
Southbound Left/Through/Right	A	7.5
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.4
Westbound Left/Through/Right	A	9.6
Northbound Left/Through	A	7.5
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	A	9.6
Southbound Left/Through	A	7.6
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	7.9
Northbound Left/Through/Right	C	16.8
Southbound Left/Through/Right	A	0.0

Delay - seconds per vehicle



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 2022 (peak construction) and 2027 (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, 2022 and 2027 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 2017:

- 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.
- 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 2022 and 2027 without the project.

Levels of service for 2022 and 2027 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**, the southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to operate at an inadequate LOS E/F in 2017 and 2022 without traffic from the project. Delays occur as the relatively large southbound through and right turning volumes attempt to proceed through the intersection one at a time under STOP control via a single shared lane

The remaining study intersections are predicted to continue to experience an adequate LOS for all movements during the peak hours of 2022 and 2027, without traffic from the project.

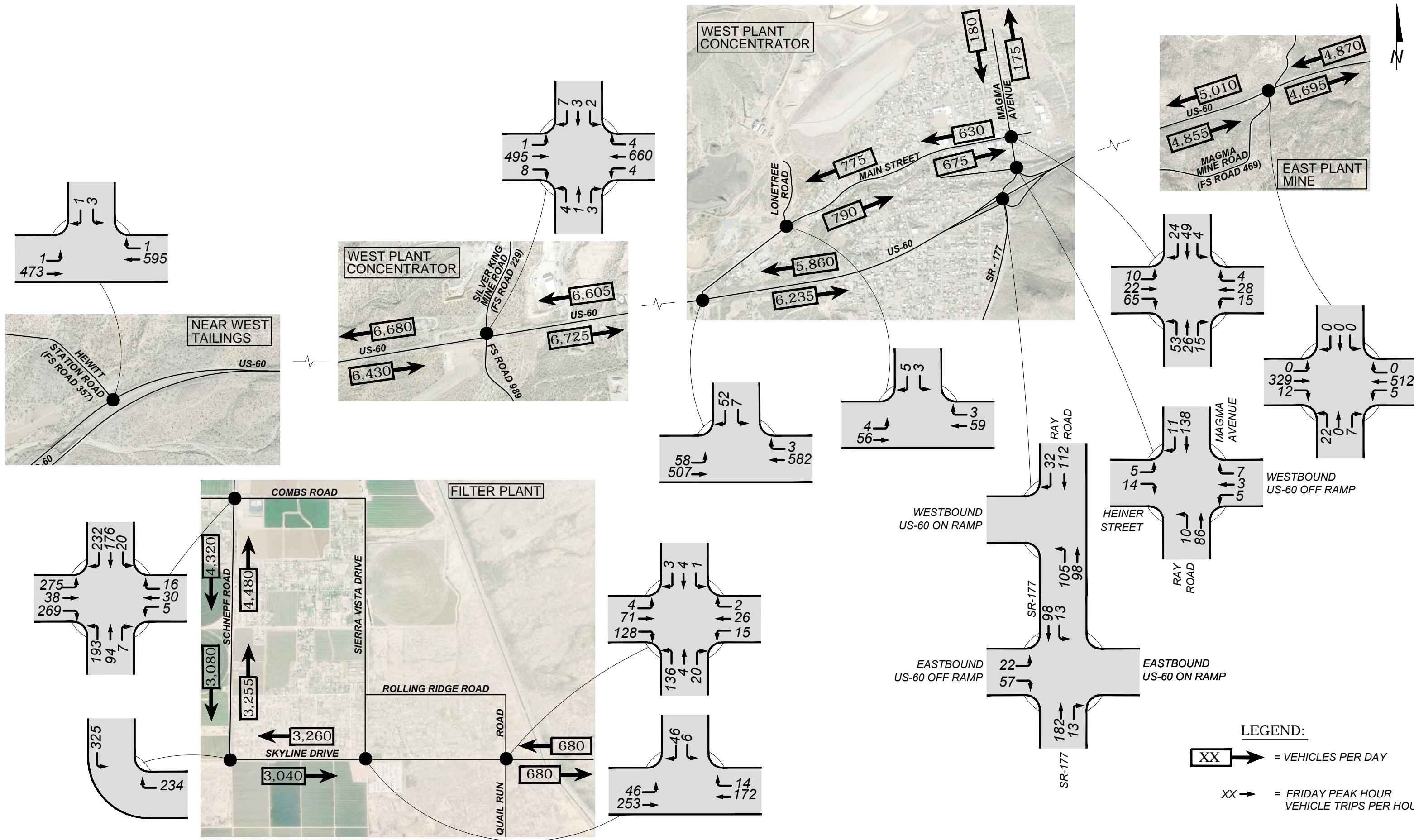


Figure 8 - 2022 Weekday Peak Hour Traffic Volumes Without Project (Peak Construction)
 Resolution Copper Mine
 Superior, AZ

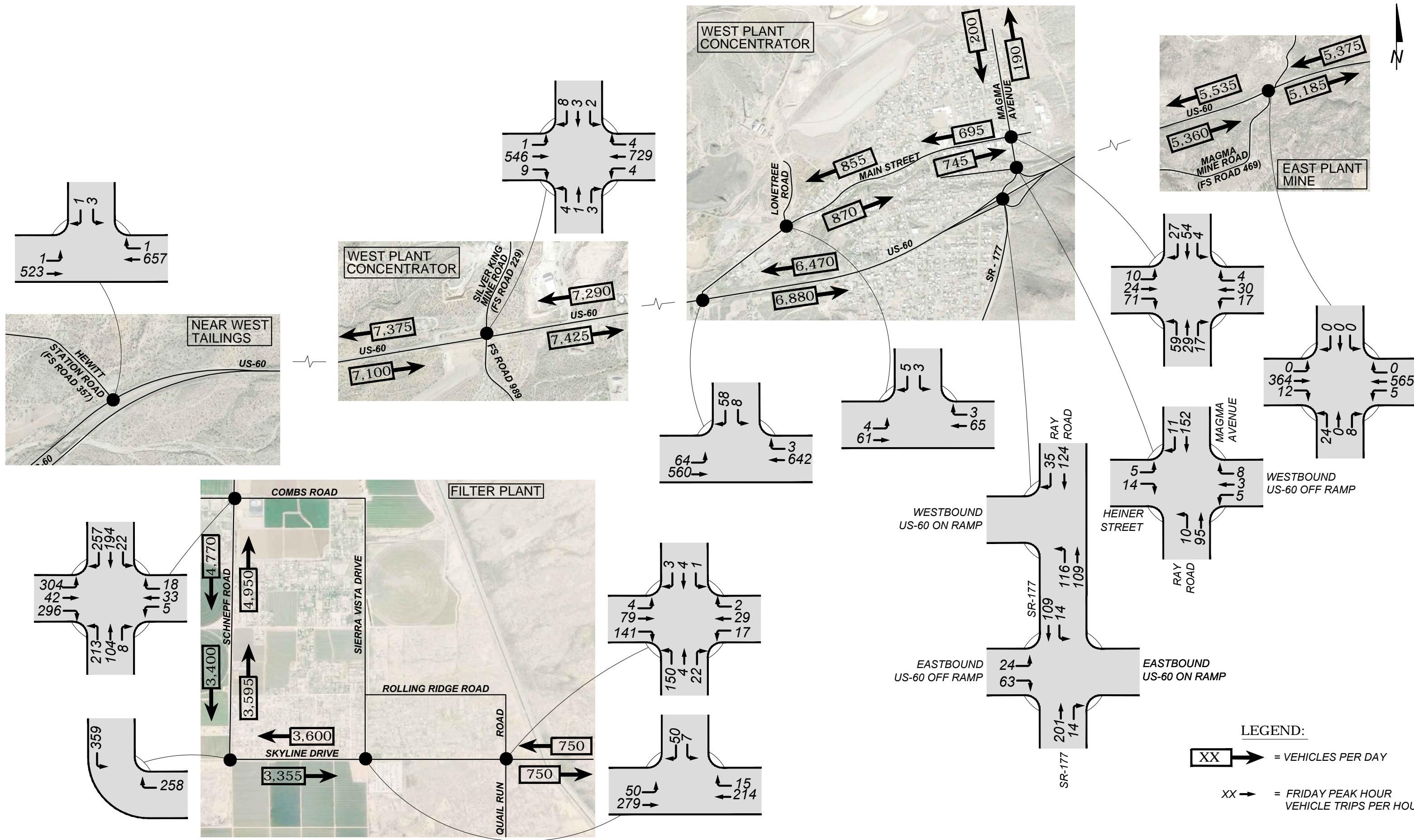


Figure 9 - 2027 Weekday Peak Hour Traffic Volumes Without Project (Operations)
 Resolution Copper Mine
 Superior, AZ



Table 5 – 2022 Peak Hour Levels of Service Without Project (Peak Construction)

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	C	24.8
Eastbound Through/Right	C	20.4
Westbound Left	B	12.1
Westbound Through/Right	B	12.3
Northbound Left	C	18.5
Northbound Through/Right	B	12.7
Southbound Left	B	11.1
Southbound Through/Right	E	42.4
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.7
Southbound Left/Right	B	10.1
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	8.5
Westbound Left/Through/Right	A	8.0
Northbound Left/Through/Right	A	9.0
Southbound Left/Through/Right	A	7.6
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	9.2
Westbound Left	A	8.6
Northbound Left/Through/Right	C	18.6
Southbound Left/Through/Right	C	17.8
Main Street/Lonetree Road		
Eastbound Left	A	7.4
Southbound Left/Right	A	8.9
Main Street/US 60		
Eastbound Left/Through	A	9.1
Southbound Left	C	23.3
Southbound Right	B	10.9
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.6
Westbound Left/Through/Right	A	7.8
Northbound Left/Through/Right	A	8.0
Southbound Left/Through/Right	A	7.7
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.6
Westbound Left/Through/Right	A	9.9
Northbound Left/Through	A	7.6
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	A	9.8
Southbound Left/Through	A	7.7
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	8.0
Northbound Left/Through/Right	C	19.3
Southbound Left/Through/Right	A	0.0

Delay - seconds per vehicle



Table 6 – 2027 Peak Hour Levels of Service Without Project (Normal Operations)

Intersection	Peak Hour	
	LOS	Delay
Un-signalized Intersections		
Combs Road/Schnepf Road		
Eastbound Left	D	31.5
Eastbound Through/Right	D	25.4
Westbound Left	B	12.3
Westbound Through/Right	B	12.8
Northbound Left	C	21.0
Northbound Through/Right	B	13.4
Southbound Left	B	11.5
Southbound Through/Right	F	67.5
Skyline Drive/Sierra Vista Drive		
Eastbound Left/Through	A	7.9
Southbound Left/Right	B	10.6
Skyline Drive/Quail Run Lane		
Eastbound Left/Through/Right	A	8.8
Westbound Left/Through/Right	A	8.1
Northbound Left/Through/Right	A	9.3
Southbound Left/Through/Right	A	7.7
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	9.5
Westbound Left	A	8.8
Northbound Left/Through/Right	C	20.9
Southbound Left/Through/Right	C	19.4
Main Street/Lonetree Road		
Eastbound Left	A	7.4
Southbound Left/Right	A	8.9
Main Street/US 60		
Eastbound Left/Through	A	9.5
Southbound Left	D	27.2
Southbound Right	B	11.3
Main Street/Magma Avenue		
Eastbound Left/Through/Right	A	7.9
Westbound Left/Through/Right	A	8.1
Northbound Left/Through/Right	A	8.4
Southbound Left/Through/Right	A	7.9
Heiner Street/Ray Road/Westbound US 60 Off Ramp		
Eastbound Left/Right	A	9.7
Westbound Left/Through/Right	A	9.9
Northbound Left/Through	A	7.6
SR 177/Eastbound US 60 Ramps		
Eastbound Left/Through/Right	B	10.0
Southbound Left/Through	A	7.7
Magma Mine Road (FS Road 469)/US 60		
Eastbound Left	A	0.0
Westbound Left	A	8.1
Northbound Left/Through/Right	C	21.9
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 2022 and 2027 with the project. Weekday peak hour traffic volumes for 2022 and 2027 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 2022 and 2027, 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** and **8**, the southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to continue operating at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project. Delays occur as the relatively large through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control via a single shared lane

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 2022, with peak construction volumes. Although southbound delays are expected to alleviate in 2027, delays for the northbound approach are expected to continue. These delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn from the side streets.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays 2022, with peak construction traffic volumes. These delays are expected to continue in 2027 with operations traffic. Although no mine related traffic is expected to make this turn, an increase in through volumes on US 60 with the project will reduce the number of gaps available for vehicles turning from the minor approaches.

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 2027 with traffic resulting from the Resolution Copper Mine daily operations. This delay is caused by the relatively large number of northbound, left turning vehicles expected to be leaving the East Plant.

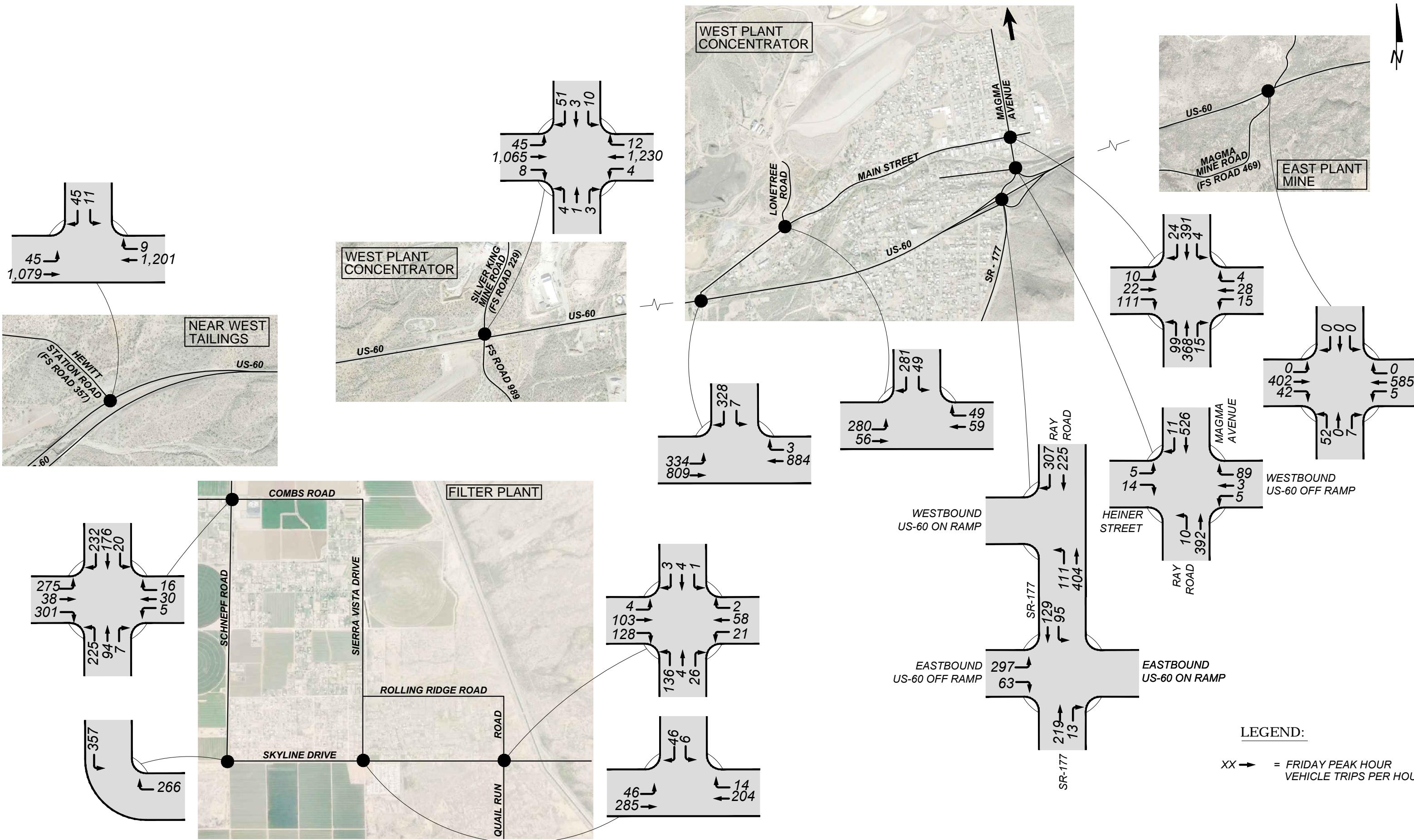


Figure 10 - 2022 Weekday Peak Hour Traffic Volumes With Project (Peak Construction) Resolution Copper Mine Superior, AZ

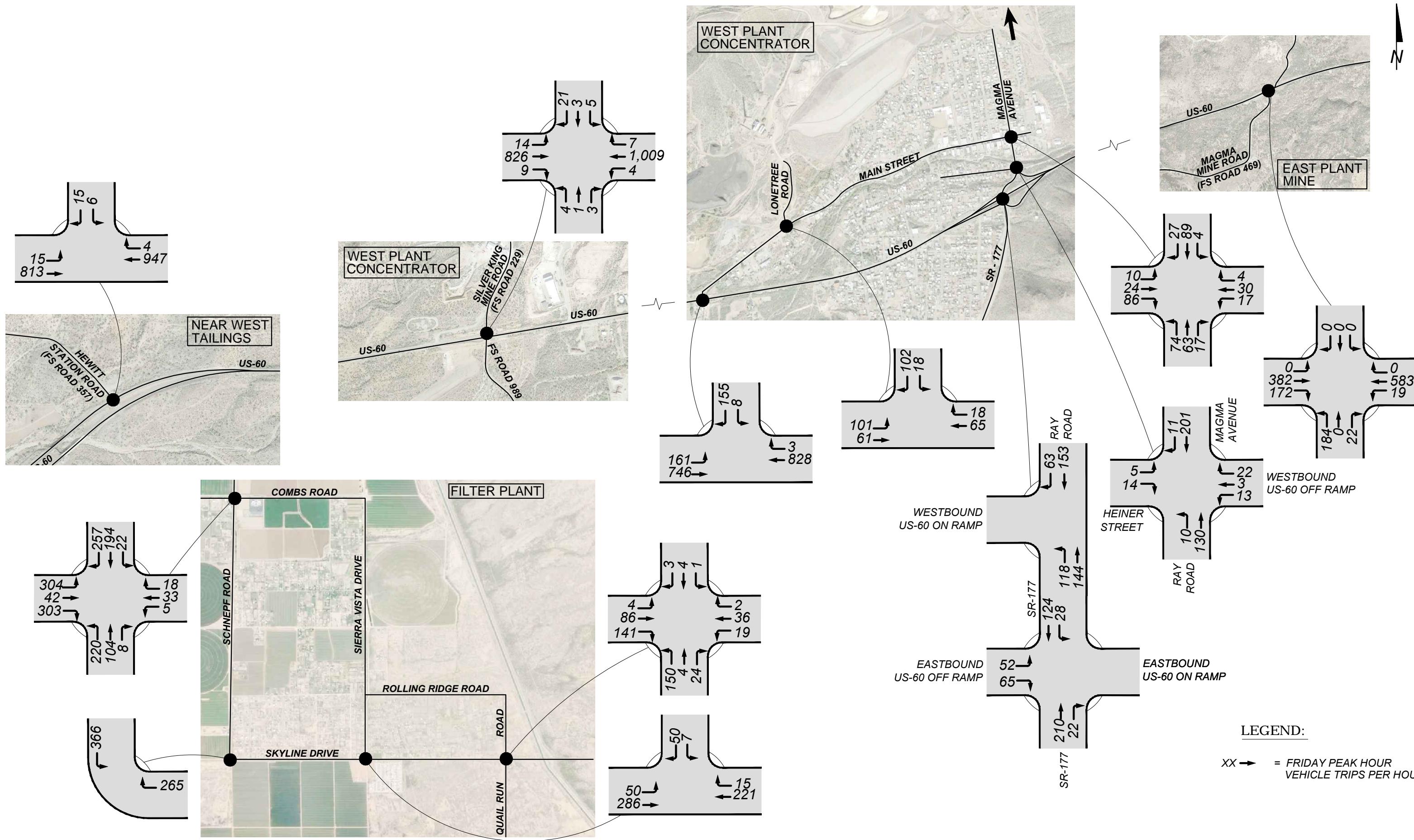


Figure 11 - 2027 Weekday Peak Hour Traffic Volumes With Project (Operations)
 Resolution Copper Mine
 Superior, AZ



Table 7 – 2022 Peak Hour Levels of Service With Project (Peak Construction)

Intersection	2022 w/o Project		2022 w/Project	
	Peak Hour		Peak Hour	
	LOS	Delay	LOS	Delay
Un-signalized Intersections				
Combs Road/Schnepf Road				
Eastbound Left	C	24.8	D	25.9
Eastbound Through/Right	C	20.4	C	24.9
Westbound Left	B	12.1	B	12.3
Westbound Through/Right	B	12.3	B	12.6
Northbound Left	C	18.5	C	21.8
Northbound Through/Right	B	12.7	B	12.9
Southbound Left	B	11.1	B	11.3
Southbound Through/Right	E	42.4	E	47.1
Skyline Drive/Sierra Vista Drive				
Eastbound Left/Through	A	7.7	A	7.8
Southbound Left/Right	B	10.1	B	10.4
Skyline Drive/Quail Run Lane				
Eastbound Left/Through/Right	A	8.5	A	9.1
Westbound Left/Through/Right	A	8.0	A	8.4
Northbound Left/Through/Right	A	9.0	A	9.4
Southbound Left/Through/Right	A	7.6	A	7.9
Hewitt Station Road (FS Road 357)/Westbound US 60				
Northbound Left/Through	A	0.0	A	0.0
Southbound Through/Right	A	0.0	C	15.7
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	9.2	B	13.1
Westbound Left	A	8.6	B	11.2
Northbound Left/Through/Right	C	18.6	F	>120
Southbound Left/Through/Right	C	17.8	F	105.7
Main Street/Lonetree Road				
Eastbound Left	A	7.4	A	8.1
Southbound Left/Right	A	8.9	C	15.3
Main Street/US 60				
Eastbound Left/Through	A	9.1	C	15.9
Southbound Left	C	23.3	F	>120
Southbound Right	B	10.9	D	26.3
Main Street/Magma Avenue				
Eastbound Left/Through/Right	A	7.6	B	11.5
Westbound Left/Through/Right	A	7.8	B	10.8
Northbound Left/Through/Right	A	8.0	D	25.6
Southbound Left/Through/Right	A	7.7	C	19.7
Heiner Street/Ray Road/Westbound US 60 Off Ramp				
Eastbound Left/Right	A	9.6	C	17.1
Westbound Left/Through/Right	A	9.9	B	13.5
Northbound Left/Through	A	7.6	A	8.7
SR 177/Eastbound US 60 Ramps				
Eastbound Left/Through/Right	A	9.8	E	43.5
Southbound Left/Through	A	7.7	A	8.0
Magma Mine Road (FS Road 469)/US 60				
Eastbound Left	A	0.0	A	0.0
Westbound Left	A	8.0	A	8.3
Northbound Left/Through/Right	C	19.3	D	31.0
Southbound Left/Through/Right	A	0.0	A	0.0

Delay - seconds per vehicle



Table 8 – 2027 Peak Hour Levels of Service With Project (Normal Operations)

Intersection	2027 w/o Project		2027 w/Project	
	Peak Hour		Peak Hour	
	LOS	Delay	LOS	Delay
Un-signalized Intersections				
Combs Road/Schnepf Road				
Eastbound Left	D	31.5	D	31.8
Eastbound Through/Right	D	25.4	D	26.7
Westbound Left	B	12.3	B	12.4
Westbound Through/Right	B	12.8	B	12.9
Northbound Left	C	21.0	C	21.8
Northbound Through/Right	B	13.4	B	13.5
Southbound Left	B	11.5	B	11.5
Southbound Through/Right	F	67.5	F	67.7
Skyline Drive/Sierra Vista Drive				
Eastbound Left/Through	A	7.9	A	7.9
Southbound Left/Right	B	10.6	B	10.7
Skyline Drive/Quail Run Lane				
Eastbound Left/Through/Right	A	8.8	A	8.9
Westbound Left/Through/Right	A	8.1	A	8.2
Northbound Left/Through/Right	A	9.3	A	9.4
Southbound Left/Through/Right	A	7.7	A	7.8
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	12.6
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	9.5	B	11.0
Westbound Left	A	8.8	A	9.9
Northbound Left/Through/Right	C	20.9	E	45.4
Southbound Left/Through/Right	C	19.4	D	33.1
Main Street/Lonetree Road				
Eastbound Left	A	7.4	A	7.6
Southbound Left/Right	A	8.9	A	9.8
Main Street/US 60				
Eastbound Left/Through	A	9.5	B	11.5
Southbound Left	D	27.2	F	70.1
Southbound Right	B	11.3	B	14.6
Main Street/Magma Avenue				
Eastbound Left/Through/Right	A	7.9	A	8.1
Westbound Left/Through/Right	A	8.1	A	8.2
Northbound Left/Through/Right	A	8.4	A	8.8
Southbound Left/Through/Right	A	7.9	A	8.3
Heiner Street/Ray Road/Westbound US 60 Off Ramp				
Eastbound Left/Right	A	9.7	B	10.2
Westbound Left/Through/Right	A	9.9	B	10.4
Northbound Left/Through	A	7.6	A	7.7
SR 177/Eastbound US 60 Ramps				
Eastbound Left/Through/Right	B	10.0	B	11.1
Southbound Left/Through	A	7.7	A	7.8
Magma Mine Road (FS Road 469)/US 60				
Eastbound Left	A	0.0	A	0.0
Westbound Left	A	8.1	A	8.2
Northbound Left/Through/Right	C	21.9	F	>120
Southbound Left/Through/Right	A	0.0	A	0.0

Delay - seconds per vehicle



The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are slightly longer than would typically be considered acceptable and are only expected to occur during peak construction. Delays are not expected in 2027 during mine operations.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2022 and 2027, with traffic from the project.

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.

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

Existing Conditions (2016)

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

Peak Construction (2022):

- 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/US 60
 - Eastbound left turn lane
- Main Street/Lonetree Road
 - Eastbound left turn lane



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
Magma Mine Road (FS Road 469)/US 60	Eastbound	Right Turn Lane	No	Yes	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

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.

$$\text{Vehicles per 2 min. period} = (\text{vehicles/hour}) \div (30 \text{ periods/hour})$$

$$\text{Storage length} = \text{vehicles per 2 min. period} \times 25 \text{ feet}$$

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 (2022) and the beginning of daily operations (2027). 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
Magma Mine Road (FS Road 469)/US 60								
Turning Volume (vph)								172
$S_{calculated} =$								143
$S_{rounded} =$								150
SR 177/Eastbound US 60 Ramps								
Turning Volume (vph)			95					
$S_{calculated} =$			79					
$S_{rounded} =$			100					
SR 177/Westbound US 60 On Ramp								
Turning Volume (vph)		118						
$S_{calculated} =$		98						
$S_{rounded} =$		100						
Silver King Mine Road (FS Road 229)/US 60								
Turning Volume (vph)			45					12
$S_{calculated} =$			38					10
$S_{rounded} =$			50					25
Hewitt Station Road (FS Road 357)/US 60								
Turning Volume (vph)			45					
$S_{calculated} =$			38					
$S_{rounded} =$			50					
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 for ADOT controlled roadways 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
Magma Mine Road (FS Road 469)/US 60				
Eastbound Right Turn Lane	150	245	90	485
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				
Eastbound Left Turn Lane	50	245	90	385

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 2022 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 without or with the project. Both of these turn lanes have a calculated total length of 240 feet. However, 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 will be constructed as part of the US-60 construction project or already exist. All of 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 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 lane is warranted into the proposed new main WPS access point located at the intersection of Main Street/Lonetree Road. This turn lane can be striped within the existing pavement on Main Street.



Mitigation

Delays are expected on the minor approaches to the intersection of Main Street/US 60 in 2022 (peak construction) and 2027 (peak operation). Minor approach delays are also expected at the intersection of Silver King Mine Road (FS Road 229)/US 60 during peak construction only. A traffic signal would eliminate the delays for these low volumes, minor approaches. However, the negative impacts a traffic signal would have on US 60 through volumes would outweigh the reduction in minor approach delay.

Delays are also expected at the northbound approach to the intersection of Magma Mine Road (FS Road 469)/US 60 only in the year 2027. The traffic on this approach is anticipated to be composed almost exclusively of mine related traffic and queues can store safely on Magma Mine Road without affecting other traffic movements. Although a traffic signal would improve operations at this intersection, it is not recommended.

Without or with a traffic signal, there are some safety concerns resulting from the anticipated increase in traffic on the northbound approach to the intersection of Magma Mine Road (FS Road 469/US 60). This intersection is located on a curve in a mountainous rural area. 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 US 60. Without a traffic signal, the increased volumes of 'STOP' controlled vehicles turning onto this curved section of US 60 could result in an increase in angle crashes. If a traffic signal is installed, advance-warning signing (W3-3 "Signal Ahead") should be installed to notify drivers of the upcoming traffic signal. If a traffic signal is not installed, advance-warning signing (W2-2 'Side Road') should be installed to warn drivers of the upcoming intersection.

When daily operations at the mine begin in 2027, traffic signal warrants should be reviewed to determine if a traffic signal is necessary.

The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are expected to be relatively minor and will only occur during peak constructions. Delays are not expected in 2027 during mine operations. Mitigation measures are not recommended at this intersection due to the temporary nature of the anticipated delays and limited available right-of-way.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is expected to operate at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project. Delays occur as the relatively large through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control via a single shared lane. A traffic signal, in conjunction with exclusive turn lanes for all approaches, will alleviate delays at this intersection in 2022 and 2027 without and with the project.



Table 12 shows the proposed mitigation measures and the corresponding levels of service at the intersection of Combs Road/Schnepf Road.

Table 12 – 2027 Peak Hour Levels of Service With Project Mitigation (Normal Operations)

Intersection	Improvement	2027 With Project		2027 With Mitigation	
		Peak Hour		Peak Hour	
		LOS	Delay	LOS	Delay
Signalized Intersections					
Combs Road/Schnepf Road					
Eastbound Left		D	31.8	D	34.3
Eastbound Through/Right		D	26.7	N/A	
Eastbound Through	Install traffic signal.	N/A		B	11.4
Eastbound Right				C	22.6
Westbound Left		B	12.4	B	12.9
Westbound Through/Right		B	12.9	N/A	
Westbound Through		N/A		B	13.2
Westbound Right				B	12.0
Northbound Left	Construct exclusive right turn lanes for all approaches.	C	21.8	C	24.4
Northbound Through/Right		B	13.5	N/A	
Northbound Through		N/A		B	14.2
Northbound Right				B	10.6
Southbound Left		B	11.5	B	11.9
Southbound Through/Right		F	67.7	N/A	
Southbound Through		N/A		C	18.4
Southbound Right				C	20.4

Delay - seconds per vehicle

As shown in **Table 12**, all movements at the intersection of Combs Road/Schnepf Road are anticipated to operate at an adequate LOS with the installation of a traffic signal and the construction of exclusive right turn lanes for all approaches. Although delays are expected in 2022 and 2027 without and with the proposed Resolution Copper Mine Project; mitigation LOS is only shown for 2027 with traffic from the project. This is the study year with the highest anticipated volumes; the worst case scenario. It stands to reason that any mitigation measures effective in this year will also be effective without the project and in 2022 with the project, when traffic volumes are anticipated to be lower.



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 buildout 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.

Due to the uncertainty of the Environmental Impact Study (EIS) timeline, the results and recommendations outlined in this report are based upon an assumed peak construction year (2022) and operations starting year (2027). 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. In the event the EIS timeline effects the construction timeline, a worst-case approach to the analysis will assist in making the recommendations and mitigations within this document appropriate.

All of the study intersections currently operate at an adequate LOS C or better for all movements during the peak hour.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to operate at an inadequate LOS E/F in 2017 and 2022 without traffic from the project. Delays occur as the relatively large southbound through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control, via a single shared lane

The remaining study intersections are predicted to continue to experience an adequate LOS for all movements during the peak hours of 2022 and 2027, without traffic from the project.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is anticipated to continue operating at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project.

The northbound and southbound (minor approach) movements at the intersection of Silver King Mine Road (Forest Service (FS) Road 229)/US 60 are anticipated to operate at an inadequate LOS F only in the year 2022, with peak construction volumes. Although southbound delays are expected to alleviate in 2027, delays for the northbound approach are expected to continue. These delays are the result of an inadequate number of gaps on US 60 for vehicles attempting to turn from the side streets.

The southbound left turning movement at the intersection of Main Street/US 60 is expected to begin experiencing delays 2022, with peak construction traffic volumes. These delays are expected to continue in 2027 with operations traffic. Although no mine related traffic is expected to make this turn, an increase in through volumes on US 60 with the project will reduce the number of gaps available for vehicles turning from the minor approaches.



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 2027 with traffic resulting from the Resolution Copper Mine daily operations. This delay is caused by the relatively large number of northbound, left turning vehicles expected to be leaving the East Plant.

The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are slightly longer than would typically be considered acceptable and are only expected to occur during peak construction. Delays are not expected in 2027 during mine operations.

The remaining study intersections are anticipated to operate at an adequate LOS in the years 2022 and 2027, with traffic from the project.

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

Existing Conditions (2016)

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

Peak Construction (2022):

- 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/US 60
 - Eastbound left turn lane
- Main Street/Lonetree Road
 - Eastbound left turn lane

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 2022 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 without or with the project. Both of these turn lanes have a calculated total length of 240 feet. However, 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, already exist or should be added as part of the Resolution Copper Mine project. The required turn lanes at the intersections of SR 177/Eastbound US 60 Ramps, SR 177/Westbound US 60 Ramps and Main Street/Lonetree can be accommodated by restriping existing pavement.

Delays are expected on the minor approaches to the intersection of Main Street/US 60 in 2022 (peak construction) and 2027 (peak operation). Minor approach delays are also expected at the intersection of Silver King Mine Road (FS Road 229)/US 60 during peak construction only. A traffic signal would eliminate the delays for these low volumes, minor approaches. However, the negative impacts a traffic signal would have on US 60 through volumes would outweigh the reduction in minor approach delay.

Delays are also expected at the northbound approach to the intersection of Magma Mine Road (FS Road 469)/US 60 only in the year 2027. The traffic on this approach is anticipated to be composed almost exclusively of mine related traffic and queues can store safely on Magma Mine Road without affecting other traffic movements. Although a traffic signal would improve operations at this intersection, it is not recommended.

Without or with a traffic signal, there are some safety concerns resulting from the anticipated increase in traffic on the northbound approach to the intersection of Magma Mine Road (FS Road 469/US 60). This intersection is located on a curve in a mountainous rural area. 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 US 60. Without a traffic signal, the increased volumes of ‘STOP’ controlled vehicles turning onto this curved section of US 60 could result in an increase in angle crashes. If a traffic signal is installed, advance-warning signing (W3-3 “Signal Ahead”) should be installed to notify drivers of the upcoming traffic signal. If a traffic signal is not installed, advance-warning signing (W2-2 ‘Side Road’) should be installed to warn drivers of the upcoming intersection.

When daily operations at the mine begin in 2027, traffic signal warrants should be reviewed to determine if a traffic signal is necessary.

The intersection of SR 177/Eastbound US 60 Ramps is expected to experience delays in 2022 during peak construction activities. These delays will be experienced by the eastbound movement due to the mine related increase in eastbound left turning vehicles. However, these delays are expected to be relatively minor and will only occur during peak constructions. Delays are not expected in 2027 during mine operations. Mitigation measures are not recommended at this intersection due to the temporary nature of the anticipated delays and limited available right-of-way.

The southbound through/right turn movement at the intersection of Combs Road/Schnepf Road is expected to operate at an inadequate LOS E/F in 2017 and 2022 without and with traffic from the project. Delays occur as the relatively large through and right turning volumes attempt to proceed through the intersection, one at a time, under STOP control, via a single shared lane. A traffic signal, in conjunction with exclusive turn lanes for all



approaches, will alleviate delays at this intersection in 2022 and 2027 without and with the project.

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. ‘Construction Traffic’ advance warning signs should also be utilized.

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

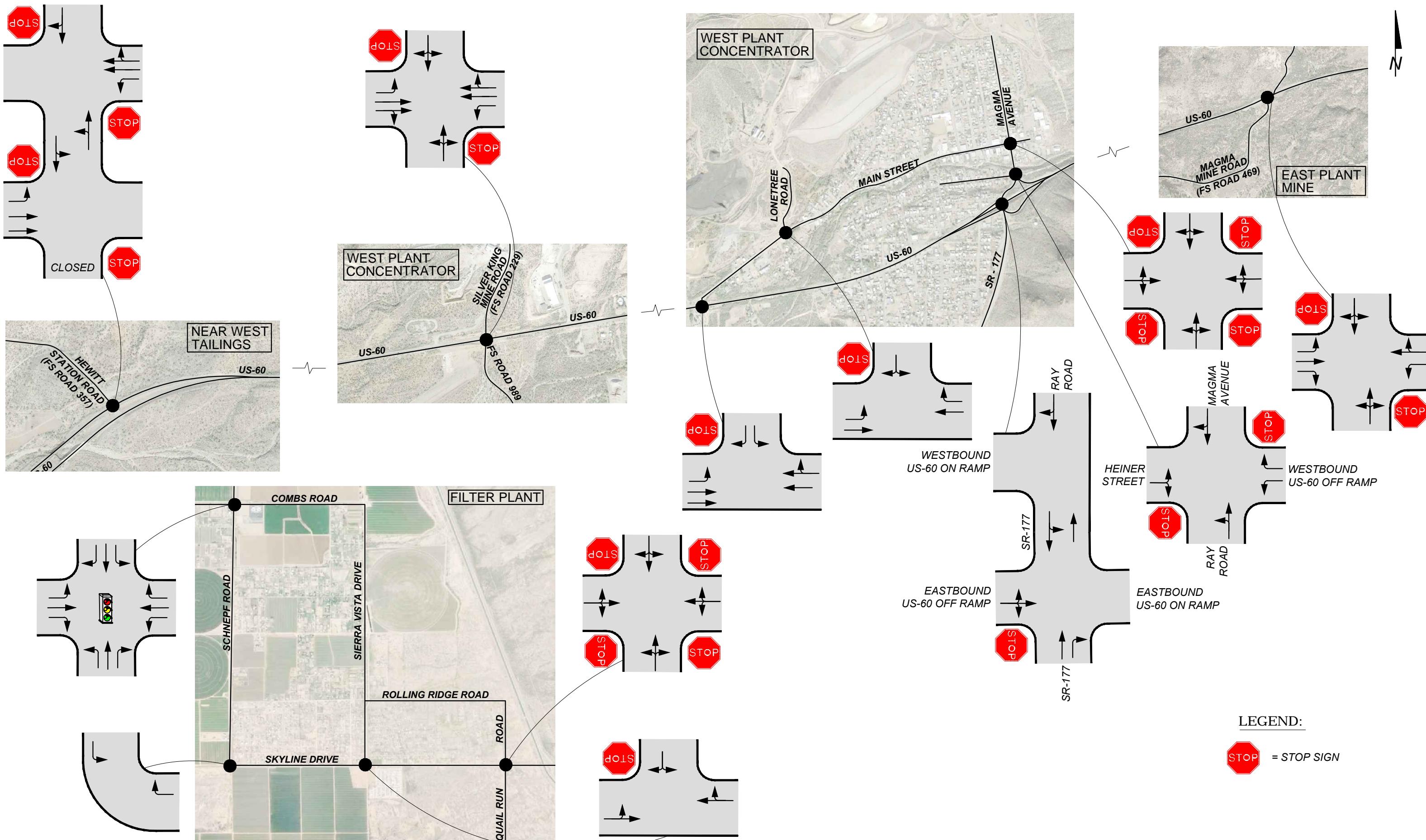


Figure 12 - Proposed Lane Configurations and Traffic Control
 Resolution Copper Mine
 Superior, AZ



**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
(Turning Movement Counts)

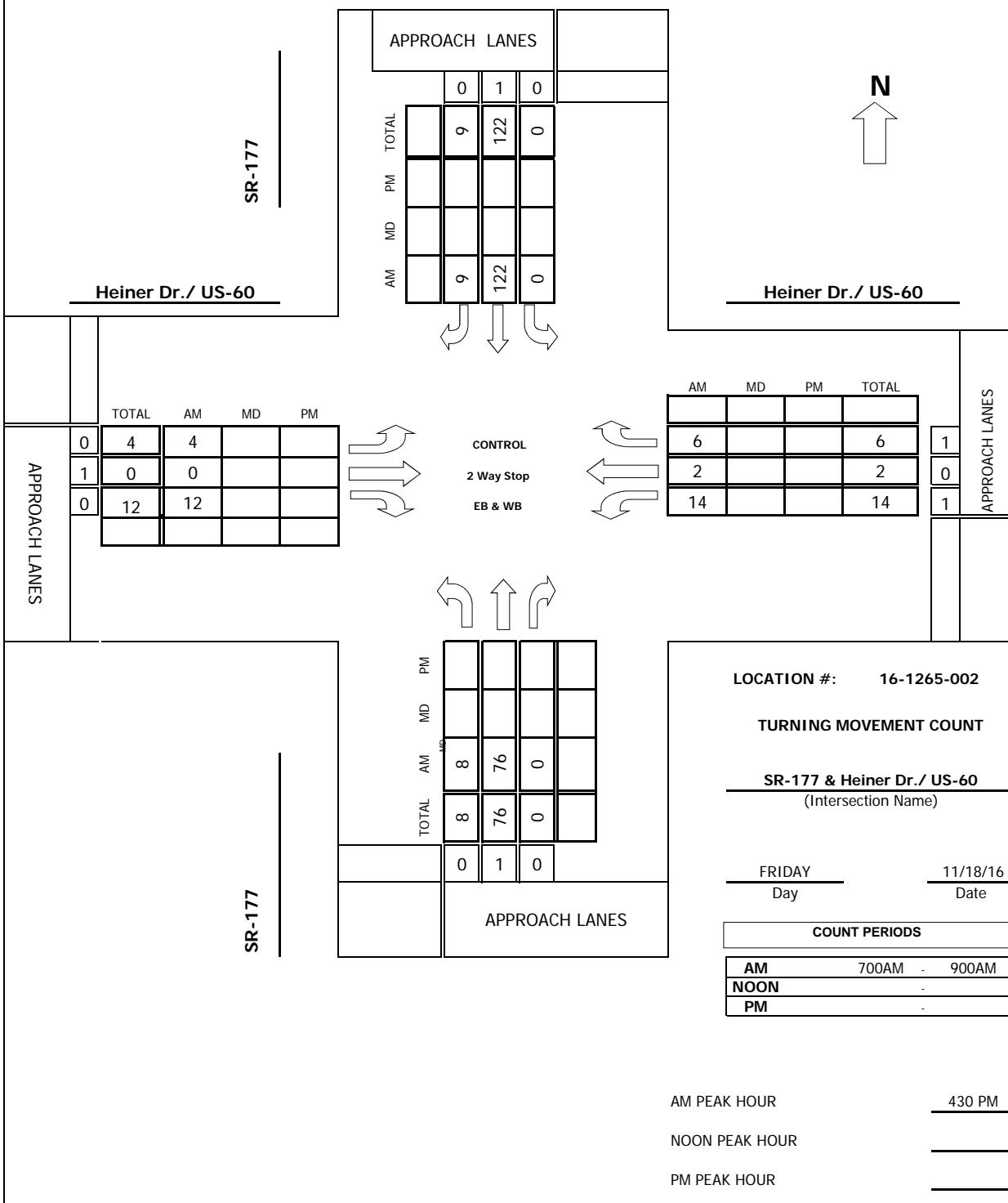
Intersection Turning Movement

Prepared by:



Project #: 16-1265-002

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



Intersection Turning Movement
Prepared by:



N-S STREET:	SR-177	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	Heiner Dr./ US-60 WB Off Ramp	DAY: FRIDAY	PROJECT# 16-1265-002

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL			
6:00 AM																
6:15 AM																
6:30 AM																
6:45 AM																
7:00 AM	0	7	0	0	9	0	0	0	1	0	0	0	17			
7:15 AM	1	8	0	0	8	1	0	0	0	1	0	0	19			
7:30 AM	2	7	0	0	14	0	0	0	4	4	0	2	33			
7:45 AM	3	16	0	0	10	1	1	0	2	3	0	0	36			
8:00 AM	1	7	0	0	9	0	0	0	2	0	0	2	21			
8:15 AM	0	10	0	0	8	5	1	0	1	3	1	0	29			
8:30 AM	0	16	0	0	11	1	0	0	1	0	0	0	29			
8:45 AM	0	10	0	0	12	0	0	0	1	3	0	4	30			
9:00 AM	2	19	0	0	13	2	1	0	1	1	1	5	45			
9:15 AM	1	8	0	0	12	1	1	0	0	2	0	2	27			
9:30 AM	2	18	0	0	17	0	3	0	0	2	0	1	43			
9:45 AM	0	18	0	0	14	0	0	0	2	0	0	2	36			
10:00 AM	3	21	0	0	21	1	2	0	1	3	0	3	55			
10:15 AM	1	16	0	0	16	0	0	0	2	4	0	2	41			
10:30 AM	0	19	0	0	19	0	0	0	1	1	0	6	46			
10:45 AM	1	17	0	0	17	1	1	0	0	0	0	3	40			
11:00 AM	0	14	0	0	18	1	1	0	0	4	0	2	40			
11:15 AM	0	21	0	0	21	0	0	0	1	3	0	3	49			
11:30 AM	1	19	0	0	26	0	2	0	0	5	0	3	56			
11:45 AM	2	20	0	0	20	2	0	0	1	4	0	3	52			
12:00 PM	0	24	0	0	19	1	1	0	0	2	0	1	48			
12:15 PM	2	10	0	0	20	1	0	0	2	2	0	1	38			
12:30 PM	0	26	0	0	14	0	3	0	2	3	0	2	50			
12:45 PM	0	12	0	0	17	1	0	0	0	3	0	4	37			
1:00 PM	1	18	0	0	18	0	1	0	1	1	0	2	42			
1:15 PM	3	20	0	0	18	0	2	0	1	4	0	2	50			
1:30 PM	0	19	0	0	22	1	2	0	3	6	0	1	54			
1:45 PM	0	23	0	0	15	2	2	0	4	2	0	5	53			
2:00 PM	0	16	0	0	22	2	2	0	0	2	0	4	48			
2:15 PM	1	14	0	0	16	0	0	0	3	2	1	1	38			
2:30 PM	2	16	0	0	14	0	1	0	2	1	0	3	39			
2:45 PM	1	18	0	0	20	6	0	0	1	6	0	1	53			
3:00 PM	2	23	0	0	34	2	1	0	3	5	1	1	72			
3:15 PM	2	24	0	0	27	3	1	0	3	5	2	3	70			
3:30 PM	1	14	0	0	22	1	1	0	3	3	0	3	48			
3:45 PM	1	15	0	0	28	1	1	0	1	5	0	5	57			
4:00 PM	0	15	0	0	23	4	1	0	1	3	0	4	51			
4:15 PM	2	20	0	0	10	1	3	0	3	3	0	2	44			
4:30 PM	4	21	0	0	35	3	2	0	3	1	0	2	71			
4:45 PM	1	22	0	0	34	3	0	0	5	6	0	2	73			
5:00 PM	2	11	0	0	26	2	1	0	2	4	1	1	50			
5:15 PM	1	22	0	0	27	1	1	0	2	3	1	1	59			
5:30 PM	1	9	0	0	13	1	1	0	3	4	2	2	36			
5:45 PM	2	16	0	0	24	0	2	0	0	2	0	2	48			
6:00 PM	1	19	0	0	19	1	0	0	0	2	0	4	46			
6:15 PM	2	21	0	0	20	2	1	0	0	5	1	2	54			
6:30 PM	0	12	0	0	11	3	1	0	0	6	0	1	34			
6:45 PM	0	13	0	0	9	0	1	0	2	0	1	3	29			
7:00 PM	2	8	0	0	12	0	0	0	1	1	0	0	24			
7:15 PM	0	4	0	0	10	1	0	0	3	0	1	0	19			
7:30 PM	0	2	0	0	8	0	0	0	0	2	0	3	15			
7:45 PM	0	4	0	0	8	0	0	0	0	1	2	2	17			
8:00 PM	0	9	0	0	5	1	0	0	2	3	0	1	21			
8:15 PM	2	4	0	0	7	0	0	0	1	1	0	0	15			
8:30 PM	0	5	0	0	5	0	1	0	0	0	1	0	13			
8:45 PM	2	1	0	0	5	1	1	0	0	2	0	1	13			
9:00 PM	0	2	0	0	2	1	0	0	1	0	0	1	7			
9:15 PM	0	6	0	0	6	0	2	0	2	0	0	0	16			
9:30 PM	1	5	0	0	8	0	0	0	0	0	0	0	14			
9:45 PM	0	9	0	0	9	1	0	0	0	0	0	1	20			
10:00 PM																
10:15 PM																
10:30 PM																
10:45 PM																
11:00 PM																
11:15 PM																
11:30 PM																
11:45 PM																

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	59	843	0	0	957	63	49	0	81	145	15	118	2330
Approach %	6.54	93.46	0.00	0.00	93.82	6.18	37.69	0.00	62.31	52.16	5.40	42.45	
App/Depart	902	/	1010	1020	/	1183	130	/	0	278	/	137	

AM Peak Hr Begins at: 430 PM

PEAK												
Volumes	8	76	0	0	122	9	4	0	12	14	2	6
Approach %	9.52	90.48	0.00	0.00	93.13	6.87	25.00	0.00	75.00	63.64	9.09	27.27

PEAK HR.	FACTOR:	0.840	0.862	0.800	0.688	0.866
CONTROL:	2 Way Stop (EB & WB)					

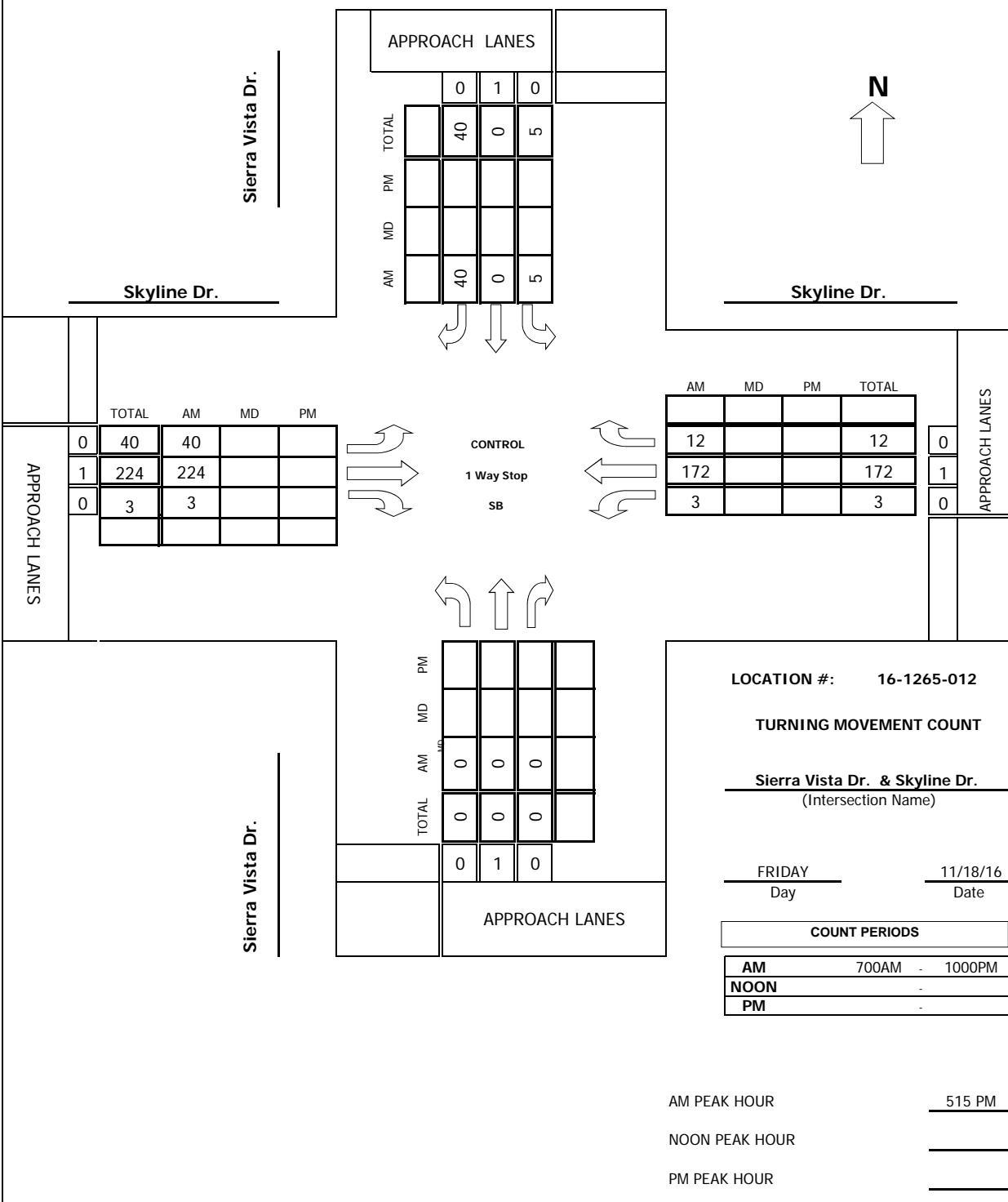
COMMENT 1:	33.292192, -111.096067
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**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-012

TMC SUMMARY OF Sierra Vista Dr. & Skyline Dr.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

Veracity traffic group

N-S STREET:	Sierra Vista Dr.	DATE: 11/18/16	LOCATION: San Tan Valley
E-W STREET:	Skyline Dr.	DAY: FRIDAY	PROJECT# 16-1265-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0		
6:00 AM														
6:15 AM														
6:30 AM														
6:45 AM														
7:00 AM	0	0	0	1	0	6	2	32	0	0	49	2	92	
7:15 AM	0	0	0	3	0	10	1	38	0	0	59	1	112	
7:30 AM	0	0	0	2	0	7	2	37	10	0	58	1	117	
7:45 AM	0	0	0	2	0	10	3	30	0	0	42	0	87	
8:00 AM	0	0	0	0	0	7	1	21	0	0	54	1	84	
8:15 AM	0	0	0	0	0	3	2	31	0	0	33	1	70	
8:30 AM	0	0	0	0	0	3	1	19	0	0	46	0	69	
8:45 AM	1	0	0	1	1	1	2	22	1	0	32	0	61	
9:00 AM	0	0	0	0	0	6	4	24	1	0	29	1	65	
9:15 AM	0	0	0	0	0	3	1	19	0	0	26	1	50	
9:30 AM	0	0	0	0	0	6	4	32	0	0	27	0	69	
9:45 AM	0	0	0	2	0	5	2	18	0	0	42	0	69	
10:00 AM	0	0	0	0	1	7	1	19	0	0	46	3	77	
10:15 AM	0	0	0	1	0	3	3	25	0	0	24	1	57	
10:30 AM	0	0	0	0	0	2	0	23	0	1	31	1	58	
10:45 AM	0	0	0	1	0	6	1	19	0	0	35	0	62	
11:00 AM	0	0	0	0	0	1	4	30	0	0	46	0	81	
11:15 AM	0	0	0	0	0	5	1	25	1	0	39	0	71	
11:30 AM	0	0	0	1	0	4	3	24	0	0	30	2	64	
11:45 AM	0	0	0	1	0	1	4	38	0	0	25	0	69	
12:00 PM	0	0	0	2	0	2	5	29	0	0	31	1	70	
12:15 PM	0	0	0	0	0	5	0	26	0	1	32	1	65	
12:30 PM	0	0	0	1	0	4	4	32	0	0	29	0	70	
12:45 PM	0	0	0	0	0	2	4	43	0	2	22	0	73	
1:00 PM	0	0	1	0	0	5	8	40	0	0	26	1	81	
1:15 PM	0	1	0	1	0	6	3	32	0	0	33	0	76	
1:30 PM	0	0	0	0	0	4	8	28	0	0	32	1	73	
1:45 PM	0	0	0	1	0	5	5	31	0	0	37	0	79	
2:00 PM	0	0	0	0	0	3	7	27	0	0	34	0	71	
2:15 PM	0	0	0	0	0	6	4	25	0	0	37	0	72	
2:30 PM	0	0	0	0	0	1	7	29	0	0	41	0	78	
2:45 PM	0	0	0	0	0	2	9	36	0	0	34	0	81	
3:00 PM	0	0	0	0	0	0	0	12	38	0	0	30	1	81
3:15 PM	0	0	0	0	1	0	5	11	53	0	0	39	0	109
3:30 PM	0	0	0	0	0	0	8	6	46	0	0	42	2	104
3:45 PM	0	0	0	0	1	0	9	5	63	0	0	32	1	111
4:00 PM	0	0	0	2	0	5	8	71	0	1	48	1	136	
4:15 PM	0	0	0	0	0	7	10	56	0	0	33	1	107	
4:30 PM	0	0	0	0	0	4	7	57	1	0	49	2	120	
4:45 PM	0	0	0	0	1	0	4	7	51	0	1	45	1	110
5:00 PM	0	0	0	0	1	0	5	6	70	0	0	36	1	119
5:15 PM	0	0	0	0	0	10	14	46	0	1	49	4	124	
5:30 PM	0	0	0	1	0	18	10	60	1	1	41	3	135	
5:45 PM	0	0	0	3	0	4	6	56	1	1	42	4	117	
6:00 PM	0	0	0	1	0	8	10	62	1	0	40	1	123	
6:15 PM	0	0	0	1	0	9	10	41	0	0	23	4	88	
6:30 PM	0	0	1	2	0	2	9	32	0	0	26	2	74	
6:45 PM	0	0	0	2	0	4	4	37	0	1	20	0	68	
7:00 PM	0	0	0	0	0	4	8	43	0	0	10	0	65	
7:15 PM	0	0	0	0	0	5	11	36	0	0	12	2	66	
7:30 PM	0	0	0	0	0	4	4	34	0	0	18	0	60	
7:45 PM	0	0	0	2	0	2	7	30	0	0	25	3	69	
8:00 PM	0	0	0	2	0	2	7	20	0	0	10	4	45	
8:15 PM	0	0	0	0	1	2	6	16	0	0	15	1	41	
8:30 PM	0	0	0	1	0	0	4	13	0	0	10	1	29	
8:45 PM	0	0	0	2	0	4	4	13	0	0	11	0	34	
9:00 PM	0	0	0	0	0	3	7	17	0	0	6	1	34	
9:15 PM	0	0	0	0	0	5	3	23	0	0	9	1	41	
9:30 PM	0	0	0	0	0	3	2	23	0	0	12	0	40	
9:45 PM	0	0	0	1	0	0	8	7	0	0	6	0	22	
10:00 PM														
10:15 PM														
10:30 PM														
10:45 PM														
11:00 PM														
11:15 PM														
11:30 PM														
11:45 PM														

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	1	2	44	3	277	312	2018	17	10	1900	60	4645
Approach %	25.00	25.00	50.00	13.58	0.93	85.49	13.29	85.98	0.72	0.51	96.45	3.05	
App/Depart	4	/	373	324	/	30	2347	/	2064	1970	/	2178	

AM Peak Hr Begins at: 515 PM

PEAK VOLUMES	PEAK APPROACH %	PEAK APP/DEPART	PEAK PEAK HOURS
0 0 0	#### #### ####	11.11 0.00 88.89	40 224 3
5 0 40	11.11 0.00 88.89	14.98 83.90 1.12	1.60 91.98 6.42
40 224 3	11.11 0.00 88.89	14.98 83.90 1.12	1.60 91.98 6.42

PEAK HR. FACTOR:	0.000	0.592	0.914	0.866	0.924
CONTROL:	1 Way Stop (SB)				
COMMENT 1:	33.191096, -111.510619				
GPS:	33.191096, -111.510619				

Intersection Turning Movement

Prepared by:

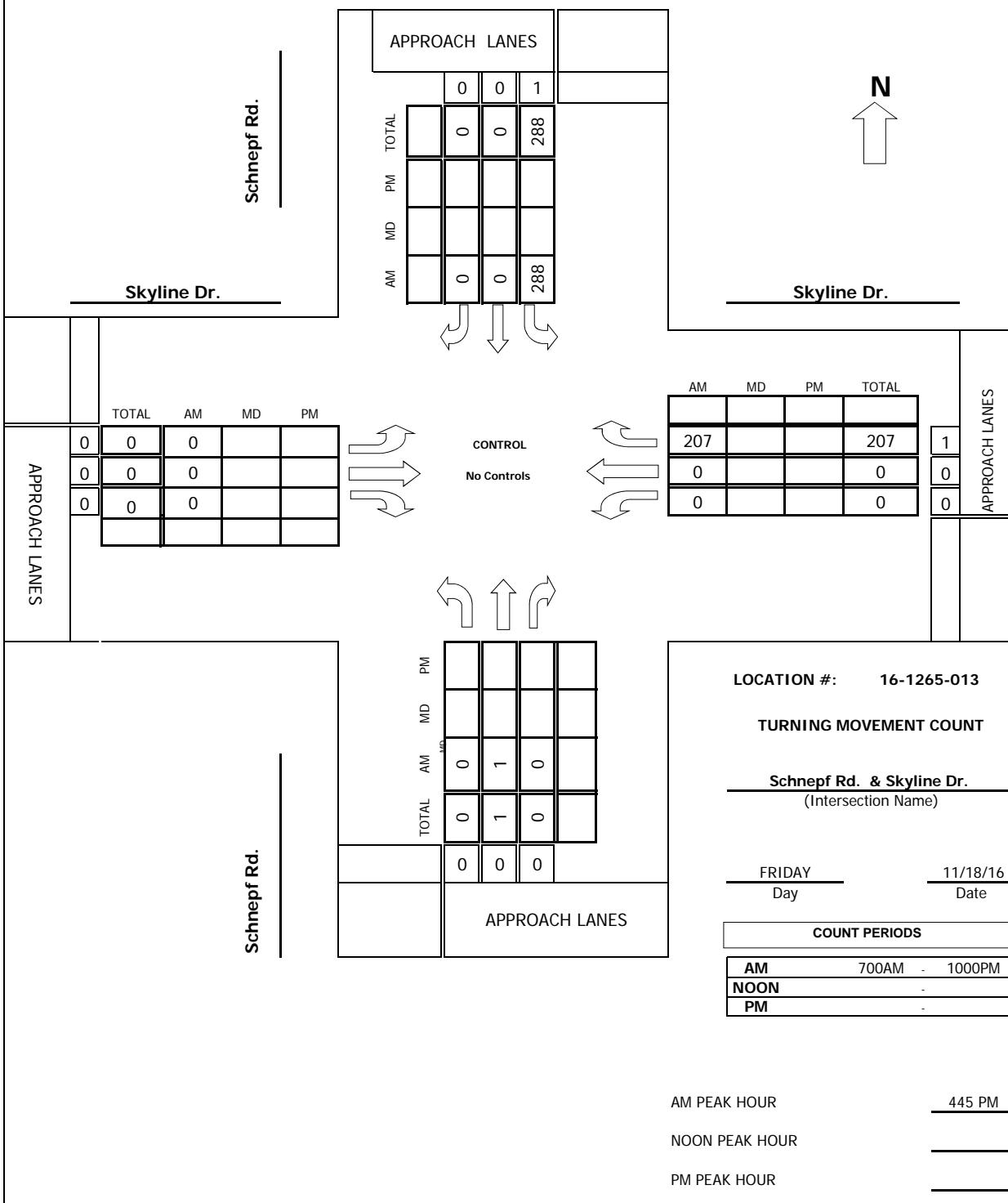


FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

520,316,674

Project #: 16-1265-013

TMC SUMMARY OF Schnepf Rd. & Skyline Dr.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745



N-S STREET:	Schnepf Rd.	DATE: 11/18/16	LOCATION: San Tan Valley
E-W STREET:	Skyline Dr.	DAY: FRIDAY	PROJECT# 16-1265-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 0	NR 0	SL 1	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	37	0	0	0	0	0	0	0	54	91
7:15 AM	0	0	0	33	0	0	0	0	0	0	0	77	110
7:30 AM	0	1	0	36	1	0	0	0	0	0	0	77	115
7:45 AM	0	0	0	40	1	0	0	0	0	0	0	58	99
8:00 AM	0	0	0	26	0	0	0	0	0	0	0	56	82
8:15 AM	0	0	0	29	0	0	0	0	0	0	0	51	80
8:30 AM	0	0	0	29	0	0	0	0	0	0	0	52	81
8:45 AM	0	0	0	30	0	0	0	0	0	0	0	40	70
9:00 AM	0	0	0	32	1	0	0	0	0	0	0	35	68
9:15 AM	0	0	0	18	1	0	0	0	0	0	0	35	54
9:30 AM	0	0	0	38	1	0	0	0	0	0	0	39	78
9:45 AM	0	0	0	21	1	0	0	0	0	0	0	37	59
10:00 AM	0	0	0	19	1	0	0	0	0	0	0	54	74
10:15 AM	0	0	0	30	6	0	0	0	0	0	0	34	70
10:30 AM	0	0	0	23	0	0	0	0	0	0	0	35	58
10:45 AM	0	0	0	25	2	0	0	0	0	0	0	39	66
11:00 AM	0	0	0	28	0	0	0	0	0	0	0	58	86
11:15 AM	0	0	0	31	0	0	0	0	0	0	0	44	75
11:30 AM	0	0	0	27	0	0	0	0	0	0	0	40	67
11:45 AM	0	1	0	41	0	0	0	0	0	0	0	29	71
12:00 PM	0	3	0	43	0	0	0	0	0	0	0	33	79
12:15 PM	0	0	0	28	6	0	0	0	0	0	0	42	76
12:30 PM	0	0	0	34	3	0	0	0	0	0	0	26	63
12:45 PM	0	0	0	44	1	0	0	0	0	0	0	32	77
1:00 PM	0	0	0	50	0	0	0	0	0	0	0	26	76
1:15 PM	0	1	0	33	0	0	0	0	0	0	0	42	76
1:30 PM	0	2	0	45	0	0	0	0	0	0	0	42	89
1:45 PM	0	4	0	40	1	0	0	0	0	0	0	49	94
2:00 PM	0	0	0	37	0	0	0	0	0	0	0	34	71
2:15 PM	0	0	0	30	0	0	0	0	0	0	0	53	83
2:30 PM	0	0	0	55	1	0	0	0	0	0	0	47	103
2:45 PM	0	0	0	40	0	0	0	0	0	0	0	52	92
3:00 PM	0	4	0	67	1	0	0	0	0	0	0	45	117
3:15 PM	0	0	0	72	0	0	0	0	0	0	0	44	116
3:30 PM	0	0	0	58	0	0	0	0	0	0	0	49	107
3:45 PM	0	0	0	65	0	0	0	0	0	0	0	42	107
4:00 PM	0	0	0	85	0	0	0	0	0	0	0	50	135
4:15 PM	0	0	0	74	0	0	0	0	0	0	0	43	117
4:30 PM	0	1	0	74	0	0	0	0	0	0	0	50	125
4:45 PM	0	0	0	65	0	0	0	0	0	0	0	52	117
5:00 PM	0	1	0	85	0	0	0	0	0	0	0	42	128
5:15 PM	0	0	0	64	0	0	0	0	0	0	0	61	125
5:30 PM	0	0	0	74	0	0	0	0	0	0	0	52	126
5:45 PM	0	0	0	64	0	0	0	0	0	0	0	46	110
6:00 PM	0	0	0	73	0	0	0	0	0	0	0	49	122
6:15 PM	0	0	0	66	0	0	0	0	0	0	0	36	102
6:30 PM	0	0	0	38	0	0	0	0	0	0	0	29	67
6:45 PM	0	0	0	44	0	0	0	0	0	0	0	25	69
7:00 PM	0	0	0	59	1	0	0	0	0	0	0	10	70
7:15 PM	0	0	0	48	0	0	0	0	0	0	0	22	70
7:30 PM	0	0	0	41	1	0	0	0	0	0	0	16	58
7:45 PM	0	0	0	42	0	0	0	0	0	0	0	27	69
8:00 PM	0	0	0	32	0	0	0	0	0	0	0	16	48
8:15 PM	0	0	0	24	0	0	0	0	0	0	0	15	39
8:30 PM	0	0	0	19	0	0	0	0	0	0	0	13	32
8:45 PM	0	0	0	17	0	0	0	0	0	0	0	14	31
9:00 PM	0	0	0	29	0	0	0	0	0	0	0	10	39
9:15 PM	0	1	0	24	0	0	0	0	0	0	0	16	41
9:30 PM	0	0	0	31	0	0	0	0	0	0	0	12	43
9:45 PM	0	0	0	18	0	0	0	0	0	0	0	9	27
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	19	0	2524	30	0	0	0	0	0	0	2317	4890
Approach %	0.00	100.00	0.00	98.83	1.17	0.00	#####	#####	#####	0.00	0.00	100.00	
App/Depart	19	/	2336	2554	/	30	0	/	2524	2317	/	0	

AM Peak Hr Begins at: 445 PM

PEAK													
Volumes	0	1	0	288	0	0	0	0	0	0	0	207	496
Approach %	0.00	100.00	0.00	100.00	0.00	0.00	#####	#####	#####	0.00	0.00	100.00	

PEAK HR. FACTOR:	0.250	0.847	0.000	0.848	0.969
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CONTROL: No Controls

COMMENT 1:

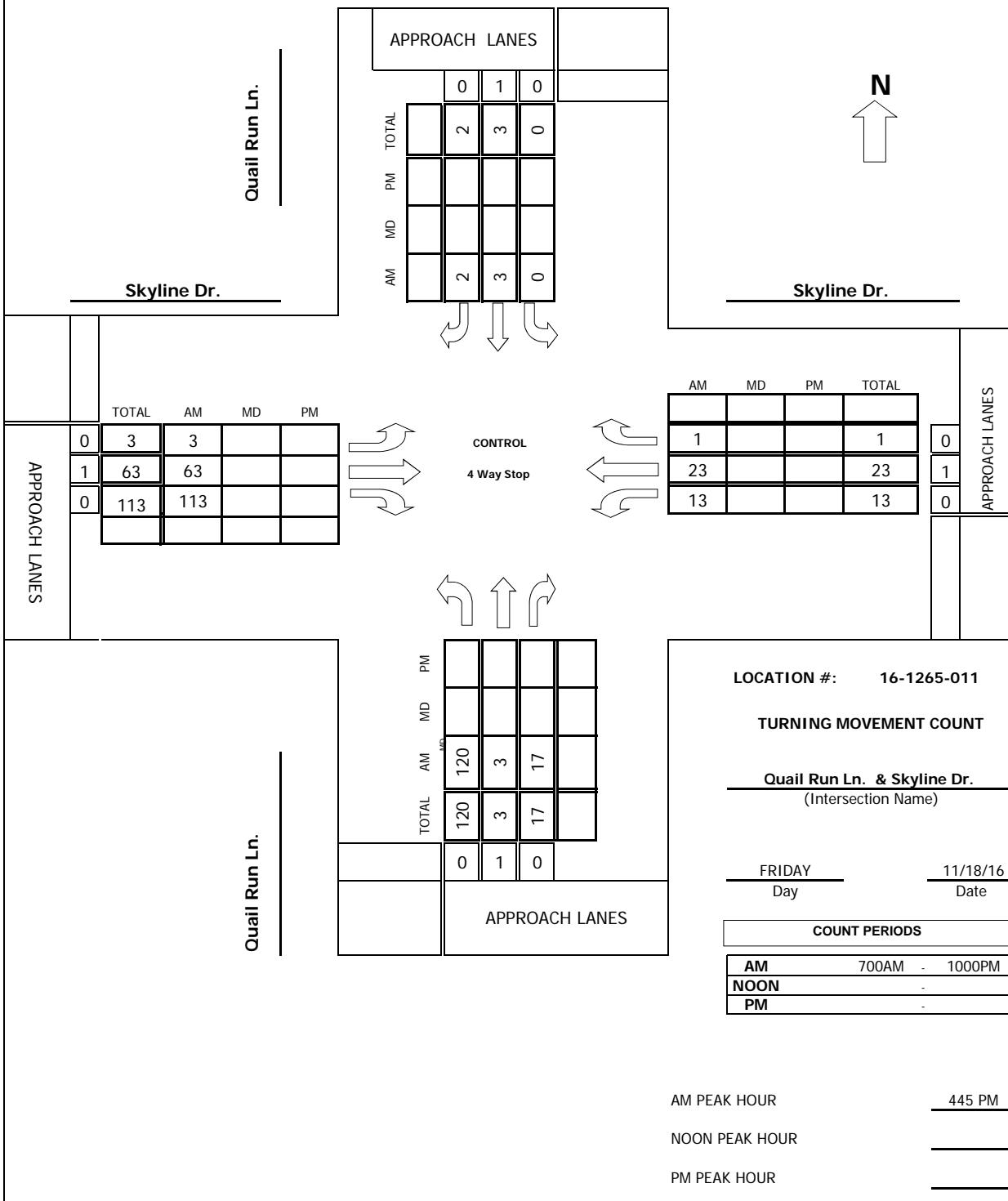
GPS: 33.191173, -111.528707

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-011

TMC SUMMARY OF Quail Run Ln. & Skyline Dr.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745



N-S STREET:	Quail Run Ln.	DATE: 11/18/16	LOCATION: San Tan Valley
E-W STREET:	Skyline Dr.	DAY: FRIDAY	PROJECT# 16-1265-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0		
6:00 AM														
6:15 AM														
6:30 AM														
6:45 AM														
7:00 AM	34	0	4	0	0	0	0	3	19	4	10	0	74	
7:15 AM	25	0	1	0	3	0	0	5	34	0	13	0	81	
7:30 AM	34	0	1	0	2	0	0	2	38	4	21	1	103	
7:45 AM	20	2	2	0	1	0	1	3	29	7	10	0	75	
8:00 AM	28	1	3	0	0	3	1	2	15	2	12	0	67	
8:15 AM	23	1	1	0	1	2	0	2	14	1	4	0	49	
8:30 AM	27	1	2	0	0	1	0	11	17	2	4	0	65	
8:45 AM	19	0	4	0	2	0	0	4	7	0	6	1	43	
9:00 AM	19	0	0	1	0	0	0	3	14	3	6	0	46	
9:15 AM	15	0	0	0	1	0	1	6	15	1	2	1	42	
9:30 AM	13	2	0	0	0	1	0	7	9	2	8	0	42	
9:45 AM	11	1	0	0	0	0	0	1	3	16	1	5	0	38
10:00 AM	27	0	2	0	0	0	0	5	8	2	10	0	54	
10:15 AM	12	0	0	0	1	1	1	2	13	2	7	0	39	
10:30 AM	19	0	1	0	0	0	2	4	8	0	7	0	41	
10:45 AM	16	0	0	0	1	0	0	5	8	0	4	0	34	
11:00 AM	19	1	3	0	0	1	0	1	17	1	10	0	53	
11:15 AM	19	1	2	0	0	0	0	2	14	0	8	0	46	
11:30 AM	19	0	0	0	0	2	0	4	15	2	4	0	46	
11:45 AM	16	1	4	1	0	0	0	7	20	1	3	0	53	
12:00 PM	21	0	1	0	0	0	0	9	18	1	2	1	53	
12:15 PM	16	0	3	0	1	0	0	8	19	3	3	0	53	
12:30 PM	17	0	2	0	0	0	0	6	10	1	4	0	40	
12:45 PM	18	2	1	0	0	0	0	7	15	2	5	0	50	
1:00 PM	19	1	2	0	0	0	0	9	29	1	4	0	65	
1:15 PM	20	1	1	1	0	0	1	6	16	1	1	0	48	
1:30 PM	16	0	1	0	0	0	1	8	13	1	3	0	43	
1:45 PM	15	3	1	0	1	0	0	2	19	3	10	0	54	
2:00 PM	25	0	1	0	1	0	1	5	20	4	9	0	66	
2:15 PM	30	0	6	0	1	0	1	4	13	0	7	0	62	
2:30 PM	25	0	4	0	0	0	0	9	17	3	9	0	67	
2:45 PM	26	0	0	0	2	0	0	9	26	3	8	1	75	
3:00 PM	24	0	5	0	0	0	0	8	22	2	7	0	68	
3:15 PM	27	0	0	1	0	1	0	5	22	5	7	0	68	
3:30 PM	35	2	4	0	0	1	1	13	24	3	7	0	90	
3:45 PM	27	2	3	1	1	1	0	11	24	1	3	0	74	
4:00 PM	20	0	1	0	1	0	0	11	30	2	7	0	72	
4:15 PM	28	0	2	0	1	1	1	11	35	3	7	0	89	
4:30 PM	31	2	3	1	1	0	1	12	25	1	7	0	84	
4:45 PM	35	0	2	0	0	0	2	18	27	6	9	0	99	
5:00 PM	27	1	6	0	1	1	0	17	28	4	2	1	88	
5:15 PM	32	2	3	0	0	1	1	15	30	2	4	0	90	
5:30 PM	26	0	6	0	2	0	0	13	28	1	8	0	84	
5:45 PM	23	0	1	1	0	0	1	15	39	6	9	0	95	
6:00 PM	28	2	2	0	0	1	0	11	29	3	7	0	83	
6:15 PM	19	0	1	0	2	0	0	9	21	1	6	1	60	
6:30 PM	9	1	2	1	0	1	0	8	15	0	4	0	41	
6:45 PM	20	0	3	0	0	0	0	7	12	4	5	0	51	
7:00 PM	8	0	1	0	1	1	1	14	18	1	3	1	49	
7:15 PM	8	0	2	0	1	0	1	7	13	1	5	0	38	
7:30 PM	8	0	2	0	1	0	1	11	14	3	1	0	41	
7:45 PM	16	0	3	0	0	3	0	11	14	2	1	0	50	
8:00 PM	0	0	0	0	0	0	1	9	10	2	1	0	23	
8:15 PM	0	0	0	0	0	0	0	7	11	0	5	0	23	
8:30 PM	0	0	0	0	0	0	1	1	7	5	3	2	0	
8:45 PM	0	0	0	0	0	0	0	5	8	0	2	0	15	
9:00 PM	0	0	0	0	0	0	0	4	6	2	3	0	15	
9:15 PM	2	0	0	0	0	0	0	2	9	0	3	0	16	
9:30 PM	2	0	0	0	0	0	0	6	11	4	2	0	25	
9:45 PM	0	0	0	0	0	0	0	7	3	0	1	0	11	
10:00 PM														
10:15 PM														
10:30 PM														
10:45 PM														
11:00 PM														
11:15 PM														
11:30 PM														
11:45 PM														

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1118	30	105	8	30	25	22	437	1078	120	347	8	3328
Approach %	89.23	2.39	8.38	12.70	47.62	39.68	1.43	28.43	70.14	25.26	73.05	1.68	
App/Depart	1253	/	60	63	/	1228	1537	/	550	475	/	1490	

AM Peak Hr Begins at: 445 PM

PEAK													
Volumes	120	3	17	0	3	2	3	63	113	13	23	1	361
Approach %	85.71	2.14	12.14	0.00	60.00	40.00	1.68	35.20	63.13	35.14	62.16	2.70	
PEAK HR. FACTOR:	0.946		0.625		0.952		0.617		0.912				

CONTROL:	4 Way Stop
COMMENT 1:	

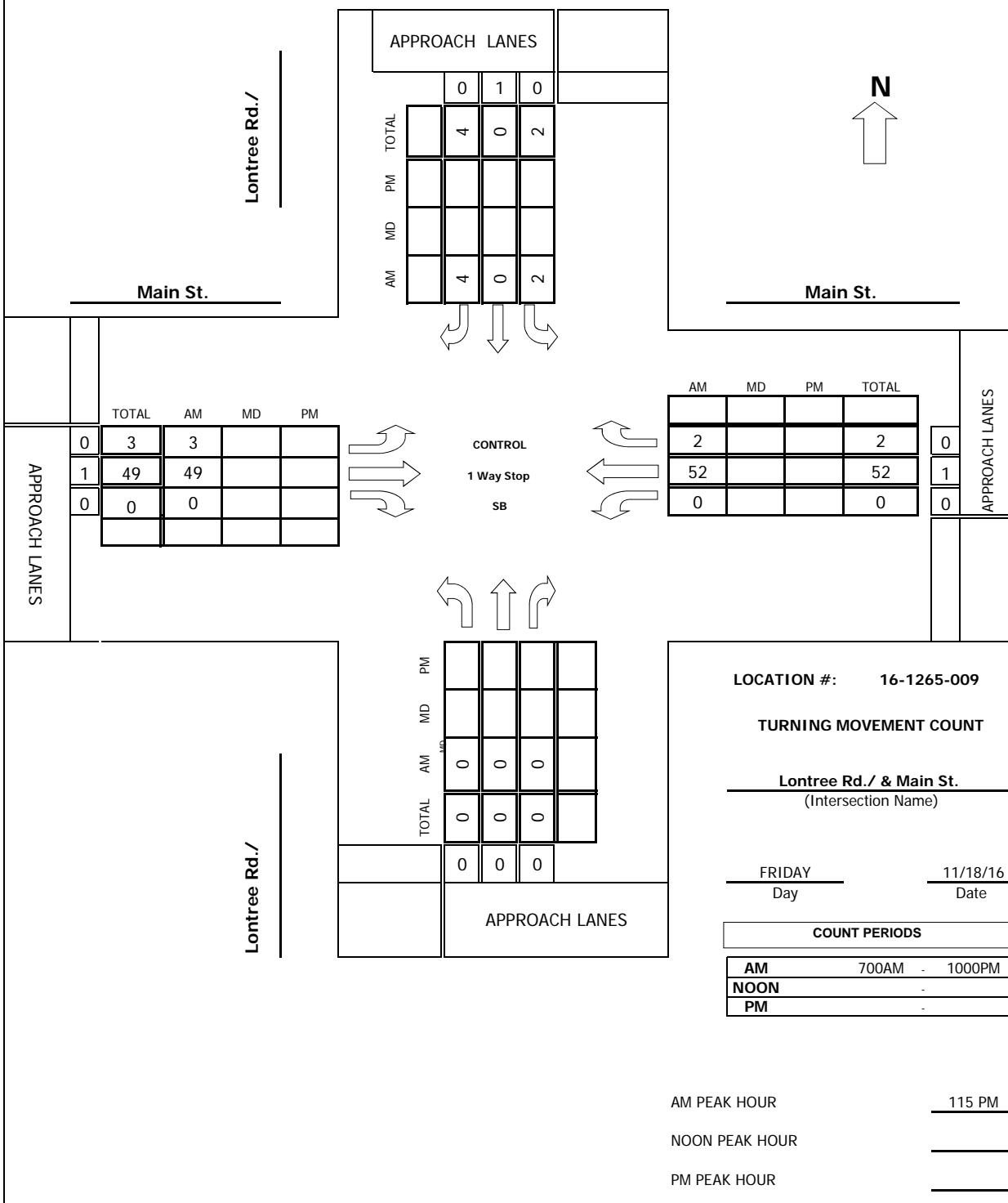
GPS:	33.191087, -111.492595
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Intersection Turning Movement
Prepared by:

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

Project #: 16-1265-009

TMC SUMMARY OF Lontree Rd./ & Main St.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

Veracity traffic group

N-S STREET:	Lontree Rd./ Smeltertown Rd.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	Main St.	DAY: FRIDAY	PROJECT# 16-1265-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	0	1	7	0	0	7	0	15
7:15 AM	0	0	0	0	0	0	0	7	0	0	12	0	19
7:30 AM	0	0	0	0	0	1	1	5	0	0	8	0	15
7:45 AM	0	0	0	0	0	0	1	10	0	0	8	0	19
8:00 AM	0	0	0	1	0	0	0	8	0	0	9	0	18
8:15 AM	0	0	0	0	0	0	0	10	0	0	10	1	21
8:30 AM	0	0	0	0	0	0	0	15	0	0	11	0	26
8:45 AM	0	0	0	0	0	0	0	14	0	0	6	0	20
9:00 AM	0	0	0	0	0	1	0	6	0	0	12	0	19
9:15 AM	0	0	0	0	0	0	0	13	0	0	7	0	20
9:30 AM	0	0	0	0	0	0	0	9	0	0	6	0	15
9:45 AM	0	0	0	0	0	0	0	6	0	0	9	0	15
10:00 AM	0	0	0	0	0	0	0	8	0	0	7	1	16
10:15 AM	0	0	0	0	0	1	0	11	0	0	22	0	34
10:30 AM	0	0	0	0	0	0	3	1	11	0	0	6	0
10:45 AM	0	0	0	0	0	0	0	9	0	0	11	0	20
11:00 AM	0	0	0	0	0	1	0	16	0	0	10	1	28
11:15 AM	0	0	0	0	0	0	0	16	0	0	8	1	25
11:30 AM	0	0	0	1	0	0	0	9	0	0	14	1	25
11:45 AM	0	0	0	1	0	1	0	16	0	0	10	0	28
12:00 PM	0	0	0	0	0	0	2	9	0	0	15	0	26
12:15 PM	0	0	0	2	0	2	1	3	0	0	16	1	25
12:30 PM	0	0	0	0	0	0	0	13	0	0	13	0	26
12:45 PM	0	0	0	0	0	0	0	12	0	0	8	1	21
1:00 PM	0	0	0	0	0	0	2	9	0	0	13	0	24
1:15 PM	0	0	0	0	0	0	1	23	0	0	9	0	33
1:30 PM	0	0	0	1	0	1	1	8	0	0	19	0	30
1:45 PM	0	0	0	1	0	1	1	7	0	0	7	1	18
2:00 PM	0	0	0	0	0	2	0	11	0	0	17	1	31
2:15 PM	0	0	0	0	0	1	0	8	0	0	14	0	23
2:30 PM	0	0	0	0	0	1	1	14	0	0	5	0	21
2:45 PM	0	0	0	1	0	0	2	11	0	0	13	0	27
3:00 PM	0	0	0	0	0	0	0	14	0	0	14	0	28
3:15 PM	0	0	0	0	0	0	1	11	0	0	11	0	23
3:30 PM	0	0	0	0	0	0	1	0	11	0	0	12	0
3:45 PM	0	0	0	0	0	0	0	16	0	0	15	0	31
4:00 PM	0	0	0	0	0	0	0	8	0	0	13	0	21
4:15 PM	0	0	0	0	0	0	0	12	0	0	10	0	22
4:30 PM	0	0	0	2	0	0	0	8	0	0	11	0	21
4:45 PM	0	0	0	0	0	0	0	13	0	0	11	0	24
5:00 PM	0	0	0	0	0	0	0	14	0	0	13	0	27
5:15 PM	0	0	0	0	0	0	1	8	0	0	11	0	20
5:30 PM	0	0	0	0	0	0	0	12	0	0	11	0	23
5:45 PM	0	0	0	0	0	2	0	11	0	0	11	0	24
6:00 PM	0	0	0	0	0	0	0	13	0	0	11	0	24
6:15 PM	0	0	0	0	0	0	0	9	0	0	9	0	18
6:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
6:45 PM	0	0	0	0	0	0	0	9	0	0	7	0	16
7:00 PM	0	0	0	1	0	0	1	6	0	0	6	1	15
7:15 PM	0	0	0	0	0	1	0	15	0	0	4	1	21
7:30 PM	0	0	0	1	0	0	0	10	0	0	5	0	16
7:45 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:00 PM	0	0	0	0	0	0	0	7	0	0	3	0	10
8:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
8:30 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
8:45 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
9:00 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
9:15 PM	0	0	0	0	0	0	0	7	0	0	4	0	11
9:30 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
9:45 PM	0	0	0	0	0	0	0	7	0	0	1	0	8
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	12	0	20	18	598	0	0	561	11	1220
Approach %	####	####	####	37.50	0.00	62.50	2.92	97.08	0.00	0.00	98.08	1.92	
App/Depart	0	/	29	32	/	0	616	/	610	572	/	581	

AM Peak Hr Begins at: 115 PM

PEAK VOLUMES	PEAK APPROACH %	PEAK APP/DEPART
Volumes 0 0 0 2 0 4 3 49 0 0 0 52 2 112	Approach % #### #### #### 33.33 0.00 66.67 5.77 94.23 0.00 0.00 96.30 3.70	

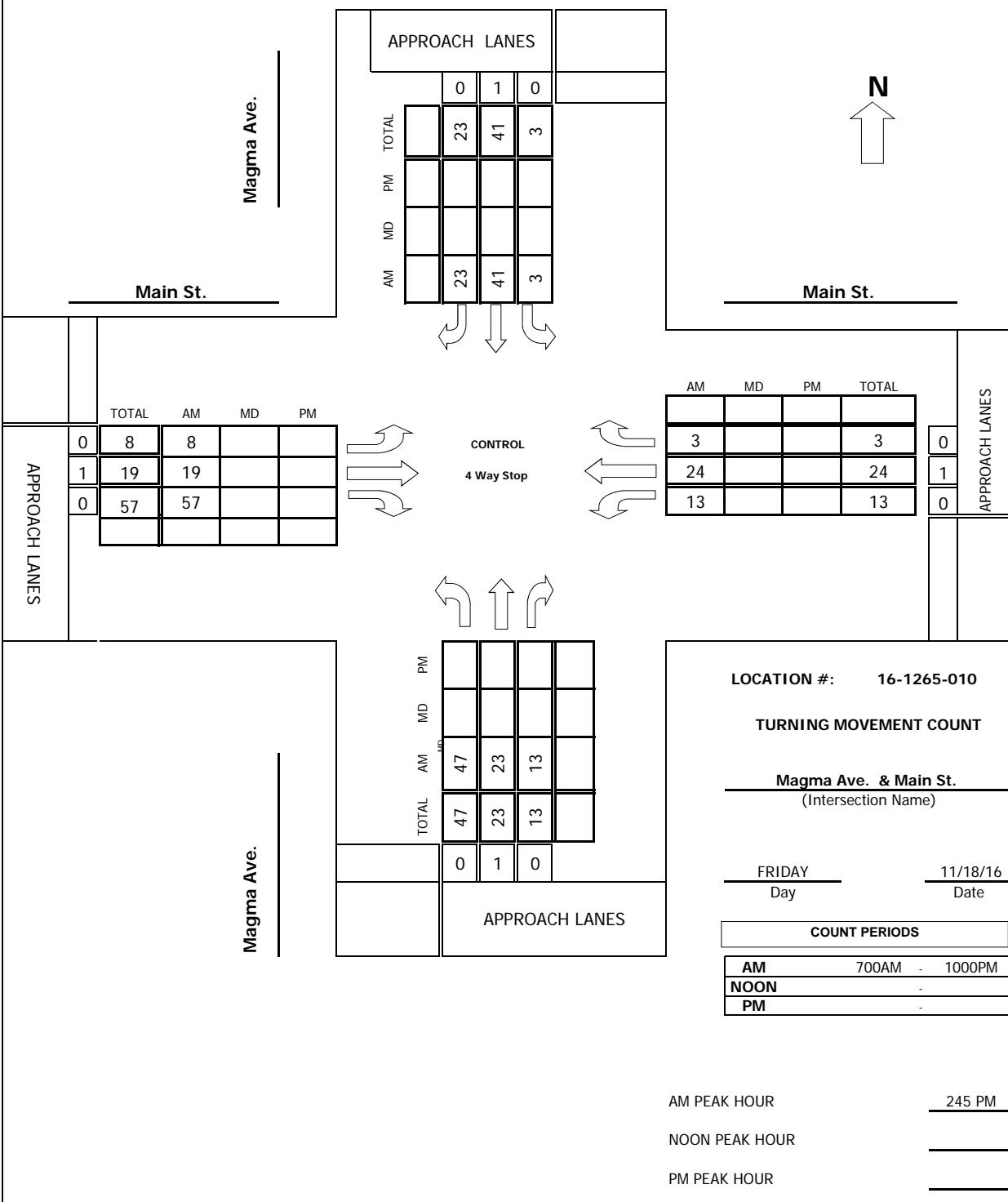
PEAK HR. FACTOR:	0.000	0.750	0.542	0.711	0.848
CONTROL: 1 Way Stop (SB)					
COMMENT 1: 33.289633, -111.109087					

Intersection Turning Movement
Prepared by:



Project #: 16-1265-010

TMC SUMMARY OF Magma Ave. & Main St.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

Veracity traffic group

N-S STREET:	Magma Ave.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	Main St.	DAY: FRIDAY	PROJECT# 16-1265-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	3	1	0	3	1	2	0	2	0	0	0	16
7:15 AM	2	7	0	0	4	1	3	0	6	0	0	0	23
7:30 AM	2	5	2	0	10	0	2	0	3	1	0	0	25
7:45 AM	3	10	1	0	4	2	4	2	7	0	1	0	34
8:00 AM	8	3	0	0	6	2	2	0	4	0	1	0	26
8:15 AM	4	7	3	1	6	1	2	2	3	1	0	0	30
8:30 AM	8	2	5	0	5	1	1	2	7	0	0	0	31
8:45 AM	9	2	4	1	4	1	1	4	7	1	3	1	38
9:00 AM	18	3	4	2	4	4	2	3	6	4	2	1	53
9:15 AM	4	5	2	0	7	4	7	2	4	2	0	1	38
9:30 AM	7	3	2	0	5	4	2	1	12	0	1	1	38
9:45 AM	10	4	5	0	10	3	2	0	4	2	0	0	40
10:00 AM	11	7	8	1	14	3	5	2	7	1	3	0	62
10:15 AM	7	4	8	0	9	7	2	1	6	0	2	0	46
10:30 AM	7	6	1	3	8	2	3	3	8	2	3	0	46
10:45 AM	10	7	5	0	11	0	2	4	9	1	1	0	50
11:00 AM	11	5	2	0	10	4	3	4	7	2	2	0	50
11:15 AM	7	13	4	2	7	6	5	4	12	2	2	0	64
11:30 AM	16	9	1	2	13	3	2	5	13	1	4	0	69
11:45 AM	10	7	2	0	7	1	3	2	13	1	3	0	49
12:00 PM	9	8	9	0	8	3	3	1	10	2	0	0	53
12:15 PM	4	2	5	1	7	9	6	2	13	1	2	0	52
12:30 PM	17	8	7	1	6	4	5	2	6	1	3	0	60
12:45 PM	8	3	3	1	7	3	3	7	8	2	1	0	46
1:00 PM	15	3	4	0	8	3	3	1	6	3	2	0	48
1:15 PM	13	8	1	1	7	2	0	2	11	0	1	0	46
1:30 PM	8	4	9	2	10	5	3	7	13	1	1	0	63
1:45 PM	7	12	8	0	6	3	1	3	7	2	2	0	51
2:00 PM	12	6	7	0	11	5	2	4	12	2	1	1	63
2:15 PM	11	2	3	0	3	4	3	6	11	2	1	0	46
2:30 PM	9	9	2	1	7	2	3	2	5	1	0	0	41
2:45 PM	13	1	3	2	8	5	1	8	12	4	5	1	63
3:00 PM	10	8	4	0	19	8	2	6	9	5	12	2	85
3:15 PM	19	3	5	1	7	6	2	1	21	3	5	0	73
3:30 PM	5	11	1	0	7	4	3	4	15	1	2	0	53
3:45 PM	14	5	1	1	9	2	2	0	20	0	1	0	55
4:00 PM	8	8	3	1	18	3	0	2	5	1	2	0	51
4:15 PM	16	2	5	0	5	3	2	2	6	1	0	0	42
4:30 PM	10	5	5	0	15	8	2	7	8	2	3	1	66
4:45 PM	11	11	4	1	24	2	3	3	13	1	0	0	73
5:00 PM	9	5	0	1	13	4	4	2	15	0	1	0	54
5:15 PM	13	4	4	1	10	1	2	3	14	0	1	0	53
5:30 PM	8	3	0	0	2	1	1	2	13	1	2	0	33
5:45 PM	12	7	1	2	5	3	3	2	17	1	0	1	54
6:00 PM	10	7	4	0	6	2	2	1	12	0	0	0	44
6:15 PM	13	10	0	0	9	3	0	0	10	2	0	0	47
6:30 PM	12	5	1	0	5	0	1	1	8	1	0	0	34
6:45 PM	7	7	2	0	3	7	0	1	7	0	0	0	34
7:00 PM	4	2	1	0	7	0	3	3	3	1	2	0	26
7:15 PM	3	3	0	0	2	2	4	7	7	2	0	0	30
7:30 PM	2	3	0	0	2	1	1	2	6	0	0	0	17
7:45 PM	4	2	0	0	6	0	3	3	2	0	1	1	22
8:00 PM	3	4	1	0	1	0	2	1	2	2	1	0	17
8:15 PM	0	2	1	0	4	1	1	1	4	0	1	0	15
8:30 PM	3	2	2	1	1	0	3	3	3	1	2	0	21
8:45 PM	2	1	1	0	5	1	1	2	1	0	1	0	15
9:00 PM	1	2	0	1	3	0	2	1	0	0	1	0	11
9:15 PM	2	3	4	0	2	1	0	0	4	0	2	0	18
9:30 PM	3	1	0	0	1	0	0	0	7	0	0	0	12
9:45 PM	6	6	0	0	3	0	3	1	6	1	0	0	26
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	494	310	171	31	429	161	140	147	492	68	87	11	2541
Approach %	50.67	31.79	17.54	4.99	69.08	25.93	17.97	18.87	63.16	40.96	52.41	6.63	
App/Depart	975	/	461	621	/	989	779	/	349	166	/	742	

AM Peak Hr Begins at: 245 PM

PEAK													
Volumes	47	23	13	3	41	23	8	19	57	13	24	3	274
Approach %	56.63	27.71	15.66	4.48	61.19	34.33	9.52	22.62	67.86	32.50	60.00	7.50	
PEAK HR. FACTOR:	0.769		0.620		0.875		0.526		0.806				

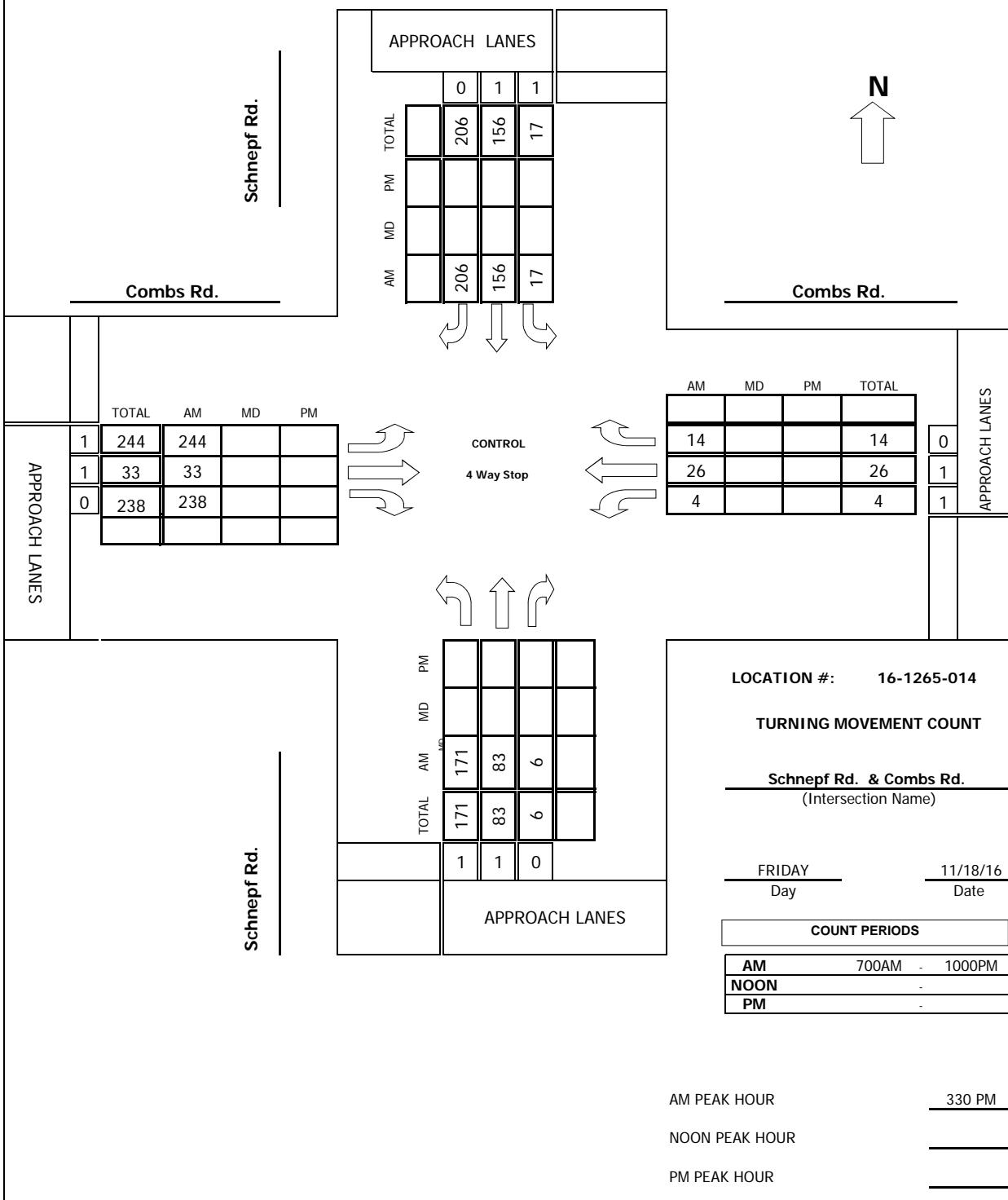
CONTROL:	4 Way Stop
COMMENT 1:	
GPS:	33.293705, -111.096314

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-014

TMC SUMMARY OF Schnepf Rd. & Combs Rd.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745



N-S STREET:	Schnepf Rd.	DATE: 11/18/16	LOCATION: San Tan Valley
E-W STREET:	Combs Rd.	DAY: FRIDAY	PROJECT# 16-1265-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	58	32	0	1	16	67	24	4	26	0	1	1	230
7:15 AM	55	45	0	3	16	72	30	4	22	1	3	1	252
7:30 AM	67	41	1	2	19	79	27	6	26	1	4	4	277
7:45 AM	56	43	0	3	15	64	41	4	25	0	3	2	256
8:00 AM	42	25	1	2	16	66	36	6	26	0	3	3	226
8:15 AM	49	36	1	1	12	44	58	5	28	0	1	2	237
8:30 AM	40	18	0	3	9	50	25	6	25	0	3	1	180
8:45 AM	37	20	0	5	9	51	39	4	22	1	3	7	198
9:00 AM	29	27	0	1	15	43	34	5	26	1	3	3	187
9:15 AM	28	21	0	2	11	34	15	0	20	0	3	1	135
9:30 AM	41	18	0	3	11	24	17	1	28	1	2	0	146
9:45 AM	39	12	0	1	8	22	35	6	16	0	1	1	141
10:00 AM	34	24	0	2	5	27	24	1	28	0	3	2	150
10:15 AM	47	26	1	1	14	42	21	8	28	0	1	0	189
10:30 AM	36	16	0	0	11	28	23	3	16	0	3	1	137
10:45 AM	26	21	0	2	20	30	23	11	20	1	3	2	159
11:00 AM	42	15	1	0	15	29	25	3	28	0	2	2	162
11:15 AM	52	25	0	2	14	51	28	6	28	1	4	1	212
11:30 AM	39	18	0	3	19	44	44	4	28	0	5	3	207
11:45 AM	17	25	1	3	26	38	33	7	33	1	4	3	191
12:00 PM	31	15	0	2	23	31	29	2	37	2	2	0	174
12:15 PM	31	21	0	3	16	31	33	6	27	0	7	3	178
12:30 PM	34	14	1	4	15	21	45	5	35	0	4	5	183
12:45 PM	29	16	0	1	18	32	49	4	42	0	7	0	198
1:00 PM	26	26	0	3	23	38	32	7	45	0	3	1	204
1:15 PM	25	17	0	2	13	43	34	5	34	0	6	0	179
1:30 PM	38	22	0	0	17	25	38	7	37	2	5	4	195
1:45 PM	31	17	1	0	18	38	36	4	47	0	10	1	203
2:00 PM	39	26	0	3	9	43	44	1	38	1	5	1	210
2:15 PM	36	18	1	2	24	37	39	6	38	0	5	2	208
2:30 PM	31	31	0	4	25	41	32	3	47	1	5	2	222
2:45 PM	44	31	4	1	19	46	41	8	47	0	5	4	250
3:00 PM	38	30	0	2	33	45	52	4	49	0	6	4	263
3:15 PM	34	28	1	6	42	48	70	12	61	3	4	5	314
3:30 PM	39	21	2	1	33	63	87	6	53	0	9	4	318
3:45 PM	43	25	1	3	26	50	53	7	51	1	5	1	266
4:00 PM	40	22	3	8	53	40	49	11	61	2	8	2	299
4:15 PM	49	15	0	5	44	53	55	9	73	1	4	7	315
4:30 PM	37	30	0	5	25	43	56	4	67	2	3	1	273
4:45 PM	46	23	1	5	42	39	49	4	58	0	4	5	276
5:00 PM	45	13	0	4	41	45	58	2	68	0	8	6	290
5:15 PM	41	28	0	4	37	47	45	6	58	0	3	2	271
5:30 PM	48	30	0	4	45	42	40	0	59	1	4	0	273
5:45 PM	45	22	2	2	33	38	41	7	49	4	2	2	247
6:00 PM	34	34	1	2	37	42	36	13	28	0	3	1	231
6:15 PM	30	32	0	2	24	37	41	7	43	2	6	3	227
6:30 PM	29	18	0	3	20	38	57	10	36	0	2	2	215
6:45 PM	26	11	0	2	20	35	38	6	36	1	6	1	182
7:00 PM	25	8	0	2	14	31	48	7	41	2	4	2	184
7:15 PM	13	11	1	2	23	37	36	11	40	0	5	3	182
7:30 PM	17	12	0	1	18	18	36	8	42	1	3	3	159
7:45 PM	20	10	0	4	17	22	21	4	40	1	1	0	140
8:00 PM	17	10	0	3	7	15	30	3	28	0	1	1	115
8:15 PM	13	5	0	0	12	12	26	3	27	1	3	0	102
8:30 PM	15	9	0	1	11	18	30	7	25	1	1	1	119
8:45 PM	12	8	0	0	11	20	20	2	16	0	2	1	92
9:00 PM	16	8	0	1	9	11	22	2	26	1	3	1	100
9:15 PM	11	8	0	0	8	10	21	0	23	0	4	3	88
9:30 PM	11	9	0	3	10	13	25	2	39	0	1	0	113
9:45 PM	8	1	0	1	5	15	13	3	26	0	3	0	75
10:00 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2031	1243	25	141	1201	2258	2209	312	2196	38	227	124	12005
Approach %	61.56	37.68	0.76	3.92	33.36	62.72	46.83	6.61	46.56	9.77	58.35	31.88	
App/Depart	3299	/	3576	3600	/	3435	4717	/	478	389	/	4516	

AM Peak Hr Begins at: 330 PM

PEAK	Volumes	Approach %	PEAK HR.	FACTOR:								
	171	83	6	17	156	206	244	33	238	4	26	14

CONTROL:	4 Way Stop
COMMENT 1:	
GPS:	33.219917, -111.528862

Intersection Turning Movement Prepared by:

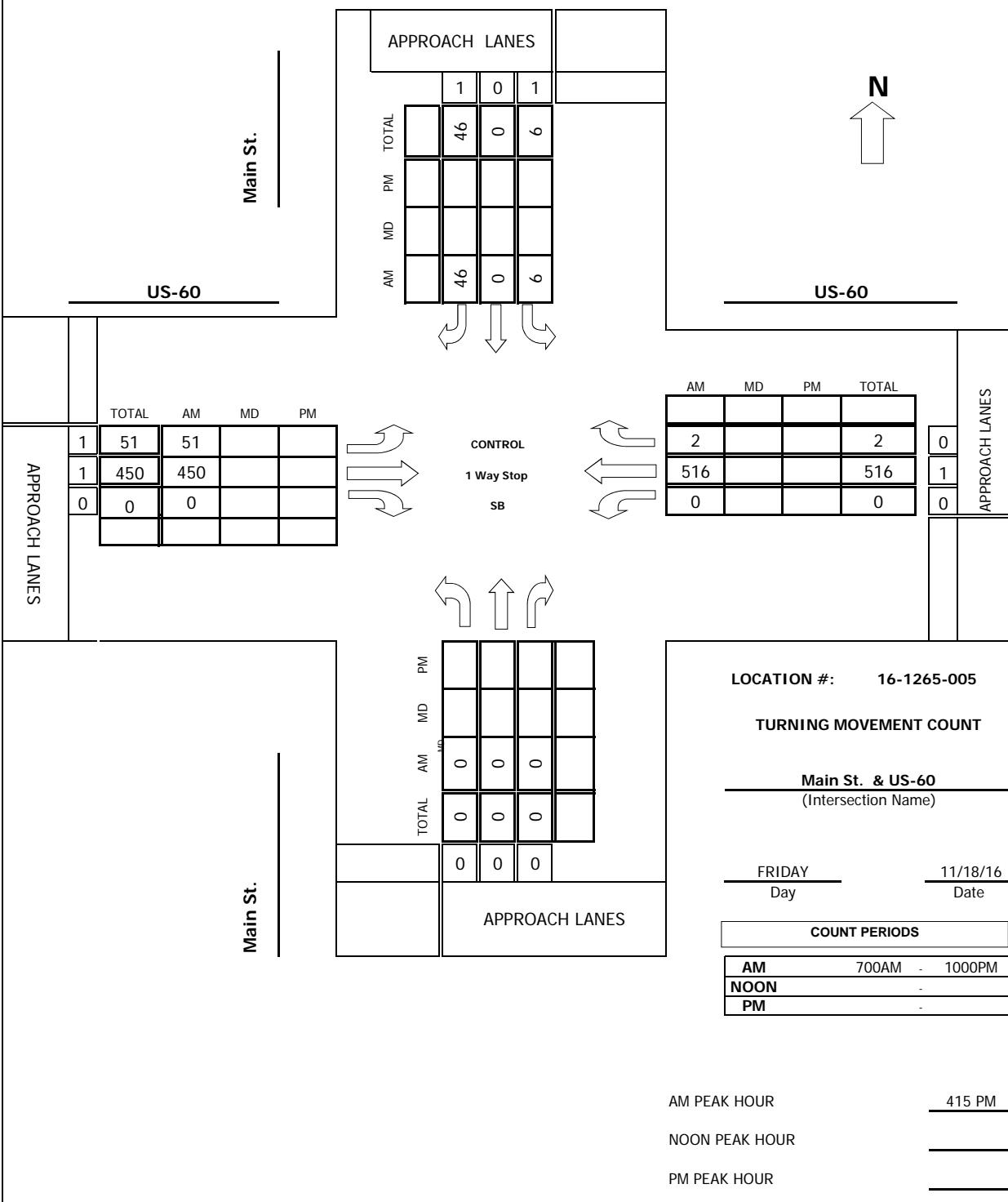


FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

520.316.6745

Project #: 16-1265-005

TMC SUMMARY OF Main St. & US-60



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET:	Main St.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	US-60	DAY: FRIDAY	PROJECT# 16-1265-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	0	0	8	10	69	0	0	64	1	152
7:15 AM	0	0	0	1	0	14	5	73	0	0	53	0	146
7:30 AM	0	0	0	1	0	6	11	72	0	0	76	4	170
7:45 AM	0	0	0	1	0	12	9	48	0	0	54	1	125
8:00 AM	0	0	0	0	0	8	5	55	0	0	68	0	136
8:15 AM	0	0	0	1	0	9	8	48	0	0	78	1	145
8:30 AM	0	0	0	0	0	12	15	50	0	0	59	1	137
8:45 AM	0	0	0	0	0	6	11	73	0	0	76	0	166
9:00 AM	0	0	0	2	0	13	8	69	0	0	75	0	167
9:15 AM	0	0	0	0	0	6	10	47	0	0	71	1	135
9:30 AM	0	0	0	0	0	7	11	54	0	0	88	1	161
9:45 AM	0	0	0	0	0	9	3	71	0	0	85	2	170
10:00 AM	0	0	0	1	0	5	7	71	0	0	87	0	171
10:15 AM	0	0	0	3	0	18	10	91	0	0	67	1	190
10:30 AM	0	0	0	5	0	5	7	80	0	0	89	0	186
10:45 AM	0	0	0	1	0	9	10	72	0	0	94	1	187
11:00 AM	0	0	0	1	0	9	16	59	0	0	65	0	150
11:15 AM	0	0	0	0	0	8	10	65	0	0	57	2	142
11:30 AM	0	0	0	2	0	13	13	92	0	0	87	2	209
11:45 AM	0	0	0	3	0	6	8	58	0	0	84	0	159
12:00 PM	0	0	0	3	0	6	7	76	0	0	82	1	175
12:15 PM	0	0	0	4	0	19	8	74	0	0	104	1	210
12:30 PM	0	0	0	2	0	9	6	64	0	0	93	4	178
12:45 PM	0	0	0	1	0	9	12	63	0	0	88	2	175
1:00 PM	0	0	0	0	0	14	10	77	0	0	102	1	204
1:15 PM	0	0	0	2	0	6	17	70	0	0	95	5	195
1:30 PM	0	0	0	2	0	18	7	85	0	0	97	2	211
1:45 PM	0	0	0	1	0	8	10	75	0	0	92	1	187
2:00 PM	0	0	0	1	0	18	7	93	0	0	128	1	248
2:15 PM	0	0	0	1	0	12	17	90	0	0	112	1	233
2:30 PM	0	0	0	0	0	5	14	75	0	0	110	2	206
2:45 PM	0	0	0	1	0	12	12	92	0	0	141	1	259
3:00 PM	0	0	0	1	0	9	13	96	0	0	128	1	248
3:15 PM	0	0	0	3	0	15	9	86	0	0	153	2	268
3:30 PM	0	0	0	1	0	12	14	85	0	0	132	0	244
3:45 PM	0	0	0	3	0	14	12	105	0	0	108	3	245
4:00 PM	0	0	0	2	0	17	12	91	0	0	124	2	248
4:15 PM	0	0	0	1	0	16	12	135	0	0	154	1	319
4:30 PM	0	0	0	1	0	10	12	85	0	0	113	0	221
4:45 PM	0	0	0	1	0	11	12	121	0	0	126	0	271
5:00 PM	0	0	0	3	0	9	15	109	0	0	123	1	260
5:15 PM	0	0	0	2	0	9	9	114	0	0	113	1	248
5:30 PM	0	0	0	3	0	6	14	98	0	0	143	1	265
5:45 PM	0	0	0	2	0	12	11	86	0	0	110	1	222
6:00 PM	0	0	0	4	0	11	8	107	0	0	110	1	241
6:15 PM	0	0	0	0	0	7	8	98	0	0	134	0	247
6:30 PM	0	0	0	0	0	3	6	95	0	0	86	0	190
6:45 PM	0	0	0	1	0	5	7	96	0	0	78	1	188
7:00 PM	0	0	0	0	0	6	7	86	0	0	68	2	169
7:15 PM	0	0	0	3	0	3	10	76	0	0	55	4	151
7:30 PM	0	0	0	1	0	3	7	68	0	0	46	0	125
7:45 PM	0	0	0	0	0	4	2	79	0	0	50	0	135
8:00 PM	0	0	0	0	0	3	8	66	0	0	52	1	130
8:15 PM	0	0	0	0	0	4	7	53	0	0	41	2	107
8:30 PM	0	0	0	1	0	2	6	47	0	0	49	2	107
8:45 PM	0	0	0	0	0	5	9	28	0	0	42	1	85
9:00 PM	0	0	0	0	0	3	2	33	0	0	37	1	76
9:15 PM	0	0	0	2	0	2	5	39	0	0	23	0	71
9:30 PM	0	0	0	1	0	4	7	37	0	0	24	0	73
9:45 PM	0	0	0	0	0	1	6	28	0	0	23	1	59
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	76	0	525	564	4498	0	0	5166	69	10898
Approach %	####	####	####	12.65	0.00	87.35	11.14	88.86	0.00	0.00	98.68	1.32	
App/Depart	0	/	633	601	/	0	5062	/	4574	5235	/	5691	

AM Peak Hr Begins at: 415 PM

PEAK VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	6	0	46	51	450	0	0	516	2	1071
Approach %	####	####	####	11.54	0.00	88.46	10.18	89.82	0.00	0.00	99.61	0.39	
App/Depart	0	/	633	601	/	0	5062	/	4574	5235	/	5691	

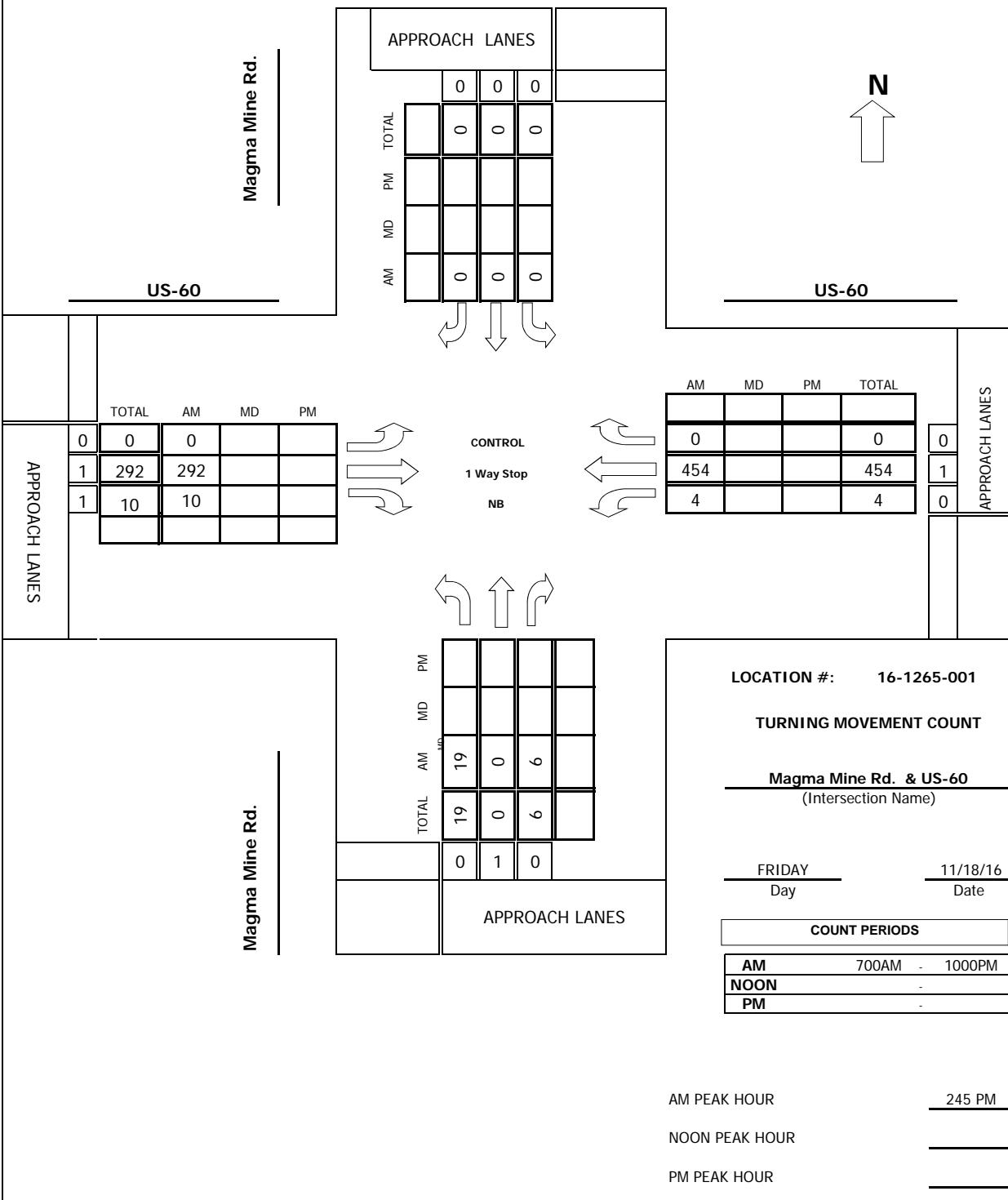
PEAK HR. FACTOR:	0.000	0.765	0.852	0.835	0.839
CONTROL:	1 Way Stop (SB)				
COMMENT 1:	33.286199, -111.114099				
GPS:					

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-001

TMC SUMMARY OF Magma Mine Rd. & US-60



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET:	Magma Mine Rd.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	US-60	DAY: FRIDAY	PROJECT# 16-1265-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	0	0	0	0	0	43	3	0	33	0	80
7:15 AM	0	0	0	0	0	0	0	57	3	2	35	0	97
7:30 AM	2	0	0	0	0	0	0	67	4	0	44	0	117
7:45 AM	2	0	1	0	0	0	0	47	4	0	35	0	89
8:00 AM	2	0	0	0	0	0	0	47	1	1	51	0	102
8:15 AM	3	0	1	0	0	0	0	41	6	0	57	0	108
8:30 AM	0	0	0	0	0	0	0	34	2	0	50	0	86
8:45 AM	0	0	0	0	0	0	0	47	0	0	68	0	115
9:00 AM	1	0	0	0	0	0	0	58	2	0	46	0	107
9:15 AM	3	0	1	0	0	0	0	42	4	0	62	0	112
9:30 AM	2	0	1	0	0	0	0	36	0	0	16	0	55
9:45 AM	3	0	0	0	0	0	0	38	0	0	0	0	41
10:00 AM	1	0	0	0	0	0	0	40	3	0	53	0	97
10:15 AM	3	0	0	0	0	0	0	69	0	0	70	0	142
10:30 AM	6	0	3	0	0	0	0	59	5	0	63	0	136
10:45 AM	1	0	0	0	0	0	0	80	0	0	52	0	133
11:00 AM	5	0	1	0	0	0	0	47	1	0	51	0	105
11:15 AM	1	0	2	0	0	0	0	45	0	1	49	0	98
11:30 AM	1	0	0	0	0	0	0	66	0	0	65	0	132
11:45 AM	1	0	1	0	0	0	0	57	0	1	65	0	125
12:00 PM	1	0	2	0	0	0	0	55	4	1	63	0	126
12:15 PM	4	0	0	0	0	0	0	62	0	0	62	0	128
12:30 PM	1	0	0	0	0	0	0	50	2	0	80	0	133
12:45 PM	3	0	0	0	0	0	0	54	0	0	78	0	135
1:00 PM	0	0	0	0	0	0	0	58	1	1	96	0	156
1:15 PM	0	0	2	0	0	0	0	55	5	0	82	0	144
1:30 PM	2	0	0	0	0	0	0	70	4	0	82	0	158
1:45 PM	2	0	0	0	0	0	0	60	2	0	79	0	143
2:00 PM	3	0	1	0	0	0	0	64	1	0	91	0	160
2:15 PM	1	0	1	0	0	0	0	69	2	0	66	0	139
2:30 PM	4	0	2	0	0	0	0	66	0	0	91	0	163
2:45 PM	4	0	1	0	0	0	0	61	4	2	115	0	187
3:00 PM	8	0	3	0	0	0	0	93	1	0	115	0	220
3:15 PM	2	0	1	0	0	0	0	60	3	2	128	0	196
3:30 PM	5	0	1	0	0	0	0	78	2	0	96	0	182
3:45 PM	2	0	0	0	0	0	0	88	1	0	85	0	176
4:00 PM	1	0	0	0	0	0	0	58	0	0	114	0	173
4:15 PM	1	0	0	0	0	0	0	101	1	0	110	0	213
4:30 PM	0	0	0	0	0	0	0	90	1	0	97	0	188
4:45 PM	1	0	1	0	0	0	0	68	1	0	108	0	179
5:00 PM	3	0	1	0	0	0	0	86	3	0	100	0	193
5:15 PM	1	0	0	0	0	0	0	90	6	2	93	0	192
5:30 PM	2	0	0	0	0	0	0	78	3	1	129	0	213
5:45 PM	3	0	2	0	0	0	0	66	2	0	71	0	144
6:00 PM	2	0	0	0	0	0	0	73	6	1	89	0	171
6:15 PM	1	0	0	0	0	0	0	64	2	1	97	0	165
6:30 PM	3	0	0	0	0	0	0	65	3	0	66	0	137
6:45 PM	3	0	0	0	0	0	0	66	2	0	52	0	123
7:00 PM	2	0	1	0	0	0	0	62	3	0	44	0	112
7:15 PM	0	0	1	0	0	0	0	57	1	0	48	0	107
7:30 PM	3	0	0	0	0	0	0	69	0	0	41	0	113
7:45 PM	0	0	0	0	0	0	0	49	0	0	53	0	102
8:00 PM	1	0	0	0	0	0	0	59	0	0	35	0	95
8:15 PM	0	0	0	0	0	0	0	37	1	0	42	0	80
8:30 PM	1	0	0	0	0	0	0	28	0	0	32	0	61
8:45 PM	0	0	0	0	0	0	0	30	0	0	34	0	64
9:00 PM	0	0	0	0	0	0	0	19	1	0	15	0	35
9:15 PM	0	0	0	0	0	0	0	33	1	0	21	0	55
9:30 PM	0	0	0	0	0	0	0	30	1	0	17	0	48
9:45 PM	0	0	0	0	0	0	0	27	0	0	18	0	45
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	108	0	31	0	0	0	0	3468	108	16	3900	0	7631
Approach %	77.70	0.00	22.30	#####	#####	#####	0.00	96.98	3.02	0.41	99.59	0.00	
App/Depart	139	/	0	0	/	124	3576	/	3499	3916	/	4008	

AM Peak Hr Begins at: 245 PM

PEAK													
Volumes	19	0	6	0	0	0	0	292	10	4	454	0	785
Approach %	76.00	0.00	24.00	####	####	####	0.00	96.69	3.31	0.87	99.13	0.00	

PEAK HR. FACTOR:	0.568	0.000	0.803	0.881	0.892
CONTROL:	1 Way Stop (NB)				
COMMENT 1:	33.313026, -111.048810				

Intersection Turning Movement

Prepared by:

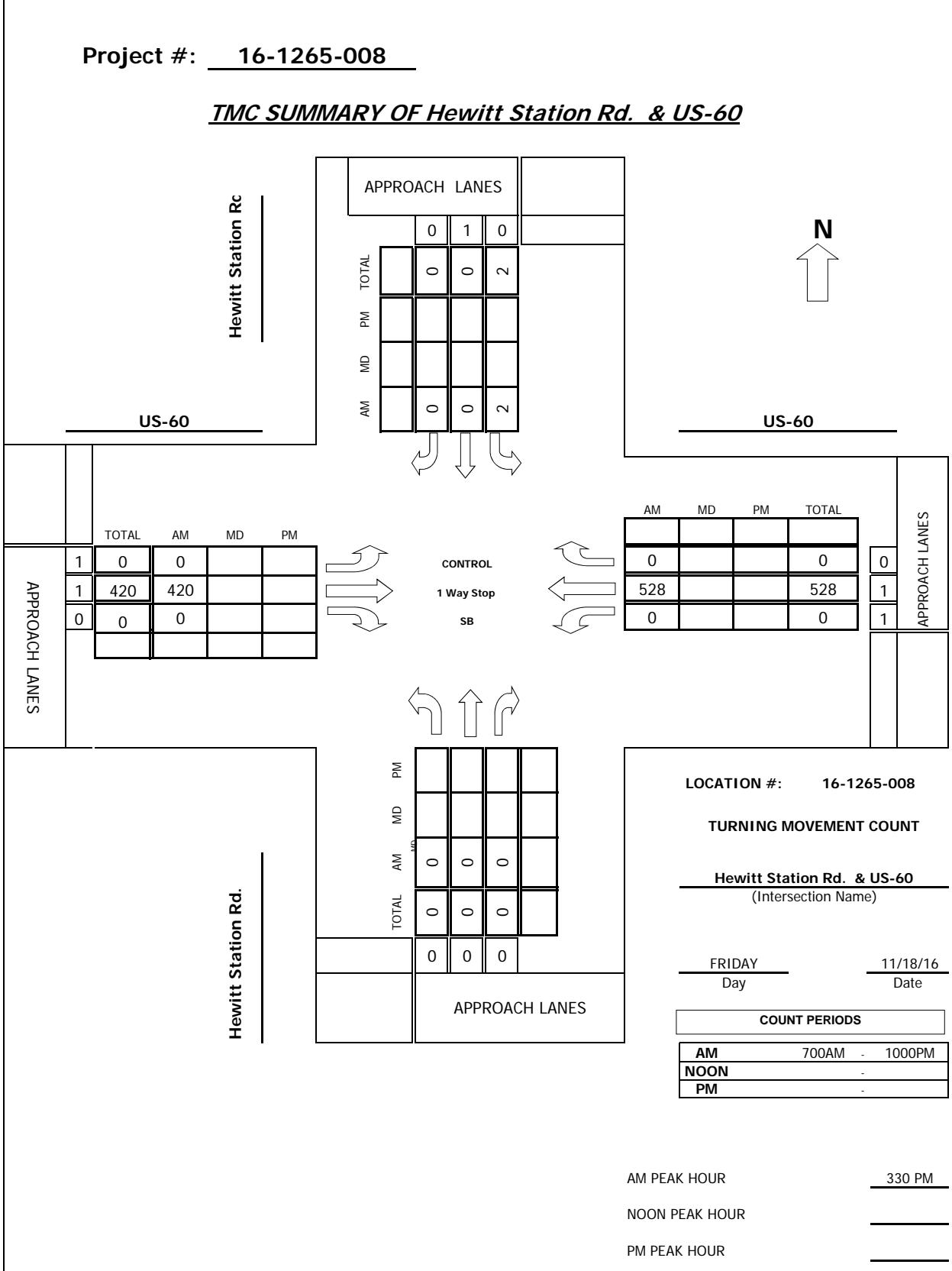


FIELD DATA SERVICES OF ARIZONA, INC.

520,316,674

Project #: 16-1265-008

TMC SUMMARY OF Hewitt Station Rd. & US-60



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

Veracity traffic group

N-S STREET:	Hewitt Station Rd.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	US-60	DAY: FRIDAY	PROJECT# 16-1265-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	2	0	0	1	53	0	0	40	2	98
7:15 AM	0	0	0	2	0	0	2	54	0	0	46	1	105
7:30 AM	0	0	0	1	0	0	2	73	0	0	64	1	141
7:45 AM	0	0	0	0	0	0	3	55	0	0	88	0	146
8:00 AM	0	0	0	2	0	0	2	49	0	0	40	1	94
8:15 AM	0	0	0	0	0	0	0	41	0	0	56	2	99
8:30 AM	0	0	0	1	0	0	1	82	0	0	63	0	147
8:45 AM	0	0	0	0	0	0	1	92	0	0	42	0	135
9:00 AM	0	0	0	0	0	0	1	62	0	0	61	3	129
9:15 AM	0	0	0	0	0	0	0	54	0	0	79	0	133
9:30 AM	0	0	0	2	0	0	1	69	0	0	68	0	140
9:45 AM	0	0	0	1	0	0	0	80	0	0	68	1	150
10:00 AM	0	0	0	1	0	1	0	101	0	0	104	1	208
10:15 AM	0	0	0	0	0	1	1	103	0	0	71	0	176
10:30 AM	0	0	0	0	0	0	0	66	0	0	59	1	126
10:45 AM	0	0	0	1	0	0	2	81	0	0	88	1	173
11:00 AM	0	0	0	1	0	0	0	65	0	0	83	0	149
11:15 AM	0	0	0	2	0	0	0	97	0	0	78	2	179
11:30 AM	0	0	0	2	0	0	0	70	0	0	64	0	136
11:45 AM	0	0	0	1	0	1	1	84	0	0	79	1	167
12:00 PM	0	0	0	0	0	0	0	81	0	0	101	2	184
12:15 PM	0	0	0	1	0	1	0	51	0	0	80	1	134
12:30 PM	0	0	0	1	0	0	0	66	0	0	95	0	162
12:45 PM	0	0	0	0	0	2	1	87	0	0	88	0	178
1:00 PM	0	0	0	1	0	0	0	89	0	0	88	1	179
1:15 PM	0	0	0	0	1	0	2	111	0	0	97	3	214
1:30 PM	0	0	0	2	0	1	0	98	0	0	117	0	218
1:45 PM	0	0	0	0	0	0	0	120	0	0	104	0	224
2:00 PM	0	0	0	0	0	0	0	110	0	0	94	0	204
2:15 PM	0	0	0	0	0	1	0	93	0	0	114	0	208
2:30 PM	0	0	0	2	0	0	0	82	0	0	87	0	171
2:45 PM	0	0	0	1	0	1	0	75	0	0	111	1	189
3:00 PM	0	0	0	3	0	1	0	68	0	0	143	1	216
3:15 PM	0	0	0	0	0	0	1	88	0	0	130	1	220
3:30 PM	0	0	0	0	0	0	0	103	0	0	160	0	263
3:45 PM	0	0	0	2	0	0	0	95	0	0	136	0	233
4:00 PM	0	0	0	0	0	0	0	121	0	0	104	0	225
4:15 PM	0	0	0	0	0	0	0	101	0	0	128	0	229
4:30 PM	0	0	0	0	1	0	0	114	0	0	128	1	244
4:45 PM	0	0	0	0	0	1	0	99	0	0	98	0	198
5:00 PM	0	0	0	0	0	0	1	117	0	0	122	0	240
5:15 PM	0	0	0	0	0	0	0	93	0	0	118	0	211
5:30 PM	0	0	0	0	0	0	0	98	0	0	113	0	211
5:45 PM	0	0	0	0	0	0	0	130	0	0	155	0	285
6:00 PM	0	0	0	1	0	0	0	90	0	0	114	0	205
6:15 PM	0	0	0	0	0	1	0	109	0	0	108	1	219
6:30 PM	0	0	0	0	0	0	0	85	0	0	119	0	204
6:45 PM	0	0	0	0	0	0	0	88	0	0	84	0	172
7:00 PM	0	0	0	0	0	0	0	109	0	0	96	0	205
7:15 PM	0	0	0	2	0	0	0	78	0	0	69	0	149
7:30 PM	0	0	0	0	0	0	0	79	0	0	59	0	138
7:45 PM	0	0	0	0	0	0	0	67	0	0	34	0	101
8:00 PM	0	0	0	0	0	0	0	46	0	0	57	0	103
8:15 PM	0	0	0	0	0	0	0	31	0	0	41	0	72
8:30 PM	0	0	0	0	0	0	0	31	0	0	72	0	103
8:45 PM	0	0	0	0	0	0	0	35	0	0	43	0	78
9:00 PM	0	0	0	1	0	0	0	61	0	0	53	0	115
9:15 PM	0	0	0	0	0	1	1	39	0	0	43	0	84
9:30 PM	0	0	0	0	0	0	0	56	0	0	32	0	88
9:45 PM	0	0	0	0	0	0	0	48	0	0	46	0	94
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	38	0	14	25	4773	0	0	5122	29	10001
Approach %	####	####	####	73.08	0.00	26.92	0.52	99.48	0.00	0.00	99.44	0.56	
App/Depart	0	/	54	52	/	0	4798	/	4811	5151	/	5136	

AM Peak Hr Begins at: 330 PM

PEAK VOLUMES	PEAK APPROACH %	PEAK APP/DEPART
Volumes	0 0 0 2 0 0 0 0 420 0 0 528 0 950	
	#### #### #### 100.00 0.00 0.00 0.00 100.00 0.00 0.00 100.00 0.00	

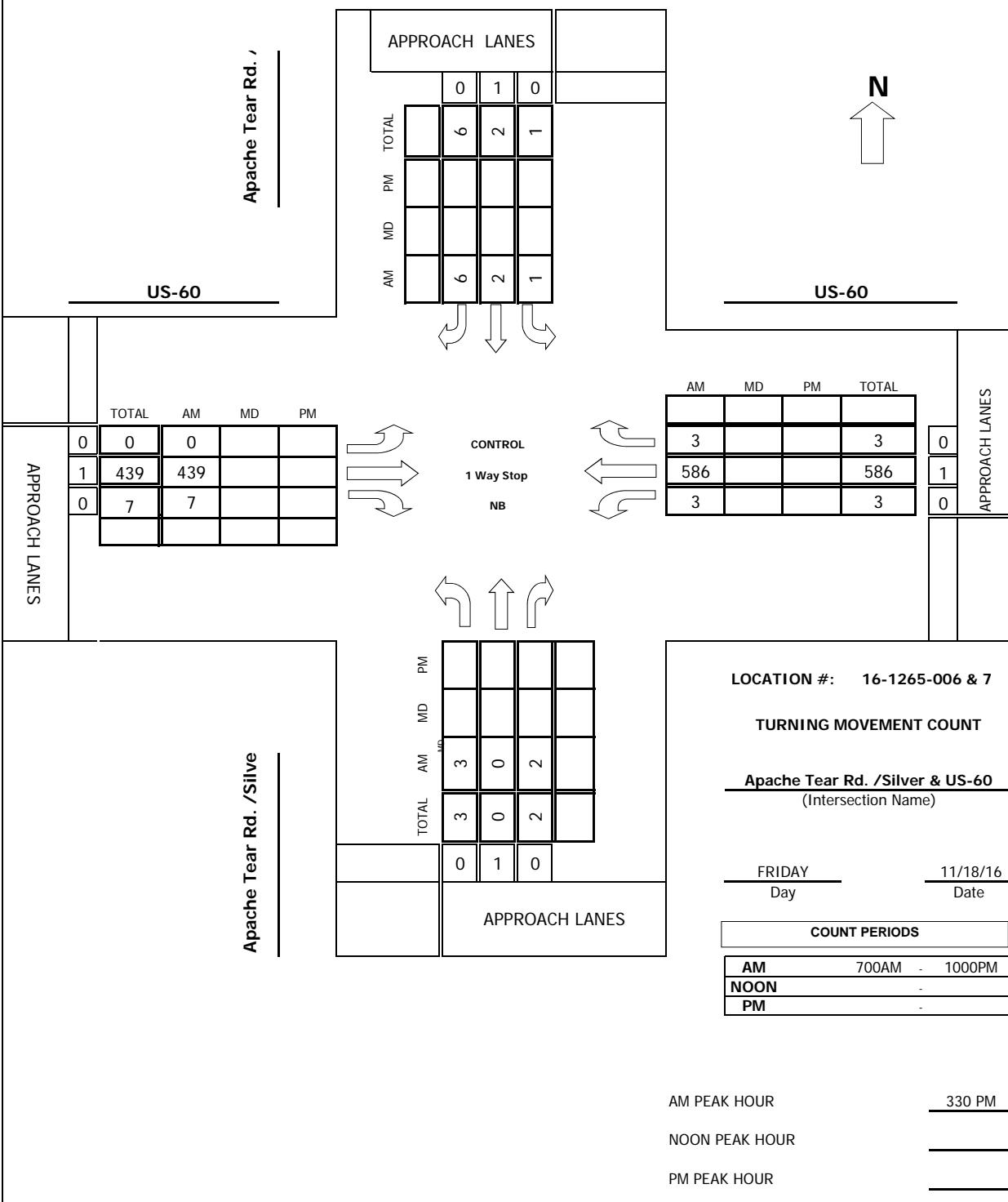
PEAK HR. FACTOR:	0.000	0.250	0.868	0.825	0.903
CONTROL:	1 Way Stop (SB)				
COMMENT 1:	33.280408, -111.171274				

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-006 & 7

TMC SUMMARY OF Apache Tear Rd. /Silver & US-60



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Veracity traffic group

N-S STREET:	Apache Tear Rd. /Silver King Mine Rd.	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	US-60	DAY: FRIDAY	PROJECT# 16-1265-006 & 7

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	0	2	0	0	0	0	78	1	1	70	2	157
7:15 AM	2	0	1	1	0	0	2	76	2	1	65	0	150
7:30 AM	0	0	4	1	0	0	0	89	1	0	87	1	183
7:45 AM	1	0	1	2	0	1	1	55	2	1	66	4	134
8:00 AM	2	0	3	0	0	0	1	59	0	2	74	0	141
8:15 AM	0	0	1	1	0	0	2	50	1	1	78	2	136
8:30 AM	4	0	0	2	0	0	0	63	0	0	80	3	152
8:45 AM	0	0	2	1	0	2	0	87	2	1	87	1	183
9:00 AM	2	0	1	3	0	0	1	73	3	2	85	0	170
9:15 AM	0	0	2	0	0	0	0	52	2	0	96	2	154
9:30 AM	1	0	4	2	0	1	2	60	0	2	99	3	174
9:45 AM	2	0	1	1	1	0	0	72	1	1	90	3	173
10:00 AM	0	0	3	0	0	1	0	75	4	1	98	2	184
10:15 AM	2	0	2	3	0	0	1	92	1	3	87	0	191
10:30 AM	0	0	1	1	1	0	0	87	1	2	85	0	178
10:45 AM	0	0	3	3	0	0	0	74	2	1	99	1	183
11:00 AM	1	0	0	2	0	0	3	75	2	1	74	4	162
11:15 AM	0	0	2	2	0	0	0	85	0	3	75	3	170
11:30 AM	0	0	1	1	0	0	1	99	1	3	82	2	190
11:45 AM	2	0	0	1	0	1	1	87	2	2	88	1	185
12:00 PM	2	0	1	1	0	0	1	65	0	0	80	3	153
12:15 PM	0	0	0	0	0	0	0	87	3	1	133	0	224
12:30 PM	3	0	1	2	1	0	0	74	2	1	104	1	189
12:45 PM	0	0	1	2	0	0	0	75	1	2	87	2	170
1:00 PM	2	1	0	0	0	1	0	88	0	0	106	0	198
1:15 PM	0	0	0	0	0	0	1	82	1	1	96	2	183
1:30 PM	0	0	2	1	0	0	0	89	0	0	103	1	196
1:45 PM	0	0	0	1	0	0	0	99	2	1	133	0	236
2:00 PM	1	0	2	0	0	0	0	90	0	1	141	1	236
2:15 PM	0	0	2	2	0	0	0	98	1	2	125	1	231
2:30 PM	0	0	0	0	0	0	0	89	1	1	111	0	202
2:45 PM	1	0	0	0	0	1	0	101	0	0	143	0	246
3:00 PM	0	0	2	1	1	0	0	107	1	1	139	2	254
3:15 PM	1	0	0	0	0	1	1	95	0	0	166	0	264
3:30 PM	1	0	0	1	0	0	0	99	2	2	154	1	260
3:45 PM	0	0	0	0	0	1	0	112	0	0	128	1	242
4:00 PM	2	0	1	0	0	4	0	95	3	0	141	1	247
4:15 PM	0	0	1	0	2	1	0	133	2	1	163	0	303
4:30 PM	1	0	0	1	0	2	1	98	0	1	128	0	232
4:45 PM	2	0	0	1	0	0	0	122	1	0	130	0	256
5:00 PM	0	0	0	0	0	0	0	121	1	1	128	0	251
5:15 PM	0	0	1	0	0	0	0	123	2	0	122	1	249
5:30 PM	0	0	0	0	0	1	0	114	0	0	143	0	258
5:45 PM	0	0	1	1	0	1	0	98	1	1	129	0	232
6:00 PM	1	0	1	0	0	0	0	103	1	1	119	0	226
6:15 PM	0	1	0	2	0	0	0	87	0	0	122	0	212
6:30 PM	1	0	2	0	0	0	1	99	0	1	87	0	191
6:45 PM	0	0	0	0	0	0	0	96	0	0	85	1	182
7:00 PM	2	0	0	0	0	0	0	99	0	0	74	0	175
7:15 PM	0	0	0	0	0	0	0	80	0	0	59	0	139
7:30 PM	2	0	2	0	0	0	0	87	0	0	60	0	151
7:45 PM	0	0	1	1	0	0	1	75	0	1	41	0	120
8:00 PM	3	0	1	0	0	1	0	66	0	0	45	0	116
8:15 PM	2	0	0	0	0	0	0	60	1	0	50	0	113
8:30 PM	0	0	0	0	0	0	2	65	0	0	41	1	109
8:45 PM	1	0	2	0	0	0	0	35	0	1	42	0	81
9:00 PM	0	0	0	0	0	0	0	32	1	0	41	0	74
9:15 PM	0	0	0	0	0	0	0	41	0	0	42	0	83
9:30 PM	0	0	0	0	1	0	0	43	1	1	28	0	74
9:45 PM	1	0	0	0	0	0	0	29	0	1	24	0	55
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	51	2	58	45	6	21	23	4939	56	51	5658	53	10963
Approach %	45.95	1.80	52.25	62.50	8.33	29.17	0.46	98.43	1.12	0.89	98.20	0.92	
App/Depart	111	/	78	72	/	113	5018	/	5042	5762	/	5730	

AM Peak Hr Begins at: 330 PM

PEAK VOLUMES	PEAK APPROACH %	PEAK APP/DEPART
3 0 2	60.00 0.00 40.00	11.11 22.22 66.67
0 439 7	0.00 98.43 1.57	3 0.51 98.99 0.51
3 586 3	0.51 98.99 0.51	1052

PEAK HR. FACTOR: 0.417 | 0.563 | 0.826 | 0.902 | 0.868 |

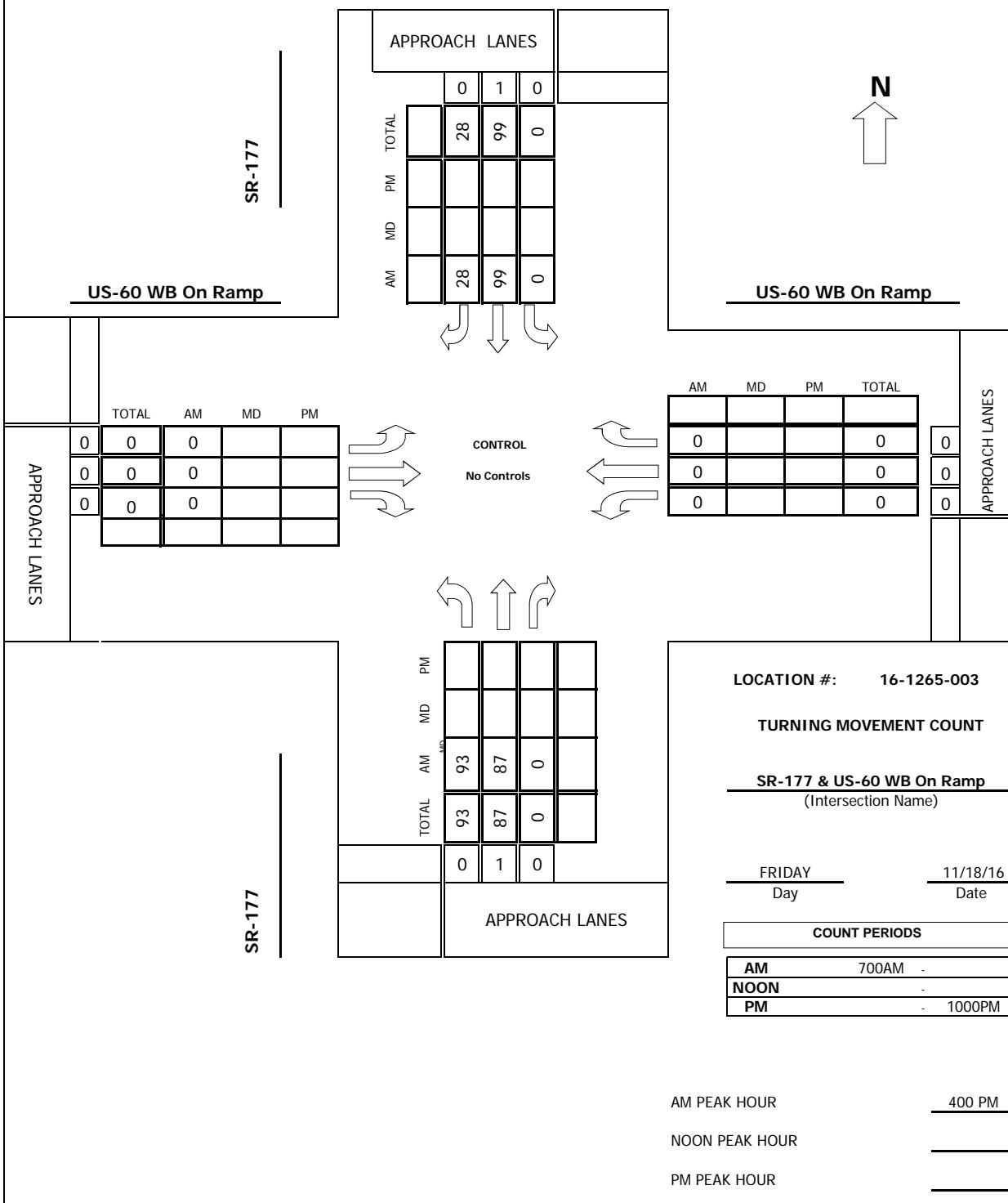
CONTROL: 2 Way Stop (NB & SB)
COMMENT 1:
GPS: 33.284708, -111.124038

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-003

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



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745

Veracity traffic group

N-S STREET:	SR-177	DATE: 11/18/16	LOCATION: Superior
E-W STREET:	US-60 WB On Ramp	DAY: FRIDAY	PROJECT# 16-1265-003

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL			
6:00 AM																
6:15 AM																
6:30 AM																
6:45 AM																
7:00 AM	11	8	0	0	4	6	0	0	0	0	0	0	29			
7:15 AM	8	10	0	0	4	4	0	0	0	0	0	0	26			
7:30 AM	17	10	0	0	19	0	0	0	0	0	0	0	46			
7:45 AM	10	18	0	0	14	2	0	0	0	0	0	0	44			
8:00 AM	11	9	0	0	8	7	0	0	0	0	0	0	35			
8:15 AM	7	11	0	0	13	0	0	0	0	0	0	0	31			
8:30 AM	16	16	0	0	10	3	0	0	0	0	0	0	45			
8:45 AM	15	12	0	0	14	2	0	0	0	0	0	0	43			
9:00 AM	11	20	0	0	16	2	0	0	0	0	0	0	49			
9:15 AM	10	10	0	0	12	4	0	0	0	0	0	0	36			
9:30 AM	13	21	0	0	14	6	0	0	0	0	0	0	54			
9:45 AM	14	19	0	0	12	4	0	0	0	0	0	0	49			
10:00 AM	16	25	0	0	20	5	0	0	0	0	0	0	66			
10:15 AM	14	18	0	0	18	5	0	0	0	0	0	0	55			
10:30 AM	13	20	0	0	13	8	0	0	0	0	0	0	54			
10:45 AM	9	19	0	0	11	6	0	0	0	0	0	0	45			
11:00 AM	8	15	0	0	14	8	0	0	0	0	0	0	45			
11:15 AM	13	20	0	0	20	4	0	0	0	0	0	0	57			
11:30 AM	17	21	0	0	20	9	0	0	0	0	0	0	67			
11:45 AM	18	23	0	0	18	8	0	0	0	0	0	0	67			
12:00 PM	13	25	0	0	15	7	0	0	0	0	0	0	60			
12:15 PM	7	16	0	0	12	13	0	0	0	0	0	0	48			
12:30 PM	14	21	0	0	15	5	0	0	0	0	0	0	55			
12:45 PM	7	16	0	0	20	1	0	0	0	0	0	0	44			
1:00 PM	7	20	0	0	12	9	0	0	0	0	0	0	48			
1:15 PM	14	24	0	0	20	2	0	0	0	0	0	0	60			
1:30 PM	16	20	0	0	29	3	0	0	0	0	0	0	68			
1:45 PM	19	24	0	0	17	5	0	0	0	0	0	0	65			
2:00 PM	10	17	0	0	20	5	0	0	0	0	0	0	52			
2:15 PM	15	16	0	0	20	2	0	0	0	0	0	0	53			
2:30 PM	14	19	0	0	11	7	0	0	0	0	0	0	51			
2:45 PM	27	20	0	0	26	2	0	0	0	0	0	0	75			
3:00 PM	14	26	0	0	29	14	0	0	0	0	0	0	83			
3:15 PM	11	26	0	0	30	4	0	0	0	0	0	0	71			
3:30 PM	18	16	0	0	23	5	0	0	0	0	0	0	62			
3:45 PM	12	16	0	0	25	9	0	0	0	0	0	0	62			
4:00 PM	37	16	0	0	20	8	0	0	0	0	0	0	81			
4:15 PM	37	23	0	0	10	7	0	0	0	0	0	0	77			
4:30 PM	8	26	0	0	29	9	0	0	0	0	0	0	72			
4:45 PM	11	22	0	0	40	4	0	0	0	0	0	0	77			
5:00 PM	8	12	0	0	28	5	0	0	0	0	0	0	53			
5:15 PM	6	22	0	0	26	6	0	0	0	0	0	0	60			
5:30 PM	8	9	0	0	15	5	0	0	0	0	0	0	37			
5:45 PM	9	17	0	0	21	4	0	0	0	0	0	0	51			
6:00 PM	6	20	0	0	19	3	0	0	0	0	0	0	48			
6:15 PM	7	22	0	0	22	2	0	0	0	0	0	0	53			
6:30 PM	6	13	0	0	12	5	0	0	0	0	0	0	36			
6:45 PM	6	13	0	0	11	1	0	0	0	0	0	0	31			
7:00 PM	3	9	0	0	10	3	0	0	0	0	0	0	25			
7:15 PM	3	4	0	0	8	6	0	0	0	0	0	0	21			
7:30 PM	1	2	0	0	2	7	0	0	0	0	0	0	12			
7:45 PM	3	3	0	0	2	6	0	0	0	0	0	0	14			
8:00 PM	2	4	0	0	1	9	0	0	0	0	0	0	16			
8:15 PM	1	6	0	0	3	5	0	0	0	0	0	0	15			
8:30 PM	1	5	0	0	1	5	0	0	0	0	0	0	12			
8:45 PM	4	2	0	0	4	3	0	0	0	0	0	0	13			
9:00 PM	2	4	0	0	3	1	0	0	0	0	0	0	10			
9:15 PM	2	6	0	0	5	2	0	0	0	0	0	0	15			
9:30 PM	4	7	0	0	4	3	0	0	0	0	0	0	18			
9:45 PM	3	10	0	0	7	1	0	0	0	0	0	0	21			
10:00 PM																
10:15 PM																
10:30 PM																
10:45 PM																
11:00 PM																
11:15 PM																
11:30 PM																
11:45 PM																

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	647	924	0	0	901	296	0	0	0	0	0	0	2768
Approach %	41.18	58.82	0.00	0.00	75.27	24.73	#####	#####	#####	####	####	####	
App/Depart	1571	/	924	1197	/	901	0	/	0	0	/	943	

AM Peak Hr Begins at: 400 PM

PEAK	Volumes	Approach %	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	93 87 0	51.67 48.33 0.00	0 99 28	0.00 77.95 22.05	##### ##### #####	##### ##### #####	##### ##### #####	##### ##### #####	0 0 0	0 0 0	0 0 0	307

PEAK HR. FACTOR:	0.750	0.722	0.000	0.000	0.948
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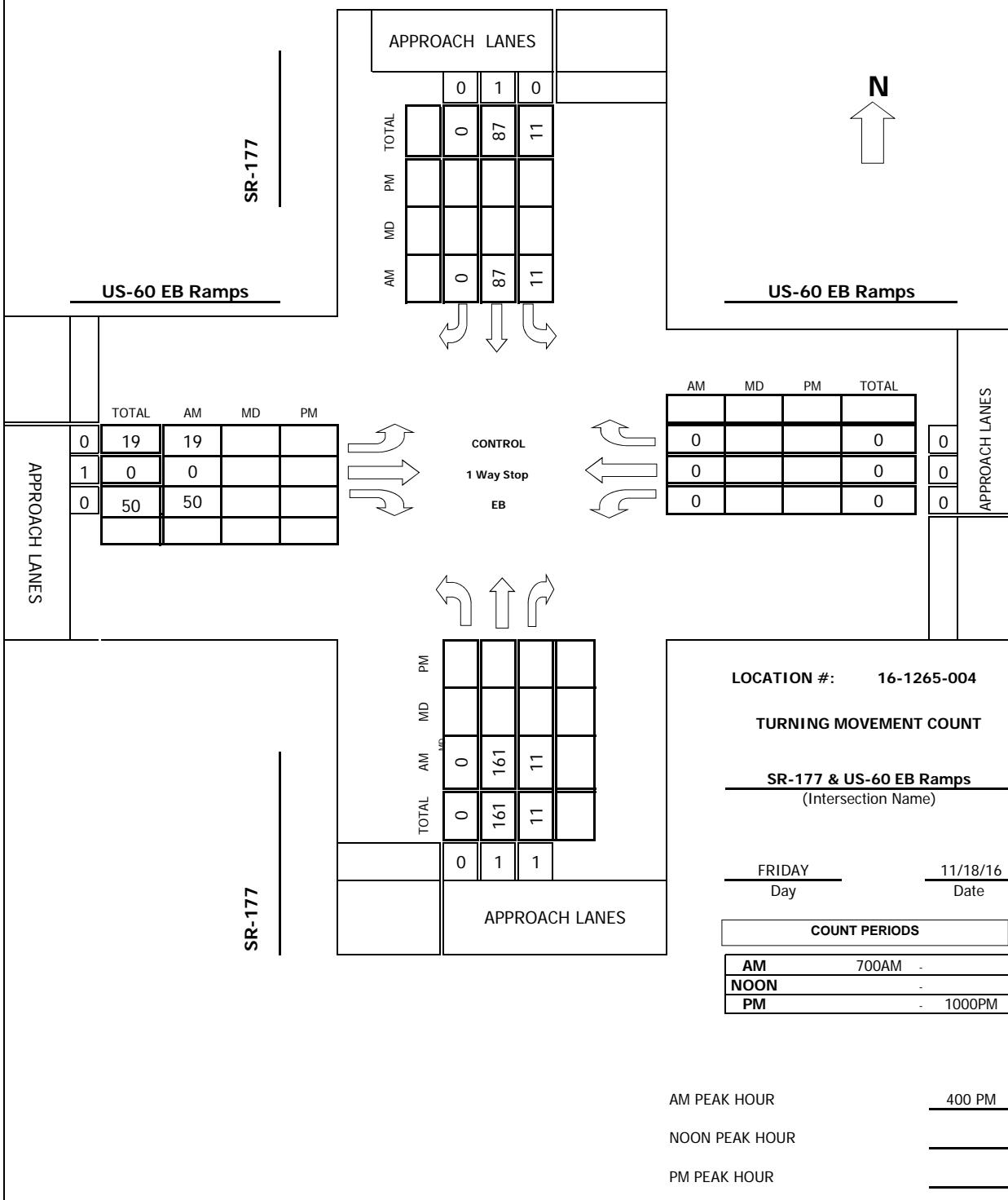
CONTROL:	No Controls
COMMENT 1:	33.291069, -111.096902

**Intersection Turning Movement
Prepared by:**

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 16-1265-004

TMC SUMMARY OF SR-177 & US-60 EB Ramps



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.

520.316.6745



N-S STREET:	SR-177	DATE:	11/18/16	LOCATION:	Superior
E-W STREET:	US-60 EB Ramps	DAY:	FRIDAY	PROJECT#	16-1265-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	15	2	1	4	0	3	0	5	0	0	0	30
7:15 AM	0	14	3	1	4	0	3	0	10	0	0	0	35
7:30 AM	0	23	2	0	18	0	3	0	8	0	0	0	54
7:45 AM	0	22	3	1	14	0	5	0	9	0	0	0	54
8:00 AM	0	10	6	2	7	0	11	0	7	0	0	0	43
8:15 AM	0	15	3	4	10	0	4	0	16	0	0	0	52
8:30 AM	0	28	2	5	7	0	4	0	15	0	0	0	61
8:45 AM	0	24	3	1	12	0	4	0	5	0	0	0	49
9:00 AM	0	27	3	4	14	0	5	0	6	0	0	0	59
9:15 AM	0	12	2	3	10	0	10	0	18	0	0	0	55
9:30 AM	0	32	6	1	13	0	1	0	16	0	0	0	69
9:45 AM	0	25	4	1	11	0	8	0	11	0	0	0	60
10:00 AM	0	33	1	4	15	0	5	0	14	0	0	0	72
10:15 AM	0	29	6	3	15	0	4	0	10	0	0	0	67
10:30 AM	0	31	2	4	10	0	3	0	4	0	0	0	54
10:45 AM	0	23	14	2	10	0	5	0	14	0	0	0	68
11:00 AM	0	15	3	5	10	0	10	0	14	0	0	0	57
11:15 AM	0	20	1	0	19	0	14	0	10	0	0	0	64
11:30 AM	0	35	3	3	16	0	2	0	13	0	0	0	72
11:45 AM	0	33	2	1	15	0	8	0	8	0	0	0	67
12:00 PM	0	32	2	1	14	0	5	0	13	0	0	0	67
12:15 PM	0	18	1	3	10	0	7	0	4	0	0	0	43
12:30 PM	0	29	4	1	15	0	5	0	10	0	0	0	64
12:45 PM	0	20	2	5	16	0	4	0	4	0	0	0	51
1:00 PM	0	19	5	5	8	0	8	0	5	0	0	0	50
1:15 PM	0	31	1	4	17	0	5	0	12	0	0	0	70
1:30 PM	0	30	1	4	22	0	7	0	7	0	0	0	71
1:45 PM	0	37	2	2	16	0	5	2	7	0	0	0	71
2:00 PM	0	20	3	4	17	0	9	0	13	0	0	0	66
2:15 PM	0	27	2	6	14	0	5	0	8	0	0	0	62
2:30 PM	0	23	5	5	9	0	11	0	10	0	0	0	63
2:45 PM	0	43	6	5	19	0	5	0	10	0	0	0	88
3:00 PM	0	30	6	5	23	0	9	0	12	0	0	0	85
3:15 PM	0	29	5	3	26	0	7	0	8	0	0	0	78
3:30 PM	0	28	4	2	20	0	7	1	11	0	0	0	73
3:45 PM	0	23	5	4	19	0	6	0	17	0	0	0	74
4:00 PM	0	50	2	1	18	0	4	0	9	0	0	0	84
4:15 PM	0	54	5	4	9	0	5	0	17	0	0	0	94
4:30 PM	0	29	3	3	25	0	4	0	12	0	0	0	76
4:45 PM	0	28	1	3	35	0	6	0	12	0	0	0	85
5:00 PM	0	12	1	2	27	0	8	0	16	0	0	0	66
5:15 PM	0	16	6	6	19	0	13	0	9	0	0	0	69
5:30 PM	0	8	0	0	16	0	18	0	9	0	0	0	51
5:45 PM	0	19	2	2	20	0	5	0	13	0	0	0	61
6:00 PM	0	20	2	2	17	0	7	0	6	0	0	0	54
6:15 PM	0	25	3	1	20	0	3	0	15	0	0	0	67
6:30 PM	0	12	2	3	10	0	7	1	9	0	0	0	44
6:45 PM	0	15	3	1	10	0	5	0	11	0	0	0	45
7:00 PM	0	10	1	1	10	0	3	0	9	0	0	0	34
7:15 PM	0	4	2	0	8	0	4	0	11	0	0	0	29
7:30 PM	0	2	2	1	2	0	2	0	10	0	0	0	19
7:45 PM	0	2	1	1	1	0	5	0	13	0	0	0	23
8:00 PM	0	4	1	0	3	0	2	0	7	0	0	0	17
8:15 PM	0	3	1	0	2	0	4	0	7	0	0	0	17
8:30 PM	0	5	2	0	2	0	1	0	9	0	0	0	19
8:45 PM	0	7	1	1	3	0	0	0	7	0	0	0	19
9:00 PM	0	6	1	2	1	0	3	0	8	0	0	0	21
9:15 PM	0	6	2	0	4	0	2	0	6	0	0	0	20
9:30 PM	0	9	1	1	3	0	1	0	13	0	0	0	28
9:45 PM	0	10	1	1	5	0	0	0	1	0	0	0	18
10:00 PM													
10:15 PM													
10:30 PM													
10:45 PM													
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1261	171	141	769	0	329	4	603	0	0	0	3278
Approach %	0.00	88.06	11.94	15.49	84.51	0.00	35.15	0.43	64.42	####	####	####	
App/Depart	1432	/	1590	910	/	1372	936	/	316	0	/	0	

AM Peak Hr Begins at: 400 PM

PEAK	Volumes	Approach %	11.22	88.78	0.00	27.54	0.00	72.46	####	####	####	339
FACTOR:	0.729					0.645			0.784		0.000	0.902

CONTROL: 1 Way Stop (EB)

COMMENT 1:

GPS: 33.290454, -111.096712



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

APPENDIX

**Traffic Counts
(24- Hour Directional Counts)**

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-011

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

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	3	12:00			35	28
00:15			4	4	12:15			31	37
00:30			3	2	12:30			28	26
00:45			6	17	12:45			41	135
01:00			1	2	13:00			48	27
01:15			2	2	13:15			37	34
01:30			3	3	13:30			38	40
01:45			2	8	13:45			38	161
02:00			3	1	14:00			38	41
02:15			1	1	14:15			30	43
02:30			1	3	14:30			41	50
02:45			2	7	14:45			53	162
03:00			4	6	15:00			43	52
03:15			1	10	15:15			68	45
03:30			4	6	15:30			62	43
03:45			1	10	15:45			56	229
04:00			7	9	16:00			81	40
04:15			3	15	16:15			67	49
04:30			6	20	16:30			61	45
04:45			7	23	16:45			71	280
05:00			16	41	17:00			72	40
05:15			13	45	17:15			63	49
05:30			13	53	17:30			66	53
05:45			7	49	17:45			70	271
06:00			17	46	18:00			69	47
06:15			17	58	18:15			67	42
06:30			29	65	18:30			40	30
06:45			21	84	18:45			47	223
07:00			33	58	19:00			52	16
07:15			28	63	19:15			39	19
07:30			29	78	19:30			45	15
07:45			35	125	19:45			42	178
08:00			25	51	20:00			31	22
08:15			27	56	20:15			31	13
08:30			32	50	20:30			16	16
08:45			21	105	20:45			20	98
09:00			31	37	21:00			27	15
09:15			27	35	21:15			22	13
09:30			27	44	21:30			30	14
09:45			23	108	21:45			22	101
10:00			26	51	22:00			22	15
10:15			25	46	22:15			13	12
10:30			21	33	22:30			14	11
10:45			27	99	22:45			13	62
11:00			26	45	23:00			14	4
11:15			26	49	23:15			7	4
11:30			28	44	23:30			10	3
11:45			44	124	23:45			10	41
Total Vol.			759	1485	2244			1941	1411
GPS Coordinates:								Daily Totals	
								NB	SB
								EB	WB
								2700	2896
									5596

AM

Split %	33.8%	66.2%	40.1%	57.9%	42.1%	59.9%
Peak Hour	11:30	06:45	07:00	16:00	17:15	17:15
Volume P.H.F.	138	270	383	280	199	467
	0.78	0.87	0.89	0.86	0.94	0.97

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-012

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

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	3	2			12:00	35	50				
00:15	4	0			12:15	39	45				
00:30	2	3			12:30	30	45				
00:45	2	11	5	10	21	12:45	29	133	42	182	315
01:00	2	2			13:00	27	42				
01:15	2	1			13:15	36	46				
01:30	3	1			13:30	43	59				
01:45	2	9	4	8	17	13:45	45	151	35	182	333
02:00	1	1			14:00	42	47				
02:15	1	1			14:15	42	56				
02:30	3	0			14:30	45	59				
02:45	3	8	1	3	11	14:45	54	183	66	228	411
03:00	7	2			15:00	54	57				
03:15	10	4			15:15	40	60				
03:30	6	3			15:30	41	59				
03:45	10	33	8	17	50	15:45	50	185	58	234	419
04:00	10	2			16:00	34	55				
04:15	12	3			16:15	44	46				
04:30	23	6			16:30	45	53				
04:45	21	66	7	18	84	16:45	50	173	50	204	377
05:00	38	11			17:00	39	62				
05:15	46	9			17:15	47	55				
05:30	57	6			17:30	56	61				
05:45	45	186	11	37	223	17:45	48	190	47	225	415
06:00	47	17			18:00	44	61				
06:15	57	17			18:15	40	49				
06:30	65	18			18:30	30	59				
06:45	68	237	16	68	305	18:45	26	140	67	236	376
07:00	58	29			19:00	14	49				
07:15	63	26			19:15	19	54				
07:30	80	26			19:30	13	51				
07:45	56	257	31	112	369	19:45	26	72	48	202	274
08:00	53	28			20:00	20	34				
08:15	56	25			20:15	14	38				
08:30	49	14			20:30	16	29				
08:45	44	202	20	87	289	20:45	9	59	25	126	185
09:00	37	29			21:00	13	25				
09:15	35	24			21:15	15	24				
09:30	46	33			21:30	14	22				
09:45	26	144	33	119	263	21:45	8	50	22	93	143
10:00	51	31			22:00	15	17				
10:15	46	33			22:15	11	20				
10:30	35	24			22:30	12	12				
10:45	35	167	34	122	289	22:45	7	45	10	59	104
11:00	42	31			23:00	3	8				
11:15	58	33			23:15	5	14				
11:30	44	31			23:30	3	8				
11:45	28	172	32	127	299	23:45	4	15	6	36	51

Total Vol. 1492 728 **2220** 1396 2007 **3403**

GPS Coordinates:

Daily Totals				
	NB	SB	EB	WB
	2888	2735		5623

AM

Split %	67.2%	32.8%	39.5%	41.0%	59.0%	60.5%
Peak Hour	06:45	11:45	07:00	14:15	14:30	14:30
Volume	269	172	369	195	242	435
P.H.F.	0.84	0.86	0.87	0.90	0.92	0.91

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-013

Location: Skyline Dr. btwn. Hash Knife Draw Rd. & Combs Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	3	4			12:00	48	58		
00:15	6	8			12:15	52	45		
00:30	2	3			12:30	48	45		
00:45	2	13	6	21	12:45	39	187	60	208
									395
01:00	4	3			13:00	51	69		
01:15	5	2			13:15	42	42		
01:30	4	4			13:30	59	53		
01:45	2	15	4	13	13:45	43	195	64	228
									423
02:00	0	2			14:00	57	51		
02:15	2	2			14:15	55	62		
02:30	3	2			14:30	64	67		
02:45	3	8	2	8	14:45	74	250	71	251
									501
03:00	8	3			15:00	64	77		
03:15	9	1			15:15	60	100		
03:30	10	4			15:30	55	86		
03:45	13	40	2	10	15:45	65	244	69	332
									576
04:00	10	6			16:00	66	108		
04:15	21	5			16:15	61	120		
04:30	26	6			16:30	58	95		
04:45	30	87	10	27	16:45	68	253	99	422
									675
05:00	40	28			17:00	63	107		
05:15	56	12			17:15	59	86		
05:30	66	14			17:30	72	99		
05:45	67	229	13	67	17:45	63	257	82	374
									631
06:00	68	23			18:00	65	83		
06:15	77	24			18:15	62	83		
06:30	86	34			18:30	44	64		
06:45	114	345	29	110	18:45	38	209	61	291
									500
07:00	97	38			19:00	30	65		
07:15	95	32			19:15	24	62		
07:30	104	46			19:30	27	71		
07:45	92	388	39	155	19:45	26	107	62	260
									367
08:00	72	41			20:00	28	44		
08:15	79	38			20:15	20	42		
08:30	57	35			20:30	23	35		
08:45	55	263	30	144	20:45	20	91	29	150
									241
09:00	55	40			21:00	21	33		
09:15	49	32			21:15	19	32		
09:30	58	41			21:30	18	50		
09:45	45	207	28	141	21:45	8	66	29	144
									210
10:00	57	32			22:00	16	29		
10:15	71	41			22:15	19	20		
10:30	50	28			22:30	15	25		
10:45	45	223	37	138	22:45	15	65	24	98
									163
11:00	58	43			23:00	1	20		
11:15	69	38			23:15	7	11		
11:30	51	40			23:30	5	20		
11:45	44	222	56	177	23:45	5	18	15	66
									84

Total Vol. 2040 1011 **3051** 1942 2824 **4766**

GPS Coordinates:

Daily Totals				
NB	SB	EB	WB	Combined
3982	3835			7817

AM

Split %	66.9%	33.1%	39.0%	40.7%	59.3%	61.0%
Peak Hour	06:45	11:45	06:45	14:30	16:00	16:00
Volume	410	204	555	262	422	675
P.H.F.	0.90	0.88	0.93	0.89	0.88	0.93

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-003

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			9	11
00:15			0	1	12:15			4	20
00:30			1	1	12:30			12	15
00:45			3	4	12:45			13	38
01:00			1	1	13:00			11	16
01:15			2	2	13:15			24	9
01:30			1	0	13:30			11	23
01:45			0	4	13:45			12	58
02:00			0	0	14:00			9	17
02:15			2	0	14:15			18	12
02:30			0	0	14:30			17	6
02:45			0	2	14:45			15	59
03:00			1	2	15:00			15	14
03:15			0	0	15:15			8	16
03:30			0	0	15:30			14	15
03:45			0	1	15:45			16	53
04:00			0	2	16:00			13	18
04:15			0	2	16:15			11	14
04:30			1	4	16:30			14	12
04:45			1	2	16:45			11	49
05:00			2	1	17:00			14	15
05:15			2	1	17:15			10	14
05:30			0	3	17:30			12	12
05:45			2	6	17:45			11	47
06:00			2	4	18:00			12	11
06:15			3	6	18:15			10	6
06:30			3	1	18:30			7	3
06:45			3	11	18:45			8	37
07:00			10	12	19:00			8	7
07:15			8	11	19:15			15	6
07:30			5	5	19:30			9	5
07:45			11	34	19:45			3	35
08:00			7	8	20:00			7	2
08:15			11	10	20:15			9	3
08:30			10	11	20:30			7	4
08:45			14	42	20:45			9	32
09:00			6	13	21:00			3	5
09:15			16	7	21:15			7	3
09:30			13	10	21:30			5	5
09:45			4	39	21:45			7	22
10:00			9	9	22:00			9	7
10:15			10	20	22:15			9	1
10:30			8	8	22:30			2	3
10:45			10	37	22:45			1	21
11:00			19	10	23:00			3	5
11:15			13	12	23:15			3	5
11:30			14	16	23:30			0	2
11:45			12	58	23:45			4	10
Total Vol.			240	251	491			461	440
GPS Coordinates:								Daily Totals	
								NB	SB
								EB	WB
								701	691
									Combined
									1392

AM

Split %	48.9%	51.1%	35.3%
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PM

51.2%	48.8%	64.7%
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Peak Hour	11:00	11:30	10:45
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	14:15	15:15	15:30
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Volume	58	55	104
P.H.F.	0.76	0.69	0.87

	65	66	118
	0.90	0.92	0.89

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-002

Location: Main St. east of Pinal Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	0	12:00			10	8
00:15			0	1	12:15			3	22
00:30			1	0	12:30			11	11
00:45			4	5	12:45			9	33
01:00			1	0	13:00			8	13
01:15			1	2	13:15			21	11
01:30			1	0	13:30			11	17
01:45			0	3	13:45			8	48
02:00			0	0	14:00			10	10
02:15			0	0	14:15			17	10
02:30			0	0	14:30			13	7
02:45			0	0	14:45			15	55
03:00			0	1	15:00			9	10
03:15			0	0	15:15			9	19
03:30			0	0	15:30			16	16
03:45			0	0	15:45			12	46
04:00			0	0	16:00			10	15
04:15			0	0	16:15			10	17
04:30			1	2	16:30			14	12
04:45			0	1	16:45			10	44
05:00			1	0	17:00			11	12
05:15			1	0	17:15			10	12
05:30			0	1	17:30			12	9
05:45			1	3	17:45			8	41
06:00			1	2	18:00			11	9
06:15			3	6	18:15			9	7
06:30			3	0	18:30			6	3
06:45			2	9	18:45			8	34
07:00			10	8	19:00			7	6
07:15			6	5	19:15			10	8
07:30			5	2	19:30			7	2
07:45			9	30	19:45			3	27
08:00			5	7	20:00			6	1
08:15			8	6	20:15			6	2
08:30			8	10	20:30			7	3
08:45			12	33	20:45			7	26
09:00			5	12	21:00			2	4
09:15			17	6	21:15			7	3
09:30			12	9	21:30			4	6
09:45			3	37	21:45			6	19
10:00			9	6	22:00			5	3
10:15			10	19	22:15			5	0
10:30			6	6	22:30			2	3
10:45			10	35	22:45			1	13
11:00			13	8	23:00			1	4
11:15			14	9	23:15			2	4
11:30			13	15	23:30			1	1
11:45			13	53	23:45			3	7
Total Vol.			209	180	389			393	380
GPS Coordinates:								Daily Totals	
								NB	SB
								EB	WB
								602	560
									Combined
									1162

AM

Split %	53.7%	46.3%	33.5%
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PM

50.8%	49.2%	66.5%
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Peak Hour	11:00	11:30	11:00
Volume	53	53	93
P.H.F.	0.95	0.60	0.83

	14:00	15:15	15:15
	55	66	113
	0.81	0.87	0.88

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-001

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	3		
00:15	0	0			12:15	3	3		
00:30	0	0			12:30	5	2		
00:45	0	0	0	0	12:45	4	15	2	10
									25
01:00	0	0			13:00	1	2		
01:15	0	0			13:15	1	2		
01:30	0	0			13:30	2	2		
01:45	0	0	0	0	13:45	4	8	2	8
									16
02:00	0	0			14:00	2	4		
02:15	0	0			14:15	1	3		
02:30	0	0			14:30	1	4		
02:45	0	0	0	0	14:45	0	4	7	18
									22
03:00	0	2			15:00	1	11		
03:15	1	0			15:15	3	3		
03:30	0	0			15:30	3	3		
03:45	0	1	1	3	4	15:45	2	9	21
									30
04:00	0	0			16:00	2	11		
04:15	1	0			16:15	0	7		
04:30	0	0			16:30	1	5		
04:45	0	1	1	1	2	16:45	1	4	27
									31
05:00	0	0			17:00	1	1		
05:15	1	0			17:15	0	5		
05:30	3	0			17:30	0	1		
05:45	6	10	0	0	10	17:45	3	4	1
									12
06:00	5	1			18:00	0	1		
06:15	5	1			18:15	1	3		
06:30	4	2			18:30	0	1		
06:45	7	21	1	5	26	18:45	3	4	2
									11
07:00	3	1			19:00	1	0		
07:15	8	0			19:15	0	1		
07:30	5	1			19:30	1	2		
07:45	5	21	1	3	24	19:45	0	2	0
									5
08:00	3	3			20:00	1	0		
08:15	3	1			20:15	0	0		
08:30	2	2			20:30	1	0		
08:45	1	9	1	7	16	20:45	0	2	0
									2
09:00	4	1			21:00	1	1		
09:15	5	1			21:15	0	1		
09:30	1	3			21:30	0	0		
09:45	1	11	3	8	19	21:45	2	3	0
									5
10:00	4	4			22:00	0	1		
10:15	1	2			22:15	0	0		
10:30	3	2			22:30	1	0		
10:45	3	11	2	10	21	22:45	0	1	2
									3
11:00	2	2			23:00	0	0		
11:15	6	5			23:15	1	0		
11:30	2	5			23:30	0	0		
11:45	4	14	3	15	29	23:45	1	2	1
									3
Total Vol.	99	52			151		58	107	165

GPS Coordinates:

	Daily Totals			
	NB	SB	EB	WB
AM	157	159		316
Split %	65.6%	34.4%	47.8%	52.2%
Peak Hour	06:45	11:15	11:15	15:30
Volume	23	16	31	32
P.H.F.	0.72	0.80	0.70	0.62
PM	35.2%	64.8%		

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-004

Location: US 60 west of Silver King Mine Rd.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			0	0		12:00			87	108	
00:15			2	1		12:15			85	121	
00:30			3	0		12:30			96	107	
00:45			2	7	1	12:45			120	388	153 489 877
01:00			2	1		13:00			109	145	
01:15			2	1		13:15			88	149	
01:30			4	0		13:30			97	136	
01:45			5	13	1	13:45			82	376	119 549 925
02:00			4	1		14:00			88	129	
02:15			5	0		14:15			87	144	
02:30			8	1		14:30			97	146	
02:45			2	19	1	14:45			74	346	167 586 932
03:00			8	1		15:00			85	146	
03:15			6	1		15:15			88	164	
03:30			10	1		15:30			100	138	
03:45			7	31	2	15:45			107	380	141 589 969
04:00			13	2		16:00			114	131	
04:15			13	0		16:15			109	121	
04:30			28	3		16:30			106	128	
04:45			25	79	4	16:45			91	420	97 477 897
05:00			41	5		17:00			81	102	
05:15			63	7		17:15			81	89	
05:30			70	12		17:30			103	94	
05:45			55	229	10	17:45			98	363	89 374 737
06:00			59	17		18:00			117	87	
06:15			67	14		18:15			88	93	
06:30			68	18		18:30			107	64	
06:45			69	263	40	18:45			104	416	72 316 732
07:00			76	42		19:00			94	63	
07:15			72	39		19:15			90	65	
07:30			62	37		19:30			74	54	
07:45			71	281	48	166 447	19:45		67	325	64 246 571
08:00			71	52		20:00			64	57	
08:15			74	62		20:15			58	62	
08:30			72	68		20:30			42	62	
08:45			74	291	87	269 560	20:45		41	205	60 241 446
09:00			78	91		21:00			39	56	
09:15			64	89		21:15			38	47	
09:30			77	118		21:30			44	42	
09:45			64	283	114	412 695	21:45		47	168	28 173 341
10:00			70	96		22:00			47	25	
10:15			72	96		22:15			38	16	
10:30			77	118		22:30			25	16	
10:45			89	308	107	417 725	22:45		14	124	10 67 191
11:00			97	82		23:00			20	18	
11:15			80	101		23:15			11	6	
11:30			75	92		23:30			10	12	
11:45			94	346	99	374 720	23:45		5	46	5 41 87

Total Vol. 2150 1783 **3933** 3557 4148 **7705**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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5707	5931	11638
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AM

Split %	54.7%	45.3%	33.8%	46.2%	53.8%	66.2%
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Peak Hour	11:45	11:45	11:45	15:45	14:30	12:45
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Volume	362	435	797	436	623	997
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P.H.F.	0.94	0.90	0.97	0.96	0.93	0.91
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PM

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-007

Location: US 60 west of Magma Mine Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			8	5	12:00			57	59
00:15			5	8	12:15			61	69
00:30			6	3	12:30			49	78
00:45			7	26	4	20	46	12:45	56 223 75 281 504
01:00			1	3				58	87
01:15			7	4				56	69
01:30			5	3				68	83
01:45			4	17	3	13	30	13:45	60 242 77 316 558
02:00			2	4				60	89
02:15			7	2				72	71
02:30			3	5				69	95
02:45			5	17	6	17	34	14:45	59 260 109 364 624
03:00			7	6				97	115
03:15			4	9				60	116
03:30			7	11				77	90
03:45			13	31	4	30	61	15:45	85 319 84 405 724
04:00			19	12				62	102
04:15			26	11				88	103
04:30			21	18				92	92
04:45			26	92	27	68	160	16:45	66 308 108 405 713
05:00			43	24				84	99
05:15			65	21				94	87
05:30			50	20				75	118
05:45			37	195	36	101	296	17:45	63 316 77 381 697
06:00			55	39				84	78
06:15			56	48				61	104
06:30			60	35				66	65
06:45			55	226	44	166	392	18:45	68 279 50 297 576
07:00			55	38				62	47
07:15			61	31				64	42
07:30			71	56				67	46
07:45			52	239	34	159	398	19:45	52 245 49 184 429
08:00			58	49				55	37
08:15			45	51				35	40
08:30			34	50				28	32
08:45			53	190	66	216	406	20:45	33 151 31 140 291
09:00			59	52				20	18
09:15			51	61				32	21
09:30			34	60				31	17
09:45			43	187	62	235	422	21:45	26 109 17 73 182
10:00			57	65				18	18
10:15			70	68				28	16
10:30			56	66				25	9
10:45			80	263	54	253	516	22:45	21 92 17 60 152
11:00			51	55				12	8
11:15			46	50				23	8
11:30			69	67				13	9
11:45			55	221	66	238	459	23:45	12 60 2 27 87

Total Vol. 1704 1516 **3220** 2604 2933 **5537**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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4308	4449	8757
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AM

PM

Split %	52.9%	47.1%	36.8%	47.0%	53.0%	63.2%
Peak Hour	10:00	11:45	10:00	16:30	14:30	16:15
Volume P.H.F.	263 0.82	272 0.87	516 0.93	336 0.89	435 0.94	732 0.96

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-008

Location: US 60 east of Magma Mine Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			6	3	12:00			56	56
00:15			5	8	12:15			62	62
00:30			5	2	12:30			46	80
00:45			6	22	12:45			51	215 74 272 487
01:00			2	1	13:00			58	78
01:15			7	3	13:15			52	77
01:30			4	2	13:30			64	76
01:45			3	16	13:45			58	232 77 308 540
02:00			2	3	14:00			63	89
02:15			7	3	14:15			65	63
02:30			2	4	14:30			72	87
02:45			4	15	14:45			53	253 103 342 595
03:00			4	5	15:00			96	107
03:15			5	6	15:15			64	117
03:30			7	9	15:30			72	91
03:45			12	28	15:45			86	318 69 384 702
04:00			19	8	16:00			63	103
04:15			25	8	16:15			86	96
04:30			24	16	16:30			94	86
04:45			26	94	16:45			61	304 102 387 691
05:00			42	23	17:00			85	94
05:15			59	15	17:15			91	91
05:30			47	21	17:30			74	120
05:45			38	186	17:45			60	310 70 375 685
06:00			55	31	18:00			77	92
06:15			46	36	18:15			58	88
06:30			56	27	18:30			66	64
06:45			53	210	18:45			62	263 51 295 558
07:00			52	38	19:00			61	50
07:15			58	37	19:15			64	49
07:30			67	44	19:30			62	41
07:45			46	223	19:45			52	239 52 192 431
08:00			56	52	20:00			55	36
08:15			41	54	20:15			35	46
08:30			30	40	20:30			28	39
08:45			54	181	20:45			32	150 42 163 313
09:00			57	59	21:00			19	24
09:15			49	60	21:15			33	30
09:30			35	59	21:30			29	25
09:45			36	177	21:45			27	108 19 98 206
10:00			51	58	22:00			18	18
10:15			68	67	22:15			27	16
10:30			57	61	22:30			25	8
10:45			80	256	22:45			20	90 14 56 146
11:00			46	58	23:00			14	9
11:15			50	56	23:15			23	6
11:30			65	65	23:30			16	7
11:45			52	213	23:45			12	65 2 24 89

Total Vol. 1621 1431 **3052** 2547 2896 **5443**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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4168	4327	8495
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AM

Split %	53.1%	46.9%	35.9%	46.8%	53.2%	64.1%
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Peak Hour	10:00	11:45	10:00	16:30	14:45	16:45
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Volume	256	265	495	331	418	718
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P.H.F.	0.80	0.83	0.92	0.88	0.89	0.93
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PM

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-005

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

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	1	12:00			89	87
00:15			7	4	12:15			68	114
00:30			4	0	12:30			62	106
00:45			9	24	12:45	6	30	83	435
01:00			8	1	13:00			88	158
01:15			7	1	13:15			59	133
01:30			5	0	13:30			86	149
01:45			11	31	13:45	0	2	88	891
02:00			4	0	14:00			92	124
02:15			9	1	14:15			112	150
02:30			2	2	14:30			77	138
02:45			6	21	14:45	0	3	92	933
03:00			4	0	15:00			104	155
03:15			5	4	15:15			97	196
03:30			10	1	15:30			95	150
03:45			20	39	15:45	2	7	109	1028
04:00			28	0	16:00			96	160
04:15			27	2	16:15			132	155
04:30			27	4	16:30			91	152
04:45			42	124	16:45	4	10	113	1005
05:00			66	1	17:00			122	78
05:15			65	2	17:15			106	97
05:30			68	1	17:30			101	109
05:45			67	266	17:45	4	8	85	806
06:00			74	22	18:00			106	103
06:15			62	18	18:15			97	88
06:30			88	20	18:30			100	78
06:45			69	293	18:45	28	88	101	741
07:00			86	33	19:00			94	78
07:15			87	36	19:15			91	60
07:30			78	39	19:30			84	46
07:45			63	314	19:45	54	162	84	589
08:00			75	61	20:00			73	46
08:15			55	80	20:15			61	32
08:30			66	88	20:30			46	60
08:45			90	286	20:45	56	285	44	412
09:00			72	68	21:00			43	56
09:15			64	72	21:15			50	33
09:30			68	96	21:30			46	40
09:45			74	278	21:45	91	327	41	343
10:00			75	94	22:00			35	28
10:15			82	87	22:15			34	25
10:30			86	96	22:30			40	24
10:45			83	326	22:45	106	383	29	243
11:00			74	80	23:00			27	26
11:15			94	70	23:15			33	18
11:30			91	103	23:30			24	5
11:45			67	326	23:45	100	353	10	145

Total Vol. 2328 1634 **3962** 3640 4233 **7873**

GPS Coordinates:

	NB	SB	EB	WB	Daily Totals Combined
			5968	5867	11835

AM

Split %	58.8%	41.2%	33.5%	46.2%	53.8%	66.5%
Peak Hour	10:45	11:45	11:30		16:15	14:45
Volume P.H.F.	342	407	719		458	649
	0.91	0.89	0.93		0.87	0.83

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-006

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

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			2	3	12:00			86	66
00:15			3	7	12:15			93	97
00:30			4	6	12:30			99	98
00:45			2	11	12:45			97	375 83 344 719
01:00			2	4	13:00			76	110
01:15			0	2	13:15			86	94
01:30			4	5	13:30			101	96
01:45			7	13	13:45			82	345 75 375 720
02:00			7	5	14:00			77	112
02:15			4	3	14:15			84	110
02:30			3	5	14:30			95	88
02:45			3	17	14:45			101	357 141 451 808
03:00			5	8	15:00			111	112
03:15			5	9	15:15			92	154
03:30			3	7	15:30			107	118
03:45			7	20	15:45			117	427 99 483 910
04:00			7	12	16:00			109	112
04:15			8	10	16:15			120	144
04:30			8	17	16:30			117	121
04:45			15	38	16:45			101	447 107 484 931
05:00			20	35	17:00			102	104
05:15			13	20	17:15			77	88
05:30			10	26	17:30			91	133
05:45			19	62	17:45			85	355 101 426 781
06:00			23	36	18:00			100	110
06:15			19	51	18:15			91	112
06:30			27	47	18:30			88	84
06:45			50	119	18:45			86	365 66 372 737
07:00			46	59	19:00			98	61
07:15			76	49	19:15			86	47
07:30			84	58	19:30			93	37
07:45			81	287	19:45			76	353 43 188 541
08:00			67	61	20:00			59	33
08:15			67	71	20:15			44	42
08:30			66	50	20:30			49	29
08:45			82	282	20:45			49	201 35 139 340
09:00			77	70	21:00			53	24
09:15			84	72	21:15			39	19
09:30			72	74	21:30			50	19
09:45			99	332	21:45			41	183 15 77 260
10:00			93	81	22:00			31	20
10:15			112	56	22:15			29	6
10:30			102	86	22:30			21	9
10:45			124	431	22:45			17	98 11 46 144
11:00			99	57	23:00			10	9
11:15			97	69	23:15			16	6
11:30			74	79	23:30			19	4
11:45			86	356	23:45			17	62 5 24 86

Total Vol. 1968 1795 **3763** 3568 3409 **6977**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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5536	5204	10740
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AM

Split %	52.3%	47.7%	35.0%	51.1%	48.9%	65.0%
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Peak Hour	10:15	11:45	10:00	15:45	14:45	15:45
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Volume	437	363	730	463	525	939
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P.H.F.	0.88	0.89	0.91	0.96	0.85	0.89
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PM

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

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-009

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

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	4			12:00	40	38		
00:15	4	1			12:15	40	41		
00:30	2	4			12:30	55	58		
00:45	1	7	6	15	12:45	49	184	64	201
									385
01:00	1	4			13:00	46	69		
01:15	2	1			13:15	49	62		
01:30	3	3			13:30	40	45		
01:45	2	8	0	8	13:45	67	202	58	234
									436
02:00	5	0			14:00	66	41		
02:15	2	2			14:15	81	51		
02:30	3	4			14:30	75	52		
02:45	1	11	7	13	14:45	42	264	49	193
									457
03:00	5	2			15:00	45	57		
03:15	5	2			15:15	69	47		
03:30	10	5			15:30	75	67		
03:45	10	30	5	14	15:45	47	236	68	239
									475
04:00	13	12			16:00	59	60		
04:15	14	11			16:15	64	59		
04:30	20	20			16:30	51	70		
04:45	29	76	30	73	16:45	49	223	62	251
									474
05:00	23	51			17:00	60	67		
05:15	29	54			17:15	75	46		
05:30	28	56			17:30	42	46		
05:45	26	106	25	186	17:45	42	219	55	214
									433
06:00	32	50			18:00	32	44		
06:15	50	47			18:15	35	34		
06:30	41	58			18:30	24	40		
06:45	42	165	65	220	18:45	20	111	37	155
									266
07:00	43	64			19:00	18	21		
07:15	42	72			19:15	33	45		
07:30	40	64			19:30	28	19		
07:45	29	154	50	250	19:45	29	108	22	107
									215
08:00	35	47			20:00	11	17		
08:15	43	54			20:15	12	15		
08:30	44	48			20:30	12	18		
08:45	34	156	33	182	20:45	8	43	19	69
									112
09:00	46	42			21:00	10	37		
09:15	44	48			21:15	14	17		
09:30	58	43			21:30	12	17		
09:45	37	185	49	182	21:45	13	49	17	88
									137
10:00	44	40			22:00	22	15		
10:15	42	33			22:15	41	8		
10:30	33	32			22:30	30	8		
10:45	40	159	32	137	22:45	11	104	7	38
									142
11:00	33	27			23:00	8	5		
11:15	49	35			23:15	6	8		
11:30	37	33			23:30	4	6		
11:45	39	158	46	141	23:45	4	22	5	24
									46

Total Vol. 1215 1421 **2636** 1765 1813 **3578**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
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2980	3234			6214
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AM

Split %	46.1%	53.9%	42.4%	49.3%	50.7%	57.6%
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PM

Peak Hour	09:00	06:45	06:45	13:45	16:15	15:30
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Volume	185	265	432	289	258	499
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P.H.F.	0.80	0.92	0.95	0.89	0.92	0.88
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Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Friday, November 18, 2016

City: Superior

Project #: 16-1265-010

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			9	4
00:15			0	0	12:15			11	7
00:30			0	0	12:30			8	4
00:45			1	1	0	0	1	12:45	8 36 8 23 59
01:00			0	0	13:00			11	4
01:15			0	1	13:15			8	2
01:30			0	0	13:30			8	6
01:45			1	1	0	1	2	13:45	3 30 11 23 53
02:00			1	0	14:00			6	13
02:15			0	0	14:15			11	7
02:30			0	0	14:30			12	12
02:45			2	3	1	1	4	14:45	9 38 12 44 82
03:00			1	1	15:00			13	10
03:15			0	0	15:15			6	12
03:30			0	3	15:30			17	10
03:45			2	3	3	7	10	15:45	14 50 4 36 86
04:00			3	1	16:00			12	9
04:15			0	5	16:15			13	9
04:30			0	6	16:30			15	7
04:45			1	4	2	14	18	16:45	20 60 15 40 100
05:00			1	3	17:00			23	7
05:15			0	12	17:15			18	6
05:30			0	9	17:30			19	10
05:45			1	2	7	31	33	17:45	17 77 14 37 114
06:00			2	9	18:00			13	10
06:15			3	15	18:15			10	8
06:30			2	17	18:30			11	4
06:45			0	7	18	59	66	18:45	10 44 10 32 76
07:00			6	13	19:00			15	4
07:15			6	12	19:15			8	6
07:30			3	27	19:30			15	5
07:45			6	21	16	68	89	19:45	11 49 2 17 66
08:00			3	15	20:00			12	3
08:15			3	5	20:15			8	5
08:30			13	6	20:30			11	5
08:45			7	26	6	32	58	20:45	7 38 2 15 53
09:00			3	8	21:00			4	5
09:15			6	4	21:15			3	3
09:30			6	9	21:30			7	6
09:45			3	18	6	27	45	21:45	8 22 1 15 37
10:00			7	12	22:00			4	7
10:15			3	9	22:15			8	2
10:30			5	7	22:30			2	1
10:45			4	19	5	33	52	22:45	3 17 3 13 30
11:00			4	11	23:00			3	1
11:15			4	7	23:15			4	0
11:30			4	6	23:30			3	2
11:45			11	23	4	28	51	23:45	5 15 5 8 23

Total Vol. 128 301 **429** 476 303 **779**

GPS Coordinates:

Split %	NB	SB	Daily Totals		
			EB	WB	Combined
AM					
Peak Hour	11:45	06:45	07:00		
Volume P.H.F.	39 0.89	70 0.65	89 0.74		
PM					
			61.1%	38.9%	64.5%
			16:45	14:30	16:45
			80 0.87	46 0.96	118 0.84



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

APPENDIX

**Traffic Counts
(*Vehicle Speed Counts*)**

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-005

Station ID: Fri. 11/18/16

US 60 btwn. Silver King Mine Rd. & Main

St.

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			
11/18/16	0	1	2	7	8	4	1	1	0	0	0	0	0	0	0	24	27	32
	01:00	0	2	4	3	10	7	4	0	1	0	0	0	0	0	31	28	35
	02:00	0	1	1	3	8	7	1	0	0	0	0	0	0	0	21	28	33
	03:00	0	1	1	4	16	15	0	2	0	0	0	0	0	0	39	30	34
	04:00	1	2	3	22	52	32	10	2	0	0	0	0	0	0	124	29	34
	05:00	1	3	4	49	123	65	19	2	0	0	0	0	0	0	266	29	34
	06:00	5	9	9	24	129	90	25	2	0	0	0	0	0	0	293	29	35
	07:00	8	16	18	47	124	93	8	0	0	0	0	0	0	0	314	27	33
	08:00	4	19	10	29	103	100	18	2	1	0	0	0	0	0	286	28	34
	09:00	7	12	10	22	93	113	17	4	0	0	0	0	0	0	278	29	35
	10:00	6	11	11	41	124	114	15	4	0	0	0	0	0	0	326	29	34
	11:00	7	11	33	22	122	110	20	0	0	1	0	0	0	0	326	28	34
	12 PM	13	13	10	36	135	87	7	1	0	0	0	0	0	0	302	27	33
	13:00	2	8	8	30	112	127	29	3	0	1	0	0	0	1	321	30	35
	14:00	8	14	26	64	127	112	19	3	0	0	0	0	0	0	373	28	34
	15:00	10	19	29	55	105	154	29	3	0	0	0	0	0	1	405	28	35
	16:00	3	6	17	88	180	124	11	1	1	0	0	0	0	1	432	28	33
	17:00	4	10	18	67	187	115	13	0	0	0	0	0	0	0	414	28	33
	18:00	2	8	18	50	175	139	10	2	0	0	0	0	0	0	404	29	34
	19:00	3	10	16	33	167	111	11	1	0	0	0	0	0	1	353	28	34
	20:00	4	2	6	29	91	74	17	1	0	0	0	0	0	0	224	29	34
	21:00	2	2	1	14	71	67	20	3	0	0	0	0	0	0	180	30	35
	22:00	0	3	5	23	53	44	10	0	0	0	0	0	0	0	138	29	34
	23:00	0	3	3	5	25	40	14	4	0	0	0	0	0	0	94	31	37
	Total	90	186	263	767	2340	1944	328	41	3	2	0	0	1	3	5968		
	Percent	1.5%	3.1%	4.4%	12.9%	39.2%	32.6%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			
	AM Peak Vol.	07:00	08:00	11:00	05:00	06:00	10:00	06:00	09:00	01:00	11:00					10:00		
	PM Peak Vol.	12:00	15:00	15:00	16:00	17:00	15:00	13:00	23:00	16:00	13:00					15:00	13:00	16:00
	Total	90	186	263	767	2340	1944	328	41	3	2	0	0	1	3	5968		
	Percent	1.5%	3.1%	4.4%	12.9%	39.2%	32.6%	5.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%			

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 :	4284
	Percent in Pace :	71.8%
	Number of Vehicles > 25 MPH :	4659
	Percent of Vehicles > 25 MPH :	78.1%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 16-1265-005

Station ID: Fri. 11/18/16

US 60 btwn. Silver King Mine Rd. & Main

St.

Latitude: 0' 0.000 Undefined

Westbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	2	0	2	1	1	0	0	0	0	0	0	0	6	26	35	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8	16	
02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	34	41	
03:00	0	0	1	0	0	1	4	1	0	0	0	0	0	0	7	35	39	
04:00	0	0	1	0	0	3	3	3	0	0	0	0	0	0	10	36	41	
05:00	1	1	0	1	0	2	1	2	0	0	0	0	0	0	8	28	41	
06:00	0	2	4	0	2	30	26	24	0	0	0	0	0	0	88	36	43	
07:00	1	8	12	4	10	42	46	34	2	0	0	2	0	1	162	34	42	
08:00	1	10	14	14	18	66	104	58	0	0	0	0	0	0	285	35	42	
09:00	1	4	8	10	8	80	130	70	16	0	0	0	0	0	327	37	43	
10:00	1	0	12	8	21	82	126	108	20	4	0	0	0	1	383	37	44	
11:00	0	2	22	8	15	80	118	82	18	6	2	0	0	0	353	37	44	
12 PM	0	4	18	22	23	102	146	100	16	4	0	0	0	0	435	36	43	
13:00	0	10	14	19	31	136	214	114	30	1	1	0	0	0	570	36	43	
14:00	1	2	18	26	44	140	176	118	30	3	2	0	0	0	560	36	43	
15:00	1	14	22	18	36	134	188	148	50	8	4	0	0	0	623	37	44	
16:00	1	10	32	20	24	162	208	80	26	5	4	0	0	1	573	35	42	
17:00	0	10	22	10	16	92	154	76	10	1	1	0	0	0	392	36	42	
18:00	1	0	24	26	20	72	130	60	2	1	1	0	0	0	337	35	42	
19:00	0	4	16	4	14	40	80	62	10	6	0	0	0	0	236	37	44	
20:00	0	2	6	4	0	44	74	56	2	0	0	0	0	0	188	37	43	
21:00	1	8	4	6	6	36	56	38	2	4	2	0	0	0	163	36	43	
22:00	1	4	4	0	2	28	34	28	4	0	0	0	0	0	105	36	43	
23:00	0	0	5	1	2	9	14	20	0	0	0	0	0	0	51	37	43	
Total	12	95	262	201	295	1383	2033	1283	238	43	17	2	0	3	5867			
Percent	0.2%	1.6%	4.5%	3.4%	5.0%	23.6%	34.7%	21.9%	4.1%	0.7%	0.3%	0.0%	0.0%	0.1%				
AM Peak Vol.	01:00	08:00	11:00	08:00	10:00	10:00	09:00	10:00	10:00	11:00	11:00	07:00		07:00	10:00			
PM Peak Vol.	14:00	15:00	16:00	14:00	14:00	16:00	13:00	15:00	15:00	15:00	15:00	15:00			16:00	15:00		
Total	12	95	262	201	295	1383	2033	1283	238	43	17	2	0	3	5867			
Percent	0.2%	1.6%	4.5%	3.4%	5.0%	23.6%	34.7%	21.9%	4.1%	0.7%	0.3%	0.0%	0.0%	0.1%				

15th Percentile : 31 MPH

50th Percentile : 37 MPH

85th Percentile : 43 MPH

95th Percentile : 46 MPH

Statistics 10 MPH Pace Speed : 31-40 MPH

Number in Pace : 3416

Percent in Pace : 58.3%

Number of Vehicles > 25 MPH : 5294

Percent of Vehicles > 25 MPH : 90.3%

Mean Speed(Average) : 36 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-005

Station ID: Fri. 11/18/16

US 60 btwn. Silver King Mine Rd. & Main

St.

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
11/18/16	0	1	4	7	10	5	2	1	0	0	0	0	0	0	30	27	33
01:00	1	2	5	3	10	7	4	0	1	0	0	0	0	0	33	27	35
02:00	0	1	1	3	9	8	1	1	0	0	0	0	0	0	24	29	33
03:00	0	1	2	4	16	16	4	3	0	0	0	0	0	0	46	30	35
04:00	1	2	4	22	52	35	13	5	0	0	0	0	0	0	134	29	35
05:00	2	4	4	50	123	67	20	4	0	0	0	0	0	0	274	29	34
06:00	5	11	13	24	131	120	51	26	0	0	0	0	0	0	381	31	37
07:00	9	24	30	51	134	135	54	34	2	0	0	2	0	1	476	30	37
08:00	5	29	24	43	121	166	122	60	1	0	0	0	0	0	571	31	39
09:00	8	16	18	32	101	193	147	74	16	0	0	0	0	0	605	33	40
10:00	7	11	23	49	145	196	141	112	20	4	0	0	0	1	709	33	42
11:00	7	13	55	30	137	190	138	82	18	7	2	0	0	0	679	33	41
12 PM	13	17	28	58	158	189	153	101	16	4	0	0	0	0	737	32	41
13:00	2	18	22	49	143	263	243	117	30	2	1	0	0	1	891	34	41
14:00	9	16	44	90	171	252	195	121	30	3	2	0	0	0	933	33	41
15:00	11	33	51	73	141	288	217	151	50	8	4	0	1	0	1028	33	42
16:00	4	16	49	108	204	286	219	81	27	5	4	0	0	2	1005	32	40
17:00	4	20	40	77	203	207	167	76	10	1	1	0	0	0	806	32	39
18:00	3	8	42	76	195	211	140	62	2	1	1	0	0	0	741	31	39
19:00	3	14	32	37	181	151	91	63	10	6	0	0	0	1	589	32	40
20:00	4	4	12	33	91	118	91	57	2	0	0	0	0	0	412	33	40
21:00	3	10	5	20	77	103	76	41	2	4	2	0	0	0	343	33	40
22:00	1	7	9	23	55	72	44	28	4	0	0	0	0	0	243	32	40
23:00	0	3	8	6	27	49	28	24	0	0	0	0	0	0	145	33	41
Total	102	281	525	968	2635	3327	2361	1324	241	45	17	2	1	6	11835		
Percent	0.9%	2.4%	4.4%	8.2%	22.3%	28.1%	19.9%	11.2%	2.0%	0.4%	0.1%	0.0%	0.0%	0.1%			
AM Peak Vol.	07:00	08:00	11:00	07:00	10:00	09:00	10:00	10:00	11:00	11:00	07:00	07:00	07:00	07:00	10:00		
PM Peak Vol.	12:00	15:00	15:00	16:00	16:00	15:00	13:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	16:00	15:00	
Total	102	281	525	968	2635	3327	2361	1324	241	45	17	2	1	6	11835		
Percent	0.9%	2.4%	4.4%	8.2%	22.3%	28.1%	19.9%	11.2%	2.0%	0.4%	0.1%	0.0%	0.0%	0.1%			

15th Percentile : 25 MPH

50th Percentile : 33 MPH

85th Percentile : 40 MPH

95th Percentile : 44 MPH

Statistics

10 MPH Pace Speed : 26-35 MPH

Number in Pace : 5962

Percent in Pace : 50.4%

Number of Vehicles > 25 MPH : 9953

Percent of Vehicles > 25 MPH : 84.1%

Mean Speed(Average) : 32 MPH

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-006

Station ID: Fri. 11/18/16

US 60 btwn. Main St. & SR 177

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				
11/18/16	0	0	0	3	2	3	2	0	1	0	0	0	0	0	11	31	36	
01:00	0	1	2	4	3	3	0	0	0	0	0	0	0	0	13	25	31	
02:00	0	0	4	6	4	2	1	0	0	0	0	0	0	0	0	17	25	29
03:00	0	1	4	4	6	4	1	0	0	0	0	0	0	0	0	20	26	32
04:00	0	0	6	3	18	8	3	0	0	0	0	0	0	0	0	38	28	33
05:00	1	3	6	10	16	16	5	4	1	0	0	0	0	0	0	62	29	36
06:00	1	12	5	12	33	40	14	2	0	0	0	0	0	0	0	119	29	35
07:00	4	14	12	44	136	48	23	5	0	0	1	0	0	0	0	287	28	34
08:00	4	12	16	47	111	70	18	4	0	0	0	0	0	0	0	282	28	34
09:00	6	13	12	52	125	94	26	4	0	0	0	0	0	0	0	332	28	34
10:00	4	12	24	58	191	123	16	3	0	0	0	0	0	0	0	431	28	34
11:00	4	12	16	50	134	112	23	4	1	0	0	0	0	0	0	356	29	34
12 PM	2	14	12	52	122	142	28	3	0	0	0	0	0	0	0	375	29	35
13:00	8	15	13	47	87	135	35	4	1	0	0	0	0	0	0	345	29	35
14:00	4	16	12	64	88	114	51	8	0	0	0	0	0	0	0	357	29	36
15:00	6	12	16	97	135	108	48	4	0	1	0	0	0	0	0	427	28	35
16:00	8	13	28	79	190	97	28	4	0	0	0	0	0	0	0	447	28	34
17:00	6	11	17	48	133	124	12	4	0	0	0	0	0	0	0	355	28	34
18:00	4	8	26	51	135	116	24	1	0	0	0	0	0	0	0	365	28	34
19:00	3	4	16	46	157	97	20	8	1	1	0	0	0	0	0	353	29	34
20:00	1	3	12	28	67	74	12	4	0	0	0	0	0	0	0	201	29	34
21:00	4	4	8	27	50	68	16	6	0	0	0	0	0	0	0	183	29	35
22:00	1	4	4	8	31	36	8	4	1	1	0	0	0	0	0	98	30	35
23:00	0	0	1	4	20	25	9	3	0	0	0	0	0	0	0	62	32	37
Total	71	184	272	844	1994	1659	423	79	6	3	1	0	0	0	0	5536		
Percent	1.3%	3.3%	4.9%	15.2%	36.0%	30.0%	7.6%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	09:00	07:00	10:00	10:00	10:00	09:00	07:00	00:00		07:00						10:00		
PM Peak Vol.	13:00	14:00	16:00	15:00	16:00	12:00	14:00	14:00	13:00	15:00						16:00		
Total	71	184	272	844	1994	1659	423	79	6	3	1	0	0	0	0	5536		
Percent	1.3%	3.3%	4.9%	15.2%	36.0%	30.0%	7.6%	1.4%	0.1%	0.1%	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 :	3653
	Percent in Pace :	66.0%
	Number of Vehicles > 55 MPH :	1
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-006

Station ID: Fri. 11/18/16

US 60 btwn. Main St. & SR 177

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			
11/18/16	0	0	0	2	0	10	7	1	0	0	0	0	0	0	20	34	38
01:00	0	0	0	0	0	4	4	4	1	0	0	0	0	0	13	39	43
02:00	0	0	0	0	0	1	9	3	3	0	0	0	0	0	16	40	46
03:00	0	0	0	0	3	9	12	4	3	0	0	0	0	0	31	37	42
04:00	2	1	0	0	5	23	25	7	1	0	0	0	0	0	64	34	40
05:00	3	0	0	8	18	43	27	11	1	0	0	0	0	0	111	33	39
06:00	10	0	1	6	28	74	43	11	0	0	0	0	0	0	173	32	39
07:00	2	0	0	7	42	79	63	16	2	1	0	0	0	0	212	34	39
08:00	1	0	0	11	48	90	69	28	2	0	0	0	0	0	249	34	40
09:00	1	0	1	1	18	112	113	48	4	1	1	0	0	0	300	36	41
10:00	4	0	1	4	43	110	91	40	6	0	0	0	0	0	299	35	41
11:00	2	1	3	8	66	103	89	31	4	0	0	0	0	0	307	34	40
12 PM	2	1	1	10	70	111	114	26	7	1	1	0	0	0	344	34	40
13:00	3	0	1	17	58	114	134	44	4	0	0	0	0	0	375	35	40
14:00	2	0	2	16	50	209	146	22	3	1	0	0	0	0	451	34	39
15:00	4	0	0	10	58	205	157	43	5	0	0	1	0	0	483	35	40
16:00	0	0	1	29	63	195	143	50	3	0	0	0	0	0	484	34	40
17:00	0	0	0	15	57	174	143	31	6	0	0	0	0	0	426	35	40
18:00	0	2	1	9	26	153	154	24	3	0	0	0	0	0	372	35	40
19:00	1	0	0	0	14	51	82	36	2	2	0	0	0	0	188	37	42
20:00	0	0	1	1	3	32	63	34	4	0	1	0	0	0	139	38	43
21:00	0	0	0	0	3	22	37	10	3	2	0	0	0	0	77	38	42
22:00	0	0	0	0	3	8	21	11	2	1	0	0	0	0	46	38	43
23:00	0	0	0	2	0	4	12	5	1	0	0	0	0	0	24	37	42
Total	37	5	13	156	676	1936	1758	540	70	9	3	1	0	0	5204		
Percent	0.7%	0.1%	0.2%	3.0%	13.0%	37.2%	33.8%	10.4%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.	06:00	04:00	11:00	08:00	11:00	09:00	09:00	09:00	10:00	07:00	09:00				11:00		
PM Peak Vol.	15:00	18:00	14:00	16:00	12:00	14:00	15:00	16:00	12:00	19:00	12:00	15:00			16:00		
Total	37	5	13	156	676	1936	1758	540	70	9	3	1	0	0	5204		
Percent	0.7%	0.1%	0.2%	3.0%	13.0%	37.2%	33.8%	10.4%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH

50th Percentile : 35 MPH

85th Percentile : 40 MPH

95th Percentile : 44 MPH

Statistics 10 MPH Pace Speed : 31-40 MPH

Number in Pace : 3694

Percent in Pace : 71.0%

Number of Vehicles > 55 MPH : 4

Percent of Vehicles > 55 MPH : 0.1%

Mean Speed(Average) : 35 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-006

Station ID: Fri. 11/18/16

US 60 btwn. Main St. & SR 177

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
11/18/16	0	0	0	5	2	13	9	1	1	0	0	0	0	0	0	31	33	38
01:00	0	1	2	4	3	7	4	4	1	0	0	0	0	0	0	26	32	41
02:00	0	0	4	6	4	3	10	3	3	0	0	0	0	0	0	33	33	43
03:00	0	1	4	4	9	13	13	4	3	0	0	0	0	0	0	51	33	40
04:00	2	1	6	3	23	31	28	7	1	0	0	0	0	0	0	102	32	39
05:00	4	3	6	18	34	59	32	15	2	0	0	0	0	0	0	173	31	39
06:00	11	12	6	18	61	114	57	13	0	0	0	0	0	0	0	292	31	38
07:00	6	14	12	51	178	127	86	21	2	1	1	0	0	0	0	499	30	38
08:00	5	12	16	58	159	160	87	32	2	0	0	0	0	0	0	531	31	38
09:00	7	13	13	53	143	206	139	52	4	1	1	0	0	0	0	632	32	39
10:00	8	12	25	62	234	233	107	43	6	0	0	0	0	0	0	730	31	38
11:00	6	13	19	58	200	215	112	35	5	0	0	0	0	0	0	663	31	38
12 PM	4	15	13	62	192	253	142	29	7	1	1	0	0	0	0	719	32	38
13:00	11	15	14	64	145	249	169	48	5	0	0	0	0	0	0	720	32	39
14:00	6	16	14	80	138	323	197	30	3	1	0	0	0	0	0	808	32	38
15:00	10	12	16	107	193	313	205	47	5	1	0	1	0	0	0	910	32	38
16:00	8	13	29	108	253	292	171	54	3	0	0	0	0	0	0	931	31	38
17:00	6	11	17	63	190	298	155	35	6	0	0	0	0	0	0	781	32	38
18:00	4	10	27	60	161	269	178	25	3	0	0	0	0	0	0	737	32	38
19:00	4	4	16	46	171	148	102	44	3	3	0	0	0	0	0	541	32	39
20:00	1	3	13	29	70	106	75	38	4	0	1	0	0	0	0	340	33	40
21:00	4	4	8	27	53	90	53	16	3	2	0	0	0	0	0	260	32	39
22:00	1	4	4	8	34	44	29	15	3	2	0	0	0	0	0	144	33	40
23:00	0	0	1	6	20	29	21	8	1	0	0	0	0	0	0	86	33	39
Total	108	189	285	1000	2670	3595	2181	619	76	12	4	1	0	0	0	10740		
Percent	1.0%	1.8%	2.7%	9.3%	24.9%	33.5%	20.3%	5.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	06:00	07:00	10:00	10:00	10:00	09:00	09:00	10:00	07:00	07:00							10:00	
PM Peak Vol.	13:00	14:00	16:00	16:00	16:00	14:00	15:00	16:00	12:00	19:00	12:00	15:00					16:00	
Total	108	189	285	1000	2670	3595	2181	619	76	12	4	1	0	0	0	10740		
Percent	1.0%	1.8%	2.7%	9.3%	24.9%	33.5%	20.3%	5.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 26 MPH

50th Percentile : 32 MPH

85th Percentile : 38 MPH

95th Percentile : 42 MPH

Statistics 10 MPH Pace Speed : 26-35 MPH

Number in Pace : 6265

Percent in Pace : 58.3%

Number of Vehicles > 55 MPH : 5

Percent of Vehicles > 55 MPH : 0.0%

Mean Speed(Average) : 32 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-009

Station ID: Fri 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

Latitude: 0' 0.000 Undefined

Northbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	0	0	0	0	0	0	0	0	0	1	3	3	7	68	69	
01:00	0	0	0	0	0	0	0	0	0	0	1	1	2	4	8	66	69	
02:00	0	0	0	0	0	0	0	0	0	0	0	1	2	8	11	68	70	
03:00	0	0	0	0	0	0	0	0	0	0	1	3	6	20	30	66	69	
04:00	0	0	0	0	0	0	0	0	0	0	5	7	27	37	76	66	69	
05:00	0	0	0	0	1	0	0	1	0	0	1	6	23	39	35	106	64	69
06:00	0	0	0	0	0	0	0	0	0	3	11	22	66	63	165	65	69	
07:00	0	0	0	0	0	0	0	1	0	0	0	4	26	81	42	154	66	69
08:00	3	0	0	0	0	1	2	3	0	1	8	38	58	42	156	62	69	
09:00	0	0	0	1	3	1	2	1	0	2	15	50	86	24	185	64	69	
10:00	3	0	0	0	0	0	0	0	0	0	1	11	32	77	35	159	64	69
11:00	1	0	0	0	0	0	0	1	1	1	12	14	41	58	29	158	63	69
12 PM	2	0	1	0	0	0	4	4	0	1	14	55	68	35	184	62	69	
13:00	1	0	0	1	0	0	0	1	0	0	24	56	79	40	202	64	69	
14:00	0	0	0	0	0	0	2	2	0	0	10	62	104	84	264	65	69	
15:00	0	0	0	0	0	0	0	5	2	5	8	38	94	84	236	65	69	
16:00	0	0	0	0	0	0	1	1	0	2	15	41	83	80	223	65	69	
17:00	2	0	0	0	0	0	1	3	1	4	21	33	102	52	219	64	69	
18:00	0	0	0	0	0	0	0	0	0	4	8	21	44	34	111	65	69	
19:00	0	0	0	0	0	0	2	0	0	7	5	19	36	39	108	63	69	
20:00	0	0	0	0	0	0	0	0	0	0	3	8	13	19	43	65	69	
21:00	0	0	0	0	0	0	0	0	0	1	2	16	12	18	49	64	69	
22:00	0	0	0	0	0	0	0	0	0	0	1	15	25	63	104	66	69	
23:00	0	0	0	0	0	0	0	0	0	0	0	3	7	12	22	67	69	
Total	12	0	1	3	3	2	17	21	4	44	187	612	1172	902	2980			
Percent	0.4%	0.0%	0.0%	0.1%	0.1%	0.1%	0.6%	0.7%	0.1%	1.5%	6.3%	20.5%	39.3%	30.3%				
AM Peak Vol.	08:00		05:00	09:00	08:00	08:00	08:00	08:00	11:00	11:00	09:00	09:00	09:00	06:00	09:00			
PM Peak Vol.	12:00		12:00	13:00		12:00	15:00	15:00	15:00	19:00	13:00	14:00	14:00	14:00	14:00	14:00		
Total	12	0	1	3	3	2	17	21	4	44	187	612	1172	902	2980			
Percent	0.4%	0.0%	0.0%	0.1%	0.1%	0.1%	0.6%	0.7%	0.1%	1.5%	6.3%	20.5%	39.3%	30.3%				

15th Percentile : 61 MPH

50th Percentile : 66 MPH

85th Percentile : 69 MPH

95th Percentile : 70 MPH

Statistics 10 MPH Pace Speed : 61-70 MPH

Number in Pace : 1784

Percent in Pace : 85.9%

Number of Vehicles > 65 MPH : 1172

Percent of Vehicles > 65 MPH : 56.4%

Mean Speed(Average) : 64 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-009

Station ID: Fri 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

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	
11/18/16	0	0	0	0	0	0	0	0	0	1	0	7	6	1	15	64	68	
01:00	0	0	0	0	0	0	0	0	0	0	1	3	3	1	8	65	67	
02:00	0	0	0	0	0	0	0	0	0	0	2	3	4	4	13	65	69	
03:00	0	0	0	0	0	0	0	0	0	0	3	6	3	2	14	63	66	
04:00	0	0	0	0	0	0	0	0	1	0	4	20	27	21	73	65	69	
05:00	1	0	0	0	0	0	0	0	1	0	0	12	30	93	49	186	65	69
06:00	1	0	0	0	0	0	0	2	1	2	14	67	88	45	220	64	69	
07:00	0	0	0	0	0	0	0	0	1	16	4	22	47	86	74	250	63	69
08:00	0	0	0	0	1	0	0	1	10	19	17	49	54	31	182	62	68	
09:00	0	0	0	0	0	0	0	1	8	15	23	55	56	24	182	62	68	
10:00	0	0	0	0	0	0	0	1	0	2	15	39	63	17	137	65	69	
11:00	0	0	0	0	0	1	0	1	1	9	16	46	53	14	141	63	69	
12 PM	0	0	1	0	3	2	0	2	3	6	25	72	63	24	201	62	68	
13:00	0	0	1	0	0	0	0	2	1	4	21	81	79	45	234	64	69	
14:00	2	0	0	0	1	0	1	0	4	3	9	59	78	36	193	63	69	
15:00	0	0	0	0	0	2	0	1	3	7	34	79	75	38	239	63	68	
16:00	3	0	0	0	1	1	0	2	2	5	31	64	97	45	251	63	69	
17:00	1	0	0	0	0	0	0	1	5	4	15	76	70	42	214	63	69	
18:00	0	0	0	0	1	0	0	0	2	4	14	51	56	27	155	64	69	
19:00	0	0	0	0	0	1	0	0	1	0	7	26	49	23	107	65	69	
20:00	0	0	0	0	0	0	0	1	2	1	12	23	18	12	69	62	68	
21:00	1	0	0	0	0	0	0	0	2	5	7	17	36	20	88	63	69	
22:00	0	0	0	0	0	1	0	0	0	2	2	9	16	8	38	64	69	
23:00	0	0	0	0	0	0	1	0	1	0	1	7	9	5	24	63	68	
Total	9	0	2	0	7	8	2	17	63	93	307	936	1182	608	3234			
Percent	0.3%	0.0%	0.1%	0.0%	0.2%	0.2%	0.1%	0.5%	1.9%	2.9%	9.5%	28.9%	36.5%	18.8%				
AM Peak Vol.	05:00				08:00	11:00		06:00	07:00	08:00	09:00	06:00	05:00	07:00	07:00			
PM Peak Vol.	16:00		12:00		12:00	12:00	14:00	12:00	17:00	15:00	15:00	13:00	16:00	13:00	16:00			
Total	9	0	2	0	7	8	2	17	63	93	307	936	1182	608	3234			
Percent	0.3%	0.0%	0.1%	0.0%	0.2%	0.2%	0.1%	0.5%	1.9%	2.9%	9.5%	28.9%	36.5%	18.8%				

15th Percentile : 59 MPH

50th Percentile : 65 MPH

85th Percentile : 69 MPH

95th Percentile : 70 MPH

Statistics

10 MPH Pace Speed : 61-70 MPH

Number in Pace : 2118

Percent in Pace : 80.7%

Number of Vehicles > 65 MPH : 1182

Percent of Vehicles > 65 MPH : 45.0%

Mean Speed(Average) : 63 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-009

Station ID: Fri 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

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	
11/18/16	0	0	0	0	0	0	0	0	0	1	0	8	9	4	22	65	68	
01:00	0	0	0	0	0	0	0	0	0	0	2	4	5	5	16	65	68	
02:00	0	0	0	0	0	0	0	0	0	0	2	4	6	12	24	65	69	
03:00	0	0	0	0	0	0	0	0	0	0	4	9	9	22	44	64	69	
04:00	0	0	0	0	0	0	0	0	1	0	9	27	54	58	149	65	69	
05:00	1	0	0	1	0	0	1	1	0	1	18	53	132	84	292	65	69	
06:00	1	0	0	0	0	0	0	2	1	5	25	89	154	108	385	65	69	
07:00	0	0	0	0	0	0	1	1	16	4	26	73	167	116	404	64	69	
08:00	3	0	0	0	1	1	2	4	10	20	25	87	112	73	338	62	69	
09:00	0	0	0	1	3	1	2	2	8	17	38	105	142	48	367	63	69	
10:00	3	0	0	0	0	0	0	0	1	0	3	26	71	140	52	296	64	69
11:00	1	0	0	0	0	0	1	1	2	2	21	30	87	111	43	299	63	69
12 PM	2	0	2	0	3	2	4	6	3	7	39	127	131	59	385	62	69	
13:00	1	0	1	1	0	0	0	3	1	4	45	137	158	85	436	64	69	
14:00	2	0	0	0	1	0	3	2	4	3	19	121	182	120	457	64	69	
15:00	0	0	0	0	0	2	0	6	5	12	42	117	169	122	475	64	69	
16:00	3	0	0	0	1	1	1	3	2	7	46	105	180	125	474	64	69	
17:00	3	0	0	0	0	0	1	4	6	8	36	109	172	94	433	64	69	
18:00	0	0	0	0	1	0	0	0	2	8	22	72	100	61	266	64	69	
19:00	0	0	0	0	0	1	2	0	1	7	12	45	85	62	215	64	69	
20:00	0	0	0	0	0	0	0	1	2	1	15	31	31	31	112	63	69	
21:00	1	0	0	0	0	0	0	0	2	6	9	33	48	38	137	63	69	
22:00	0	0	0	0	0	1	0	0	0	2	3	24	41	71	142	65	69	
23:00	0	0	0	0	0	0	1	0	1	0	1	10	16	17	46	64	69	
Total	21	0	3	3	10	10	19	38	67	137	494	1548	2354	1510	6214			
Percent	0.3%	0.0%	0.0%	0.0%	0.2%	0.2%	0.3%	0.6%	1.1%	2.2%	7.9%	24.9%	37.9%	24.3%				
AM Peak Vol.	08:00		05:00	09:00	08:00	08:00	08:00	07:00	07:00	11:00	09:00	09:00	07:00	07:00	07:00			
PM Peak Vol.	16:00		12:00	13:00	12:00	12:00	12:00	12:00	17:00	15:00	16:00	13:00	14:00	16:00	15:00			
Total	21	0	3	3	10	10	19	38	67	137	494	1548	2354	1510	6214			
Percent	0.3%	0.0%	0.0%	0.0%	0.2%	0.2%	0.3%	0.6%	1.1%	2.2%	7.9%	24.9%	37.9%	24.3%				

15th Percentile : 60 MPH

50th Percentile : 66 MPH

85th Percentile : 69 MPH

95th Percentile : 70 MPH

Statistics 10 MPH Pace Speed : 61-70 MPH

Number in Pace : 3902

Percent in Pace : 83.0%

Number of Vehicles > 65 MPH : 2354

Percent of Vehicles > 65 MPH : 50.0%

Mean Speed(Average) : 64 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-010
Station ID: Fri. 11/18/16

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	
11/18/16 01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36	36	
02:00	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	36	56	
03:00	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	3	43	
04:00	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4	36	
05:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	46	
06:00	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	7	37	
07:00	0	0	0	0	0	3	10	8	0	0	0	0	0	0	0	21	39	
08:00	0	0	0	0	1	7	12	3	2	0	1	0	0	0	0	26	38	
09:00	0	0	0	1	1	2	6	6	2	0	0	0	0	0	0	18	39	
10:00	0	0	0	0	1	4	6	7	0	0	1	0	0	0	0	19	39	
11:00	0	0	0	0	0	5	7	6	4	1	0	0	0	0	0	23	40	
12 PM	0	1	0	0	2	4	15	12	2	0	0	0	0	0	0	36	38	
13:00	0	0	0	0	1	5	8	14	2	0	0	0	0	0	0	30	40	
14:00	0	0	0	0	0	5	16	11	5	1	0	0	0	0	0	38	40	
15:00	0	0	0	0	1	9	18	15	5	2	0	0	0	0	0	50	40	
16:00	0	0	0	0	2	7	30	14	4	2	1	0	0	0	0	60	40	
17:00	0	0	0	0	0	11	32	31	3	0	0	0	0	0	0	77	40	
18:00	0	0	0	0	0	3	15	19	4	1	1	1	0	0	0	44	42	
19:00	0	0	0	0	0	11	23	10	3	1	1	0	0	0	0	49	39	
20:00	0	0	0	0	0	7	15	15	1	0	0	0	0	0	0	38	39	
21:00	0	0	0	0	1	4	10	4	2	1	0	0	0	0	0	22	39	
22:00	0	0	0	0	1	4	7	4	1	0	0	0	0	0	0	17	38	
23:00	0	0	0	0	1	0	5	8	1	0	0	0	0	0	0	15	40	
Total	0	1	0	1	15	96	239	192	43	9	7	1	0	0	0	604		
Percent	0.0%	0.2%	0.0%	0.2%	2.5%	15.9%	39.6%	31.8%	7.1%	1.5%	1.2%	0.2%	0.0%	0.0%				
AM Peak Vol.				09:00	02:00	08:00	08:00	07:00	11:00	11:00	02:00					08:00		
				1	2	7	12	8	4	1	1					26		
PM Peak Vol.				12:00		12:00	17:00	17:00	17:00	14:00	15:00	16:00	18:00			17:00		
				1		2	11	32	31	5	2	1	1			77		
Total	0	1	0	1	15	96	239	192	43	9	7	1	0	0	0	604		
Percent	0.0%	0.2%	0.0%	0.2%	2.5%	15.9%	39.6%	31.8%	7.1%	1.5%	1.2%	0.2%	0.0%	0.0%				

15th Percentile : 34 MPH

50th Percentile : 39 MPH

85th Percentile : 45 MPH

95th Percentile : 49 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH

Number in Pace : 431

Percent in Pace : 71.4%

Number of Vehicles > 50 MPH : 17

Percent of Vehicles > 50 MPH : 2.8%

Mean Speed(Average) : 40 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-010

Station ID: Fri. 11/18/16

Skyline Dr. east of Quail Run Ln.

Latitude: 0' 0.000 Undefined

Westbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31	31	
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41	41	
03:00	0	0	0	0	0	1	1	1	3	1	0	0	0	0	7	45	48	
04:00	0	0	0	0	0	1	0	5	5	1	2	0	0	0	14	47	55	
05:00	0	0	0	0	0	2	7	10	8	4	0	0	0	0	31	44	49	
06:00	0	0	0	0	1	9	21	18	6	3	1	0	0	0	59	41	46	
07:00	0	0	0	0	0	10	15	23	11	7	1	1	0	0	68	43	50	
08:00	1	0	0	0	0	0	7	17	6	1	0	0	0	0	32	42	46	
09:00	0	0	0	0	1	5	5	10	5	1	0	0	0	0	27	41	47	
10:00	0	0	0	0	0	3	9	14	7	0	0	0	0	0	33	42	46	
11:00	0	0	0	0	0	2	4	18	4	0	0	0	0	0	28	42	45	
12 PM	0	0	0	0	1	1	9	8	3	1	0	0	0	0	23	41	46	
13:00	0	0	0	0	0	0	3	14	5	1	0	0	0	0	23	44	48	
14:00	0	0	0	0	0	3	11	17	11	1	1	0	0	0	44	43	48	
15:00	0	0	0	0	0	2	10	14	7	2	1	0	0	0	36	43	48	
16:00	0	0	0	0	1	4	11	16	7	0	1	0	0	0	40	41	46	
17:00	0	0	0	0	0	3	16	14	3	1	0	0	0	0	37	41	44	
18:00	0	0	0	0	0	6	8	14	3	1	0	0	0	0	32	41	45	
19:00	0	0	0	0	1	3	6	5	0	1	1	0	0	0	17	40	44	
20:00	0	0	0	0	1	0	4	6	2	2	0	0	0	0	15	43	50	
21:00	0	0	0	0	1	2	4	6	1	0	1	0	0	0	15	41	45	
22:00	0	0	0	0	0	2	3	4	3	1	0	0	0	0	13	42	47	
23:00	0	0	0	0	0	0	1	4	2	1	0	0	0	0	8	44	47	
Total	1	0	0	0	0	7	60	155	239	102	30	9	1	0	0	604		
Percent	0.2%	0.0%	0.0%	0.0%	1.2%	9.9%	25.7%	39.6%	16.9%	5.0%	1.5%	0.2%	0.0%	0.0%				
AM Peak Vol.	08:00				06:00	07:00	06:00	07:00	07:00	07:00	04:00	07:00				07:00		
PM Peak Vol.					12:00	18:00	17:00	14:00	14:00	15:00	14:00					14:00		
Total Percent	1	0	0	0	7	60	155	239	102	30	9	1	0	0	0	604		

15th Percentile : 36 MPH

50th Percentile : 42 MPH

85th Percentile : 48 MPH

95th Percentile : 52 MPH

Statistics

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 394

Percent in Pace : 65.2%

Number of Vehicles > 50 MPH : 40

Percent of Vehicles > 50 MPH : 6.6%

Mean Speed(Average) : 42 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 16-1265-010

Station ID: Fri. 11/18/16

Skyline Dr. east of Quail Run Ln.

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
11/18/16	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36	36
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36	36
02:00	0	0	0	0	2	0	0	1	0	0	1	0	0	0	4	38	41
03:00	0	0	0	0	0	2	1	2	3	1	1	0	0	0	10	44	48
04:00	0	0	0	0	0	3	1	5	6	1	2	0	0	0	18	45	50
05:00	0	0	0	0	0	2	7	11	9	4	0	0	0	0	33	44	49
06:00	0	0	0	0	2	11	22	21	6	3	1	0	0	0	66	40	45
07:00	0	0	0	0	0	13	25	31	11	7	1	1	0	0	89	42	48
08:00	1	0	0	0	1	7	19	20	8	1	1	0	0	0	58	40	46
09:00	0	0	0	1	2	7	11	16	7	1	0	0	0	0	45	40	46
10:00	0	0	0	0	1	7	15	21	7	0	1	0	0	0	52	41	45
11:00	0	0	0	0	0	7	11	24	8	1	0	0	0	0	51	41	46
12 PM	0	1	0	0	3	5	24	20	5	1	0	0	0	0	59	39	45
13:00	0	0	0	0	1	5	11	28	7	1	0	0	0	0	53	42	45
14:00	0	0	0	0	0	8	27	28	16	2	1	0	0	0	82	42	47
15:00	0	0	0	0	1	11	28	29	12	4	1	0	0	0	86	41	47
16:00	0	0	0	0	3	11	41	30	11	2	2	0	0	0	100	40	45
17:00	0	0	0	0	0	14	48	45	6	1	0	0	0	0	114	40	44
18:00	0	0	0	0	0	9	23	33	7	2	1	1	0	0	76	41	45
19:00	0	0	0	0	1	14	29	15	3	2	2	0	0	0	66	39	44
20:00	0	0	0	0	1	7	19	21	3	2	0	0	0	0	53	40	45
21:00	0	0	0	0	2	6	14	10	3	1	1	0	0	0	37	40	45
22:00	0	0	0	0	1	6	10	8	4	1	0	0	0	0	30	40	45
23:00	0	0	0	0	1	0	6	12	3	1	0	0	0	0	23	42	46
Total	1	1	0	1	22	156	394	431	145	39	16	2	0	0	1208		
Percent	0.1%	0.1%	0.0%	0.1%	1.8%	12.9%	32.6%	35.7%	12.0%	3.2%	1.3%	0.2%	0.0%	0.0%			
AM Peak Vol.	08:00			09:00	02:00	07:00	07:00	07:00	07:00	04:00	07:00				07:00		
PM Peak Vol.	12:00			12:00	17:00	17:00	17:00	14:00	15:00	16:00	18:00				17:00		
Total Percent	1	1	0	1	22	156	394	431	145	39	16	2	0	0	1208		

15th Percentile : 35 MPH

50th Percentile : 41 MPH

85th Percentile : 46 MPH

95th Percentile : 50 MPH

Statistics

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 825

Percent in Pace : 68.3%

Number of Vehicles > 50 MPH : 57

Percent of Vehicles > 50 MPH : 4.7%

Mean Speed(Average) : 41 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-011

Station ID: Fri. 11/18/16

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				
11/18/16	0	0	0	0	3	5	5	4	0	0	0	0	0	0	0	17	36	41	
	01:00	0	0	0	0	0	0	3	5	0	0	0	0	0	0	8	42	44	
	02:00	0	0	0	0	2	0	2	3	0	0	0	0	0	0	7	37	42	
	03:00	0	0	0	1	0	2	0	7	0	0	0	0	0	0	10	38	43	
	04:00	0	0	0	0	0	3	1	18	0	0	0	0	0	1	0	23	42	45
	05:00	0	0	2	1	6	3	1	36	0	0	0	0	0	0	0	49	39	44
	06:00	0	1	1	7	11	2	9	53	0	0	0	0	0	0	0	84	38	44
	07:00	0	1	1	4	7	11	18	76	1	6	0	0	0	0	0	125	40	45
	08:00	0	0	1	1	10	4	19	70	0	0	0	0	0	0	0	105	40	44
	09:00	0	0	0	0	11	12	17	68	0	0	0	0	0	0	0	108	40	44
	10:00	1	1	2	2	7	11	18	54	0	0	1	1	0	1	99	39	44	
	11:00	1	0	0	2	6	21	17	77	0	0	0	0	0	0	0	124	39	44
	12 PM	1	0	0	0	1	11	22	95	0	3	2	0	0	0	0	135	41	45
	13:00	0	1	0	4	4	10	24	118	0	0	0	0	0	0	0	161	41	44
	14:00	0	1	2	0	11	14	18	116	0	0	0	0	0	0	0	162	40	44
	15:00	4	1	1	4	12	18	33	156	0	0	0	0	0	0	0	229	39	44
	16:00	1	3	0	5	9	25	44	193	0	0	0	0	0	0	0	280	40	44
	17:00	2	1	0	3	13	32	51	168	1	0	0	0	0	0	0	271	40	44
	18:00	3	0	6	15	21	34	45	99	0	0	0	0	0	0	0	223	36	44
	19:00	1	1	5	7	14	23	27	100	0	0	0	0	0	0	0	178	38	44
	20:00	0	0	2	2	5	10	13	66	0	0	0	0	0	0	0	98	40	44
	21:00	0	0	0	1	8	10	18	64	0	0	0	0	0	0	0	101	40	44
	22:00	1	1	0	0	1	3	11	45	0	0	0	0	0	0	0	62	40	44
	23:00	0	1	0	0	2	3	6	29	0	0	0	0	0	0	0	41	40	44
	Total	15	13	23	59	164	267	422	1720	2	9	3	1	1	1	1	2700		
	Percent	0.6%	0.5%	0.9%	2.2%	6.1%	9.9%	15.6%	63.7%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
	AM Peak Vol.	10:00	06:00	05:00	06:00	06:00	11:00	08:00	11:00	07:00	07:00	10:00	10:00	04:00	10:00	07:00			
	PM Peak Vol.	15:00	16:00	18:00	18:00	18:00	18:00	17:00	16:00	17:00	12:00	12:00					16:00		
	Total	15	13	23	59	164	267	422	1720	2	9	3	1	1	1	1	2700		
	Percent	0.6%	0.5%	0.9%	2.2%	6.1%	9.9%	15.6%	63.7%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 33 MPH

50th Percentile : 42 MPH

85th Percentile : 44 MPH

95th Percentile : 45 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH

Number in Pace : 2142

Percent in Pace : 79.4%

Number of Vehicles > 50 MPH : 14

Percent of Vehicles > 50 MPH : 0.5%

Mean Speed(Average) : 39 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-011

Station ID: Fri. 11/18/16

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0' 0.000 Undefined

Westbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	0	0	0	3	4	4	0	0	0	0	0	0	11	39	42	
01:00	0	0	0	0	0	2	3	3	0	1	0	0	0	0	9	40	43	
02:00	0	0	0	0	0	0	5	3	1	0	0	0	0	0	9	40	43	
03:00	0	0	0	0	1	3	10	13	5	0	0	0	0	0	32	41	45	
04:00	1	0	0	0	0	3	34	26	1	0	0	0	0	0	65	39	44	
05:00	0	0	0	0	0	18	102	62	4	0	0	0	0	0	186	39	43	
06:00	0	0	0	0	1	22	128	83	5	0	0	0	0	1	240	39	44	
07:00	0	0	0	0	4	12	137	92	11	2	0	0	0	0	258	40	44	
08:00	1	1	0	0	1	10	92	84	8	0	0	0	0	1	198	40	44	
09:00	0	0	0	0	0	11	60	58	9	0	0	0	0	0	138	40	44	
10:00	1	0	0	0	0	10	93	56	9	0	0	0	0	0	169	40	44	
11:00	0	0	2	3	2	7	88	59	6	3	0	0	0	0	170	40	44	
12 PM	0	1	0	0	0	5	65	46	4	0	0	0	0	0	121	40	44	
13:00	1	0	0	0	0	6	58	66	13	0	1	0	0	0	145	41	45	
14:00	0	0	0	0	0	13	71	88	11	0	0	0	0	0	183	41	45	
15:00	0	1	0	0	0	13	78	98	3	0	0	0	0	0	193	40	44	
16:00	0	0	0	0	0	4	69	106	6	0	0	0	0	1	186	41	44	
17:00	0	0	0	1	1	12	103	71	4	0	0	0	0	0	192	40	44	
18:00	0	0	0	0	0	15	78	51	2	0	0	0	0	0	146	39	43	
19:00	0	0	0	0	0	13	32	27	1	0	0	1	0	0	74	39	44	
20:00	0	0	0	0	0	5	38	17	0	0	0	0	0	0	60	39	42	
21:00	0	0	0	0	2	4	29	13	2	0	0	0	0	0	50	39	43	
22:00	0	0	0	0	1	6	23	14	1	0	0	0	0	0	45	39	43	
23:00	0	0	0	0	0	4	5	5	2	0	0	0	0	0	16	40	45	
Total	4	3	2	4	13	201	1405	1145	108	6	1	1	0	3	2896			
Percent	0.1%	0.1%	0.1%	0.1%	0.4%	6.9%	48.5%	39.5%	3.7%	0.2%	0.0%	0.0%	0.0%	0.1%				
AM Peak Vol.	04:00	08:00	11:00	11:00	07:00	06:00	07:00	07:00	07:00	11:00					06:00	07:00		
PM Peak Vol.	13:00	12:00		17:00	21:00	18:00	17:00	16:00	13:00		13:00	19:00			16:00	15:00		
Total	4	3	2	4	13	201	1405	1145	108	6	1	1	0	3	2896			
Percent	0.1%	0.1%	0.1%	0.1%	0.4%	6.9%	48.5%	39.5%	3.7%	0.2%	0.0%	0.0%	0.0%	0.1%				

15th Percentile : 36 MPH

50th Percentile : 40 MPH

85th Percentile : 44 MPH

95th Percentile : 45 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH

Number in Pace : 2550

Percent in Pace : 88.1%

Number of Vehicles > 50 MPH : 8

Percent of Vehicles > 50 MPH : 0.3%

Mean Speed(Average) : 40 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-011

Station ID: Fri. 11/18/16

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	Total	Average (Mean)	85th Percent	
11/18/16	0	0	0	0	3	8	9	8	0	0	0	0	0	0	28	37	42	
01:00	0	0	0	0	0	2	6	8	0	1	0	0	0	0	17	41	43	
02:00	0	0	0	0	2	0	7	6	1	0	0	0	0	0	16	39	44	
03:00	0	0	0	1	1	5	10	20	5	0	0	0	0	0	42	40	45	
04:00	1	0	0	0	0	6	35	44	1	0	0	0	0	1	0	88	40	44
05:00	0	0	2	1	6	21	103	98	4	0	0	0	0	0	235	39	44	
06:00	0	1	1	7	12	24	137	136	5	0	0	0	0	1	324	39	44	
07:00	0	1	1	4	11	23	155	168	12	8	0	0	0	0	383	40	44	
08:00	1	1	1	1	11	14	111	154	8	0	0	0	0	1	303	40	44	
09:00	0	0	0	0	11	23	77	126	9	0	0	0	0	0	246	40	44	
10:00	2	1	2	2	7	21	111	110	9	0	1	1	0	1	268	39	44	
11:00	1	0	2	5	8	28	105	136	6	3	0	0	0	0	294	39	44	
12 PM	1	1	0	0	1	16	87	141	4	3	2	0	0	0	256	41	44	
13:00	1	1	0	4	4	16	82	184	13	0	1	0	0	0	306	41	45	
14:00	0	1	2	0	11	27	89	204	11	0	0	0	0	0	345	40	44	
15:00	4	2	1	4	12	31	111	254	3	0	0	0	0	0	422	40	44	
16:00	1	3	0	5	9	29	113	299	6	0	0	0	0	1	466	40	44	
17:00	2	1	0	4	14	44	154	239	5	0	0	0	0	0	463	40	44	
18:00	3	0	6	15	21	49	123	150	2	0	0	0	0	0	369	38	44	
19:00	1	1	5	7	14	36	59	127	1	0	0	1	0	0	252	38	44	
20:00	0	0	2	2	5	15	51	83	0	0	0	0	0	0	158	39	44	
21:00	0	0	0	1	10	14	47	77	2	0	0	0	0	0	151	39	44	
22:00	1	1	0	0	2	9	34	59	1	0	0	0	0	0	107	40	44	
23:00	0	1	0	0	2	7	11	34	2	0	0	0	0	0	57	40	44	
Total	19	16	25	63	177	468	1827	2865	110	15	4	2	1	4	5596			
Percent	0.3%	0.3%	0.4%	1.1%	3.2%	8.4%	32.6%	51.2%	2.0%	0.3%	0.1%	0.0%	0.0%	0.1%				
AM Peak Vol.	10:00	06:00	05:00	06:00	06:00	11:00	07:00	07:00	07:00	07:00	10:00	10:00	04:00	06:00	07:00			
PM Peak Vol.	15:00	16:00	18:00	18:00	18:00	18:00	17:00	16:00	13:00	12:00	12:00	19:00		16:00	16:00			
Total	19	16	25	63	177	468	1827	2865	110	15	4	2	1	4	5596			
Percent	0.3%	0.3%	0.4%	1.1%	3.2%	8.4%	32.6%	51.2%	2.0%	0.3%	0.1%	0.0%	0.0%	0.1%				

15th Percentile : 36 MPH

50th Percentile : 41 MPH

85th Percentile : 44 MPH

95th Percentile : 45 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH

Number in Pace : 4692

Percent in Pace : 83.9%

Number of Vehicles > 50 MPH : 22

Percent of Vehicles > 50 MPH : 0.4%

Mean Speed(Average) : 40 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-013
Station ID: Fri 11/18/16

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0' 0.000 Undefined

Northbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	0	0	0	0	0	0	3	5	2	3	0	0	13	55	61	
01:00	0	0	0	0	0	0	2	1	1	7	3	0	0	1	15	50	56	
02:00	0	0	0	0	0	0	0	0	4	2	1	1	0	0	8	52	60	
03:00	0	0	0	0	0	1	1	0	3	14	11	9	1	0	40	56	62	
04:00	0	0	0	0	0	0	0	4	20	39	18	6	0	0	87	53	58	
05:00	1	0	0	0	0	3	5	37	64	84	27	7	1	0	229	50	56	
06:00	0	0	0	0	0	9	30	67	123	86	22	7	1	0	345	48	54	
07:00	0	0	0	0	0	2	23	38	114	162	42	5	2	0	388	50	55	
08:00	0	0	0	0	0	0	6	28	80	90	49	6	4	0	263	51	57	
09:00	0	0	0	0	0	0	5	31	50	68	41	6	3	3	207	51	58	
10:00	0	0	0	0	0	1	1	27	69	90	29	5	0	1	223	51	56	
11:00	0	0	0	0	1	5	5	28	69	84	20	5	3	2	222	50	55	
12 PM	0	0	0	1	1	0	4	26	72	63	12	4	3	1	187	50	55	
13:00	0	0	0	0	2	0	1	19	51	73	42	5	1	1	195	52	58	
14:00	0	0	0	0	1	3	9	35	73	78	42	6	2	1	250	50	57	
15:00	0	0	0	0	0	0	10	17	73	93	35	15	1	0	244	52	57	
16:00	0	0	0	1	0	2	2	22	75	114	32	5	0	0	253	51	55	
17:00	1	0	1	0	0	1	3	34	88	75	46	7	1	0	257	51	57	
18:00	0	0	0	1	0	2	5	28	81	66	20	3	2	1	209	50	55	
19:00	0	0	0	0	0	1	2	17	29	37	18	2	0	1	107	51	56	
20:00	0	0	0	0	0	2	0	11	38	28	7	5	0	0	91	50	55	
21:00	0	0	0	0	0	0	2	9	23	22	9	0	1	0	66	50	55	
22:00	0	0	0	0	0	1	1	12	18	20	11	1	1	0	65	51	56	
23:00	0	0	0	0	0	0	2	0	4	5	5	2	0	0	18	52	59	
Total	2	0	1	3	5	33	119	491	1225	1405	544	115	27	12	3982			
Percent	0.1%	0.0%	0.0%	0.1%	0.1%	0.8%	3.0%	12.3%	30.8%	35.3%	13.7%	2.9%	0.7%	0.3%				
AM Peak Vol.	05:00				11:00	06:00	06:00	06:00	06:00	07:00	08:00	03:00	08:00	09:00	07:00			
PM Peak Vol.	17:00		17:00	12:00	13:00	14:00	15:00	14:00	17:00	16:00	17:00	15:00	12:00	12:00	17:00			
Total	2	0	1	3	5	33	119	491	1225	1405	544	115	27	12	3982			
Percent	0.1%	0.0%	0.0%	0.1%	0.1%	0.8%	3.0%	12.3%	30.8%	35.3%	13.7%	2.9%	0.7%	0.3%				

15th Percentile : 45 MPH

50th Percentile : 51 MPH

85th Percentile : 56 MPH

95th Percentile : 60 MPH

Statistics 10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2630

Percent in Pace : 66.2%

Number of Vehicles > 50 MPH : 2091

Percent of Vehicles > 50 MPH : 52.7%

Mean Speed(Average) : 51 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-013
Station ID: Fri 11/18/16

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	Total	Average (Mean)	85th Percent
11/18/16	0	0	0	0	0	0	2	4	9	4	2	0	0	0	21	48	53
01:00	0	0	0	0	0	0	1	1	5	3	3	0	0	0	13	51	56
02:00	0	0	0	0	0	0	0	1	2	3	1	1	0	0	8	53	60
03:00	0	0	0	0	0	0	1	0	6	1	0	1	1	0	10	50	51
04:00	0	0	0	0	0	0	0	2	7	14	3	1	0	0	27	52	55
05:00	0	0	0	0	0	0	2	9	6	15	21	11	2	1	67	50	57
06:00	0	0	0	0	1	0	12	22	30	30	13	2	0	0	110	49	55
07:00	0	0	0	0	0	1	10	26	35	44	31	6	1	1	155	51	58
08:00	0	0	0	0	0	2	8	25	43	39	20	5	1	1	144	50	57
09:00	1	0	0	0	0	0	7	17	36	51	22	7	0	0	141	51	57
10:00	0	0	0	0	0	0	5	31	49	39	12	0	0	2	138	49	54
11:00	0	0	0	0	0	1	2	39	76	50	8	1	0	0	177	49	54
12 PM	0	0	0	0	0	1	6	25	76	76	15	7	1	1	208	50	55
13:00	0	0	0	0	0	5	6	23	89	85	18	2	0	0	228	50	55
14:00	0	0	1	0	0	4	4	36	93	88	19	5	0	1	251	50	55
15:00	0	0	0	0	0	4	14	45	97	124	39	3	5	1	332	50	55
16:00	0	0	0	1	1	7	15	62	150	145	37	2	0	2	422	49	55
17:00	0	0	0	0	0	0	15	81	138	113	22	3	1	1	374	49	54
18:00	0	0	0	0	0	4	8	69	101	88	17	4	0	0	291	49	54
19:00	0	0	0	0	0	0	12	44	108	69	21	5	0	1	260	49	54
20:00	0	0	0	0	0	2	3	30	63	45	6	1	0	0	150	49	54
21:00	0	0	0	0	0	1	6	18	58	48	11	1	1	0	144	50	54
22:00	1	0	0	0	0	0	3	17	39	23	13	0	1	1	98	49	55
23:00	0	0	0	0	0	1	4	7	14	28	7	4	0	1	66	51	56
Total	2	0	1	1	2	35	153	631	1339	1231	351	63	13	13	3835		
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.9%	4.0%	16.5%	34.9%	32.1%	9.2%	1.6%	0.3%	0.3%			
AM Peak Vol.	09:00				06:00	05:00	06:00	11:00	11:00	09:00	07:00	09:00	03:00	10:00	11:00		
PM Peak Vol.	22:00		14:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	15:00	12:00	15:00	16:00	16:00		
Total	2	0	1	1	2	35	153	631	1339	1231	351	63	13	13	3835		
Percent	0.1%	0.0%	0.0%	0.0%	0.1%	0.9%	4.0%	16.5%	34.9%	32.1%	9.2%	1.6%	0.3%	0.3%			

15th Percentile : 44 MPH

50th Percentile : 50 MPH

85th Percentile : 55 MPH

95th Percentile : 59 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 2570

Percent in Pace : 67.2%

Number of Vehicles > 50 MPH : 1658

Percent of Vehicles > 50 MPH : 43.4%

Mean Speed(Average) : 49 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-013
Station ID: Fri 11/18/16

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	
11/18/16	0	0	0	0	0	0	2	4	12	9	4	3	0	0	34	50	57	
01:00	0	0	0	0	0	0	3	2	6	10	6	0	0	1	28	51	56	
02:00	0	0	0	0	0	0	0	1	6	5	2	2	0	0	16	52	60	
03:00	0	0	0	0	0	0	1	2	0	9	15	11	10	2	0	50	55	
04:00	0	0	0	0	0	0	0	6	27	53	21	7	0	0	114	53	58	
05:00	1	0	0	0	0	0	5	14	43	79	105	38	9	2	0	296	50	
06:00	0	0	0	0	1	9	42	89	153	116	35	9	1	0	455	48	54	
07:00	0	0	0	0	0	3	33	64	149	206	73	11	3	1	543	50	56	
08:00	0	0	0	0	0	2	14	53	123	129	69	11	5	1	407	51	57	
09:00	1	0	0	0	0	0	0	12	48	86	119	63	13	3	3	348	51	58
10:00	0	0	0	0	0	1	6	58	118	129	41	5	0	3	361	50	55	
11:00	0	0	0	0	0	1	6	7	67	145	134	28	6	3	2	399	49	55
12 PM	0	0	0	1	1	1	10	51	148	139	27	11	4	2	395	50	55	
13:00	0	0	0	0	2	5	7	42	140	158	60	7	1	1	423	51	56	
14:00	0	0	1	0	1	7	13	71	166	166	61	11	2	2	501	50	55	
15:00	0	0	0	0	0	4	24	62	170	217	74	18	6	1	576	51	56	
16:00	0	0	0	2	1	9	17	84	225	259	69	7	0	2	675	50	55	
17:00	1	0	1	0	0	1	18	115	226	188	68	10	2	1	631	50	55	
18:00	0	0	0	1	0	6	13	97	182	154	37	7	2	1	500	49	55	
19:00	0	0	0	0	0	1	14	61	137	106	39	7	0	2	367	50	55	
20:00	0	0	0	0	0	4	3	41	101	73	13	6	0	0	241	49	54	
21:00	0	0	0	0	0	1	8	27	81	70	20	1	2	0	210	50	55	
22:00	1	0	0	0	0	1	4	29	57	43	24	1	2	1	163	50	56	
23:00	0	0	0	0	0	1	6	7	18	33	12	6	0	1	84	51	57	
Total	4	0	2	4	7	68	272	1122	2564	2636	895	178	40	25	7817			
Percent	0.1%	0.0%	0.0%	0.1%	0.1%	0.9%	3.5%	14.4%	32.8%	33.7%	11.4%	2.3%	0.5%	0.3%				
AM Peak Vol.	05:00				06:00	06:00	06:00	06:00	06:00	07:00	07:00	09:00	08:00	09:00	07:00			
PM Peak Vol.	17:00		14:00	16:00	13:00	16:00	15:00	17:00	17:00	16:00	15:00	15:00	15:00	15:00	12:00	16:00		
Total	4	0	2	4	7	68	272	1122	2564	2636	895	178	40	25	7817			
Percent	0.1%	0.0%	0.0%	0.1%	0.1%	0.9%	3.5%	14.4%	32.8%	33.7%	11.4%	2.3%	0.5%	0.3%				

15th Percentile : 44 MPH

50th Percentile : 50 MPH

85th Percentile : 55 MPH

95th Percentile : 60 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 5200

Percent in Pace : 66.7%

Number of Vehicles > 50 MPH : 3749

Percent of Vehicles > 50 MPH : 48.1%

Mean Speed(Average) : 50 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-012
Station ID: Fri 11/18/16

Schnepf Rd. btwn. Skyline Rd. & Hash

Knife Draw Rd.

Latitude: 0' 0.000 Undefined

Northbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16	0	0	0	0	0	0	3	4	4	0	0	0	0	0	11	44	47	
01:00	0	0	0	0	0	0	0	4	3	1	1	0	0	0	9	47	55	
02:00	0	0	0	0	0	0	2	1	3	1	0	1	0	0	8	46	51	
03:00	0	0	0	0	0	0	4	11	14	2	2	0	0	0	33	46	50	
04:00	0	0	0	0	0	1	11	28	21	5	0	0	0	0	66	44	49	
05:00	0	1	0	1	0	10	29	96	43	5	0	1	0	0	186	43	48	
06:00	0	0	0	1	9	9	46	103	63	5	1	0	0	0	237	43	48	
07:00	1	0	1	0	0	5	48	117	72	11	2	0	0	0	257	44	49	
08:00	1	0	0	0	2	15	26	81	67	9	0	1	0	0	202	43	49	
09:00	0	0	0	0	4	6	26	67	31	7	2	1	0	0	144	43	48	
10:00	3	0	0	0	1	7	41	59	47	8	1	0	0	0	167	42	49	
11:00	0	0	0	0	1	11	32	78	40	10	0	0	0	0	172	43	48	
12 PM	2	1	0	1	1	9	28	59	25	7	0	0	0	0	133	42	48	
13:00	0	1	3	0	1	6	19	66	43	11	1	0	0	0	151	43	49	
14:00	2	0	0	1	0	5	27	80	50	16	2	0	0	0	183	44	50	
15:00	2	0	0	1	3	11	42	65	53	6	1	0	1	0	185	42	48	
16:00	2	1	0	1	2	6	22	74	54	10	1	0	0	0	173	43	49	
17:00	1	1	0	2	1	1	38	85	54	6	1	0	0	0	190	43	48	
18:00	1	1	0	0	0	5	19	66	43	5	0	0	0	0	140	43	48	
19:00	1	0	0	0	2	6	19	23	14	7	0	0	0	0	72	42	49	
20:00	0	0	0	0	0	1	12	33	13	0	0	0	0	0	59	43	47	
21:00	0	0	0	0	0	3	9	20	12	3	2	1	0	0	50	44	49	
22:00	0	0	0	0	1	2	10	15	14	3	0	0	0	0	45	43	49	
23:00	0	0	0	0	0	1	6	5	3	0	0	0	0	0	15	41	46	
Total	16	6	4	8	28	120	519	1240	786	138	17	5	1	0	2888			
Percent	0.6%	0.2%	0.1%	0.3%	1.0%	4.2%	18.0%	42.9%	27.2%	4.8%	0.6%	0.2%	0.0%	0.0%				
AM Peak Vol.	10:00	05:00	07:00	05:00	06:00	08:00	07:00	07:00	07:00	07:00	03:00	02:00				07:00		
PM Peak Vol.	12:00	12:00	13:00	17:00	15:00	15:00	15:00	17:00	16:00	14:00	14:00	21:00	15:00			17:00		
Total	16	6	4	8	28	120	519	1240	786	138	17	5	1	0	2888			
Percent	0.6%	0.2%	0.1%	0.3%	1.0%	4.2%	18.0%	42.9%	27.2%	4.8%	0.6%	0.2%	0.0%	0.0%				

15th Percentile : 38 MPH

50th Percentile : 43 MPH

85th Percentile : 49 MPH

95th Percentile : 51 MPH

Statistics	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	2026
	Percent in Pace :	70.2%
	Number of Vehicles > 50 MPH :	161
	Percent of Vehicles > 50 MPH :	5.6%
	Mean Speed(Average) :	43 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-012

Station ID: Fri 11/18/16

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	Total	Average (Mean)	85th Percent
11/18/16	0	0	0	0	0	0	0	3	2	4	0	0	0	1	10	48	53
01:00	0	0	0	1	0	0	0	1	1	4	0	1	0	0	8	48	54
02:00	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	51	56
03:00	0	0	0	0	0	1	0	1	4	8	1	1	1	0	17	52	55
04:00	0	0	0	1	0	0	1	4	3	8	0	1	0	0	18	48	53
05:00	0	0	0	0	0	0	4	4	10	13	4	1	0	1	37	50	55
06:00	0	0	0	0	1	1	7	14	12	18	10	4	1	0	68	49	58
07:00	0	0	0	0	0	0	10	27	21	31	16	7	0	0	112	50	57
08:00	0	0	0	0	1	0	6	16	16	32	12	4	0	0	87	50	56
09:00	0	0	1	0	0	1	4	12	16	57	23	4	0	1	119	52	57
10:00	0	0	0	0	0	1	8	20	20	51	18	3	1	0	122	50	56
11:00	0	0	0	0	0	0	7	16	37	47	16	1	1	2	127	50	55
12 PM	0	0	0	0	0	1	4	20	49	79	18	8	0	3	182	51	55
13:00	0	0	0	0	0	0	5	12	58	73	23	6	4	1	182	52	57
14:00	0	0	0	0	1	2	6	11	91	83	29	4	1	0	228	51	55
15:00	0	0	1	0	0	3	8	12	89	73	42	5	0	1	234	51	57
16:00	0	0	0	0	0	1	8	37	77	63	13	4	1	0	204	49	54
17:00	0	0	0	0	0	1	8	28	79	94	12	3	0	0	225	50	54
18:00	0	0	0	0	0	0	6	70	67	74	16	1	1	1	236	49	54
19:00	0	0	0	1	0	1	6	51	58	67	12	4	1	1	202	49	54
20:00	0	0	0	0	0	0	7	25	37	47	6	3	0	1	126	49	54
21:00	0	0	1	0	1	0	8	17	25	23	16	1	1	0	93	49	56
22:00	0	0	0	0	0	0	4	6	14	13	20	1	1	0	59	52	59
23:00	0	0	0	0	0	0	4	4	8	11	8	0	1	0	36	51	57
Total	0	0	3	3	4	13	121	412	794	974	316	67	15	13	2735		
Percent	0.0%	0.0%	0.1%	0.1%	0.1%	0.5%	4.4%	15.1%	29.0%	35.6%	11.6%	2.4%	0.5%	0.5%			
AM Peak Vol.		09:00	01:00	06:00	03:00	07:00	07:00	11:00	09:00	09:00	07:00	03:00	11:00	11:00			
PM Peak Vol.		15:00	19:00	14:00	15:00	15:00	18:00	14:00	17:00	15:00	12:00	13:00	12:00	18:00			
Total	0	0	3	3	4	13	121	412	794	974	316	67	15	13	2735		
Percent	0.0%	0.0%	0.1%	0.1%	0.1%	0.5%	4.4%	15.1%	29.0%	35.6%	11.6%	2.4%	0.5%	0.5%			

15th Percentile : 44 MPH

50th Percentile : 51 MPH

85th Percentile : 55 MPH

95th Percentile : 60 MPH

Statistics

10 MPH Pace Speed : 46-55 MPH

Number in Pace : 1768

Percent in Pace : 65.0%

Number of Vehicles > 50 MPH : 1372

Percent of Vehicles > 50 MPH : 50.4%

Mean Speed(Average) : 50 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-012
Station ID: Fri 11/18/16

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	Total	Average (Mean)	85th Percent
11/18/16	0	0	0	0	0	0	3	7	6	4	0	0	0	1	21	46	51
01:00	0	0	0	1	0	0	0	5	4	5	1	1	0	0	17	48	54
02:00	0	0	0	0	0	0	2	2	3	2	1	1	0	0	11	48	52
03:00	0	0	0	0	0	1	4	12	18	10	3	1	1	0	50	48	54
04:00	0	0	0	1	0	1	12	32	24	13	0	1	0	0	84	45	51
05:00	0	1	0	1	0	10	33	100	53	18	4	2	0	1	223	44	50
06:00	0	0	0	1	10	10	53	117	75	23	11	4	1	0	305	44	50
07:00	1	0	1	0	0	5	58	144	93	42	18	7	0	0	369	45	52
08:00	1	0	0	0	3	15	32	97	83	41	12	5	0	0	289	45	52
09:00	0	0	1	0	4	7	30	79	47	64	25	5	0	1	263	47	55
10:00	3	0	0	0	1	8	49	79	67	59	19	3	1	0	289	46	54
11:00	0	0	0	0	1	11	39	94	77	57	16	1	1	2	299	46	53
12 PM	2	1	0	1	1	10	32	79	74	86	18	8	0	3	315	47	54
13:00	0	1	3	0	1	6	24	78	101	84	24	6	4	1	333	48	54
14:00	2	0	0	1	1	7	33	91	141	99	31	4	1	0	411	48	54
15:00	2	0	1	1	3	14	50	77	142	79	43	5	1	1	419	47	55
16:00	2	1	0	1	2	7	30	111	131	73	14	4	1	0	377	46	53
17:00	1	1	0	2	1	2	46	113	133	100	13	3	0	0	415	47	53
18:00	1	1	0	0	0	5	25	136	110	79	16	1	1	1	376	47	53
19:00	1	0	0	1	2	7	25	74	72	74	12	4	1	1	274	47	54
20:00	0	0	0	0	0	1	19	58	50	47	6	3	0	1	185	47	53
21:00	0	0	1	0	1	3	17	37	37	26	18	2	1	0	143	47	55
22:00	0	0	0	0	1	2	14	21	28	16	20	1	1	0	104	48	57
23:00	0	0	0	0	0	1	10	9	11	11	8	0	1	0	51	48	56
Total	16	6	7	11	32	133	640	1652	1580	1112	333	72	16	13	5623		
Percent	0.3%	0.1%	0.1%	0.2%	0.6%	2.4%	11.4%	29.4%	28.1%	19.8%	5.9%	1.3%	0.3%	0.2%			
AM Peak Vol.	10:00	05:00	07:00	01:00	06:00	08:00	07:00	07:00	07:00	09:00	09:00	07:00	03:00	11:00	07:00		
PM Peak Vol.	12:00	12:00	13:00	17:00	15:00	15:00	15:00	18:00	15:00	17:00	15:00	12:00	13:00	12:00	15:00		
Total	16	6	7	11	32	133	640	1652	1580	1112	333	72	16	13	5623		
Percent	0.3%	0.1%	0.1%	0.2%	0.6%	2.4%	11.4%	29.4%	28.1%	19.8%	5.9%	1.3%	0.3%	0.2%			

15th Percentile : 40 MPH

50th Percentile : 46 MPH

85th Percentile : 54 MPH

95th Percentile : 58 MPH

Statistics

10 MPH Pace Speed : 41-50 MPH

Number in Pace : 3232

Percent in Pace : 57.6%

Number of Vehicles > 50 MPH : 1533

Percent of Vehicles > 50 MPH : 27.3%

Mean Speed(Average) : 47 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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
	11/18/16	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4	34	32
	01:00	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4	26	23
	02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22	22
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16
	04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31	36
	05:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6	26	31
	06:00	0	0	1	4	2	2	2	0	0	0	0	0	0	0	11	28	35
	07:00	0	1	4	3	6	14	5	0	1	0	0	0	0	0	34	30	36
	08:00	0	0	3	11	16	11	1	0	0	0	0	0	0	0	42	28	33
	09:00	0	0	2	11	15	7	3	1	0	0	0	0	0	0	39	28	33
	10:00	0	0	2	10	15	4	4	1	0	0	1	0	0	0	37	29	35
	11:00	0	0	4	15	31	8	0	0	0	0	0	0	0	0	58	27	30
	12 PM	0	0	4	13	15	5	1	0	0	0	0	0	0	0	38	26	30
	13:00	0	0	2	12	31	11	2	0	0	0	0	0	0	0	58	28	32
	14:00	0	0	2	20	26	10	1	0	0	0	0	0	0	0	59	27	31
	15:00	0	2	1	10	23	12	5	0	0	0	0	0	0	0	53	28	34
	16:00	0	0	3	14	20	8	3	1	0	0	0	0	0	0	49	28	33
	17:00	0	0	0	9	28	7	3	0	0	0	0	0	0	0	47	28	32
	18:00	0	0	2	6	18	11	0	0	0	0	0	0	0	0	37	28	32
	19:00	0	0	1	12	16	4	1	0	1	0	0	0	0	0	35	27	31
	20:00	0	0	1	10	17	3	1	0	0	0	0	0	0	0	32	27	30
	21:00	0	0	1	10	9	2	0	0	0	0	0	0	0	0	22	26	29
	22:00	0	0	0	12	6	3	0	0	0	0	0	0	0	0	21	25	30
	23:00	0	0	1	4	4	1	0	0	0	0	0	0	0	0	10	26	28
	Total	0	3	35	194	301	127	34	4	2	0	1	0	0	0	701		
	Percent	0.0%	0.4%	5.0%	27.7%	42.9%	18.1%	4.9%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.		07:00	07:00	11:00	11:00	07:00	07:00	00:00	07:00							11:00		
PM Peak Vol.		15:00	12:00	14:00	13:00	15:00	15:00	16:00	19:00							14:00		
Total	0	3	35	194	301	127	34	4	2	0	1	0	0	0	0	701		
Percent	0.0%	0.4%	5.0%	27.7%	42.9%	18.1%	4.9%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH

50th Percentile : 27 MPH

85th Percentile : 33 MPH

95th Percentile : 36 MPH

Statistics

10 MPH Pace Speed : 21-30 MPH

Number in Pace : 495

Percent in Pace : 70.6%

Number of Vehicles > 25 MPH : 469

Percent of Vehicles > 25 MPH : 66.9%

Mean Speed(Average) : 28 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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		
11/18/16	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	29	31		
01:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4	24	23		
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16		
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20	21		
04:00	0	0	0	6	2	0	1	1	0	0	0	0	0	0	10	27	27		
05:00	0	0	3	6	1	1	1	0	0	0	0	0	0	0	12	24	30		
06:00	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	15	24	28	
07:00	0	1	2	16	8	6	4	0	0	0	0	0	0	0	37	27	33		
08:00	0	0	5	8	15	5	1	0	0	0	0	0	0	0	0	34	26	31	
09:00	0	0	6	12	10	8	2	2	0	0	0	0	0	0	0	40	27	33	
10:00	0	1	8	14	19	5	0	0	0	0	0	0	0	0	0	47	25	30	
11:00	1	1	3	14	17	9	1	0	0	0	0	0	0	0	0	46	26	32	
12 PM	0	1	6	16	18	13	2	0	0	0	0	0	0	0	0	56	27	33	
13:00	0	0	4	19	22	10	4	0	0	0	0	0	0	0	0	59	27	33	
14:00	0	0	3	21	13	10	2	0	0	0	0	0	0	0	0	49	27	33	
15:00	0	0	7	13	25	16	1	0	0	0	0	0	0	0	0	62	27	33	
16:00	0	0	5	17	25	7	3	1	0	0	0	0	0	0	0	58	27	31	
17:00	0	0	5	21	17	7	1	0	0	0	0	0	0	0	0	51	26	30	
18:00	0	1	3	11	8	1	3	0	0	0	0	0	0	0	0	27	26	30	
19:00	0	0	0	9	10	3	0	0	0	0	0	0	0	0	0	22	27	30	
20:00	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	13	24	27	
21:00	0	0	5	5	4	2	0	0	0	0	0	0	0	0	0	16	24	29	
22:00	0	0	3	6	2	1	1	0	0	0	0	0	0	0	0	13	24	27	
23:00	0	0	2	7	2	2	1	0	0	0	0	0	0	0	0	14	25	31	
Total	1	5	75	241	229	108	28	4	0	0	0	0	0	0	0	691			
Percent	0.1%	0.7%	10.9%	34.9%	33.1%	15.6%	4.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	07:00	10:00	07:00	10:00	11:00	07:00	09:00								10:00			
PM Peak Vol.	12:00	15:00	14:00	15:00	15:00	13:00	16:00									15:00			
Total Percent	1	5	75	241	229	108	28	4	0	0	0	0	0	0	0	0	0	691	

15th Percentile : 21 MPH

50th Percentile : 26 MPH

85th Percentile : 32 MPH

95th Percentile : 35 MPH

Statistics 10 MPH Pace Speed : 21-30 MPH

Number in Pace : 470

Percent in Pace : 68.0%

Number of Vehicles > 25 MPH : 369

Percent of Vehicles > 25 MPH : 53.4%

Mean Speed(Average) : 26 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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	
11/18/16 01:00	0	0	0	1	2	3	0	1	0	0	0	0	0	0	7	32	33	
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	8	26	35	
03:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21	22	
04:00	0	0	0	6	3	0	2	1	0	0	0	0	0	0	12	28	36	
05:00	0	0	3	9	2	3	1	0	0	0	0	0	0	0	18	25	31	
06:00	0	0	2	12	8	2	2	0	0	0	0	0	0	0	26	26	30	
07:00	0	2	6	19	14	20	9	0	1	0	0	0	0	0	71	28	35	
08:00	0	0	8	19	31	16	2	0	0	0	0	0	0	0	76	27	32	
09:00	0	0	8	23	25	15	5	3	0	0	0	0	0	0	79	28	34	
10:00	0	1	10	24	34	9	4	1	0	0	1	0	0	0	84	27	31	
11:00	1	1	7	29	48	17	1	0	0	0	0	0	0	0	104	27	31	
12 PM	0	1	10	29	33	18	3	0	0	0	0	0	0	0	94	26	32	
13:00	0	0	6	31	53	21	6	0	0	0	0	0	0	0	117	28	32	
14:00	0	0	5	41	39	20	3	0	0	0	0	0	0	0	108	27	32	
15:00	0	2	8	23	48	28	6	0	0	0	0	0	0	0	115	28	33	
16:00	0	0	8	31	45	15	6	2	0	0	0	0	0	0	107	27	33	
17:00	0	0	5	30	45	14	4	0	0	0	0	0	0	0	98	27	31	
18:00	0	1	5	17	26	12	3	0	0	0	0	0	0	0	64	27	32	
19:00	0	0	1	21	26	7	1	0	1	0	0	0	0	0	57	27	30	
20:00	0	0	3	17	21	3	1	0	0	0	0	0	0	0	45	26	30	
21:00	0	0	6	15	13	4	0	0	0	0	0	0	0	0	38	25	29	
22:00	0	0	3	18	8	4	1	0	0	0	0	0	0	0	34	25	30	
23:00	0	0	3	11	6	3	1	0	0	0	0	0	0	0	24	25	30	
Total	1	8	110	435	530	235	62	8	2	0	1	0	0	0	1392			
Percent	0.1%	0.6%	7.9%	31.3%	38.1%	16.9%	4.5%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	07:00	10:00	11:00	11:00	07:00	07:00	09:00	07:00	10:00						11:00		
PM Peak Vol.	15:00	12:00	14:00	13:00	15:00	13:00	16:00	19:00								13:00		
Total Percent	1	8	110	435	530	235	62	8	2	0	1	0	0	0	0	0	1392	

15th Percentile : 22 MPH

50th Percentile : 27 MPH

85th Percentile : 33 MPH

95th Percentile : 36 MPH

Statistics

10 MPH Pace Speed : 21-30 MPH

Number in Pace : 965

Percent in Pace : 69.3%

Number of Vehicles > 25 MPH : 838

Percent of Vehicles > 25 MPH : 60.2%

Mean Speed(Average) : 27 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

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		
11/18/16	0	0	1	0	0	3	1	0	0	0	0	0	0	0	5	30	33		
01:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	30	36		
02:00	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	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36	36		
05:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	28	31		
06:00	0	0	0	5	2	1	1	0	0	0	0	0	0	0	9	27	35		
07:00	0	0	1	1	9	12	5	1	1	0	0	0	0	0	30	32	37		
08:00	0	0	1	5	15	9	3	0	0	0	0	0	0	0	33	29	34		
09:00	0	0	0	9	9	14	4	1	0	0	0	0	0	0	37	30	35		
10:00	0	0	3	3	13	12	1	3	0	0	0	0	0	0	35	30	35		
11:00	0	0	1	13	21	14	4	0	0	0	0	0	0	0	53	29	34		
12 PM	0	1	1	12	11	6	2	0	0	0	0	0	0	0	33	27	32		
13:00	0	0	0	7	21	18	2	0	0	0	0	0	0	0	48	29	34		
14:00	0	0	3	15	21	14	2	0	0	0	0	0	0	0	55	28	33		
15:00	0	1	3	8	17	14	3	0	0	0	0	0	0	0	46	28	34		
16:00	0	0	4	11	15	11	3	0	0	0	0	0	0	0	44	28	33		
17:00	0	0	1	8	21	6	4	1	0	0	0	0	0	0	41	29	34		
18:00	0	0	4	9	11	8	1	1	0	0	0	0	0	0	34	27	33		
19:00	0	0	1	6	9	9	1	1	0	0	0	0	0	0	27	29	34		
20:00	1	0	0	7	13	4	1	0	0	0	0	0	0	0	26	27	31		
21:00	0	0	0	7	8	3	1	0	0	0	0	0	0	0	19	27	31		
22:00	0	0	2	3	4	4	0	0	0	0	0	0	0	0	13	27	32		
23:00	0	0	0	2	4	1	0	0	0	0	0	0	0	0	7	27	29		
Total	1	2	26	131	228	164	41	8	1	0	0	0	0	0	602				
Percent	0.2%	0.3%	4.3%	21.8%	37.9%	27.2%	6.8%	1.3%	0.2%	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	09:00	07:00	10:00	07:00							11:00			
PM Peak Vol.	20:00	12:00	16:00	14:00	13:00	13:00	17:00	17:00								14:00			
Total	1	2	26	131	228	164	41	8	1	0	0	0	0	0	0	0	0	602	
Percent	0.2%	0.3%	4.3%	21.8%	37.9%	27.2%	6.8%	1.3%	0.2%	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 : 38 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	392
	Percent in Pace :	65.1%
	Number of Vehicles > 25 MPH :	442
	Percent of Vehicles > 25 MPH :	73.4%
	Mean Speed(Average) :	29 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

Latitude: 0' 0.000 Undefined

Westbound																	Average	85th
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	(Mean)	Percent	
11/18/16 01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31	36	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	41	
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	*	*	*	
04:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42	42	
05:00	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4	29	32	
06:00	0	0	0	2	6	2	0	0	0	0	0	0	0	0	10	28	30	
07:00	0	0	0	3	6	6	5	0	0	0	0	0	0	0	20	31	37	
08:00	0	0	0	4	14	8	1	0	0	0	0	0	0	0	27	29	33	
09:00	0	0	3	7	7	9	4	2	0	0	0	0	0	0	32	30	36	
10:00	0	0	2	11	16	9	2	0	0	0	0	0	0	0	40	28	33	
11:00	0	0	1	8	18	12	1	0	0	0	0	0	0	0	40	28	33	
12 PM	0	1	2	11	18	12	3	1	0	0	0	0	0	0	48	28	34	
13:00	0	1	0	9	20	14	3	3	0	0	0	0	0	0	50	30	34	
14:00	0	0	0	13	11	12	3	1	0	0	0	0	0	0	40	29	34	
15:00	1	0	3	13	20	19	5	0	0	0	0	0	0	0	61	28	34	
16:00	0	0	2	15	18	17	3	2	0	0	0	0	0	0	57	29	34	
17:00	0	1	2	9	16	8	2	0	0	0	0	0	0	0	38	27	32	
18:00	0	0	3	8	7	1	5	0	0	0	1	0	0	0	25	28	37	
19:00	0	0	2	1	13	3	0	0	0	0	0	0	0	0	19	27	30	
20:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	7	26	28	
21:00	0	0	0	7	4	4	1	0	0	0	0	0	0	0	16	27	33	
22:00	0	0	0	4	2	1	1	0	0	0	0	0	0	0	8	27	35	
23:00	0	0	2	2	4	1	2	0	0	0	0	0	0	0	11	28	35	
Total	1	3	24	131	205	141	42	12	0	0	1	0	0	0	560			
Percent	0.2%	0.5%	4.3%	23.4%	36.6%	25.2%	7.5%	2.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.			09:00	10:00	11:00	11:00	07:00	04:00								10:00		
PM Peak Vol.	15:00	12:00	15:00	16:00	13:00	15:00	15:00	13:00								40		
Total	1	3	24	131	205	141	42	12	0	0	1	0	0	0	0	15:00		
Percent	0.2%	0.5%	4.3%	23.4%	36.6%	25.2%	7.5%	2.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	61	

15th Percentile : 23 MPH

50th Percentile : 28 MPH

85th Percentile : 34 MPH

95th Percentile : 39 MPH

Statistics

10 MPH Pace Speed : 26-35 MPH

Number in Pace : 346

Percent in Pace : 61.8%

Number of Vehicles > 25 MPH : 401

Percent of Vehicles > 25 MPH : 71.6%

Mean Speed(Average) : 29 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

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		
11/18/16	0	0	1	0	1	3	2	0	0	0	0	0	0	0	7	31	36		
01:00	0	0	0	1	2	0	1	1	0	0	0	0	0	0	5	32	40		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*		
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16		
04:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	41	42		
05:00	0	0	0	1	2	4	0	0	0	0	0	0	0	0	7	31	33		
06:00	0	0	0	7	8	3	1	0	0	0	0	0	0	0	19	27	31		
07:00	0	0	1	4	15	18	10	1	1	0	0	0	0	0	50	32	37		
08:00	0	0	1	9	29	17	4	0	0	0	0	0	0	0	60	29	34		
09:00	0	0	3	16	16	23	8	3	0	0	0	0	0	0	69	30	36		
10:00	0	0	5	14	29	21	3	3	0	0	0	0	0	0	75	29	34		
11:00	0	0	2	21	39	26	5	0	0	0	0	0	0	0	93	29	34		
12 PM	0	2	3	23	29	18	5	1	0	0	0	0	0	0	81	28	33		
13:00	0	1	0	16	41	32	5	3	0	0	0	0	0	0	98	30	34		
14:00	0	0	3	28	32	26	5	1	0	0	0	0	0	0	95	28	34		
15:00	1	1	6	21	37	33	8	0	0	0	0	0	0	0	107	28	34		
16:00	0	0	6	26	33	28	6	2	0	0	0	0	0	0	101	28	34		
17:00	0	1	3	17	37	14	6	1	0	0	0	0	0	0	79	28	33		
18:00	0	0	7	17	18	9	6	1	0	0	1	0	0	0	59	28	34		
19:00	0	0	3	7	22	12	1	1	0	0	0	0	0	0	46	28	33		
20:00	1	0	1	9	17	4	1	0	0	0	0	0	0	0	33	26	30		
21:00	0	0	0	14	12	7	2	0	0	0	0	0	0	0	35	27	32		
22:00	0	0	2	7	6	5	1	0	0	0	0	0	0	0	21	27	33		
23:00	0	0	2	4	8	2	2	0	0	0	0	0	0	0	18	28	34		
Total	2	5	50	262	433	305	83	20	1	0	1	0	0	0	1162				
Percent	0.2%	0.4%	4.3%	22.5%	37.3%	26.2%	7.1%	1.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak Vol.			10:00	11:00	11:00	11:00	07:00	09:00	07:00							11:00			
PM Peak Vol.	15:00	12:00	18:00	14:00	13:00	15:00	15:00	13:00								15:00			
Total	2	5	50	262	433	305	83	20	1	0	1	0	0	0	0	1162			
Percent	0.2%	0.4%	4.3%	22.5%	37.3%	26.2%	7.1%	1.7%	0.1%	0.0%	0.1%	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 : 38 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	738
	Percent in Pace :	63.5%
	Number of Vehicles > 25 MPH :	843
	Percent of Vehicles > 25 MPH :	72.5%
	Mean Speed(Average) :	29 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-001

Station ID: Fri 11/18/16

Magma Ave. north of Cooper Rd.

Latitude: 0' 0.000 Undefined

Northbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
11/18/16	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	1	0	0	0	0	0	0	0	0	0	0	1	21	21
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16	16
05:00	0	3	6	1	0	0	0	0	0	0	0	0	0	0	10	17	19
06:00	1	4	10	6	0	0	0	0	0	0	0	0	0	0	21	18	22
07:00	0	2	13	6	0	0	0	0	0	0	0	0	0	0	21	19	22
08:00	0	1	4	4	0	0	0	0	0	0	0	0	0	0	9	20	23
09:00	0	4	5	2	0	0	0	0	0	0	0	0	0	0	11	17	20
10:00	0	3	4	3	1	0	0	0	0	0	0	0	0	0	11	19	22
11:00	1	4	7	2	0	0	0	0	0	0	0	0	0	0	14	16	20
12 PM	0	3	7	4	1	0	0	0	0	0	0	0	0	0	15	19	23
13:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8	18	21
14:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	18	18
15:00	1	3	2	2	1	0	0	0	0	0	0	0	0	0	9	17	22
16:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16	17
17:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	20	21
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	13	13
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16	16
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16	16
21:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	18	21
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16	16
Total	3	38	76	37	3	0	0	0	0	0	0	0	0	0	157		
Percent	1.9%	24.2%	48.4%	23.6%	1.9%	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.	06:00	06:00	07:00	06:00	10:00										06:00		
	1	4	13	6	1										21		
PM Peak Vol.	15:00	12:00	12:00	12:00	12:00										12:00		
	1	3	7	4	1										15		
Total	3	38	76	37	3	0	0	0	0	0	0	0	0	0	0	157	
Percent	1.9%	24.2%	48.4%	23.6%	1.9%	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 : 25 MPH

Statistics

10 MPH Pace Speed : 13-22 MPH

Number in Pace : 116

Percent in Pace : 73.9%

Number of Vehicles > 25 MPH : 3

Percent of Vehicles > 25 MPH : 1.9%

Mean Speed(Average) : 18 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 16-1265-001

Station ID: Fri 11/18/16

Magma Ave. north of Cooper Rd.

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
11/18/16	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	3	0	0	0	0	0	0	0	0	0	0	0	3	17	18
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	17	18
07:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17	18
08:00	0	4	1	2	0	0	0	0	0	0	0	0	0	0	7	16	21
09:00	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8	18	20
10:00	0	2	4	4	0	0	0	0	0	0	0	0	0	0	10	19	22
11:00	0	2	11	2	0	0	0	0	0	0	0	0	0	0	15	18	20
12 PM	0	1	7	2	0	0	0	0	0	0	0	0	0	0	10	18	20
13:00	0	3	4	1	0	0	0	0	0	0	0	0	0	0	8	17	19
14:00	0	2	14	2	0	0	0	0	0	0	0	0	0	0	18	18	20
15:00	1	4	12	4	0	0	0	0	0	0	0	0	0	0	21	17	21
16:00	0	3	14	10	0	0	0	0	0	0	0	0	0	0	27	19	23
17:00	0	0	7	1	0	0	0	0	0	0	0	0	0	0	8	18	20
18:00	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7	18	21
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	12	13
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	*
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16	16
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	12	12
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11
Total	1	33	94	31	0	0	0	0	0	0	0	0	0	0	159		
Percent	0.6%	20.8%	59.1%	19.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	08:00 4	11:00 11	10:00 4												11:00 15		
PM Peak Vol.	15:00 1	15:00 4	14:00 14	16:00 10											16:00 27		
Total	1	33	94	31	0	0	0	0	0	0	0	0	0	0	0	159	
Percent	0.6%	20.8%	59.1%	19.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 14 MPH

50th Percentile : 18 MPH

85th Percentile : 21 MPH

95th Percentile : 24 MPH

Statistics

10 MPH Pace Speed : 12-21 MPH

Number in Pace : 128

Percent in Pace : 80.5%

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

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Site Code: 16-1265-001
Station ID: Fri 11/18/16

Magma Ave. north of Cooper Rd.

Northbound, Southbound																	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		
11/18/16	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	0	0	0	0	0	0	*	*	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
03:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	18	18	
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	16	16	
05:00	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10	17	19	
06:00	1	5	14	6	0	0	0	0	0	0	0	0	0	0	0	26	18	21	
07:00	0	2	16	6	0	0	0	0	0	0	0	0	0	0	0	24	19	21	
08:00	0	5	5	6	0	0	0	0	0	0	0	0	0	0	0	16	18	23	
09:00	0	5	11	3	0	0	0	0	0	0	0	0	0	0	0	19	17	20	
10:00	0	5	8	7	1	0	0	0	0	0	0	0	0	0	0	21	19	23	
11:00	1	6	18	4	0	0	0	0	0	0	0	0	0	0	0	29	17	20	
12 PM	0	4	14	6	1	0	0	0	0	0	0	0	0	0	0	25	19	22	
13:00	0	5	8	3	0	0	0	0	0	0	0	0	0	0	0	16	17	21	
14:00	0	2	17	3	0	0	0	0	0	0	0	0	0	0	0	22	18	20	
15:00	2	7	14	6	1	0	0	0	0	0	0	0	0	0	0	30	18	21	
16:00	0	4	17	10	0	0	0	0	0	0	0	0	0	0	0	31	19	23	
17:00	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12	18	21	
18:00	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	16	19	
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	13	14	
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	16	16	
21:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	17	18	
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	13	
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	13	16	
Total	4	71	170	68	3	0	0	0	0	0	0	0	0	0	0	316			
Percent	1.3%	22.5%	53.8%	21.5%	0.9%	0.0%	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.	06:00	11:00	11:00	10:00	10:00											11:00			
	1	6	18	7	1											29			
PM Peak Vol.	15:00	15:00	14:00	16:00	12:00											16:00			
	2	7	17	10	1											31			
Total	4	71	170	68	3	0	0	0	0	0	0	0	0	0	0	316			
Percent	1.3%	22.5%	53.8%	21.5%	0.9%	0.0%	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 : 14 MPH

50th Percentile : 18 MPH

85th Percentile : 22 MPH

95th Percentile : 24 MPH

Statistics 10 MPH Pace Speed : 11-20 MPH

Number in Pace : 241

Percent in Pace : 76.3%

Number of Vehicles > 25 MPH : 3

Percent of Vehicles > 25 MPH : 0.9%

Mean Speed(Average) : 18 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine Rd.

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			
11/18/16	0	0	1	0	0	3	1	1	0	1	0	0	0	0	0	7	30	36
01:00	1	0	0	4	3	4	1	0	0	0	0	0	0	0	0	13	22	28
02:00	0	0	2	4	8	4	1	0	0	0	0	0	0	0	0	19	27	32
03:00	1	1	0	2	12	10	4	1	0	0	0	0	0	0	0	31	30	35
04:00	0	8	6	4	27	23	10	1	0	0	0	0	0	0	0	79	28	35
05:00	1	10	8	12	135	42	19	1	1	0	0	0	0	0	0	229	29	34
06:00	6	12	8	12	113	78	34	0	0	0	0	0	0	0	0	263	29	35
07:00	7	13	14	28	112	83	20	3	0	1	0	0	0	0	0	281	28	34
08:00	10	16	13	47	96	94	12	3	0	0	0	0	0	0	0	291	27	34
09:00	8	12	20	33	123	69	16	2	0	0	0	0	0	0	0	283	27	34
10:00	4	13	28	24	127	98	13	0	0	0	0	1	0	0	0	308	28	34
11:00	12	12	35	16	135	117	14	4	1	0	0	0	0	0	0	346	28	34
12 PM	10	16	23	37	171	111	18	1	0	1	0	0	0	0	0	388	28	34
13:00	11	12	12	56	134	114	37	0	0	0	0	0	0	0	0	376	28	35
14:00	8	25	16	44	105	121	26	1	0	0	0	0	0	0	0	346	28	34
15:00	8	13	27	63	118	133	16	1	1	0	0	0	0	0	0	380	28	34
16:00	10	11	44	82	133	118	20	1	0	1	0	0	0	0	0	420	27	34
17:00	7	8	14	37	169	114	13	1	0	0	0	0	0	0	0	363	28	34
18:00	10	6	24	41	178	145	12	0	0	0	0	0	0	0	0	416	28	34
19:00	4	8	20	26	119	135	11	1	0	1	0	0	0	0	0	325	29	34
20:00	2	8	15	18	76	81	4	1	0	0	0	0	0	0	0	205	28	34
21:00	1	4	8	23	48	74	8	2	0	0	0	0	0	0	0	168	29	34
22:00	4	4	4	12	40	55	4	1	0	0	0	0	0	0	0	124	29	34
23:00	0	1	0	2	18	21	3	1	0	0	0	0	0	0	0	46	31	35
Total	125	214	345	626	2204	1842	316	26	4	4	1	0	0	0	0	5707		
Percent	2.2%	3.7%	6.0%	11.0%	38.6%	32.3%	5.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.	11:00	08:00	11:00	08:00	05:00	11:00	06:00	11:00	00:00	07:00	10:00					11:00		
PM Peak Vol.	13:00	14:00	16:00	16:00	18:00	18:00	13:00	21:00	15:00	12:00						16:00		
Total	125	214	345	626	2204	1842	316	26	4	4	1	0	0	0	0	5707		
Percent	2.2%	3.7%	6.0%	11.0%	38.6%	32.3%	5.5%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH

50th Percentile : 29 MPH

85th Percentile : 34 MPH

95th Percentile : 37 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	4046
	Percent in Pace :	70.9%
	Number of Vehicles > 25 MPH :	4397
	Percent of Vehicles > 25 MPH :	77.0%
	Mean Speed(Average) :	28 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine Rd.

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			
11/18/16	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	21	31
01:00	0	0	0	0	0	1	1	0	0	0	0	1	0	0	3	44	61
02:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3	30	46
03:00	0	0	0	1	1	0	2	1	0	0	0	0	0	0	5	33	37
04:00	1	1	2	0	1	4	0	0	0	0	0	0	0	0	9	24	33
05:00	1	0	2	1	1	4	16	8	0	1	0	0	0	0	34	36	42
06:00	1	1	1	2	1	10	33	38	1	0	1	0	0	0	89	39	44
07:00	0	3	8	6	10	19	51	65	3	1	0	0	0	0	166	37	44
08:00	1	6	8	3	10	59	80	89	12	0	1	0	0	0	269	37	44
09:00	1	3	11	10	14	88	117	148	20	0	0	0	0	0	412	38	44
10:00	0	2	13	8	13	69	151	135	24	2	0	0	0	0	417	38	44
11:00	0	2	18	8	16	70	121	110	28	1	0	0	0	0	374	37	44
12 PM	1	4	16	27	12	111	150	127	35	3	2	1	0	0	489	37	44
13:00	0	6	12	16	20	154	176	130	32	2	1	0	0	0	549	37	44
14:00	0	1	20	12	30	114	182	185	37	4	1	0	0	0	586	38	44
15:00	1	6	20	21	18	139	152	157	66	5	4	0	0	0	589	38	45
16:00	1	4	8	22	14	136	133	130	26	1	2	0	0	0	477	37	44
17:00	2	3	16	13	13	97	135	86	8	1	0	0	0	0	374	36	43
18:00	0	4	9	9	16	59	148	64	4	1	2	0	0	0	316	37	42
19:00	1	4	6	2	8	48	87	85	4	1	0	0	0	0	246	38	44
20:00	0	1	2	2	6	40	95	91	2	2	0	0	0	0	241	39	44
21:00	1	0	4	1	4	20	62	79	1	1	0	0	0	0	173	39	44
22:00	0	1	1	4	1	12	24	20	2	1	1	0	0	0	67	38	44
23:00	1	0	4	0	1	12	9	12	2	0	0	0	0	0	41	35	43
Total	14	53	181	168	210	1267	1925	1761	308	27	15	2	0	0	5931		
Percent	0.2%	0.9%	3.1%	2.8%	3.5%	21.4%	32.5%	29.7%	5.2%	0.5%	0.3%	0.0%	0.0%	0.0%			
AM Peak Vol.	02:00	08:00	11:00	09:00	11:00	09:00	10:00	09:00	11:00	10:00	06:00	01:00			10:00		
PM Peak Vol.	17:00	13:00	14:00	12:00	14:00	13:00	14:00	14:00	15:00	15:00	15:00	12:00			15:00		
Total	14	53	181	168	210	1267	1925	1761	308	27	15	2	0	0	5931		
Percent	0.2%	0.9%	3.1%	2.8%	3.5%	21.4%	32.5%	29.7%	5.2%	0.5%	0.3%	0.0%	0.0%	0.0%			

15th Percentile : 32 MPH

50th Percentile : 38 MPH

85th Percentile : 44 MPH

95th Percentile : 46 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH

Number in Pace : 3686

Percent in Pace : 62.1%

Number of Vehicles > 25 MPH : 5515

Percent of Vehicles > 25 MPH : 93.0%

Mean Speed(Average) : 37 MPH

Field Data Services of Arizona

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21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine Rd.

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
11/18/16	0	2	0	0	3	2	1	0	1	0	0	0	0	0	9	28	36
01:00	1	0	4	3	4	2	1	0	0	0	0	1	0	0	16	26	32
02:00	1	0	2	4	8	4	1	1	1	0	0	0	0	0	22	28	34
03:00	1	1	0	3	13	10	6	2	0	0	0	0	0	0	36	30	37
04:00	1	9	8	4	28	27	10	1	0	0	0	0	0	0	88	28	35
05:00	2	10	10	13	136	46	35	9	1	1	0	0	0	0	263	30	36
06:00	7	13	9	14	114	88	67	38	1	0	1	0	0	0	352	31	39
07:00	7	16	22	34	122	102	71	68	3	2	0	0	0	0	447	31	41
08:00	11	22	21	50	106	153	92	92	12	0	1	0	0	0	560	32	42
09:00	9	15	31	43	137	157	133	150	20	0	0	0	0	0	695	34	43
10:00	4	15	41	32	140	167	164	135	24	2	1	0	0	0	725	34	42
11:00	12	14	53	24	151	187	135	114	29	1	0	0	0	0	720	33	42
12 PM	11	20	39	64	183	222	168	128	35	4	2	1	0	0	877	33	42
13:00	11	18	24	72	154	268	213	130	32	2	1	0	0	0	925	33	41
14:00	8	26	36	56	135	235	208	186	37	4	1	0	0	0	932	34	43
15:00	9	19	47	84	136	272	168	158	67	5	4	0	0	0	969	34	43
16:00	11	15	52	104	147	254	153	131	26	2	2	0	0	0	897	32	41
17:00	9	11	30	50	182	211	148	87	8	1	0	0	0	0	737	32	40
18:00	10	10	33	50	194	204	160	64	4	1	2	0	0	0	732	32	39
19:00	5	12	26	28	127	183	98	86	4	2	0	0	0	0	571	33	41
20:00	2	9	17	20	82	121	99	92	2	2	0	0	0	0	446	34	42
21:00	2	4	12	24	52	94	70	81	1	1	0	0	0	0	341	34	42
22:00	4	5	5	16	41	67	28	21	2	1	1	0	0	0	191	32	40
23:00	1	1	4	2	19	33	12	13	2	0	0	0	0	0	87	33	41
Total	139	267	526	794	2414	3109	2241	1787	312	31	16	2	0	0	11638		
Percent	1.2%	2.3%	4.5%	6.8%	20.7%	26.7%	19.3%	15.4%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.	11:00	08:00	11:00	08:00	11:00	11:00	10:00	09:00	11:00	07:00	06:00	01:00			10:00		
PM Peak Vol.	12:00	14:00	16:00	16:00	18:00	15:00	13:00	14:00	15:00	15:00	15:00	12:00			15:00		
Total	139	267	526	794	2414	3109	2241	1787	312	31	16	2	0	0	11638		
Percent	1.2%	2.3%	4.5%	6.8%	20.7%	26.7%	19.3%	15.4%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 26 MPH

50th Percentile : 33 MPH

85th Percentile : 42 MPH

95th Percentile : 45 MPH

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	5523
	Percent in Pace :	47.5%
	Number of Vehicles > 25 MPH :	9912
	Percent of Vehicles > 25 MPH :	85.2%
	Mean Speed(Average) :	33 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-007
Station ID: Fri. 11/18/16
US 60 west of Magma Mine 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	
	11/18/16	0	0	0	0	0	0	0	2	2	3	4	6	1	8	26	57	63	
	01:00	0	0	0	0	0	1	0	1	1	1	3	4	3	3	17	58	68	
	02:00	0	0	0	0	0	0	0	2	0	3	3	3	1	5	17	56	62	
	03:00	0	0	0	0	0	0	2	3	2	1	2	6	6	9	31	57	68	
	04:00	0	0	0	0	0	0	0	5	4	3	3	10	29	38	92	62	69	
	05:00	0	0	0	0	0	2	13	8	2	9	15	24	36	86	195	58	68	
	06:00	0	0	0	0	0	1	4	9	7	24	37	32	45	67	226	59	68	
	07:00	0	0	0	0	0	4	21	8	6	20	34	41	54	51	239	58	68	
	08:00	0	0	0	0	2	0	5	15	17	8	33	42	35	33	190	58	67	
	09:00	0	0	0	0	1	4	11	8	5	21	23	38	31	45	187	57	67	
	10:00	0	0	9	0	1	10	14	19	11	15	30	56	51	47	263	55	67	
	11:00	0	0	1	1	2	10	4	12	7	13	19	33	49	70	221	57	68	
	12 PM	0	0	0	0	0	8	12	13	14	18	21	32	50	55	223	57	68	
	13:00	0	0	0	0	0	2	6	7	3	10	34	45	59	76	242	61	68	
	14:00	0	0	0	0	0	0	4	6	10	19	35	59	50	77	260	60	68	
	15:00	0	0	0	0	0	3	9	11	12	18	42	65	66	93	319	60	68	
	16:00	4	1	0	0	0	11	16	5	11	13	35	46	77	89	308	58	68	
	17:00	0	0	0	0	0	2	12	1	12	15	40	70	74	90	316	61	68	
	18:00	0	0	1	2	1	5	4	2	20	27	39	57	47	74	279	58	67	
	19:00	1	0	0	0	0	6	15	4	10	16	29	33	67	64	245	59	68	
	20:00	0	0	0	0	0	0	1	5	6	2	13	30	49	45	151	63	69	
	21:00	0	0	0	0	0	1	1	2	1	2	15	30	29	28	109	62	68	
	22:00	0	0	0	0	0	0	1	3	1	2	4	14	17	33	17	92	62	69
	23:00	0	0	0	0	0	1	2	2	1	1	7	17	13	16	60	61	68	
	Total	5	1	11	3	7	72	159	151	166	266	530	796	955	1186	4308			
	Percent	0.1%	0.0%	0.3%	0.1%	0.2%	1.7%	3.7%	3.5%	3.9%	6.2%	12.3%	18.5%	22.2%	27.5%				
	AM Peak Vol.			10:00	11:00	08:00	10:00	07:00	10:00	08:00	06:00	06:00	10:00	07:00	05:00	10:00			
	PM Peak Vol.	16:00	16:00	18:00	18:00	18:00	16:00	16:00	12:00	18:00	18:00	15:00	17:00	16:00	15:00	15:00			
	Total	5	1	11	3	7	72	159	151	166	266	530	796	955	1186	4308			
	Percent	0.1%	0.0%	0.3%	0.1%	0.2%	1.7%	3.7%	3.5%	3.9%	6.2%	12.3%	18.5%	22.2%	27.5%				

15th Percentile : 47 MPH

50th Percentile : 62 MPH

85th Percentile : 68 MPH

95th Percentile : 70 MPH

Statistics 10 MPH Pace Speed : 61-70 MPH

Number in Pace : 1751

Percent in Pace : 56.1%

Number of Vehicles > 55 MPH : 2281

Percent of Vehicles > 55 MPH : 73.1%

Mean Speed(Average) : 59 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-007
Station ID: Fri. 11/18/16
US 60 west of Magma Mine Rd.

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		
11/18/16	0	0	0	0	0	0	0	1	2	11	6	0	0	0	20	54	57		
01:00	0	0	0	0	0	1	0	0	2	4	4	1	1	0	13	54	59		
02:00	0	0	0	0	0	1	0	0	2	1	7	4	2	0	17	57	63		
03:00	1	0	0	0	1	1	1	3	3	9	7	3	0	1	30	50	59		
04:00	0	0	1	2	2	2	2	1	13	18	17	9	1	0	68	52	60		
05:00	0	0	0	0	2	3	4	3	14	31	30	11	2	1	101	53	60		
06:00	0	0	0	0	0	1	3	4	23	61	47	24	3	0	166	55	61		
07:00	0	0	0	0	1	1	5	6	34	47	44	16	3	2	159	53	60		
08:00	0	0	0	0	1	1	1	10	26	62	69	34	10	2	216	56	62		
09:00	1	0	1	0	2	0	3	12	10	70	93	35	6	2	235	55	61		
10:00	0	0	1	1	1	2	3	8	24	94	81	31	7	0	253	55	60		
11:00	1	0	0	1	0	2	3	4	30	73	82	34	7	1	238	55	61		
12 PM	0	1	0	0	1	2	4	14	19	85	111	34	7	3	281	55	60		
13:00	1	0	0	0	0	1	13	15	16	65	137	56	11	1	316	56	62		
14:00	0	0	0	1	1	3	4	13	51	91	125	47	17	11	364	55	62		
15:00	0	0	0	0	1	6	3	21	44	113	137	61	16	3	405	55	62		
16:00	3	0	0	1	0	1	1	12	36	109	158	60	17	7	405	56	62		
17:00	0	0	0	0	1	5	7	14	70	144	92	32	14	2	381	54	60		
18:00	0	0	0	0	0	2	6	28	55	113	62	28	3	0	297	53	59		
19:00	0	0	0	0	4	0	6	5	28	67	52	14	5	3	184	53	60		
20:00	0	0	0	1	0	1	0	7	30	46	36	17	0	2	140	54	60		
21:00	0	0	0	0	0	0	1	4	14	25	23	5	1	0	73	54	59		
22:00	0	0	0	0	0	1	1	1	13	14	18	9	2	1	60	55	61		
23:00	0	0	0	0	0	0	1	2	3	10	6	3	2	0	27	54	61		
Total	7	1	3	7	18	37	72	188	562	1363	1444	568	137	42	4449				
Percent	0.2%	0.0%	0.1%	0.2%	0.4%	0.8%	1.6%	4.2%	12.6%	30.6%	32.5%	12.8%	3.1%	0.9%					
AM Peak Vol.	03:00		04:00	04:00	04:00	05:00	07:00	09:00	07:00	10:00	09:00	09:00	08:00	07:00	10:00				
PM Peak Vol.	16:00	12:00		14:00	19:00	15:00	13:00	18:00	17:00	17:00	16:00	15:00	14:00	14:00	15:00				
Total	7	1	3	7	18	37	72	188	562	1363	1444	568	137	42	4449				
Percent	0.2%	0.0%	0.1%	0.2%	0.4%	0.8%	1.6%	4.2%	12.6%	30.6%	32.5%	12.8%	3.1%	0.9%					

15th Percentile : 48 MPH

50th Percentile : 55 MPH

85th Percentile : 61 MPH

95th Percentile : 65 MPH

Statistics	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	2807
	Percent in Pace :	63.7%
	Number of Vehicles > 55 MPH :	2149
	Percent of Vehicles > 55 MPH :	48.8%
	Mean Speed(Average) :	55 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 3

Site Code: 16-1265-007
Station ID: Fri. 11/18/16
US 60 west of Magma Mine Rd.

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		
11/18/16	0	0	0	0	0	0	0	3	4	14	10	6	1	8	46	55	61		
01:00	0	0	0	0	0	2	0	1	3	5	7	5	4	3	30	56	65		
02:00	0	0	0	0	0	1	0	2	2	4	10	7	3	5	34	57	64		
03:00	1	0	0	0	1	1	3	6	5	10	9	9	6	10	61	53	64		
04:00	0	0	1	2	2	2	2	6	17	21	20	19	30	38	160	56	67		
05:00	0	0	0	0	2	5	17	11	16	40	45	35	38	87	296	56	66		
06:00	0	0	0	0	0	2	7	13	30	85	84	56	48	67	392	57	65		
07:00	0	0	0	0	1	5	26	14	40	67	78	57	57	53	398	56	66		
08:00	0	0	0	0	3	1	6	25	43	70	102	76	45	35	406	56	65		
09:00	1	0	1	0	3	4	14	20	15	91	116	73	37	47	422	56	64		
10:00	0	0	10	1	2	12	17	27	35	109	111	87	58	47	516	55	65		
11:00	1	0	1	2	2	12	7	16	37	86	101	67	56	71	459	56	65		
12 PM	0	1	0	0	1	10	16	27	33	103	132	66	57	58	504	56	65		
13:00	1	0	0	0	0	3	19	22	19	75	171	101	70	77	558	58	65		
14:00	0	0	0	1	1	3	8	19	61	110	160	106	67	88	624	57	65		
15:00	0	0	0	0	1	9	12	32	56	131	179	126	82	96	724	57	65		
16:00	7	1	0	1	0	12	17	17	47	122	193	106	94	96	713	56	66		
17:00	0	0	0	0	1	7	19	15	82	159	132	102	88	92	697	56	65		
18:00	0	0	1	2	1	7	10	30	75	140	101	85	50	74	576	55	64		
19:00	1	0	0	0	4	6	21	9	38	83	81	47	72	67	429	56	67		
20:00	0	0	0	1	0	1	1	12	36	48	49	47	49	47	291	57	67		
21:00	0	0	0	0	0	1	2	6	15	27	38	35	30	28	182	58	67		
22:00	0	0	0	0	0	2	4	2	15	18	32	26	35	18	152	59	68		
23:00	0	0	0	0	0	1	3	4	4	11	13	20	15	16	87	58	67		
Total	12	2	14	10	25	109	231	339	728	1629	1974	1364	1092	1228	8757				
Percent	0.1%	0.0%	0.2%	0.1%	0.3%	1.2%	2.6%	3.9%	8.3%	18.6%	22.5%	15.6%	12.5%	14.0%					
AM Peak Vol.	03:00		10:00	04:00	08:00	10:00	07:00	10:00	08:00	10:00	09:00	10:00	10:00	10:00	05:00	10:00			
PM Peak Vol.	16:00	12:00	18:00	18:00	19:00	16:00	19:00	15:00	17:00	17:00	16:00	15:00	16:00	15:00	15:00	15:00			
Total	12	2	14	10	25	109	231	339	728	1629	1974	1364	1092	1228	8757				
Percent	0.1%	0.0%	0.2%	0.1%	0.3%	1.2%	2.6%	3.9%	8.3%	18.6%	22.5%	15.6%	12.5%	14.0%					

15th Percentile : 48 MPH

50th Percentile : 57 MPH

85th Percentile : 65 MPH

95th Percentile : 69 MPH

Statistics 10 MPH Pace Speed : 51-60 MPH

Number in Pace : 3603

Percent in Pace : 47.9%

Number of Vehicles > 55 MPH : 4430

Percent of Vehicles > 55 MPH : 58.8%

Mean Speed(Average) : 56 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-008

Station ID: Fri. 11/18/16

US 60 east of Magma Mine 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
	11/18/16	0	0	0	0	0	0	0	3	7	3	7	2	0	0	22	52	59
	01:00	0	0	0	0	0	0	1	1	3	5	3	2	1	0	16	54	61
	02:00	0	0	0	0	0	0	0	2	2	5	2	2	2	0	15	56	65
	03:00	0	0	0	0	0	0	2	3	4	5	7	6	1	0	28	54	62
	04:00	2	0	2	0	0	0	0	6	9	29	27	17	2	0	94	53	62
	05:00	0	0	1	0	0	0	17	10	13	47	55	33	7	3	186	54	62
	06:00	2	1	1	1	0	3	6	10	41	56	65	20	4	0	210	53	60
	07:00	5	5	1	0	0	0	19	10	33	72	52	21	4	1	223	51	60
	08:00	0	1	2	0	0	1	5	17	35	65	36	17	2	0	181	52	59
	09:00	3	0	1	1	0	3	13	13	20	62	43	14	3	1	177	51	59
	10:00	1	1	7	1	0	2	12	41	36	78	57	17	2	1	256	50	59
	11:00	2	1	0	0	0	4	7	10	28	63	63	28	7	0	213	54	61
	12 PM	0	2	2	0	0	0	15	20	29	68	59	17	3	0	215	52	59
	13:00	2	0	2	0	0	3	1	7	22	82	75	31	5	2	232	54	61
	14:00	1	2	1	1	0	0	1	14	43	88	72	20	9	1	253	54	60
	15:00	2	0	2	1	0	1	15	17	50	114	76	34	6	0	318	53	60
	16:00	0	0	2	0	0	0	14	32	37	107	87	22	3	0	304	53	59
	17:00	0	1	0	0	0	1	12	16	41	117	94	25	1	2	310	53	59
	18:00	1	1	2	1	0	6	10	13	46	67	79	31	5	1	263	53	60
	19:00	0	0	0	1	0	0	15	16	37	69	74	17	8	2	239	53	60
	20:00	0	0	0	0	0	0	0	3	27	49	54	12	5	0	150	55	60
	21:00	0	0	1	0	0	0	2	3	11	47	31	12	1	0	108	54	60
	22:00	0	0	0	0	0	0	3	2	14	32	28	10	1	0	90	54	60
	23:00	0	0	0	0	0	0	3	3	13	18	19	7	0	2	65	54	60
	Total	21	15	27	7	0	24	173	272	601	1348	1165	417	82	16	4168		
Percent	0.5%	0.4%	0.6%	0.2%	0.0%	0.6%	4.2%	6.5%	14.4%	32.3%	28.0%	10.0%	2.0%	0.4%				
AM Peak Vol.	07:00	07:00	10:00	06:00		11:00	07:00	10:00	06:00	10:00	06:00	05:00	05:00	05:00	10:00			
PM Peak Vol.	13:00	12:00	12:00	14:00		18:00	12:00	16:00	15:00	17:00	17:00	15:00	14:00	13:00	15:00			
Total	21	15	27	7	0	24	173	272	601	1348	1165	417	82	16	4168			
Percent	0.5%	0.4%	0.6%	0.2%	0.0%	0.6%	4.2%	6.5%	14.4%	32.3%	28.0%	10.0%	2.0%	0.4%				

15th Percentile : 46 MPH

50th Percentile : 54 MPH

85th Percentile : 60 MPH

95th Percentile : 64 MPH

Statistics 10 MPH Pace Speed : 51-60 MPH

Number in Pace : 2513

Percent in Pace : 60.5%

Number of Vehicles > 55 MPH : 1664

Percent of Vehicles > 55 MPH : 40.1%

Mean Speed(Average) : 53 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-008
Station ID: Fri. 11/18/16
US 60 east of Magma Mine Rd.

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	
11/18/16 01:00	0	0	0	0	0	0	0	1	1	2	7	4	1	2	18	58	63	
02:00	0	0	0	0	0	0	0	1	0	1	1	4	2	1	2	10	60	62
03:00	0	0	0	0	0	0	0	1	0	4	4	5	7	1	22	61	67	
04:00	0	0	0	0	0	0	2	4	1	3	13	10	12	6	51	59	67	
05:00	0	0	0	0	0	0	0	1	3	0	6	14	30	23	5	82	62	68
06:00	0	0	0	0	0	0	0	0	2	10	29	47	31	23	142	62	67	
07:00	0	0	0	0	0	0	0	1	2	14	32	45	44	16	154	62	68	
08:00	0	0	0	0	0	0	0	2	6	13	41	73	44	31	210	62	67	
09:00	0	0	0	0	0	4	0	2	0	12	40	72	71	40	241	62	68	
10:00	0	0	0	0	0	0	0	0	3	18	49	70	66	33	239	62	68	
11:00	0	0	0	0	0	0	0	0	5	16	47	80	65	33	246	62	68	
12 PM	0	0	0	0	0	0	0	4	3	4	47	84	76	54	272	63	68	
13:00	0	0	0	0	0	0	0	2	8	16	45	77	84	76	308	62	68	
14:00	1	0	0	0	0	0	0	1	1	6	16	70	94	85	342	62	68	
15:00	0	0	0	0	0	0	0	1	2	8	16	47	99	101	110	384	63	68
16:00	0	0	0	0	0	0	0	0	2	11	54	104	125	91	387	64	69	
17:00	1	0	0	0	0	0	0	2	9	19	87	125	73	57	375	61	67	
18:00	0	0	0	0	0	0	0	1	5	15	64	93	73	44	295	62	68	
19:00	0	0	0	0	0	0	0	2	0	0	10	46	60	46	192	62	68	
20:00	0	0	0	0	0	0	0	0	1	3	4	42	61	39	13	163	62	67
21:00	0	0	0	0	0	0	0	0	0	3	4	29	30	25	7	98	62	68
22:00	0	0	0	0	0	0	0	0	0	0	6	20	11	11	8	56	61	67
23:00	0	0	0	0	0	0	0	0	0	5	6	5	4	4	24	60	67	
Total	2	0	0	0	0	0	4	9	28	67	226	838	1285	1109	759	4327		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.6%	1.5%	5.2%	19.4%	29.7%	25.6%	17.5%				
AM Peak Vol.						09:00	04:00	04:00	08:00	10:00	10:00	11:00	09:00	09:00	09:00	11:00		
PM Peak Vol.	14:00						17:00	12:00	17:00	17:00	17:00	17:00	17:00	16:00	15:00	16:00		
Total	2	0	0	0	0			2	4	9	19	87	125	125	110	110	387	
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.6%	1.5%	5.2%	19.4%	29.7%	25.6%	17.5%				

15th Percentile : 57 MPH

50th Percentile : 63 MPH

85th Percentile : 68 MPH

95th Percentile : 70 MPH

Statistics

10 MPH Pace Speed : 61-70 MPH

Number in Pace : 2394

Percent in Pace : 67.1%

Number of Vehicles > 55 MPH : 3232

Percent of Vehicles > 55 MPH : 90.6%

Mean Speed(Average) : 62 MPH

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Site Code: 16-1265-008

Station ID: Fri. 11/18/16

US 60 east of Magma Mine Rd.

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
11/18/16	0	0	0	0	0	0	0	4	8	5	14	6	1	2	40	55	61
01:00	0	0	0	0	0	0	1	1	3	6	7	4	2	2	26	56	62
02:00	0	0	0	0	0	0	0	3	2	6	3	6	4	7	31	57	65
03:00	0	0	0	0	0	0	2	4	4	9	11	11	8	1	50	57	66
04:00	2	0	2	0	0	0	2	10	10	32	40	27	14	6	145	55	64
05:00	0	0	1	0	0	0	18	13	13	53	69	63	30	8	268	57	65
06:00	2	1	1	1	0	3	6	10	43	66	94	67	35	23	352	56	64
07:00	5	5	1	0	0	0	19	11	35	86	84	66	48	17	377	55	65
08:00	0	1	2	0	0	1	5	19	41	78	77	90	46	31	391	57	65
09:00	3	0	1	1	0	7	13	15	20	74	83	86	74	41	418	57	67
10:00	1	1	7	1	0	2	12	41	39	96	106	87	68	34	495	56	65
11:00	2	1	0	0	0	4	7	10	33	79	110	108	72	33	459	58	66
12 PM	0	2	2	0	0	0	0	15	24	32	72	106	101	79	487	58	66
13:00	2	0	2	0	0	3	1	9	30	98	120	108	89	78	540	58	67
14:00	2	2	1	1	0	0	2	15	49	104	142	114	94	69	595	58	66
15:00	2	0	2	1	0	1	16	19	58	130	123	133	107	110	702	57	66
16:00	0	0	2	0	0	0	14	32	39	118	141	126	128	91	691	58	67
17:00	1	1	0	0	0	1	14	18	50	136	181	150	74	59	685	57	65
18:00	1	1	2	1	0	6	10	14	51	82	143	124	78	45	558	57	66
19:00	0	0	0	1	0	0	17	16	37	79	120	77	54	30	431	57	65
20:00	0	0	0	0	0	0	0	4	30	53	96	73	44	13	313	59	65
21:00	0	0	1	0	0	0	2	3	14	51	60	42	26	7	206	58	65
22:00	0	0	0	0	0	0	3	2	14	38	48	21	12	8	146	57	63
23:00	0	0	0	0	0	0	3	3	13	23	25	12	4	6	89	55	62
Total	23	15	27	7	0	28	182	300	668	1574	2003	1702	1191	775	8495		
Percent	0.3%	0.2%	0.3%	0.1%	0.0%	0.3%	2.1%	3.5%	7.9%	18.5%	23.6%	20.0%	14.0%	9.1%			
AM Peak Vol.	07:00	07:00	10:00	06:00		09:00	07:00	10:00	06:00	10:00	11:00	11:00	09:00	09:00	10:00		
PM Peak Vol.	13:00	12:00	12:00	14:00		18:00	19:00	16:00	15:00	17:00	17:00	17:00	17:00	16:00	15:00	15:00	
Total	23	15	27	7	0	28	182	300	668	1574	2003	1702	1191	775	8495		
Percent	0.3%	0.2%	0.3%	0.1%	0.0%	0.3%	2.1%	3.5%	7.9%	18.5%	23.6%	20.0%	14.0%	9.1%			

15th Percentile : 50 MPH

50th Percentile : 58 MPH

85th Percentile : 66 MPH

95th Percentile : 69 MPH

Statistics 10 MPH Pace Speed : 56-65 MPH

Number in Pace : 3705

Percent in Pace : 48.0%

Number of Vehicles > 55 MPH : 4896

Percent of Vehicles > 55 MPH : 63.4%

Mean Speed(Average) : 57 MPH



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

APPENDIX

Traffic Counts
(Vehicle Classification Counts)

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-010
Station ID: Fri. 11/18/16
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
11/18/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	4	1	1	1	0	0	0	0	0	0	0	0	7
07:00	0	13	4	1	3	0	0	0	0	0	0	0	0	21
08:00	0	14	6	0	6	0	0	0	0	0	0	0	0	26
09:00	1	8	6	0	3	0	0	0	0	0	0	0	0	18
10:00	0	11	3	0	5	0	0	0	0	0	0	0	0	19
11:00	0	12	6	0	5	0	0	0	0	0	0	0	0	23
12 PM	0	19	10	0	7	0	0	0	0	0	0	0	0	36
13:00	0	10	9	0	11	0	0	0	0	0	0	0	0	30
14:00	1	21	7	1	8	0	0	0	0	0	0	0	0	38
15:00	0	27	9	1	12	0	0	1	0	0	0	0	0	50
16:00	0	31	15	1	13	0	0	0	0	0	0	0	0	60
17:00	2	36	23	1	13	0	0	2	0	0	0	0	0	77
18:00	1	22	12	0	9	0	0	0	0	0	0	0	0	44
19:00	0	24	15	0	9	0	0	1	0	0	0	0	0	49
20:00	0	26	9	0	3	0	0	0	0	0	0	0	0	38
21:00	1	10	5	0	6	0	0	0	0	0	0	0	0	22
22:00	0	9	5	0	3	0	0	0	0	0	0	0	0	17
23:00	0	7	3	0	5	0	0	0	0	0	0	0	0	15
Day Total	7	311	152	6	124	0	0	4	0	0	0	0	0	604
Percent	1.2%	51.5%	25.2%	1.0%	20.5%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	02:00	08:00	08:00	06:00	08:00									08:00
	1	14	6	1	6									26
PM Peak Vol.	17:00	17:00	17:00	14:00	16:00			17:00						17:00
	2	36	23	1	13			2						77
Grand Total	7	311	152	6	124	0	0	4	0	0	0	0	0	604
Percent	1.2%	51.5%	25.2%	1.0%	20.5%	0.0%	0.0%	0.7%	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: 16-1265-010
Station ID: Fri. 11/18/16
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
11/18/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
04:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
05:00	1	12	12	0	5	0	0	1	0	0	0	0	0	31
06:00	0	31	16	1	10	0	0	1	0	0	0	0	0	59
07:00	0	39	15	1	12	0	0	1	0	0	0	0	0	68
08:00	2	19	9	0	2	0	0	0	0	0	0	0	0	32
09:00	0	15	8	0	3	1	0	0	0	0	0	0	0	27
10:00	0	19	5	0	9	0	0	0	0	0	0	0	0	33
11:00	0	14	8	0	6	0	0	0	0	0	0	0	0	28
12 PM	1	9	11	0	2	0	0	0	0	0	0	0	0	23
13:00	1	11	8	0	2	0	0	1	0	0	0	0	0	23
14:00	1	24	11	0	8	0	0	0	0	0	0	0	0	44
15:00	0	18	7	1	10	0	0	0	0	0	0	0	0	36
16:00	0	19	10	1	10	0	0	0	0	0	0	0	0	40
17:00	0	26	6	2	3	0	0	0	0	0	0	0	0	37
18:00	0	15	11	0	6	0	0	0	0	0	0	0	0	32
19:00	0	14	1	0	2	0	0	0	0	0	0	0	0	17
20:00	0	8	4	0	3	0	0	0	0	0	0	0	0	15
21:00	1	8	5	0	1	0	0	0	0	0	0	0	0	15
22:00	0	1	5	0	7	0	0	0	0	0	0	0	0	13
23:00	0	1	3	0	4	0	0	0	0	0	0	0	0	8
Day Total	7	317	160	6	109	1	0	4	0	0	0	0	0	604
Percent	1.2%	52.5%	26.5%	1.0%	18.0%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	08:00	07:00	06:00	06:00	07:00	09:00		05:00						07:00
PM Peak Vol.	12:00	17:00	12:00	17:00	15:00			13:00						14:00
Grand Total	7	317	160	6	109	1	0	4	0	0	0	0	0	604
Percent	1.2%	52.5%	26.5%	1.0%	18.0%	0.2%	0.0%	0.7%	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: 16-1265-010

Station ID: Fri. 11/18/16

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
11/18/16	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
04:00	0	11	5	0	2	0	0	0	0	0	0	0	0	18
05:00	1	13	12	0	6	0	0	1	0	0	0	0	0	33
06:00	0	35	17	2	11	0	0	1	0	0	0	0	0	66
07:00	0	52	19	2	15	0	0	1	0	0	0	0	0	89
08:00	2	33	15	0	8	0	0	0	0	0	0	0	0	58
09:00	1	23	14	0	6	1	0	0	0	0	0	0	0	45
10:00	0	30	8	0	14	0	0	0	0	0	0	0	0	52
11:00	0	26	14	0	11	0	0	0	0	0	0	0	0	51
12 PM	1	28	21	0	9	0	0	0	0	0	0	0	0	59
13:00	1	21	17	0	13	0	0	1	0	0	0	0	0	53
14:00	2	45	18	1	16	0	0	0	0	0	0	0	0	82
15:00	0	45	16	2	22	0	0	1	0	0	0	0	0	86
16:00	0	50	25	2	23	0	0	0	0	0	0	0	0	100
17:00	2	62	29	3	16	0	0	2	0	0	0	0	0	114
18:00	1	37	23	0	15	0	0	0	0	0	0	0	0	76
19:00	0	38	16	0	11	0	0	1	0	0	0	0	0	66
20:00	0	34	13	0	6	0	0	0	0	0	0	0	0	53
21:00	2	18	10	0	7	0	0	0	0	0	0	0	0	37
22:00	0	10	10	0	10	0	0	0	0	0	0	0	0	30
23:00	0	8	6	0	9	0	0	0	0	0	0	0	0	23
Day Total	14	628	312	12	233	1	0	8	0	0	0	0	0	1208
Percent	1.2%	52.0%	25.8%	1.0%	19.3%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	08:00 2	07:00 52	07:00 19	06:00 2	07:00 15	09:00 1		05:00 1						07:00 89
PM Peak Vol.	14:00 2	17:00 62	17:00 29	17:00 3	16:00 23			17:00 2						17:00 114
Grand Total	14	628	312	12	233	1	0	8	0	0	0	0	0	1208
Percent	1.2%	52.0%	25.8%	1.0%	19.3%	0.1%	0.0%	0.7%	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 1

Site Code: 16-1265-011

Station ID: Fri. 11/18/16

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0° 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
11/18/16	1	15	1	0	0	0	0	0	0	0	0	0	0	17
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
04:00	0	22	0	0	0	0	0	1	0	0	0	0	0	23
05:00	0	40	3	0	0	0	0	0	6	0	0	0	0	49
06:00	1	67	9	0	3	1	0	1	2	0	0	0	0	84
07:00	0	114	4	0	0	2	0	0	5	0	0	0	0	125
08:00	1	90	6	0	2	4	0	0	2	0	0	0	0	105
09:00	1	87	6	0	2	8	0	0	4	0	0	0	0	108
10:00	2	78	9	0	4	4	0	1	1	0	0	0	0	99
11:00	1	106	12	0	4	0	0	1	0	0	0	0	0	124
12 PM	0	119	11	0	3	2	0	0	0	0	0	0	0	135
13:00	0	143	13	0	1	4	0	0	0	0	0	0	0	161
14:00	0	144	12	0	0	6	0	0	0	0	0	0	0	162
15:00	1	207	13	0	0	8	0	0	0	0	0	0	0	229
16:00	0	253	18	0	0	9	0	0	0	0	0	0	0	280
17:00	2	242	15	0	1	9	0	2	0	0	0	0	0	271
18:00	1	186	31	0	1	4	0	0	0	0	0	0	0	223
19:00	0	158	15	0	0	5	0	0	0	0	0	0	0	178
20:00	0	91	4	0	0	2	0	1	0	0	0	0	0	98
21:00	0	91	10	0	0	0	0	0	0	0	0	0	0	101
22:00	0	59	3	0	0	0	0	0	0	0	0	0	0	62
23:00	0	36	4	0	0	0	0	1	0	0	0	0	0	41
Day Total	11	2368	204	0	21	68	0	8	20	0	0	0	0	2700
Percent	0.4%	87.7%	7.6%	0.0%	0.8%	2.5%	0.0%	0.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	10:00	07:00	11:00		10:00	09:00		04:00	05:00					07:00
PM Peak Vol.	17:00	16:00	18:00		12:00	16:00		17:00						16:00
	2	114	12		4	8		1	6					125
Grand Total	11	2368	204	0	21	68	0	8	20	0	0	0	0	2700
Percent	0.4%	87.7%	7.6%	0.0%	0.8%	2.5%	0.0%	0.3%	0.7%	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: 16-1265-011

Station ID: Fri. 11/18/16

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0° 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
11/18/16	0	10	0	0	0	0	0	1	0	0	0	0	0	11
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	2	27	1	0	0	0	0	1	1	0	0	0	0	32
04:00	3	60	1	0	1	0	0	0	0	0	0	0	0	65
05:00	4	166	5	0	4	4	1	0	2	0	0	0	0	186
06:00	1	220	7	0	4	8	0	0	0	0	0	0	0	240
07:00	3	232	7	0	4	8	0	2	2	0	0	0	0	258
08:00	7	174	4	0	2	8	1	0	2	0	0	0	0	198
09:00	2	126	3	0	1	2	0	0	3	0	0	1	0	138
10:00	3	153	6	0	0	4	0	0	3	0	0	0	0	169
11:00	1	153	9	0	1	2	0	1	3	0	0	0	0	170
12 PM	1	114	1	0	1	2	0	0	2	0	0	0	0	121
13:00	1	132	6	0	0	2	0	0	4	0	0	0	0	145
14:00	6	170	5	0	1	0	0	0	1	0	0	0	0	183
15:00	5	174	8	0	3	1	0	1	1	0	0	0	0	193
16:00	5	174	4	0	2	1	0	0	0	0	0	0	0	186
17:00	5	180	5	0	1	1	0	0	0	0	0	0	0	192
18:00	3	134	6	0	1	0	0	1	1	0	0	0	0	146
19:00	1	71	2	0	0	0	0	0	0	0	0	0	0	74
20:00	0	58	1	0	0	1	0	0	0	0	0	0	0	60
21:00	1	47	1	0	0	0	0	1	0	0	0	0	0	50
22:00	0	41	3	0	0	0	0	0	1	0	0	0	0	45
23:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
Day Total	54	2647	87	0	27	44	2	8	26	0	0	1	0	2896
Percent	1.9%	91.4%	3.0%	0.0%	0.9%	1.5%	0.1%	0.3%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	08:00	07:00	11:00		05:00	06:00	05:00	07:00	09:00		09:00			07:00
	7	232	9		4	8	1	2	3		1			258
PM Peak Vol.	14:00	17:00	15:00		15:00	12:00		15:00	13:00					15:00
	6	180	8		3	2		1	4					193
Grand Total	54	2647	87	0	27	44	2	8	26	0	0	1	0	2896
Percent	1.9%	91.4%	3.0%	0.0%	0.9%	1.5%	0.1%	0.3%	0.9%	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: 16-1265-011

Station ID: Fri. 11/18/16

Skyline Dr. btwn. Sierra Vista Dr. &

Schnepf Rd.

Latitude: 0° 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
11/18/16	1	25	1	0	0	0	0	1	0	0	0	0	0	28
01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	2	35	3	0	0	0	0	1	1	0	0	0	0	42
04:00	3	82	1	0	1	0	0	1	0	0	0	0	0	88
05:00	4	206	8	0	4	4	1	0	8	0	0	0	0	235
06:00	2	287	16	0	7	9	0	1	2	0	0	0	0	324
07:00	3	346	11	0	4	10	0	2	7	0	0	0	0	383
08:00	8	264	10	0	4	12	1	0	4	0	0	0	0	303
09:00	3	213	9	0	3	10	0	0	7	0	0	1	0	246
10:00	5	231	15	0	4	8	0	1	4	0	0	0	0	268
11:00	2	259	21	0	5	2	0	2	3	0	0	0	0	294
12 PM	1	233	12	0	4	4	0	0	2	0	0	0	0	256
13:00	1	275	19	0	1	6	0	0	4	0	0	0	0	306
14:00	6	314	17	0	1	6	0	0	1	0	0	0	0	345
15:00	6	381	21	0	3	9	0	1	1	0	0	0	0	422
16:00	5	427	22	0	2	10	0	0	0	0	0	0	0	466
17:00	7	422	20	0	2	10	0	2	0	0	0	0	0	463
18:00	4	320	37	0	2	4	0	1	1	0	0	0	0	369
19:00	1	229	17	0	0	5	0	0	0	0	0	0	0	252
20:00	0	149	5	0	0	3	0	1	0	0	0	0	0	158
21:00	1	138	11	0	0	0	0	1	0	0	0	0	0	151
22:00	0	100	6	0	0	0	0	0	1	0	0	0	0	107
23:00	0	50	5	0	1	0	0	1	0	0	0	0	0	57
Day Total	65	5015	291	0	48	112	2	16	46	0	0	1	0	5596
Percent	1.2%	89.6%	5.2%	0.0%	0.9%	2.0%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	08:00	07:00	11:00		06:00	08:00	05:00	07:00	05:00		09:00		07:00	
	8	346	21		7	12	1	2	8		1		383	
PM Peak Vol.	17:00	16:00	18:00		12:00	16:00		17:00	13:00					16:00
	7	427	37		4	10		2	4					466
Grand Total	65	5015	291	0	48	112	2	16	46	0	0	1	0	5596
Percent	1.2%	89.6%	5.2%	0.0%	0.9%	2.0%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Site Code: 16-1265-012

Station ID: Fri. 11/18/16

Schnepf Rd. btwn. Skyline Rd. & Hash

Knife Draw Rd.

Latitude: 0° 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
11/18/16	0	7	3	0	0	0	0	1	0	0	0	0	0	11
01:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
02:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8
03:00	1	15	7	0	8	0	0	0	2	0	0	0	0	33
04:00	0	41	12	0	12	0	0	0	1	0	0	0	0	66
05:00	4	91	44	1	38	4	1	1	2	0	0	0	0	186
06:00	0	135	47	1	42	7	0	2	1	2	0	0	0	237
07:00	1	161	45	2	32	8	1	2	3	1	0	1	0	257
08:00	4	118	34	0	33	6	0	0	2	5	0	0	0	202
09:00	1	80	28	0	26	2	1	0	3	2	0	1	0	144
10:00	5	98	24	0	32	4	0	0	4	0	0	0	0	167
11:00	1	98	25	1	36	2	0	1	3	4	0	1	0	172
12 PM	3	65	31	1	25	1	0	0	2	5	0	0	0	133
13:00	3	87	29	0	24	2	0	2	4	0	0	0	0	151
14:00	6	100	38	2	35	0	0	1	1	0	0	0	0	183
15:00	2	107	30	1	43	1	0	0	1	0	0	0	0	185
16:00	3	106	33	1	26	0	0	2	2	0	0	0	0	173
17:00	4	132	24	1	28	1	0	0	0	0	0	0	0	190
18:00	3	89	27	0	19	0	0	1	1	0	0	0	0	140
19:00	2	47	12	0	10	0	0	0	1	0	0	0	0	72
20:00	0	46	4	0	9	0	0	0	0	0	0	0	0	59
21:00	0	37	6	0	6	0	0	0	1	0	0	0	0	50
22:00	0	27	5	0	12	0	0	0	1	0	0	0	0	45
23:00	0	9	3	0	3	0	0	0	0	0	0	0	0	15
Day Total	43	1705	516	11	502	38	3	13	35	19	0	3	0	2888
Percent	1.5%	59.0%	17.9%	0.4%	17.4%	1.3%	0.1%	0.5%	1.2%	0.7%	0.0%	0.1%	0.0%	
AM Peak Vol.	10:00	07:00	06:00	07:00	06:00	07:00	05:00	06:00	10:00	08:00	07:00	07:00	07:00	
PM Peak Vol.	14:00	17:00	14:00	14:00	15:00	13:00		13:00	13:00	12:00				17:00
	6	132	38	2	43	2		2	4	5	1		257	190
Grand Total	43	1705	516	11	502	38	3	13	35	19	0	3	0	2888
Percent	1.5%	59.0%	17.9%	0.4%	17.4%	1.3%	0.1%	0.5%	1.2%	0.7%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

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Site Code: 16-1265-012

Station ID: Fri. 11/18/16

Schnepf 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
11/18/16	0	7	1	0	0	1	0	0	1	0	0	0	0	10
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	13	2	0	2	0	0	0	0	0	0	0	0	17
04:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
05:00	0	29	3	0	1	0	1	0	0	0	3	0	0	37
06:00	0	61	0	0	3	2	0	0	0	2	0	0	0	68
07:00	0	106	0	0	1	4	1	0	0	0	0	0	0	112
08:00	0	79	0	0	2	4	0	0	2	0	0	0	0	87
09:00	0	110	4	0	2	0	0	0	2	1	0	0	0	119
10:00	0	113	1	0	4	4	0	0	0	0	0	0	0	122
11:00	0	109	4	0	3	7	1	0	3	0	0	0	0	127
12 PM	0	162	10	0	7	0	0	0	3	0	0	0	0	182
13:00	0	173	5	0	3	1	0	0	0	0	0	0	0	182
14:00	0	220	3	0	5	0	0	0	0	0	0	0	0	228
15:00	0	217	7	1	9	0	0	0	0	0	0	0	0	234
16:00	0	184	9	0	9	1	0	0	0	0	0	1	0	204
17:00	0	204	3	3	12	1	0	1	1	0	0	0	0	225
18:00	0	214	8	0	14	0	0	0	0	0	0	0	0	236
19:00	0	190	4	0	7	0	0	1	0	0	0	0	0	202
20:00	0	118	2	0	5	0	0	0	1	0	0	0	0	126
21:00	0	90	1	0	2	0	0	0	0	0	0	0	0	93
22:00	0	56	2	0	1	0	0	0	0	0	0	0	0	59
23:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
Day Total	0	2512	76	4	93	25	3	2	13	6	0	1	0	2735
Percent	0.0%	91.8%	2.8%	0.1%	3.4%	0.9%	0.1%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak Vol.	10:00 113	09:00 4		10:00 4	11:00 7	05:00 1			11:00 3	05:00 3				11:00 127
PM Peak Vol.	14:00 220	12:00 10	17:00 3	18:00 14	13:00 1		17:00 1	12:00 3				16:00 1		18:00 236
Grand Total	0	2512	76	4	93	25	3	2	13	6	0	1	0	2735
Percent	0.0%	91.8%	2.8%	0.1%	3.4%	0.9%	0.1%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Site Code: 16-1265-012
Station ID: Fri. 11/18/16

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

Latitude: 0° 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
11/18/16	0	14	4	0	0	1	0	1	1	0	0	0	0	21
01:00	0	12	3	0	2	0	0	0	0	0	0	0	0	17
02:00	0	6	3	0	2	0	0	0	0	0	0	0	0	11
03:00	1	28	9	0	10	0	0	0	2	0	0	0	0	50
04:00	0	57	14	0	12	0	0	0	1	0	0	0	0	84
05:00	4	120	47	1	39	4	2	1	2	3	0	0	0	223
06:00	0	196	47	1	45	9	0	2	1	4	0	0	0	305
07:00	1	267	45	2	33	12	2	2	3	1	0	1	0	369
08:00	4	197	34	0	35	10	0	0	4	5	0	0	0	289
09:00	1	190	32	0	28	2	1	0	5	3	0	1	0	263
10:00	5	211	25	0	36	8	0	0	4	0	0	0	0	289
11:00	1	207	29	1	39	9	1	1	6	4	0	1	0	299
12 PM	3	227	41	1	32	1	0	0	5	5	0	0	0	315
13:00	3	260	34	0	27	3	0	2	4	0	0	0	0	333
14:00	6	320	41	2	40	0	0	1	1	0	0	0	0	411
15:00	2	324	37	2	52	1	0	0	1	0	0	0	0	419
16:00	3	290	42	1	35	1	0	2	2	0	0	1	0	377
17:00	4	336	27	4	40	2	0	1	1	0	0	0	0	415
18:00	3	303	35	0	33	0	0	1	1	0	0	0	0	376
19:00	2	237	16	0	17	0	0	1	1	0	0	0	0	274
20:00	0	164	6	0	14	0	0	0	1	0	0	0	0	185
21:00	0	127	7	0	8	0	0	0	1	0	0	0	0	143
22:00	0	83	7	0	13	0	0	0	1	0	0	0	0	104
23:00	0	41	7	0	3	0	0	0	0	0	0	0	0	51
Day Total	43	4217	592	15	595	63	6	15	48	25	0	4	0	5623
Percent	0.8%	75.0%	10.5%	0.3%	10.6%	1.1%	0.1%	0.3%	0.9%	0.4%	0.0%	0.1%	0.0%	
AM Peak Vol.	10:00	07:00	05:00	07:00	06:00	07:00	05:00	06:00	11:00	08:00	07:00	07:00	07:00	
PM Peak Vol.	14:00	17:00	16:00	17:00	15:00	13:00		13:00	12:00	12:00	16:00	15:00		
Grand Total	43	4217	592	15	595	63	6	15	48	25	0	4	0	5623
Percent	0.8%	75.0%	10.5%	0.3%	10.6%	1.1%	0.1%	0.3%	0.9%	0.4%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-013

Station ID: Fri. 11/18/16

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	
11/18/16	0	9	3	0	0	0	0	1	0	0	0	0	0	13	
01:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
02:00	0	4	2	0	2	0	0	0	0	0	0	0	0	8	
03:00	1	18	8	0	11	0	0	0	2	0	0	0	0	40	
04:00	2	56	17	0	11	0	0	0	1	0	0	0	0	87	
05:00	5	116	48	2	49	5	0	2	1	1	0	0	0	229	
06:00	1	183	71	4	74	9	0	1	1	0	0	1	0	345	
07:00	1	223	82	3	66	6	0	1	4	2	0	0	0	388	
08:00	3	152	48	2	48	5	2	0	1	1	0	1	0	263	
09:00	1	112	42	1	42	3	0	0	2	3	0	1	0	207	
10:00	0	128	42	1	44	3	0	0	5	0	0	0	0	223	
11:00	2	120	38	2	50	1	0	3	3	0	0	3	0	222	
12 PM	2	100	39	2	36	2	1	0	4	0	0	1	0	187	
13:00	3	99	45	0	41	1	0	2	4	0	0	0	0	195	
14:00	5	135	52	4	51	0	0	2	1	0	0	0	0	250	
15:00	2	133	45	3	56	1	0	1	3	0	0	0	0	244	
16:00	2	146	44	3	55	1	0	1	1	0	0	0	0	253	
17:00	2	168	42	1	43	1	0	0	0	0	0	0	0	257	
18:00	4	121	42	1	37	0	0	2	2	0	0	0	0	209	
19:00	1	67	23	0	15	0	0	0	1	0	0	0	0	107	
20:00	0	63	14	0	14	0	0	0	0	0	0	0	0	91	
21:00	0	44	10	0	12	0	0	0	0	0	0	0	0	66	
22:00	0	43	6	0	16	0	0	0	0	0	0	0	0	65	
23:00	0	12	2	0	4	0	0	0	0	0	0	0	0	18	
Day Total		37	2261	770	29	778	38	3	16	36	7	0	7	0	3982
Percent	0.9%	56.8%	19.3%	0.7%	19.5%	1.0%	0.1%	0.4%	0.9%	0.2%	0.0%	0.2%	0.0%		
AM Peak Vol.	05:00	07:00	07:00	06:00	06:00	06:00	08:00	11:00	10:00	09:00		11:00		07:00	
	5	223	82	4	74	9	2	3	5	3		3		388	
PM Peak Vol.	14:00	17:00	14:00	14:00	15:00	12:00	12:00	13:00	12:00			12:00		17:00	
	5	168	52	4	56	2	1	2	4			1		257	
Grand Total		37	2261	770	29	778	38	3	16	36	7	0	7	0	3982
Percent	0.9%	56.8%	19.3%	0.7%	19.5%	1.0%	0.1%	0.4%	0.9%	0.2%	0.0%	0.2%	0.0%		

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-013

Station ID: Fri. 11/18/16

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0° 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
11/18/16	0	17	1	0	1	1	0	0	1	0	0	0	0	21
01:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
02:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
03:00	0	5	3	0	2	0	0	0	0	0	0	0	0	10
04:00	1	16	7	0	2	0	0	0	1	0	0	0	0	27
05:00	2	39	17	0	4	0	0	0	0	5	0	0	0	67
06:00	1	58	22	4	17	1	2	1	2	2	0	0	0	110
07:00	0	90	25	2	29	4	0	0	1	4	0	0	0	155
08:00	0	83	27	2	21	5	0	2	1	3	0	0	0	144
09:00	2	84	30	0	18	1	0	0	2	4	0	0	0	141
10:00	1	72	29	1	25	5	0	1	3	1	0	0	0	138
11:00	4	86	38	2	33	7	0	2	4	1	0	0	0	177
12 PM	1	119	44	0	39	0	0	1	4	0	0	0	0	208
13:00	2	121	53	1	49	0	0	2	0	0	0	0	0	228
14:00	3	144	51	3	48	1	0	1	0	0	0	0	0	251
15:00	3	190	75	4	59	0	0	1	0	0	0	0	0	332
16:00	1	251	89	2	73	1	0	1	2	0	1	1	0	422
17:00	5	208	73	3	77	3	0	2	3	0	0	0	0	374
18:00	2	176	56	1	53	1	0	2	0	0	0	0	0	291
19:00	1	162	48	0	47	0	0	2	0	0	0	0	0	260
20:00	0	107	30	0	12	0	0	0	1	0	0	0	0	150
21:00	0	101	24	0	19	0	0	0	0	0	0	0	0	144
22:00	2	68	19	0	8	0	0	1	0	0	0	0	0	98
23:00	0	50	8	0	7	0	0	0	1	0	0	0	0	66
Day Total	31	2263	772	25	645	30	2	19	26	20	1	1	0	3835
Percent	0.8%	59.0%	20.1%	0.7%	16.8%	0.8%	0.1%	0.5%	0.7%	0.5%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	07:00	11:00	06:00	11:00	11:00	06:00	08:00	11:00	05:00				11:00
	4	90	38	4	33	7	2	2	4	5				177
PM Peak Vol.	17:00	16:00	16:00	15:00	17:00	17:00	3	13:00	12:00	16:00	16:00	16:00		16:00
	5	251	89	4	77			2	4	1	1	1		422
Grand Total	31	2263	772	25	645	30	2	19	26	20	1	1	0	3835
Percent	0.8%	59.0%	20.1%	0.7%	16.8%	0.8%	0.1%	0.5%	0.7%	0.5%	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: 16-1265-013

Station ID: Fri. 11/18/16

Schnepf Rd. btwn. Hash Knife Draw Rd. &

Combs Rd.

Latitude: 0° 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
11/18/16	0	26	4	0	1	1	0	1	1	0	0	0	0	34
01:00	0	18	8	0	2	0	0	0	0	0	0	0	0	28
02:00	0	11	2	0	3	0	0	0	0	0	0	0	0	16
03:00	1	23	11	0	13	0	0	0	2	0	0	0	0	50
04:00	3	72	24	0	13	0	0	0	2	0	0	0	0	114
05:00	7	155	65	2	53	5	0	2	1	6	0	0	0	296
06:00	2	241	93	8	91	10	2	2	3	2	0	1	0	455
07:00	1	313	107	5	95	10	0	1	5	6	0	0	0	543
08:00	3	235	75	4	69	10	2	2	2	4	0	1	0	407
09:00	3	196	72	1	60	4	0	0	4	7	0	1	0	348
10:00	1	200	71	2	69	8	0	1	8	1	0	0	0	361
11:00	6	206	76	4	83	8	0	5	7	1	0	3	0	399
12 PM	3	219	83	2	75	2	1	1	8	0	0	1	0	395
13:00	5	220	98	1	90	1	0	4	4	0	0	0	0	423
14:00	8	279	103	7	99	1	0	3	1	0	0	0	0	501
15:00	5	323	120	7	115	1	0	2	3	0	0	0	0	576
16:00	3	397	133	5	128	2	0	2	3	0	1	1	0	675
17:00	7	376	115	4	120	4	0	2	3	0	0	0	0	631
18:00	6	297	98	2	90	1	0	4	2	0	0	0	0	500
19:00	2	229	71	0	62	0	0	2	1	0	0	0	0	367
20:00	0	170	44	0	26	0	0	0	1	0	0	0	0	241
21:00	0	145	34	0	31	0	0	0	0	0	0	0	0	210
22:00	2	111	25	0	24	0	0	1	0	0	0	0	0	163
23:00	0	62	10	0	11	0	0	0	1	0	0	0	0	84
Day Total	68	4524	1542	54	1423	68	5	35	62	27	1	8	0	7817
Percent	0.9%	57.9%	19.7%	0.7%	18.2%	0.9%	0.1%	0.4%	0.8%	0.3%	0.0%	0.1%	0.0%	
AM Peak Vol.	05:00	07:00	07:00	06:00	07:00	06:00	06:00	11:00	10:00	09:00		11:00		07:00
	7	313	107	8	95	10	2	5	8	7		3		543
PM Peak Vol.	14:00	16:00	16:00	14:00	16:00	17:00	12:00	13:00	12:00		16:00	12:00		16:00
	8	397	133	7	128	4	1	4	8		1	1		675
Grand Total	68	4524	1542	54	1423	68	5	35	62	27	1	8	0	7817
Percent	0.9%	57.9%	19.7%	0.7%	18.2%	0.9%	0.1%	0.4%	0.8%	0.3%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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
11/18/16	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
06:00	0	6	2	1	2	0	0	0	0	0	0	0	0	11
07:00	0	21	5	1	7	0	0	0	0	0	0	0	0	34
08:00	0	17	12	1	11	0	0	0	0	0	1	0	0	42
09:00	0	22	13	0	4	0	0	0	0	0	0	0	0	39
10:00	0	26	5	0	6	0	0	0	0	0	0	0	0	37
11:00	2	32	14	0	10	0	0	0	0	0	0	0	0	58
12 PM	0	22	10	0	6	0	0	0	0	0	0	0	0	38
13:00	0	40	11	0	7	0	0	0	0	0	0	0	0	58
14:00	1	40	11	0	7	0	0	0	0	0	0	0	0	59
15:00	0	37	13	0	3	0	0	0	0	0	0	0	0	53
16:00	0	34	7	0	8	0	0	0	0	0	0	0	0	49
17:00	0	35	6	0	6	0	0	0	0	0	0	0	0	47
18:00	0	28	7	0	2	0	0	0	0	0	0	0	0	37
19:00	0	22	6	0	7	0	0	0	0	0	0	0	0	35
20:00	0	23	3	0	6	0	0	0	0	0	0	0	0	32
21:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
22:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Day Total	3	461	137	3	96	0	0	0	0	1	0	0	0	701
Percent	0.4%	65.8%	19.5%	0.4%	13.7%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	11:00	11:00	06:00	08:00					08:00				11:00
PM Peak Vol.	14:00	13:00	15:00		16:00					1				14:00
Grand Total Percent	3	461	137	3	96	0	0	0	0	1	0	0	0	701
Percent	0.4%	65.8%	19.5%	0.4%	13.7%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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
11/18/16	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
06:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
07:00	0	29	7	0	1	0	0	0	0	0	0	0	0	37
08:00	0	21	12	1	0	0	0	0	0	0	0	0	0	34
09:00	0	25	12	0	3	0	0	0	0	0	0	0	0	40
10:00	0	32	12	0	2	1	0	0	0	0	0	0	0	47
11:00	1	29	11	0	3	1	1	0	0	0	0	0	0	46
12 PM	2	32	15	1	6	0	0	0	0	0	0	0	0	56
13:00	0	43	14	0	2	0	0	0	0	0	0	0	0	59
14:00	0	39	9	0	1	0	0	0	0	0	0	0	0	49
15:00	2	40	12	1	5	0	1	1	0	0	0	0	0	62
16:00	0	46	8	0	4	0	0	0	0	0	0	0	0	58
17:00	1	31	14	0	5	0	0	0	0	0	0	0	0	51
18:00	0	20	4	0	3	0	0	0	0	0	0	0	0	27
19:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
20:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
22:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
Day Total	7	483	154	3	39	2	2	1	0	0	0	0	0	691
Percent	1.0%	69.9%	22.3%	0.4%	5.6%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	11:00	10:00	08:00	08:00	09:00	10:00	11:00							10:00
	1	32	12	1	3	1	1							47
PM Peak Vol.	12:00	16:00	12:00	12:00	12:00		15:00	15:00						15:00
	2	46	15	1	6		1	1						62
Grand Total	7	483	154	3	39	2	2	1	0	0	0	0	0	691
Percent	1.0%	69.9%	22.3%	0.4%	5.6%	0.3%	0.3%	0.1%	0.0%	0.0%	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: 16-1265-003
Station ID: Fri. 11/18/16
Main St. west of Pinal Ave.

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
11/18/16	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
05:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
06:00	0	17	6	1	2	0	0	0	0	0	0	0	0	26
07:00	0	50	12	1	8	0	0	0	0	0	0	0	0	71
08:00	0	38	24	2	11	0	0	0	0	0	1	0	0	76
09:00	0	47	25	0	7	0	0	0	0	0	0	0	0	79
10:00	0	58	17	0	8	1	0	0	0	0	0	0	0	84
11:00	3	61	25	0	13	1	1	0	0	0	0	0	0	104
12 PM	2	54	25	1	12	0	0	0	0	0	0	0	0	94
13:00	0	83	25	0	9	0	0	0	0	0	0	0	0	117
14:00	1	79	20	0	8	0	0	0	0	0	0	0	0	108
15:00	2	77	25	1	8	0	1	1	0	0	0	0	0	115
16:00	0	80	15	0	12	0	0	0	0	0	0	0	0	107
17:00	1	66	20	0	11	0	0	0	0	0	0	0	0	98
18:00	0	48	11	0	5	0	0	0	0	0	0	0	0	64
19:00	0	40	10	0	7	0	0	0	0	0	0	0	0	57
20:00	0	34	4	0	7	0	0	0	0	0	0	0	0	45
21:00	0	29	8	0	1	0	0	0	0	0	0	0	0	38
22:00	1	26	6	0	1	0	0	0	0	0	0	0	0	34
23:00	0	19	4	0	1	0	0	0	0	0	0	0	0	24
Day Total	10	944	291	6	135	2	2	1	0	1	0	0	0	1392
Percent	0.7%	67.8%	20.9%	0.4%	9.7%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	11:00	09:00	08:00	11:00	10:00	11:00			08:00				11:00
PM Peak Vol.	12:00	13:00	12:00	12:00	12:00		15:00	15:00						13:00
Grand Total Percent	10	944	291	6	135	2	2	1	0	1	0	0	0	1392
	0.7%	67.8%	20.9%	0.4%	9.7%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

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
11/18/16	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:00	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
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	1	1	2	0	0	0	0	0	0	0	0	9
07:00	0	17	5	0	8	0	0	0	0	0	0	0	0	30
08:00	0	12	9	0	11	0	0	0	0	1	0	0	0	33
09:00	0	19	12	0	6	0	0	0	0	0	0	0	0	37
10:00	0	26	5	0	4	0	0	0	0	0	0	0	0	35
11:00	3	26	13	0	11	0	0	0	0	0	0	0	0	53
12 PM	0	23	7	0	3	0	0	0	0	0	0	0	0	33
13:00	0	30	9	0	9	0	0	0	0	0	0	0	0	48
14:00	1	30	17	0	6	0	1	0	0	0	0	0	0	55
15:00	1	31	12	0	2	0	0	0	0	0	0	0	0	46
16:00	0	28	8	0	8	0	0	0	0	0	0	0	0	44
17:00	0	26	11	0	4	0	0	0	0	0	0	0	0	41
18:00	0	24	5	0	5	0	0	0	0	0	0	0	0	34
19:00	0	11	5	0	11	0	0	0	0	0	0	0	0	27
20:00	0	19	1	0	6	0	0	0	0	0	0	0	0	26
21:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
22:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Day Total		5	371	124	1	99	0	1	0	0	1	0	0	602
Percent	0.8%	61.6%	20.6%	0.2%	16.4%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	10:00	11:00	06:00	08:00					08:00				11:00
	3	26	13	1	11					1				53
PM Peak Vol.	14:00	15:00	14:00		19:00		14:00							14:00
	1	31	17		11		1							55
Grand Total		5	371	124	1	99	0	1	0	0	1	0	0	602
Percent	0.8%	61.6%	20.6%	0.2%	16.4%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

Page 2

Site Code: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

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
11/18/16	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	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	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
06:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
07:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
08:00	0	13	8	0	6	0	0	0	0	0	0	0	0	27
09:00	0	18	6	0	8	0	0	0	0	0	0	0	0	32
10:00	0	25	7	0	7	1	0	0	0	0	0	0	0	40
11:00	1	26	7	0	5	1	0	0	0	0	0	0	0	40
12 PM	1	21	13	1	12	0	0	0	0	0	0	0	0	48
13:00	0	35	9	0	6	0	0	0	0	0	0	0	0	50
14:00	0	31	6	0	3	0	0	0	0	0	0	0	0	40
15:00	1	35	16	0	7	0	1	1	0	0	0	0	0	61
16:00	0	43	5	0	9	0	0	0	0	0	0	0	0	57
17:00	1	20	8	0	9	0	0	0	0	0	0	0	0	38
18:00	0	15	5	0	5	0	0	0	0	0	0	0	0	25
19:00	0	14	2	0	3	0	0	0	0	0	0	0	0	19
20:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
21:00	0	8	4	0	4	0	0	0	0	0	0	0	0	16
22:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
Day Total	5	347	114	1	89	2	1	1	0	0	0	0	0	560
Percent	0.9%	62.0%	20.4%	0.2%	15.9%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	11:00	11:00	08:00		09:00	10:00								10:00 40
PM Peak Vol.	12:00	16:00	15:00	12:00	12:00		15:00	15:00						15:00 61
Grand Total	5	347	114	1	89	2	1	1	0	0	0	0	0	560
Percent	0.9%	62.0%	20.4%	0.2%	15.9%	0.4%	0.2%	0.2%	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: 16-1265-002
Station ID: Fri. 11/18/16
Main St. east of Pinal Ave.

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
11/18/16	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
02:00	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	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
06:00	0	11	3	1	4	0	0	0	0	0	0	0	0	19
07:00	0	30	11	0	9	0	0	0	0	0	0	0	0	50
08:00	0	25	17	0	17	0	0	0	0	1	0	0	0	60
09:00	0	37	18	0	14	0	0	0	0	0	0	0	0	69
10:00	0	51	12	0	11	1	0	0	0	0	0	0	0	75
11:00	4	52	20	0	16	1	0	0	0	0	0	0	0	93
12 PM	1	44	20	1	15	0	0	0	0	0	0	0	0	81
13:00	0	65	18	0	15	0	0	0	0	0	0	0	0	98
14:00	1	61	23	0	9	0	1	0	0	0	0	0	0	95
15:00	2	66	28	0	9	0	1	1	0	0	0	0	0	107
16:00	0	71	13	0	17	0	0	0	0	0	0	0	0	101
17:00	1	46	19	0	13	0	0	0	0	0	0	0	0	79
18:00	0	39	10	0	10	0	0	0	0	0	0	0	0	59
19:00	0	25	7	0	14	0	0	0	0	0	0	0	0	46
20:00	0	22	5	0	6	0	0	0	0	0	0	0	0	33
21:00	0	23	7	0	5	0	0	0	0	0	0	0	0	35
22:00	1	17	2	0	1	0	0	0	0	0	0	0	0	21
23:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
Day Total	10	718	238	2	188	2	2	1	0	1	0	0	0	1162
Percent	0.9%	61.8%	20.5%	0.2%	16.2%	0.2%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.	11:00	11:00	11:00	06:00	08:00	10:00				08:00				11:00
PM Peak Vol.	15:00	16:00	15:00	12:00	16:00		14:00	15:00						15:00
Grand Total Percent	10	718	238	2	188	2	2	1	0	1	0	0	0	1162
	0.9%	61.8%	20.5%	0.2%	16.2%	0.2%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Page 1

Site Code: 16-1265-001
Station ID: Fri. 11/18/16
Magma Ave. north of Cooper Rd.

Latitude: 0° 0.000 Undefined

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-001
Station ID: Fri. 11/18/16
Magma Ave. north of Cooper Rd.

Latitude: 0' 0.000 Undefined

Field Data Services of Arizona

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Maricopa, AZ 85138
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Site Code: 16-1265-001
Station ID: Fri. 11/18/16
Magma Ave. north of Cooper Rd.

Latitude: 0' 0.000 Undefined

Field Data Services of Arizona

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Maricopa, AZ 85138
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Page 1

Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine 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
11/18/16	0	4	0	0	2	0	0	0	0	0	0	1	0	7
01:00	1	7	1	0	2	0	0	0	1	0	1	0	0	13
02:00	0	17	0	0	0	0	0	1	1	0	0	0	0	19
03:00	0	23	4	0	1	0	0	0	3	0	0	0	0	31
04:00	1	38	21	1	6	1	1	4	4	1	0	1	0	79
05:00	0	169	16	0	31	3	0	6	4	0	0	0	0	229
06:00	4	185	34	1	28	3	0	3	4	0	1	0	0	263
07:00	6	174	50	3	31	6	0	2	9	0	0	0	0	281
08:00	10	167	67	8	18	4	0	4	11	1	0	1	0	291
09:00	10	177	59	4	12	4	0	4	12	0	1	0	0	283
10:00	13	188	53	4	24	6	1	7	12	0	0	0	0	308
11:00	16	235	59	4	12	4	0	6	8	1	0	1	0	346
12 PM	18	280	53	2	20	4	0	4	6	0	1	0	0	388
13:00	17	238	74	1	30	1	1	4	8	1	1	0	0	376
14:00	12	223	69	0	23	4	0	10	4	0	0	1	0	346
15:00	12	239	99	1	12	6	1	4	4	1	0	1	0	380
16:00	9	293	78	1	28	3	0	5	3	0	0	0	0	420
17:00	6	224	94	0	24	3	0	8	4	0	0	0	0	363
18:00	3	272	94	0	25	4	1	10	6	0	1	0	0	416
19:00	1	229	62	1	18	3	0	5	4	0	0	2	0	325
20:00	0	157	27	0	14	1	0	1	3	0	0	1	1	205
21:00	0	133	18	0	12	1	0	0	3	1	0	0	0	168
22:00	1	80	28	0	13	0	0	0	2	0	0	0	0	124
23:00	0	24	10	0	9	0	1	0	1	0	0	1	0	46
Day Total	140	3776	1070	31	395	61	6	88	117	6	6	10	1	5707
Percent	2.5%	66.2%	18.7%	0.5%	6.9%	1.1%	0.1%	1.5%	2.1%	0.1%	0.1%	0.2%	0.0%	
AM Peak Vol.	11:00	11:00	08:00	08:00	05:00	07:00	04:00	10:00	09:00	04:00	01:00	00:00		11:00
PM Peak Vol.	12:00	16:00	15:00	12:00	13:00	15:00	13:00	14:00	13:00	13:00	12:00	19:00	20:00	16:00
	18	293	99	2	30	6	1	10	8	1	1	2	1	420
Grand Total	140	3776	1070	31	395	61	6	88	117	6	6	10	1	5707
Percent	2.5%	66.2%	18.7%	0.5%	6.9%	1.1%	0.1%	1.5%	2.1%	0.1%	0.1%	0.2%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
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Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine 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
11/18/16	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:00	1	1	1	0	1	0	0	0	1	0	0	0	0	5
04:00	1	4	2	0	0	1	1	0	0	0	0	0	0	9
05:00	1	26	4	1	1	1	0	0	0	0	0	0	0	34
06:00	1	72	8	0	3	1	2	1	1	0	0	0	0	89
07:00	5	135	8	4	8	4	1	1	0	0	0	0	0	166
08:00	2	227	20	2	11	1	2	0	4	0	0	0	0	269
09:00	1	337	46	2	13	4	2	2	4	0	1	0	0	412
10:00	4	360	32	1	12	4	0	1	3	0	0	0	0	417
11:00	0	298	50	2	14	3	1	2	4	0	0	0	0	374
12 PM	2	407	49	3	18	2	1	1	6	0	0	0	0	489
13:00	4	463	53	3	15	3	3	1	4	0	0	0	0	549
14:00	2	490	67	4	13	3	2	1	4	0	0	0	0	586
15:00	0	505	58	3	12	4	2	1	4	0	0	0	0	589
16:00	1	415	37	4	14	0	1	1	4	0	0	0	0	477
17:00	0	295	61	1	12	3	0	1	0	1	0	0	0	374
18:00	1	234	64	1	12	0	0	1	3	0	0	0	0	316
19:00	1	199	42	0	3	1	0	0	0	0	0	0	0	246
20:00	0	215	24	0	0	0	1	1	0	0	0	0	0	241
21:00	0	147	20	1	3	0	1	0	0	1	0	0	0	173
22:00	0	55	12	0	0	0	0	0	0	0	0	0	0	67
23:00	0	29	10	0	0	1	0	0	1	0	0	0	0	41
Day Total	28	4920	668	32	166	36	20	15	43	2	1	0	0	5931
Percent	0.5%	83.0%	11.3%	0.5%	2.8%	0.6%	0.3%	0.3%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	07:00	10:00	11:00	07:00	11:00	07:00	06:00	09:00	08:00		09:00			10:00
	5	360	50	4	14	4	2	2	4		1			417
PM Peak Vol.	13:00	15:00	14:00	14:00	12:00	15:00	13:00	12:00	12:00	17:00				15:00
	4	505	67	4	18	4	3	1	6	1				589
Grand Total	28	4920	668	32	166	36	20	15	43	2	1	0	0	5931
Percent	0.5%	83.0%	11.3%	0.5%	2.8%	0.6%	0.3%	0.3%	0.7%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
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Site Code: 16-1265-004

Station ID: Fri. 11/18/16

US 60 west of Silver King Mine 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
11/18/16	0	5	0	0	3	0	0	0	0	0	0	1	0	9
01:00	1	10	1	0	2	0	0	0	1	0	1	0	0	16
02:00	1	19	0	0	0	0	0	1	1	0	0	0	0	22
03:00	1	24	5	0	2	0	0	0	4	0	0	0	0	36
04:00	2	42	23	1	6	2	2	4	4	1	0	1	0	88
05:00	1	195	20	1	32	4	0	6	4	0	0	0	0	263
06:00	5	257	42	1	31	4	2	4	5	0	1	0	0	352
07:00	11	309	58	7	39	10	1	3	9	0	0	0	0	447
08:00	12	394	87	10	29	5	2	4	15	1	0	1	0	560
09:00	11	514	105	6	25	8	2	6	16	0	2	0	0	695
10:00	17	548	85	5	36	10	1	8	15	0	0	0	0	725
11:00	16	533	109	6	26	7	1	8	12	1	0	1	0	720
12 PM	20	687	102	5	38	6	1	5	12	0	1	0	0	877
13:00	21	701	127	4	45	4	4	5	12	1	1	0	0	925
14:00	14	713	136	4	36	7	2	11	8	0	0	1	0	932
15:00	12	744	157	4	24	10	3	5	8	1	0	1	0	969
16:00	10	708	115	5	42	3	1	6	7	0	0	0	0	897
17:00	6	519	155	1	36	6	0	9	4	1	0	0	0	737
18:00	4	506	158	1	37	4	1	11	9	0	1	0	0	732
19:00	2	428	104	1	21	4	0	5	4	0	0	2	0	571
20:00	0	372	51	0	14	1	1	2	3	0	0	1	1	446
21:00	0	280	38	1	15	1	1	0	3	2	0	0	0	341
22:00	1	135	40	0	13	0	0	0	2	0	0	0	0	191
23:00	0	53	20	0	9	1	1	0	2	0	0	1	0	87
Day Total	168	8696	1738	63	561	97	26	103	160	8	7	10	1	11638
Percent	1.4%	74.7%	14.9%	0.5%	4.8%	0.8%	0.2%	0.9%	1.4%	0.1%	0.1%	0.1%	0.0%	
AM Peak Vol.	10:00	10:00	11:00	08:00	07:00	07:00	04:00	10:00	09:00	04:00	09:00	00:00		10:00
PM Peak Vol.	13:00	15:00	18:00	12:00	13:00	15:00	13:00	14:00	12:00	21:00	12:00	19:00	20:00	15:00
	21	744	158	5	45	10	4	11	12	2	1	2	1	969
Grand Total	168	8696	1738	63	561	97	26	103	160	8	7	10	1	11638
Percent	1.4%	74.7%	14.9%	0.5%	4.8%	0.8%	0.2%	0.9%	1.4%	0.1%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-007
Station ID: Fri. 11/18/16
US 60 west of Magma Mine 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
11/18/16	1	2	14	0	4	2	0	1	2	0	0	0	0	26
01:00	1	1	9	0	4	0	0	0	2	0	0	0	0	17
02:00	3	0	3	0	6	3	0	1	1	0	0	0	0	17
03:00	2	1	11	3	10	1	0	1	2	0	0	0	0	31
04:00	0	4	40	6	35	0	0	6	1	0	0	0	0	92
05:00	2	3	88	1	80	2	0	8	10	0	1	0	0	195
06:00	3	15	114	6	75	4	0	4	5	0	0	0	0	226
07:00	5	7	107	7	92	6	0	8	7	0	0	0	0	239
08:00	5	10	74	8	70	5	1	8	9	0	0	0	0	190
09:00	5	21	76	10	58	4	0	5	7	1	0	0	0	187
10:00	8	22	93	7	105	5	1	12	9	0	0	0	1	263
11:00	5	16	100	10	69	6	0	9	6	0	0	0	0	221
12 PM	4	25	98	7	74	0	0	11	3	0	0	1	0	223
13:00	4	17	108	6	93	3	0	10	1	0	0	0	0	242
14:00	5	8	110	8	118	5	0	4	2	0	0	0	0	260
15:00	5	28	125	5	135	5	0	16	0	0	0	0	0	319
16:00	10	11	151	4	121	2	0	5	3	0	0	1	0	308
17:00	1	22	156	4	114	1	1	13	4	0	0	0	0	316
18:00	1	10	132	0	120	1	1	9	5	0	0	0	0	279
19:00	3	18	122	3	82	4	0	6	7	0	0	0	0	245
20:00	1	5	85	2	51	2	0	4	1	0	0	0	0	151
21:00	0	4	55	0	45	0	0	3	2	0	0	0	0	109
22:00	2	3	39	0	40	3	0	4	1	0	0	0	0	92
23:00	0	5	29	0	21	0	0	1	3	0	0	1	0	60
Day Total	76	258	1939	97	1622	64	4	149	93	1	1	3	1	4308
Percent	1.8%	6.0%	45.0%	2.3%	37.7%	1.5%	0.1%	3.5%	2.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	10:00	10:00	06:00	09:00	10:00	07:00	08:00	10:00	05:00	09:00	05:00		10:00	10:00
PM Peak Vol.	16:00	15:00	17:00	14:00	15:00	14:00	17:00	15:00	19:00			12:00		15:00
Grand Total	76	258	1939	97	1622	64	4	149	93	1	1	3	1	4308
Percent	1.8%	6.0%	45.0%	2.3%	37.7%	1.5%	0.1%	3.5%	2.2%	0.0%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-007

Station ID: Fri. 11/18/16

US 60 west of Magma Mine 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
11/18/16	0	12	2	0	2	0	0	4	0	0	0	0	0	20
01:00	0	7	4	0	1	0	0	0	1	0	0	0	0	13
02:00	0	7	3	1	4	0	0	1	1	0	0	0	0	17
03:00	1	15	3	1	3	0	0	4	3	0	0	0	0	30
04:00	1	28	10	0	14	0	0	6	9	0	0	0	0	68
05:00	0	53	23	0	20	2	0	1	2	0	0	0	0	101
06:00	0	85	41	0	34	0	0	5	1	0	0	0	0	166
07:00	0	79	31	1	28	1	0	6	12	1	0	0	0	159
08:00	0	118	50	2	28	0	0	12	5	0	0	0	1	216
09:00	3	145	45	2	32	2	0	5	1	0	0	0	0	235
10:00	0	154	54	3	29	0	0	4	8	0	1	0	0	253
11:00	2	133	49	2	26	4	0	16	6	0	0	0	0	238
12 PM	4	146	57	1	48	1	0	18	6	0	0	0	0	281
13:00	8	175	69	2	41	1	0	14	5	0	1	0	0	316
14:00	3	211	72	3	57	0	1	13	4	0	0	0	0	364
15:00	4	250	78	4	41	2	1	13	12	0	0	0	0	405
16:00	5	263	83	1	36	3	0	9	5	0	0	0	0	405
17:00	2	222	87	3	54	1	0	8	4	0	0	0	0	381
18:00	0	203	55	2	32	0	1	3	1	0	0	0	0	297
19:00	1	124	29	0	20	1	0	8	1	0	0	0	0	184
20:00	0	87	32	1	10	0	0	5	3	0	0	2	0	140
21:00	0	45	17	1	6	0	0	4	0	0	0	0	0	73
22:00	0	41	10	1	6	0	0	1	1	0	0	0	0	60
23:00	0	16	5	0	2	0	0	2	1	0	1	0	0	27
Day Total	34	2619	909	31	574	18	3	162	92	1	3	2	1	4449
Percent	0.8%	58.9%	20.4%	0.7%	12.9%	0.4%	0.1%	3.6%	2.1%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	09:00 3	10:00 154	10:00 54	10:00 3	06:00 34	11:00 4		11:00 16	07:00 12	07:00 1	10:00 1		08:00 1	10:00 253
PM Peak Vol.	13:00 8	16:00 263	17:00 87	15:00 4	14:00 57	16:00 3	14:00 1	12:00 18	15:00 12		13:00 1	20:00 2		15:00 405
Grand Total	34	2619	909	31	574	18	3	162	92	1	3	2	1	4449
Percent	0.8%	58.9%	20.4%	0.7%	12.9%	0.4%	0.1%	3.6%	2.1%	0.0%	0.1%	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: 16-1265-007

Station ID: Fri. 11/18/16

US 60 west of Magma Mine 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
11/18/16	1	14	16	0	6	2	0	5	2	0	0	0	0	46
01:00	1	8	13	0	5	0	0	0	3	0	0	0	0	30
02:00	3	7	6	1	10	3	0	2	2	0	0	0	0	34
03:00	3	16	14	4	13	1	0	5	5	0	0	0	0	61
04:00	1	32	50	6	49	0	0	12	10	0	0	0	0	160
05:00	2	56	111	1	100	4	0	9	12	0	1	0	0	296
06:00	3	100	155	6	109	4	0	9	6	0	0	0	0	392
07:00	5	86	138	8	120	7	0	14	19	1	0	0	0	398
08:00	5	128	124	10	98	5	1	20	14	0	0	0	1	406
09:00	8	166	121	12	90	6	0	10	8	1	0	0	0	422
10:00	8	176	147	10	134	5	1	16	17	0	1	0	1	516
11:00	7	149	149	12	95	10	0	25	12	0	0	0	0	459
12 PM	8	171	155	8	122	1	0	29	9	0	0	1	0	504
13:00	12	192	177	8	134	4	0	24	6	0	1	0	0	558
14:00	8	219	182	11	175	5	1	17	6	0	0	0	0	624
15:00	9	278	203	9	176	7	1	29	12	0	0	0	0	724
16:00	15	274	234	5	157	5	0	14	8	0	0	1	0	713
17:00	3	244	243	7	168	2	1	21	8	0	0	0	0	697
18:00	1	213	187	2	152	1	2	12	6	0	0	0	0	576
19:00	4	142	151	3	102	5	0	14	8	0	0	0	0	429
20:00	1	92	117	3	61	2	0	9	4	0	0	2	0	291
21:00	0	49	72	1	51	0	0	7	2	0	0	0	0	182
22:00	2	44	49	1	46	3	0	5	2	0	0	0	0	152
23:00	0	21	34	0	23	0	0	3	4	0	1	1	0	87
Day Total	110	2877	2848	128	2196	82	7	311	185	2	4	5	2	8757
Percent	1.3%	32.9%	32.5%	1.5%	25.1%	0.9%	0.1%	3.6%	2.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	09:00	10:00	06:00	09:00	10:00	11:00	08:00	11:00	07:00	07:00	05:00		08:00	10:00
PM Peak Vol.	16:00	15:00	17:00	14:00	15:00	15:00	18:00	12:00	15:00		13:00	20:00		15:00
	15	278	243	11	176	7	2	29	12		1	2		724
Grand Total	110	2877	2848	128	2196	82	7	311	185	2	4	5	2	8757
Percent	1.3%	32.9%	32.5%	1.5%	25.1%	0.9%	0.1%	3.6%	2.1%	0.0%	0.0%	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: 16-1265-008
Station ID: Fri. 11/18/16
US 60 east of Magma Mine 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
11/18/16	0	15	1	0	2	0	0	1	3	0	0	0	0	22
01:00	0	11	2	0	0	0	0	1	2	0	0	0	0	16
02:00	0	6	2	0	3	0	0	2	2	0	0	0	0	15
03:00	0	12	4	2	3	0	0	3	4	0	0	0	0	28
04:00	4	47	22	2	11	0	0	5	3	0	0	0	0	94
05:00	1	94	41	0	33	1	0	3	12	0	1	0	0	186
06:00	4	125	40	1	26	0	0	7	7	0	0	0	0	210
07:00	11	120	48	2	29	1	0	4	8	0	0	0	0	223
08:00	4	90	31	2	28	4	0	11	10	0	1	0	0	181
09:00	11	94	29	4	23	1	2	4	7	1	0	1	0	177
10:00	5	125	64	2	28	2	0	12	15	0	0	2	1	256
11:00	8	121	36	2	24	1	0	9	12	0	0	0	0	213
12 PM	11	136	23	2	24	0	0	9	9	0	0	1	0	215
13:00	7	142	49	0	21	3	0	7	3	0	0	0	0	232
14:00	8	136	52	1	37	3	0	9	7	0	0	0	0	253
15:00	10	178	79	1	33	4	0	8	5	0	0	0	0	318
16:00	3	180	73	0	37	1	0	2	8	0	0	0	0	304
17:00	1	209	61	1	29	0	0	4	4	0	0	1	0	310
18:00	5	160	58	0	30	0	0	4	6	0	0	0	0	263
19:00	2	152	46	0	23	1	1	2	12	0	0	0	0	239
20:00	0	100	26	1	18	0	0	2	3	0	0	0	0	150
21:00	1	69	23	0	12	0	0	1	2	0	0	0	0	108
22:00	0	47	29	0	9	0	0	2	3	0	0	0	0	90
23:00	0	46	9	0	5	0	0	1	3	0	0	1	0	65
Day Total	96	2415	848	23	488	22	3	113	150	1	2	6	1	4168
Percent	2.3%	57.9%	20.3%	0.6%	11.7%	0.5%	0.1%	2.7%	3.6%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	07:00	06:00	10:00	09:00	05:00	08:00	09:00	10:00	10:00	09:00	05:00	10:00	10:00	10:00
PM Peak Vol.	12:00	17:00	15:00	12:00	14:00	15:00	19:00	12:00	19:00			12:00		15:00
Grand Total	96	2415	848	23	488	22	3	113	150	1	2	6	1	4168
Percent	2.3%	57.9%	20.3%	0.6%	11.7%	0.5%	0.1%	2.7%	3.6%	0.0%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-008
Station ID: Fri. 11/18/16
US 60 east of Magma Mine 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
11/18/16	0	11	1	0	3	0	0	3	0	0	0	0	0	18
01:00	0	5	3	0	1	0	0	1	0	0	0	0	0	10
02:00	0	7	2	1	4	0	0	1	1	0	0	0	0	16
03:00	0	11	3	0	2	0	0	5	1	0	0	0	0	22
04:00	0	15	8	0	14	0	0	8	6	0	0	0	0	51
05:00	0	43	10	0	24	2	0	2	1	0	0	0	0	82
06:00	0	71	28	0	38	0	0	5	0	0	0	0	0	142
07:00	0	97	17	3	25	2	0	8	2	0	0	0	0	154
08:00	1	128	25	2	43	0	0	8	2	0	0	0	1	210
09:00	0	164	27	2	41	0	0	6	0	0	0	0	1	241
10:00	0	163	26	5	36	0	0	6	2	0	1	0	0	239
11:00	0	146	28	3	48	2	0	17	2	0	0	0	0	246
12 PM	0	166	34	1	50	0	1	17	3	0	0	0	0	272
13:00	0	185	45	3	65	0	0	10	0	0	0	0	0	308
14:00	2	206	45	4	71	1	0	11	2	0	0	0	0	342
15:00	1	245	46	5	65	1	0	16	5	0	0	0	0	384
16:00	0	257	53	1	65	1	0	9	1	0	0	0	0	387
17:00	1	232	53	2	77	1	0	7	2	0	0	0	0	375
18:00	0	212	35	1	45	0	0	2	0	0	0	0	0	295
19:00	0	145	17	1	23	0	0	5	1	0	0	0	0	192
20:00	0	118	18	2	18	0	0	5	2	0	0	0	0	163
21:00	0	72	9	0	12	0	0	5	0	0	0	0	0	98
22:00	0	40	4	1	9	0	0	2	0	0	0	0	0	56
23:00	0	15	3	0	4	0	0	1	0	0	1	0	0	24
Day Total	5	2754	540	37	783	10	1	160	33	0	2	0	2	4327
Percent	0.1%	63.6%	12.5%	0.9%	18.1%	0.2%	0.0%	3.7%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	08:00 1	09:00 164	06:00 28	10:00 5	11:00 48	05:00 2		11:00 17	04:00 6		10:00 1		08:00 1	11:00 246
PM Peak Vol.	14:00 2	16:00 257	16:00 53	15:00 5	17:00 77	14:00 1	12:00 1	12:00 17	15:00 5		23:00 1			16:00 387
Grand Total Percent	5	2754	540	37	783	10	1	160	33	0	2	0	2	4327
Percent	0.1%	63.6%	12.5%	0.9%	18.1%	0.2%	0.0%	3.7%	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

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Site Code: 16-1265-008

Station ID: Fri. 11/18/16

US 60 east of Magma Mine 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
11/18/16	0	26	2	0	5	0	0	4	3	0	0	0	0	40
01:00	0	16	5	0	1	0	0	2	2	0	0	0	0	26
02:00	0	13	4	1	7	0	0	3	3	0	0	0	0	31
03:00	0	23	7	2	5	0	0	8	5	0	0	0	0	50
04:00	4	62	30	2	25	0	0	13	9	0	0	0	0	145
05:00	1	137	51	0	57	3	0	5	13	0	1	0	0	268
06:00	4	196	68	1	64	0	0	12	7	0	0	0	0	352
07:00	11	217	65	5	54	3	0	12	10	0	0	0	0	377
08:00	5	218	56	4	71	4	0	19	12	0	1	0	1	391
09:00	11	258	56	6	64	1	2	10	7	1	0	1	1	418
10:00	5	288	90	7	64	2	0	18	17	0	1	2	1	495
11:00	8	267	64	5	72	3	0	26	14	0	0	0	0	459
12 PM	11	302	57	3	74	0	1	26	12	0	0	1	0	487
13:00	7	327	94	3	86	3	0	17	3	0	0	0	0	540
14:00	10	342	97	5	108	4	0	20	9	0	0	0	0	595
15:00	11	423	125	6	98	5	0	24	10	0	0	0	0	702
16:00	3	437	126	1	102	2	0	11	9	0	0	0	0	691
17:00	2	441	114	3	106	1	0	11	6	0	0	1	0	685
18:00	5	372	93	1	75	0	0	6	6	0	0	0	0	558
19:00	2	297	63	1	46	1	1	7	13	0	0	0	0	431
20:00	0	218	44	3	36	0	0	7	5	0	0	0	0	313
21:00	1	141	32	0	24	0	0	6	2	0	0	0	0	206
22:00	0	87	33	1	18	0	0	4	3	0	0	0	0	146
23:00	0	61	12	0	9	0	0	2	3	0	1	1	0	89
Day Total	101	5169	1388	60	1271	32	4	273	183	1	4	6	3	8495
Percent	1.2%	60.8%	16.3%	0.7%	15.0%	0.4%	0.0%	3.2%	2.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	07:00 11	10:00 288	10:00 90	10:00 7	11:00 72	08:00 4	09:00 2	11:00 26	10:00 17	09:00 1	05:00 1	10:00 2	08:00 1	10:00 495
PM Peak Vol.	12:00 11	17:00 441	16:00 126	15:00 6	14:00 108	15:00 5	12:00 1	12:00 26	19:00 13	23:00 1	12:00 1			15:00 702
Grand Total	101	5169	1388	60	1271	32	4	273	183	1	4	6	3	8495
Percent	1.2%	60.8%	16.3%	0.7%	15.0%	0.4%	0.0%	3.2%	2.2%	0.0%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-005

Station ID: Fri. 11/18/16

US 60 btwn. Silver King Mine Rd. & Main

St.

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
11/18/16	0	16	2	0	2	1	0	0	3	0	0	0	0	24
01:00	1	17	4	0	5	1	1	1	1	0	0	0	0	31
02:00	0	11	3	0	2	0	0	1	4	0	0	0	0	21
03:00	0	15	8	3	5	1	0	0	7	0	0	0	0	39
04:00	2	62	33	1	13	1	0	5	5	0	2	0	0	124
05:00	1	144	54	1	44	2	0	5	13	0	1	1	0	266
06:00	7	174	58	2	32	3	0	3	14	0	0	0	0	293
07:00	12	186	50	1	44	5	0	2	13	0	1	0	0	314
08:00	9	152	47	7	35	7	4	4	20	0	1	0	0	286
09:00	21	150	56	3	27	2	0	2	15	0	0	2	0	278
10:00	19	178	60	3	25	6	0	9	24	0	0	1	1	326
11:00	24	193	50	1	32	6	0	4	15	0	1	0	0	326
12 PM	18	188	37	3	27	8	0	4	14	1	1	1	0	302
13:00	11	201	70	0	22	4	1	4	7	1	0	0	0	321
14:00	20	217	71	1	40	6	0	4	14	0	0	0	0	373
15:00	28	230	93	1	33	4	1	5	8	1	0	1	0	405
16:00	12	283	87	0	34	1	0	5	6	2	1	1	0	432
17:00	14	285	78	0	26	2	1	4	2	0	0	2	0	414
18:00	5	257	87	0	39	3	0	6	7	0	0	0	0	404
19:00	4	237	66	0	24	3	0	7	11	0	0	1	0	353
20:00	5	151	36	1	27	0	0	1	3	0	0	0	0	224
21:00	2	132	32	0	9	0	0	1	4	0	0	0	0	180
22:00	1	86	35	0	12	1	0	1	2	0	0	0	0	138
23:00	0	65	14	0	10	0	0	0	4	0	0	1	0	94
Day Total	216	3630	1131	28	569	67	8	78	216	5	8	11	1	5968
Percent	3.6%	60.8%	19.0%	0.5%	9.5%	1.1%	0.1%	1.3%	3.6%	0.1%	0.1%	0.2%	0.0%	
AM Peak Vol.	11:00 24	11:00 193	10:00 60	08:00 7	05:00 44	08:00 7	08:00 4	10:00 9	10:00 24	04:00 2	09:00 2	10:00 1	10:00 326	
PM Peak Vol.	15:00 28	17:00 285	15:00 93	12:00 3	14:00 40	12:00 8	13:00 1	19:00 7	12:00 14	16:00 2	12:00 1	17:00 2	16:00 432	
Grand Total	216	3630	1131	28	569	67	8	78	216	5	8	11	1	5968
Percent	3.6%	60.8%	19.0%	0.5%	9.5%	1.1%	0.1%	1.3%	3.6%	0.1%	0.1%	0.2%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-005
Station ID: Fri. 11/18/16

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

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
11/18/16	1	2	1	0	1	1	0	0	0	0	0	0	0	6
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00	1	2	2	0	1	0	0	1	0	0	0	0	0	7
04:00	2	3	1	1	1	1	0	0	1	0	0	0	0	10
05:00	2	4	1	0	0	1	0	0	0	0	0	0	0	8
06:00	1	79	3	0	3	1	1	0	0	0	0	0	0	88
07:00	8	134	4	3	7	1	1	0	2	0	0	1	1	162
08:00	1	230	28	1	16	2	0	2	5	0	0	0	0	285
09:00	0	287	18	1	11	3	1	2	3	0	0	1	0	327
10:00	5	331	28	2	9	6	0	2	0	0	0	0	0	383
11:00	1	293	32	1	18	2	1	0	5	0	0	0	0	353
12 PM	0	358	35	1	25	6	2	1	5	0	2	0	0	435
13:00	3	476	52	2	25	1	2	2	6	0	0	1	0	570
14:00	2	467	46	2	31	2	1	2	6	0	0	0	1	560
15:00	4	521	46	2	35	5	2	3	4	0	0	1	0	623
16:00	2	502	36	1	20	2	0	4	6	0	0	0	0	573
17:00	2	329	34	1	16	5	0	2	3	0	0	0	0	392
18:00	1	292	27	2	12	3	0	0	0	0	0	0	0	337
19:00	0	216	13	1	3	0	0	2	1	0	0	0	0	236
20:00	0	168	10	0	8	0	0	0	2	0	0	0	0	188
21:00	1	145	7	0	6	1	0	2	1	0	0	0	0	163
22:00	0	95	8	0	1	1	0	0	0	0	0	0	0	105
23:00	0	47	1	0	1	0	0	1	1	0	0	0	0	51
Day Total	38	4984	433	21	251	44	11	26	51	0	2	4	2	5867
Percent	0.6%	84.9%	7.4%	0.4%	4.3%	0.7%	0.2%	0.4%	0.9%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	07:00	10:00	11:00	07:00	11:00	10:00	06:00	08:00	08:00		07:00	07:00	10:00	
PM Peak Vol.	15:00	15:00	13:00	13:00	15:00	12:00	12:00	16:00	13:00	12:00	13:00	14:00	15:00	
Grand Total	38	4984	433	21	251	44	11	26	51	0	2	4	2	5867
Percent	0.6%	84.9%	7.4%	0.4%	4.3%	0.7%	0.2%	0.4%	0.9%	0.0%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-005

Station ID: Fri. 11/18/16

US 60 btwn. Silver King Mine Rd. & Main

St.

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
11/18/16	1	18	3	0	3	2	0	0	3	0	0	0	0	30
01:00	2	18	4	0	5	1	1	1	1	0	0	0	0	33
02:00	0	13	3	0	3	0	0	1	4	0	0	0	0	24
03:00	1	17	10	3	6	1	0	1	7	0	0	0	0	46
04:00	4	65	34	2	14	2	0	5	6	0	2	0	0	134
05:00	3	148	55	1	44	3	0	5	13	0	1	1	0	274
06:00	8	253	61	2	35	4	1	3	14	0	0	0	0	381
07:00	20	320	54	4	51	6	1	2	15	0	1	1	1	476
08:00	10	382	75	8	51	9	4	6	25	0	1	0	0	571
09:00	21	437	74	4	38	5	1	4	18	0	0	3	0	605
10:00	24	509	88	5	34	12	0	11	24	0	0	1	1	709
11:00	25	486	82	2	50	8	1	4	20	0	1	0	0	679
12 PM	18	546	72	4	52	14	2	5	19	1	3	1	0	737
13:00	14	677	122	2	47	5	3	6	13	1	0	1	0	891
14:00	22	684	117	3	71	8	1	6	20	0	0	0	1	933
15:00	32	751	139	3	68	9	3	8	12	1	0	2	0	1028
16:00	14	785	123	1	54	3	0	9	12	2	1	1	0	1005
17:00	16	614	112	1	42	7	1	6	5	0	0	2	0	806
18:00	6	549	114	2	51	6	0	6	7	0	0	0	0	741
19:00	4	453	79	1	27	3	0	9	12	0	0	1	0	589
20:00	5	319	46	1	35	0	0	1	5	0	0	0	0	412
21:00	3	277	39	0	15	1	0	3	5	0	0	0	0	343
22:00	1	181	43	0	13	2	0	1	2	0	0	0	0	243
23:00	0	112	15	0	11	0	0	1	5	0	0	1	0	145
Day Total	254	8614	1564	49	820	111	19	104	267	5	10	15	3	11835
Percent	2.1%	72.8%	13.2%	0.4%	6.9%	0.9%	0.2%	0.9%	2.3%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	11:00	10:00	10:00	08:00	07:00	10:00	08:00	10:00	08:00	04:00	09:00	07:00	10:00	
PM Peak Vol.	32	785	139	4	71	14	3	9	20	2	3	1	1	1028
Grand Total	254	8614	1564	49	820	111	19	104	267	5	10	15	3	11835
Percent	2.1%	72.8%	13.2%	0.4%	6.9%	0.9%	0.2%	0.9%	2.3%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-006

Station ID: Fri. 11/18/16

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
11/18/16	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
02:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
03:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
04:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
05:00	0	47	14	0	1	0	0	0	0	0	0	0	0	62
06:00	0	102	16	0	1	0	0	0	0	0	0	0	0	119
07:00	3	245	35	1	2	1	0	0	0	0	0	0	0	287
08:00	0	218	64	0	0	0	0	0	0	0	0	0	0	282
09:00	0	263	64	0	3	0	0	1	1	0	0	0	0	332
10:00	2	368	54	2	3	1	0	0	1	0	0	0	0	431
11:00	2	299	49	0	5	0	0	0	1	0	0	0	0	356
12 PM	6	296	52	1	13	1	0	0	5	0	0	1	0	375
13:00	5	266	55	1	14	1	0	0	1	0	1	0	1	345
14:00	16	243	75	3	14	2	0	0	3	0	0	1	0	357
15:00	3	343	67	0	9	3	2	0	0	0	0	0	0	427
16:00	2	382	59	0	4	0	0	0	0	0	0	0	0	447
17:00	2	291	61	0	0	0	0	0	0	0	0	1	0	355
18:00	0	292	73	0	0	0	0	0	0	0	0	0	0	365
19:00	0	282	71	0	0	0	0	0	0	0	0	0	0	353
20:00	0	160	41	0	0	0	0	0	0	0	0	0	0	201
21:00	0	157	26	0	0	0	0	0	0	0	0	0	0	183
22:00	0	64	34	0	0	0	0	0	0	0	0	0	0	98
23:00	0	36	26	0	0	0	0	0	0	0	0	0	0	62
Day Total	41	4430	959	8	69	9	2	1	12	0	1	3	1	5536
Percent	0.7%	80.0%	17.3%	0.1%	1.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.	07:00	10:00	08:00	10:00	11:00	07:00		09:00	09:00					10:00
PM Peak Vol.	14:00	16:00	14:00	14:00	13:00	15:00	15:00		12:00		13:00	12:00	13:00	16:00
Grand Total	41	4430	959	8	69	9	2	1	12	0	1	3	1	5536
Percent	0.7%	80.0%	17.3%	0.1%	1.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	

Field Data Services of Arizona

21636 N. Dietz Dr.
Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-006
Station ID: Fri. 11/18/16
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
11/18/16	0	16	4	0	0	0	0	0	0	0	0	0	0	20
01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
02:00	0	9	5	1	0	1	0	0	0	0	0	0	0	16
03:00	0	26	4	1	0	0	0	0	0	0	0	0	0	31
04:00	3	42	15	1	0	2	0	1	0	0	0	0	0	64
05:00	3	86	20	0	0	2	0	0	0	0	0	0	0	111
06:00	11	127	32	0	0	2	1	0	0	0	0	0	0	173
07:00	4	160	37	1	2	5	1	2	0	0	0	0	0	212
08:00	1	183	55	2	2	0	1	4	1	0	0	0	0	249
09:00	2	234	53	3	1	2	1	3	0	0	1	0	0	300
10:00	4	231	54	2	1	2	1	3	0	0	1	0	0	299
11:00	4	233	52	2	0	5	3	8	0	0	0	0	0	307
12 PM	9	257	60	2	1	4	1	8	0	0	2	0	0	344
13:00	27	268	64	2	0	4	1	7	0	0	0	2	0	375
14:00	12	355	73	3	0	2	1	5	0	0	0	0	0	451
15:00	17	367	83	3	0	3	1	9	0	0	0	0	0	483
16:00	2	390	83	2	0	2	0	5	0	0	0	0	0	484
17:00	3	330	87	1	0	1	1	3	0	0	0	0	0	426
18:00	1	291	75	1	0	0	1	3	0	0	0	0	0	372
19:00	1	156	26	1	0	0	0	4	0	0	0	0	0	188
20:00	0	104	28	1	0	0	0	5	0	0	0	1	0	139
21:00	0	61	13	0	0	0	0	3	0	0	0	0	0	77
22:00	0	38	7	0	0	0	0	1	0	0	0	0	0	46
23:00	0	16	5	0	0	0	0	2	0	0	1	0	0	24
Day Total	104	3989	939	29	7	37	14	76	1	0	5	3	0	5204
Percent	2.0%	76.7%	18.0%	0.6%	0.1%	0.7%	0.3%	1.5%	0.0%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	06:00 11	09:00 234	08:00 55	09:00 3	07:00 2	07:00 5	11:00 3	11:00 8	08:00 1		09:00 1			11:00 307
PM Peak Vol.	13:00 27	16:00 390	17:00 87	14:00 3	12:00 1	12:00 4	12:00 1	15:00 9		12:00 2	13:00 2			16:00 484
Grand Total	104	3989	939	29	7	37	14	76	1	0	5	3	0	5204
Percent	2.0%	76.7%	18.0%	0.6%	0.1%	0.7%	0.3%	1.5%	0.0%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

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Site Code: 16-1265-006

Station ID: Fri. 11/18/16

US 60 btwn. Main St. & SR 177

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
11/18/16	0	25	6	0	0	0	0	0	0	0	0	0	0	31
01:00	0	17	9	0	0	0	0	0	0	0	0	0	0	26
02:00	0	19	12	1	0	1	0	0	0	0	0	0	0	33
03:00	0	42	8	1	0	0	0	0	0	0	0	0	0	51
04:00	3	75	20	1	0	2	0	1	0	0	0	0	0	102
05:00	3	133	34	0	1	2	0	0	0	0	0	0	0	173
06:00	11	229	48	0	1	2	1	0	0	0	0	0	0	292
07:00	7	405	72	2	4	6	1	2	0	0	0	0	0	499
08:00	1	401	119	2	2	0	1	4	1	0	0	0	0	531
09:00	2	497	117	3	4	2	1	4	1	0	1	0	0	632
10:00	6	599	108	4	4	3	1	3	1	0	1	0	0	730
11:00	6	532	101	2	5	5	3	8	1	0	0	0	0	663
12 PM	15	553	112	3	14	5	1	8	5	0	2	1	0	719
13:00	32	534	119	3	14	5	1	7	1	0	1	2	1	720
14:00	28	598	148	6	14	4	1	5	3	0	0	1	0	808
15:00	20	710	150	3	9	6	3	9	0	0	0	0	0	910
16:00	4	772	142	2	4	2	0	5	0	0	0	0	0	931
17:00	5	621	148	1	0	1	1	3	0	0	0	1	0	781
18:00	1	583	148	1	0	0	1	3	0	0	0	0	0	737
19:00	1	438	97	1	0	0	0	4	0	0	0	0	0	541
20:00	0	264	69	1	0	0	0	5	0	0	0	1	0	340
21:00	0	218	39	0	0	0	0	3	0	0	0	0	0	260
22:00	0	102	41	0	0	0	0	1	0	0	0	0	0	144
23:00	0	52	31	0	0	0	0	2	0	0	1	0	0	86
Day Total	145	8419	1898	37	76	46	16	77	13	0	6	6	1	10740
Percent	1.4%	78.4%	17.7%	0.3%	0.7%	0.4%	0.1%	0.7%	0.1%	0.0%	0.1%	0.1%	0.0%	
AM Peak Vol.	06:00	10:00	08:00	10:00	11:00	07:00	11:00	11:00	08:00		09:00			10:00
	11	599	119	4	5	6	3	8	1		1			730
PM Peak Vol.	13:00	16:00	15:00	14:00	12:00	15:00	15:00	15:00	12:00		12:00	13:00	13:00	16:00
	32	772	150	6	14	6	3	9	5		2	2	1	931
Grand Total	145	8419	1898	37	76	46	16	77	13	0	6	6	1	10740
Percent	1.4%	78.4%	17.7%	0.3%	0.7%	0.4%	0.1%	0.7%	0.1%	0.0%	0.1%	0.1%	0.0%	

Field Data Services of Arizona

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Maricopa, AZ 85138
520.316.6745

Page 1

Site Code: 16-1265-009

Station ID: Fri. 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

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
11/18/16	0	4	1	0	0	0	0	2	0	0	0	0	0	7
01:00	0	3	1	0	3	0	0	1	0	0	0	0	0	8
02:00	0	5	1	0	3	0	0	2	0	0	0	0	0	11
03:00	0	14	2	3	9	0	0	2	0	0	0	0	0	30
04:00	0	37	10	2	21	0	0	6	0	0	0	0	0	76
05:00	2	50	13	1	33	0	0	7	0	0	0	0	0	106
06:00	0	103	21	1	33	1	0	5	1	0	0	0	0	165
07:00	0	95	17	1	38	0	0	3	0	0	0	0	0	154
08:00	5	79	30	4	30	1	0	7	0	0	0	0	0	156
09:00	3	102	31	4	38	0	0	6	1	0	0	0	0	185
10:00	5	85	24	1	34	0	0	10	0	0	0	0	0	159
11:00	9	80	23	0	37	1	0	7	0	0	1	0	0	158
12 PM	5	105	24	3	40	0	0	7	0	0	0	0	0	184
13:00	10	117	23	5	40	0	0	7	0	0	0	0	0	202
14:00	2	161	30	3	61	0	0	7	0	0	0	0	0	264
15:00	2	157	35	1	38	0	0	3	0	0	0	0	0	236
16:00	2	151	37	0	30	0	0	3	0	0	0	0	0	223
17:00	5	145	32	0	31	0	0	5	1	0	0	0	0	219
18:00	1	71	13	0	23	0	0	3	0	0	0	0	0	111
19:00	0	68	16	0	23	0	0	1	0	0	0	0	0	108
20:00	0	21	10	0	12	0	0	0	0	0	0	0	0	43
21:00	0	34	8	0	6	0	0	1	0	0	0	0	0	49
22:00	0	79	6	0	18	0	0	1	0	0	0	0	0	104
23:00	0	12	1	1	7	0	0	1	0	0	0	0	0	22
Day Total	51	1778	409	30	608	3	0	97	3	0	1	0	0	2980
Percent	1.7%	59.7%	13.7%	1.0%	20.4%	0.1%	0.0%	3.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak Vol.	11:00	06:00	09:00	08:00	07:00	06:00		10:00	06:00		11:00			09:00
PM Peak Vol.	13:00	14:00	16:00	13:00	14:00			12:00	17:00					14:00
Grand Total	51	1778	409	30	608	3	0	97	3	0	1	0	0	2980
Percent	1.7%	59.7%	13.7%	1.0%	20.4%	0.1%	0.0%	3.3%	0.1%	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: 16-1265-009

Station ID: Fri. 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

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
11/18/16	0	5	0	2	7	0	0	1	0	0	0	0	0	15
01:00	0	6	1	0	0	0	0	1	0	0	0	0	0	8
02:00	0	5	4	1	3	0	0	0	0	0	0	0	0	13
03:00	0	6	3	2	2	0	0	1	0	0	0	0	0	14
04:00	1	45	10	1	14	0	0	2	0	0	0	0	0	73
05:00	1	119	34	0	27	0	0	5	0	0	0	0	0	186
06:00	1	135	50	3	28	1	0	2	0	0	0	0	0	220
07:00	0	165	53	3	23	2	0	2	1	0	1	0	0	250
08:00	1	100	42	7	26	3	0	3	0	0	0	0	0	182
09:00	6	102	39	2	20	0	3	6	3	0	1	0	0	182
10:00	0	77	24	1	29	0	0	6	0	0	0	0	0	137
11:00	1	79	29	2	22	3	0	4	1	0	0	0	0	141
12 PM	11	125	26	2	27	1	0	6	2	0	1	0	0	201
13:00	1	138	53	2	37	0	0	2	1	0	0	0	0	234
14:00	8	126	20	4	34	0	0	1	0	0	0	0	0	193
15:00	4	156	44	0	26	2	0	5	1	0	1	0	0	239
16:00	10	155	50	2	27	1	0	5	1	0	0	0	0	251
17:00	1	147	43	1	22	0	0	0	0	0	0	0	0	214
18:00	1	92	38	1	20	0	0	3	0	0	0	0	0	155
19:00	0	75	21	3	8	0	0	0	0	0	0	0	0	107
20:00	0	44	19	0	6	0	0	0	0	0	0	0	0	69
21:00	2	67	14	0	4	1	0	0	0	0	0	0	0	88
22:00	1	28	7	0	2	0	0	0	0	0	0	0	0	38
23:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Day Total	50	2017	628	39	414	14	3	55	10	0	4	0	0	3234
Percent	1.5%	62.4%	19.4%	1.2%	12.8%	0.4%	0.1%	1.7%	0.3%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	09:00	07:00	07:00	08:00	10:00	08:00	09:00	09:00	09:00	09:00	07:00			07:00
	6	165	53	7	29	3	3	6	3	1				250
PM Peak Vol.	12:00	15:00	13:00	14:00	13:00	15:00		12:00	12:00	12:00	12:00			16:00
	11	156	53	4	37	2		6	2	1				251
Grand Total	50	2017	628	39	414	14	3	55	10	0	4	0	0	3234
Percent	1.5%	62.4%	19.4%	1.2%	12.8%	0.4%	0.1%	1.7%	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: 16-1265-009

Station ID: Fri. 11/18/16

SR 79 btwn US 60 & MARRCO Railroad

Line

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
11/18/16	0	9	1	2	7	0	0	3	0	0	0	0	0	22
01:00	0	9	2	0	3	0	0	2	0	0	0	0	0	16
02:00	0	10	5	1	6	0	0	2	0	0	0	0	0	24
03:00	0	20	5	5	11	0	0	3	0	0	0	0	0	44
04:00	1	82	20	3	35	0	0	8	0	0	0	0	0	149
05:00	3	169	47	1	60	0	0	12	0	0	0	0	0	292
06:00	1	238	71	4	61	2	0	7	1	0	0	0	0	385
07:00	0	260	70	4	61	2	0	5	1	0	1	0	0	404
08:00	6	179	72	11	56	4	0	10	0	0	0	0	0	338
09:00	9	204	70	6	58	0	3	12	4	0	1	0	0	367
10:00	5	162	48	2	63	0	0	16	0	0	0	0	0	296
11:00	10	159	52	2	59	4	0	11	1	0	1	0	0	299
12 PM	16	230	50	5	67	1	0	13	2	0	1	0	0	385
13:00	11	255	76	7	77	0	0	9	1	0	0	0	0	436
14:00	10	287	50	7	95	0	0	8	0	0	0	0	0	457
15:00	6	313	79	1	64	2	0	8	1	0	1	0	0	475
16:00	12	306	87	2	57	1	0	8	1	0	0	0	0	474
17:00	6	292	75	1	53	0	0	5	1	0	0	0	0	433
18:00	2	163	51	1	43	0	0	6	0	0	0	0	0	266
19:00	0	143	37	3	31	0	0	1	0	0	0	0	0	215
20:00	0	65	29	0	18	0	0	0	0	0	0	0	0	112
21:00	2	101	22	0	10	1	0	1	0	0	0	0	0	137
22:00	1	107	13	0	20	0	0	1	0	0	0	0	0	142
23:00	0	32	5	1	7	0	0	1	0	0	0	0	0	46
Day Total	101	3795	1037	69	1022	17	3	152	13	0	5	0	0	6214
Percent	1.6%	61.1%	16.7%	1.1%	16.4%	0.3%	0.0%	2.4%	0.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak Vol.	11:00	07:00	08:00	08:00	10:00	08:00	09:00	10:00	09:00	09:00	07:00			07:00
PM Peak Vol.	12:00	15:00	16:00	13:00	14:00	15:00		12:00	12:00	12:00	12:00			15:00
Grand Total	101	3795	1037	69	1022	17	3	152	13	0	5	0	0	6214
Percent	1.6%	61.1%	16.7%	1.1%	16.4%	0.3%	0.0%	2.4%	0.2%	0.0%	0.1%	0.0%	0.0%	



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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**).

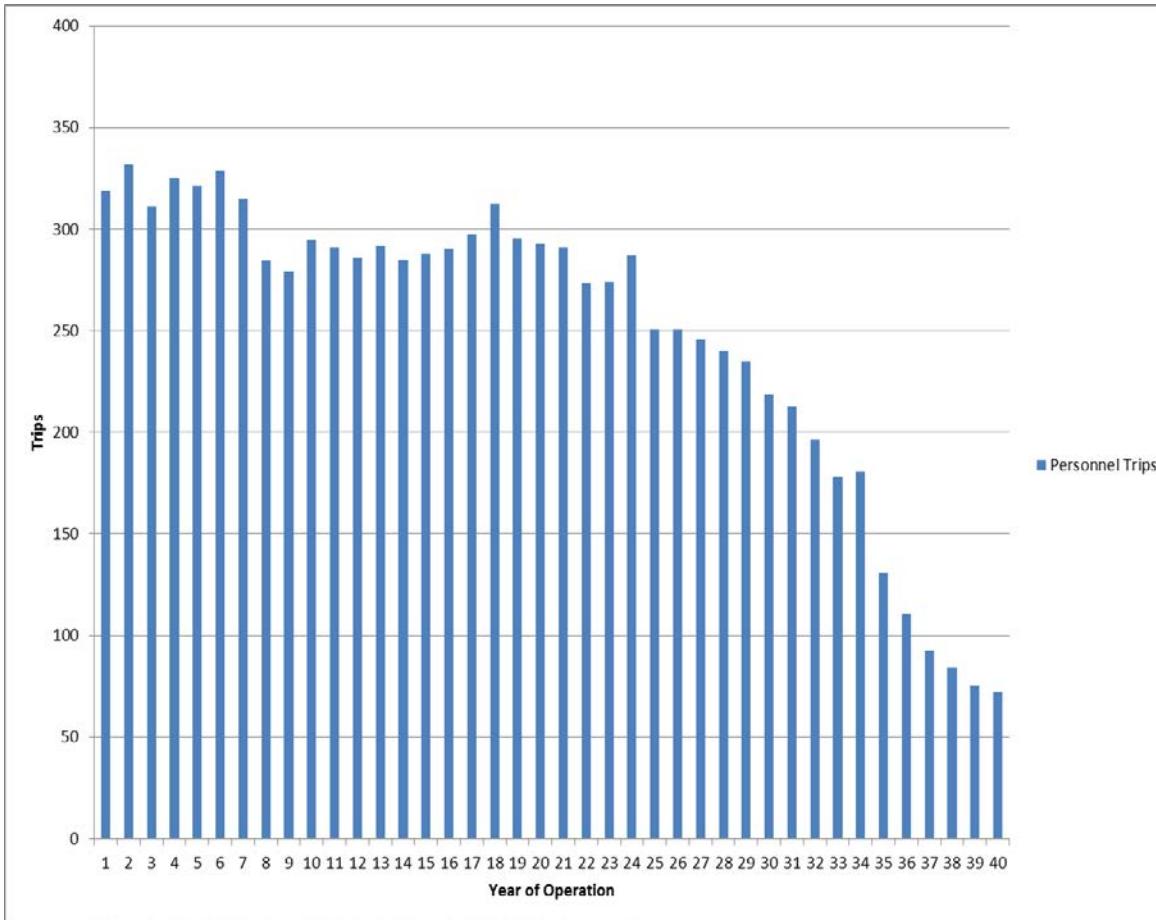
Materials

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



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Capacity Calculations

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	244	33	238	0	4	26	14	0	171	83	6
Future Vol, veh/h	0	244	33	238	0	4	26	14	0	171	83	6
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	271	37	264	0	4	29	16	0	190	92	7
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	WB				EB				SB			
Opposing Lanes	2				2				2			
Conflicting Approach Left	SB				NB				EB			
Conflicting Lanes Left	2				2				2			
Conflicting Approach Right	NB				SB				WB			
Conflicting Lanes Right	2				2				2			
HCM Control Delay	17.2				11.3				14.2			
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%	93%	0%	12%	0%	65%	0%	43%				
Vol Right, %	0%	7%	0%	88%	0%	35%	0%	57%				
Sign Control	Stop											
Traffic Vol by Lane	171	89	244	271	4	40	17	362				
LT Vol	171	0	244	0	4	0	17	0				
Through Vol	0	83	0	33	0	26	0	156				
RT Vol	0	6	0	238	0	14	0	206				
Lane Flow Rate	190	99	271	301	4	44	19	402				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.407	0.197	0.552	0.518	0.011	0.096	0.039	0.727				
Departure Headway (Hd)	7.718	7.157	7.438	6.301	8.55	7.781	7.527	6.611				
Convergence, Y/N	Yes											
Cap	469	504	488	575	420	463	479	551				
Service Time	5.424	4.863	5.138	4.001	6.263	5.493	5.227	4.311				
HCM Lane V/C Ratio	0.405	0.196	0.555	0.523	0.01	0.095	0.04	0.73				
HCM Control Delay	15.6	11.6	18.9	15.6	11.4	11.3	10.5	24.9				
HCM Lane LOS	C	B	C	C	B	B	B	C				
HCM 95th-tile Q	1.9	0.7	3.3	3	0	0.3	0.1	6				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	17	156	206
Future Vol, veh/h	0	17	156	206
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	19	173	229
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	24.3
HCM LOS	C

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	3	63	113	0	13	23	1	0	120	3	17
Future Vol, veh/h	0	3	63	113	0	13	23	1	0	120	3	17
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	3	70	126	0	14	26	1	0	133	3	19
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	8.1				7.8				8.6			
HCM LOS	A				A				A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	86%	2%	35%	0%								
Vol Thru, %	2%	35%	62%	60%								
Vol Right, %	12%	63%	3%	40%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	140	179	37	5								
LT Vol	120	3	13	0								
Through Vol	3	63	23	3								
RT Vol	17	113	1	2								
Lane Flow Rate	156	199	41	6								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.192	0.221	0.052	0.007								
Departure Headway (Hd)	4.567	3.993	4.575	4.389								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	790	905	786	817								
Service Time	2.567	1.994	2.581	2.405								
HCM Lane V/C Ratio	0.197	0.22	0.052	0.007								
HCM Control Delay	8.6	8.1	7.8	7.4								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.7	0.8	0.2	0								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	3	2
Future Vol, veh/h	0	0	3	2
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	0	3	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	7.4
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh

7.6

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	8	19	57	0	13	24	3	0	47	23	13
Future Vol, veh/h	0	8	19	57	0	13	24	3	0	47	23	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	9	21	63	0	14	27	3	0	52	26	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

7.4

7.7

7.9

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	57%	10%	33%	4%
Vol Thru, %	28%	23%	60%	64%
Vol Right, %	16%	68%	7%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	84	40	67
LT Vol	47	8	13	3
Through Vol	23	19	24	43
RT Vol	13	57	3	21
Lane Flow Rate	92	93	44	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.109	0.1	0.055	0.084
Departure Headway (Hd)	4.251	3.967	4.419	4.066
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	909	815	868
Service Time	2.33	1.967	2.419	2.153
HCM Lane V/C Ratio	0.11	0.102	0.054	0.085
HCM Control Delay	7.9	7.4	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.2	0.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	43	21
Future Vol, veh/h	0	3	43	21
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	48	23
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

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	40	224		172	12	5	40
Future Vol, veh/h	40	224		172	12	5	40
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	44	249		191	13	6	44

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	204	0		-	0	536	198
Stage 1	-	-		-	-	198	-
Stage 2	-	-		-	-	338	-
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	1368	-		-	-	505	843
Stage 1	-	-		-	-	835	-
Stage 2	-	-		-	-	722	-
Platoon blocked, %	-	-		-	-		
Mov Cap-1 Maneuver	1368	-		-	-	486	843
Mov Cap-2 Maneuver	-	-		-	-	486	-
Stage 1	-	-		-	-	835	-
Stage 2	-	-		-	-	695	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		9.9	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1368	-	-	-	779	
HCM Lane V/C Ratio	0.032	-	-	-	0.064	
HCM Control Delay (s)	7.7	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	420		0	2	0
Future Vol, veh/h	0	420		0	2	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	0	467		0	2	0

Major/Minor	Major1	Minor2
Conflicting Flow All	0 0	467 0
Stage 1	- -	0 -
Stage 2	- -	467 -
Critical Hdwy	- -	7.12 -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	6.12 -
Follow-up Hdwy	- -	3.518 -
Pot Cap-1 Maneuver	- -	506 -
Stage 1	- -	- -
Stage 2	- -	576 -
Platoon blocked, %	-	
Mov Cap-1 Maneuver	- -	506 -
Mov Cap-2 Maneuver	- -	506 -
Stage 1	- -	- -
Stage 2	- -	576 -

Approach	EB	SB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBL	EBT	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	528	0	0	0	0	0	2	0
Future Vol, veh/h	0	0	0	0	528	0	0	0	0	0	2	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	587	0	0	0	0	0	2	0

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	588	587	0	587	587	587
Stage 1	-	-	-	0	0	-	587	587	-
Stage 2	-	-	-	588	587	-	0	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	-	-	-	471	422	-	472	422	510
Stage 1	-	-	-	-	-	-	556	497	-
Stage 2	-	-	-	555	497	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	471	0	-	472	0	510
Mov Cap-2 Maneuver	-	-	-	471	0	-	472	0	-
Stage 1	-	-	-	-	0	-	556	0	-
Stage 2	-	-	-	555	0	-	-	0	-

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

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	439	7	3	586	3	3	0	2	1	2	6
Future Vol, veh/h	0	439	7	3	586	3	3	0	2	1	2	6
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	0	488	8	3	651	3	3	0	2	1	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	0	496	0	0	825	1153	248	903	1155	327
Stage 1	-	-	-	-	-	-	492	492	-	659	659	-
Stage 2	-	-	-	-	-	-	333	661	-	244	496	-
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	929	-	-	1064	-	-	265	196	752	232	196	669
Stage 1	-	-	-	-	-	-	527	546	-	419	459	-
Stage 2	-	-	-	-	-	-	654	458	-	738	544	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	929	-	-	1064	-	-	260	195	752	231	195	669
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	195	-	231	195	-
Stage 1	-	-	-	-	-	-	527	546	-	419	458	-
Stage 2	-	-	-	-	-	-	643	457	-	736	544	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.4	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	929	-	-	1064	-	-	382
HCM Lane V/C Ratio	0.016	-	-	-	0.003	-	-	0.026
HCM Control Delay (s)	15.4	0	-	-	8.4	-	-	14.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	51	450	516	2	6	46
Future Vol, veh/h	51	450	516	2	6	46
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	57	500	573	2	7	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	576	0	-
Stage 1	-	-	574
Stage 2	-	-	613
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	997	-	-
Stage 1	-	-	563
Stage 2	-	-	541
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	997	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	563
Stage 2	-	-	510

Approach	EB	WB	SW
HCM Control Delay, s	0.9	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	997	-	-	-	196	518
HCM Lane V/C Ratio	0.057	-	-	-	0.034	0.099
HCM Control Delay (s)	8.8	-	-	-	24	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.3

Intersection

Int Delay, s/veh 0.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	2	4	3	49	52	2
Future Vol, veh/h	2	4	3	49	52	2
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	4	3	54	58	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	120	59	60
Stage 1	59	-	-
Stage 2	61	-	-
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	876	1007	1544
Stage 1	964	-	-
Stage 2	962	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	874	1007	1544
Mov Cap-2 Maneuver	874	-	-
Stage 1	964	-	-
Stage 2	960	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1544	-	958	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
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 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	0	50	0	0	0	0	161	11	11	87	0
Future Vol, veh/h	19	0	50	0	0	0	0	161	11	11	87	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	21	0	56	0	0	0	0	179	12	12	97	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	300	300	97				97	0	-	179	0	0
Stage 1	121	121	-				-	-	-	-	-	-
Stage 2	179	179	-				-	-	-	-	-	-
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	691	612	959				1496	-	0	1397	-	-
Stage 1	904	796	-				-	-	0	-	-	-
Stage 2	852	751	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	685	0	959				1496	-	-	1397	-	-
Mov Cap-2 Maneuver	685	0	-				-	-	-	-	-	-
Stage 1	896	0	-				-	-	-	-	-	-
Stage 2	852	0	-				-	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	9.6		0		0.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1496	-	864	1397	-	-
HCM Lane V/C Ratio	-	-	0.089	0.009	-	-
HCM Control Delay (s)	0	-	9.6	7.6	0	-
HCM Lane LOS	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	4	0	12	4	2	6	0	122	76	0
Future Vol, veh/h	4	0	12	4	2	6	0	122	76	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	4	0	13	4	2	7	0	136	84	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	248	243	141	249	248	84	84	0	146	0
Stage 1	141	141	-	102	102	-	-	-	-	-
Stage 2	107	102	-	147	146	-	-	-	-	-
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	706	659	907	705	655	975	1513	-	1436	-
Stage 1	862	780	-	904	811	-	-	-	-	-
Stage 2	898	811	-	856	776	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	696	654	907	691	650	975	1513	-	1436	-
Mov Cap-2 Maneuver	696	654	-	691	650	-	-	-	-	-
Stage 1	856	780	-	898	805	-	-	-	-	-
Stage 2	883	805	-	843	776	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	9.4	9.6	0	0.7
HCM LOS	A	A	-	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1436	-	-	843	799	1513	-	-
HCM Lane V/C Ratio	0.006	-	-	0.021	0.017	-	-	-
HCM Control Delay (s)	7.5	0	-	9.4	9.6	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 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	292	10	4	454	0	19	0	6	0	0	0
Future Vol, veh/h	0	292	10	4	454	0	19	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	324	11	4	504	0	21	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	504	0	0	324	0	0	837	837	324	841	837	504
Stage 1	-	-	-	-	-	-	324	324	-	513	513	-
Stage 2	-	-	-	-	-	-	513	513	-	328	324	-
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	1061	-	-	1236	-	-	286	303	717	284	303	568
Stage 1	-	-	-	-	-	-	688	650	-	544	536	-
Stage 2	-	-	-	-	-	-	544	536	-	685	650	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1061	-	-	1236	-	-	285	302	717	281	302	568
Mov Cap-2 Maneuver	-	-	-	-	-	-	285	302	-	281	302	-
Stage 1	-	-	-	-	-	-	688	650	-	544	534	-
Stage 2	-	-	-	-	-	-	542	534	-	679	650	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			16.8			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	1061	-	-	1236	-	-	-
HCM Lane V/C Ratio	0.083	-	-	-	0.004	-	-	-
HCM Control Delay (s)	16.8	0	-	-	7.9	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	275	38	269	0	5	30	16	0	193	94	7
Future Vol, veh/h	0	275	38	269	0	5	30	16	0	193	94	7
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	306	42	299	0	6	33	18	0	214	104	8
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0
Approach												
Opposing Approach	WB				EB				SB			
Opposing Lanes	2				2				2			
Conflicting Approach Left	SB				NB				EB			
Conflicting Lanes Left	2				2				2			
Conflicting Approach Right	NB				SB				WB			
Conflicting Lanes Right	2				2				2			
HCM Control Delay	22.5				12.3				16.5			
HCM LOS	C				B				C			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	93%	0%	12%	0%	65%	0%	43%				
Vol Right, %	0%	7%	0%	88%	0%	35%	0%	57%				
Sign Control	Stop											
Traffic Vol by Lane	193	101	275	307	5	46	20	408				
LT Vol	193	0	275	0	5	0	20	0				
Through Vol	0	94	0	38	0	30	0	176				
RT Vol	0	7	0	269	0	16	0	232				
Lane Flow Rate	214	112	306	341	6	51	22	453				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.487	0.237	0.664	0.634	0.014	0.119	0.049	0.882				
Departure Headway (Hd)	8.174	7.609	7.827	6.687	9.176	8.403	7.92	7.001				
Convergence, Y/N	Yes											
Cap	442	472	461	539	390	426	452	517				
Service Time	5.92	5.356	5.57	4.429	6.945	6.171	5.662	4.742				
HCM Lane V/C Ratio	0.484	0.237	0.664	0.633	0.015	0.12	0.049	0.876				
HCM Control Delay	18.5	12.7	24.8	20.4	12.1	12.3	11.1	42.4				
HCM Lane LOS	C	B	C	C	B	B	B	E				
HCM 95th-tile Q	2.6	0.9	4.8	4.4	0	0.4	0.2	9.8				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	176	232
Future Vol, veh/h	0	20	176	232
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	196	258
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	40.9
HCM LOS	E

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	71	128	0	15	26	2	0	136	4	20
Future Vol, veh/h	0	4	71	128	0	15	26	2	0	136	4	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	4	79	142	0	17	29	2	0	151	4	22
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	8.5				8				9			
HCM LOS	A				A				A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	85%	2%	35%	12%								
Vol Thru, %	3%	35%	60%	50%								
Vol Right, %	12%	63%	5%	38%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	160	203	43	8								
LT Vol	136	4	15	1								
Through Vol	4	71	26	4								
RT Vol	20	128	2	3								
Lane Flow Rate	178	226	48	9								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.229	0.255	0.062	0.011								
Departure Headway (Hd)	4.628	4.07	4.664	4.539								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	777	884	769	788								
Service Time	2.651	2.085	2.685	2.569								
HCM Lane V/C Ratio	0.229	0.256	0.062	0.011								
HCM Control Delay	9	8.5	8	7.6								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.9	1	0.2	0								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	4	3
Future Vol, veh/h	0	1	4	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	4	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 7.8

Intersection LOS A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	22	65	0	15	28	4	0	53	26	15
Future Vol, veh/h	0	10	22	65	0	15	28	4	0	53	26	15
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	11	24	72	0	17	31	4	0	59	29	17
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach

Opposing Approach WB

Opposing Lanes 1

Conflicting Approach Left SB

Conflicting Lanes Left 1

Conflicting Approach Right NB

Conflicting Lanes Right 1

HCM Control Delay 7.6

HCM LOS A

EB

WB

NB

EB

SB

1

1

NB

EB

1

1

SB

WB

1

1

7.8

8

A

A

Lane

Vol Left, % 56%

NBLn1 10%

EBLn1 32%

WBLn1 5%

Vol Thru, % 28%

WBLn1 23%

60%

64%

Vol Right, % 16%

67%

9%

31%

Sign Control Stop

Stop

Stop

Stop

Traffic Vol by Lane 94

97

47

77

LT Vol 53

10

15

4

Through Vol 26

22

28

49

RT Vol 15

65

4

24

Lane Flow Rate 104

108

52

86

Geometry Grp 1

1

1

1

Degree of Util (X) 0.125

0.121

0.065

0.1

Departure Headway (Hd) 4.402

4.039

4.486

4.219

Convergence, Y/N Yes

Yes

Yes

Yes

Cap 820

891

802

852

Service Time 2.402

2.045

2.493

2.231

HCM Lane V/C Ratio 0.127

0.121

0.065

0.101

HCM Control Delay 8

7.6

7.8

7.7

HCM Lane LOS A

A

A

A

HCM 95th-tile Q 0.4

0.4

0.2

0.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	49	24
Future Vol, veh/h	0	4	49	24
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	54	27
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 7.7

HCM LOS A

Lane

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Traffic Vol, veh/h	46	253		172	14	6	46
Future Vol, veh/h	46	253		172	14	6	46
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	51	281		191	16	7	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	582	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	383	-
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	-	-	-	475	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %	-	-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	454	842
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	659	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.2		0		10.1	
HCM LOS					B	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1364	-	-	-	766	
HCM Lane V/C Ratio	0.037	-	-	-	0.075	
HCM Control Delay (s)	7.7	0	-	-	10.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	473	0	0	0	0	0	0	0	3	0	0
Future Vol, veh/h	1	473	0	0	0	0	0	0	0	3	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	1	526	0	0	0	0	0	0	0	3	0	0

Major/Minor	Major1			Minor1			Minor2			
	Conflicting Flow All	0	0	0	528	528	262	265	528	0
Stage 1	-	-	-	-	528	528	-	0	0	-
Stage 2	-	-	-	-	0	0	-	265	528	-
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	-	-	-	-	480	454	737	702	454	-
Stage 1	-	-	-	-	556	526	-	-	-	-
Stage 2	-	-	-	-	-	-	-	755	526	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	480	0	737	702	0	-
Mov Cap-2 Maneuver	-	-	-	-	480	0	-	702	0	-
Stage 1	-	-	-	-	556	0	-	-	0	-
Stage 2	-	-	-	-	-	0	-	755	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 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	595	1	0	1	0	0	3	1
Future Vol, veh/h	0	0	0	0	595	1	0	1	0	0	3	1
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	661	1	0	1	0	0	3	1

Major/Minor	Major2	Minor1			Minor2		
Conflicting Flow All	0	0	0	332	662	0	663
Stage 1	-	-	-	0	0	-	662
Stage 2	-	-	-	332	662	-	1
Critical Hdwy	-	-	-	6.84	6.54	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-
Follow-up Hdwy	-	-	-	3.52	4.02	-	3.52
Pot Cap-1 Maneuver	-	-	-	637	381	-	394
Stage 1	-	-	-	-	-	-	475
Stage 2	-	-	-	699	457	-	-
Platoon blocked, %	-	-	-				
Mov Cap-1 Maneuver	-	-	-	637	0	-	394
Mov Cap-2 Maneuver	-	-	-	637	0	-	394
Stage 1	-	-	-	-	0	-	475
Stage 2	-	-	-	699	0	-	0

Approach	WB	NB	SB
HCM Control Delay, s	0	-	10.4
HCM LOS	-	-	B
Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	-	-	666
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	0	10.4
HCM Lane LOS	-	A	B
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	495	8	4	660	4	4	1	3	2	3	7
Future Vol, veh/h	1	495	8	4	660	4	4	1	3	2	3	7
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	1	550	9	4	733	4	4	1	3	2	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	738	0	0	559	0	0	934	1304	279	1022	1305	369
Stage 1	-	-	-	-	-	-	557	557	-	744	744	-
Stage 2	-	-	-	-	-	-	377	747	-	278	561	-
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	864	-	-	1008	-	-	221	159	718	190	159	628
Stage 1	-	-	-	-	-	-	482	510	-	373	420	-
Stage 2	-	-	-	-	-	-	616	418	-	705	508	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	864	-	-	1008	-	-	214	158	718	187	158	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	158	-	187	158	-
Stage 1	-	-	-	-	-	-	481	509	-	373	418	-
Stage 2	-	-	-	-	-	-	601	416	-	699	507	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	18.6	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	274	864	-	-	1008	-	-	294
HCM Lane V/C Ratio	0.032	0.001	-	-	0.004	-	-	0.045
HCM Control Delay (s)	18.6	9.2	-	-	8.6	-	-	17.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	58	507	582	3	7	52
Future Vol, veh/h	58	507	582	3	7	52
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	64	563	647	3	8	58

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	650	0	-
Stage 1	-	-	648
Stage 2	-	-	411
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	932	-	-
Stage 1	-	-	483
Stage 2	-	-	638
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	932	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	483
Stage 2	-	-	594

Approach	EB	WB	SW
HCM Control Delay, s	0.9	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	932	-	-	-	205	671
HCM Lane V/C Ratio	0.069	-	-	-	0.038	0.086
HCM Control Delay (s)	9.1	-	-	-	23.3	10.9
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.3

Intersection

Int Delay, s/veh 0.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	3	5	4	56	59	3
Future Vol, veh/h	3	5	4	56	59	3
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	6	4	62	66	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	138	67	69
Stage 1	67	-	-
Stage 2	71	-	-
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	855	997	1532
Stage 1	956	-	-
Stage 2	952	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	852	997	1532
Mov Cap-2 Maneuver	852	-	-
Stage 1	956	-	-
Stage 2	949	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.9	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1532	-	937	-	-
HCM Lane V/C Ratio	0.003	-	0.009	-	-
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 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	22	0	57	0	0	0	0	182	13	13	98	0
Future Vol, veh/h	22	0	57	0	0	0	0	182	13	13	98	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	24	0	63	0	0	0	0	202	14	14	109	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	340	340	109				109	0	-	202	0	0
Stage 1	138	138	-				-	-	-	-	-	-
Stage 2	202	202	-				-	-	-	-	-	-
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	656	582	945				1481	-	0	1370	-	-
Stage 1	889	782	-				-	-	0	-	-	-
Stage 2	832	734	-				-	-	0	-	-	-
Platoon blocked, %							-			-		-
Mov Cap-1 Maneuver	649	0	945				1481	-	-	1370	-	-
Mov Cap-2 Maneuver	649	0	-				-	-	-	-	-	-
Stage 1	879	0	-				-	-	-	-	-	-
Stage 2	832	0	-				-	-	-	-	-	-

Approach	EB		NB		SB
HCM Control Delay, s	9.8		0		0.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	839	1370	-	-
HCM Lane V/C Ratio	-	-	0.105	0.011	-	-
HCM Control Delay (s)	0	-	9.8	7.7	0	-
HCM Lane LOS	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	5	0	14	5	3	7	0	138	86	0
Future Vol, veh/h	5	0	14	5	3	7	0	138	86	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	6	0	16	6	3	8	0	153	96	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	282	277	159	285	284	96	96	0	166	0
Stage 1	159	159	-	118	118	-	-	-	-	-
Stage 2	123	118	-	167	166	-	-	-	-	-
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	670	631	886	667	625	960	1498	-	1412	-
Stage 1	843	766	-	887	798	-	-	-	-	-
Stage 2	881	798	-	835	761	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	658	626	886	651	620	960	1498	-	1412	-
Mov Cap-2 Maneuver	658	626	-	651	620	-	-	-	-	-
Stage 1	836	766	-	880	792	-	-	-	-	-
Stage 2	863	792	-	820	761	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	9.6	9.9	0	0.8
HCM LOS	A	A	-	-

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1412	-	-	812	757	1498	-	-
HCM Lane V/C Ratio	0.008	-	-	0.026	0.022	-	-	-
HCM Control Delay (s)	7.6	0	-	9.6	9.9	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 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	329	12	5	512	0	22	0	7	0	0	0
Future Vol, veh/h	0	329	12	5	512	0	22	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	366	13	6	569	0	24	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	569	0	0	366	0	0	946	946	366	949	946	569
Stage 1	-	-	-	-	-	-	366	366	-	580	580	-
Stage 2	-	-	-	-	-	-	580	580	-	369	366	-
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	1003	-	-	1193	-	-	241	262	679	240	262	522
Stage 1	-	-	-	-	-	-	653	623	-	500	500	-
Stage 2	-	-	-	-	-	-	500	500	-	651	623	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1003	-	-	1193	-	-	240	261	679	236	261	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	261	-	236	261	-
Stage 1	-	-	-	-	-	-	653	623	-	500	497	-
Stage 2	-	-	-	-	-	-	497	497	-	644	623	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	19.3	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	1003	-	-	1193	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-	0.005	-	-	-
HCM Control Delay (s)	19.3	0	-	-	8	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	304	42	296	0	5	33	18	0	213	104	8
Future Vol, veh/h	0	304	42	296	0	5	33	18	0	213	104	8
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	338	47	329	0	6	37	20	0	237	116	9
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	28.3				12.8				18.4			
HCM LOS	D				B				C			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	93%	0%	12%	0%	65%	0%	43%				
Vol Right, %	0%	7%	0%	88%	0%	35%	0%	57%				
Sign Control	Stop											
Traffic Vol by Lane	213	112	304	338	5	51	22	451				
LT Vol	213	0	304	0	5	0	22	0				
Through Vol	0	104	0	42	0	33	0	194				
RT Vol	0	8	0	296	0	18	0	257				
Lane Flow Rate	237	124	338	376	6	57	24	501				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.552	0.271	0.754	0.719	0.015	0.137	0.056	1				
Departure Headway (Hd)	8.394	7.827	8.035	6.893	9.502	8.723	8.268	7.345				
Convergence, Y/N	Yes											
Cap	433	460	453	526	380	413	436	496				
Service Time	6.102	5.551	5.735	4.626	7.185	6.439	5.968	5.045				
HCM Lane V/C Ratio	0.547	0.27	0.746	0.715	0.016	0.138	0.055	1.01				
HCM Control Delay	21	13.4	31.5	25.4	12.3	12.8	11.5	67.5				
HCM Lane LOS	C	B	D	D	B	B	B	F				
HCM 95th-tile Q	3.3	1.1	6.3	5.8	0	0.5	0.2	13.6				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	194	257
Future Vol, veh/h	0	22	194	257
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	216	286
Number of Lanes	0	1	1	0

Approach SB

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 64.9

HCM LOS F

Lane F

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	79	141	0	17	29	2	0	150	4	22
Future Vol, veh/h	0	4	79	141	0	17	29	2	0	150	4	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	4	88	157	0	19	32	2	0	167	4	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	8.8				8.1				9.3			
HCM LOS	A				A				A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	85%	2%	35%	12%								
Vol Thru, %	2%	35%	60%	50%								
Vol Right, %	12%	63%	4%	38%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	176	224	48	8								
LT Vol	150	4	17	1								
Through Vol	4	79	29	4								
RT Vol	22	141	2	3								
Lane Flow Rate	196	249	53	9								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.255	0.285	0.07	0.011								
Departure Headway (Hd)	4.697	4.125	4.744	4.635								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	765	874	755	771								
Service Time	2.723	2.144	2.771	2.671								
HCM Lane V/C Ratio	0.256	0.285	0.07	0.012								
HCM Control Delay	9.3	8.8	8.1	7.7								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1	1.2	0.2	0								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	4	3
Future Vol, veh/h	0	1	4	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	4	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	7.7
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	10	24	71	0	17	30	4	0	59	29	71
Future Vol, veh/h	0	10	24	71	0	17	30	4	0	59	29	71
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	11	27	79	0	19	33	4	0	66	32	79
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

8.1

8.4

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	37%	10%	33%	5%
Vol Thru, %	18%	23%	59%	64%
Vol Right, %	45%	68%	8%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	105	51	85
LT Vol	59	10	17	4
Through Vol	29	24	30	54
RT Vol	71	71	4	27
Lane Flow Rate	177	117	57	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.208	0.137	0.074	0.114
Departure Headway (Hd)	4.231	4.212	4.68	4.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	852	766	828
Service Time	2.253	2.234	2.705	2.353
HCM Lane V/C Ratio	0.208	0.137	0.074	0.114
HCM Control Delay	8.4	7.9	8.1	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.2	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	54	27
Future Vol, veh/h	0	4	54	27
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	60	30
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 7.9

HCM LOS A

Lane

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	50	279	214	15	7	50
Future Vol, veh/h	50	279	214	15	7	50
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	56	310	238	17	8	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	254	0	-
Stage 1	-	-	246
Stage 2	-	-	421
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	1311	-	-
Stage 1	-	-	795
Stage 2	-	-	662
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1311	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	795
Stage 2	-	-	628

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	708
HCM Lane V/C Ratio	0.042	-	-	-	0.089
HCM Control Delay (s)	7.9	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	523	0	0	0	0	0	0	0	3	0	0
Future Vol, veh/h	1	523	0	0	0	0	0	0	0	3	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	1	581	0	0	0	0	0	0	0	3	0	0

Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				583	583	290	293	583	0
Stage 1	-	-	-				583	583	-	0	0	-
Stage 2	-	-	-				0	0	-	293	583	-
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	-	-	-				443	423	707	674	423	-
Stage 1	-	-	-				521	497	-	-	-	-
Stage 2	-	-	-				-	-	-	731	497	-
Platoon blocked, %	-	-	-									
Mov Cap-1 Maneuver	-	-	-				443	0	707	674	0	-
Mov Cap-2 Maneuver	-	-	-				443	0	-	674	0	-
Stage 1	-	-	-				521	0	-	-	0	-
Stage 2	-	-	-				-	0	-	731	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 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	0	657	1	0	1	0	0	3	1
Future Vol, veh/h	0	0	0	0	657	1	0	1	0	0	3	1
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	730	1	0	1	0	0	3	1

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	367	731	0	732	731	365
Stage 1	-	-	-	0	0	-	731	731	-
Stage 2	-	-	-	367	731	-	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	-	-	-	606	347	-	356	347	632
Stage 1	-	-	-	-	-	-	437	425	-
Stage 2	-	-	-	671	425	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	606	0	-	356	0	632
Mov Cap-2 Maneuver	-	-	-	606	0	-	356	0	-
Stage 1	-	-	-	-	0	-	437	0	-
Stage 2	-	-	-	671	0	-	-	0	-

Approach	WB	NB	SB		
HCM Control Delay, s	0	-	10.7		
HCM LOS	-	-	B		
<hr/>					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	632
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	-	0	-	-	10.7
HCM Lane LOS	-	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	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	1	546	9	4	729	4	4	1	3	2	3	8
Future Vol, veh/h	1	546	9	4	729	4	4	1	3	2	3	8
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	1	607	10	4	810	4	4	1	3	2	3	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	814	0	0	617	0	0	1030	1437	308	1127	1440	407
Stage 1	-	-	-	-	-	-	614	614	-	821	821	-
Stage 2	-	-	-	-	-	-	416	823	-	306	619	-
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	809	-	-	959	-	-	188	132	688	159	132	593
Stage 1	-	-	-	-	-	-	446	481	-	335	387	-
Stage 2	-	-	-	-	-	-	585	386	-	679	478	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	809	-	-	959	-	-	181	131	688	157	131	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	131	-	157	131	-
Stage 1	-	-	-	-	-	-	445	480	-	335	385	-
Stage 2	-	-	-	-	-	-	569	384	-	673	477	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.9	19.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	809	-	-	959	-	-	265
HCM Lane V/C Ratio	0.038	0.001	-	-	0.005	-	-	0.055
HCM Control Delay (s)	20.9	9.5	-	-	8.8	-	-	19.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	64	560	642	3	8	58
Future Vol, veh/h	64	560	642	3	8	58
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	71	622	713	3	9	64

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	717	0	-
Stage 1	-	-	715
Stage 2	-	-	453
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	880	-	-
Stage 1	-	-	446
Stage 2	-	-	607
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	880	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	446
Stage 2	-	-	558

Approach	EB	WB	SW
HCM Control Delay, s	1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	880	-	-	-	171	638
HCM Lane V/C Ratio	0.081	-	-	-	0.052	0.101
HCM Control Delay (s)	9.5	-	-	-	27.2	11.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.3

Intersection

Int Delay, s/veh 0.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	3	5	4	61	65	3
Future Vol, veh/h	3	5	4	61	65	3
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	6	4	68	72	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	151	74	76
Stage 1	74	-	-
Stage 2	77	-	-
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	841	988	1523
Stage 1	949	-	-
Stage 2	946	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	838	988	1523
Mov Cap-2 Maneuver	838	-	-
Stage 1	949	-	-
Stage 2	943	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.9	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1523	-	926	-	-
HCM Lane V/C Ratio	0.003	-	0.01	-	-
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 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	24	0	63	0	0	0	0	201	14	14	109	0
Future Vol, veh/h	24	0	63	0	0	0	0	201	14	14	109	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	27	0	70	0	0	0	0	223	16	16	121	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	375 375 121				121 0 -			223	0 0
Stage 1	152 152 -				-			-	- -
Stage 2	223 223 -				-			-	- -
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	626 556 930				1467			1346	- -
Stage 1	876 772 -				-			0	- -
Stage 2	814 719 -				-			0	- -
Platoon blocked, %	-								
Mov Cap-1 Maneuver	618 0 930				1467			1346	- -
Mov Cap-2 Maneuver	618 0 -				-			-	- -
Stage 1	865 0 -				-			-	- -
Stage 2	814 0 -				-			-	- -

Approach	EB	NB			SB
HCM Control Delay, s	10	0			0.9
HCM LOS	B				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	816	1346	-	-
HCM Lane V/C Ratio	-	-	0.118	0.012	-	-
HCM Control Delay (s)	0	-	10	7.7	0	-
HCM Lane LOS	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	5	0	14	5	3	8	0	152	95	0
Future Vol, veh/h	5	0	14	5	3	8	0	152	95	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	6	0	16	6	3	9	0	169	106	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	309	303	175	311	309	106	106	0	181	0
Stage 1	175	175	-	128	128	-	-	-	-	-
Stage 2	134	128	-	183	181	-	-	-	-	-
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	643	610	868	642	605	948	1485	-	1394	-
Stage 1	827	754	-	876	790	-	-	-	-	-
Stage 2	869	790	-	819	750	-	-	-	-	-
Platoon blocked, %								-	-	-
Mov Cap-1 Maneuver	630	605	868	627	600	948	1485	-	1394	-
Mov Cap-2 Maneuver	630	605	-	627	600	-	-	-	-	-
Stage 1	820	754	-	869	784	-	-	-	-	-
Stage 2	850	784	-	804	750	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	9.7	9.9	0	0.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1394	-	-	790	747	1485	-	-
HCM Lane V/C Ratio	0.008	-	-	0.027	0.024	-	-	-
HCM Control Delay (s)	7.6	0	-	9.7	9.9	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 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	364	12	5	565	0	24	0	8	0	0	0
Future Vol, veh/h	0	364	12	5	565	0	24	0	8	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	404	13	6	628	0	27	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	404	0	0	1043	1043	404	1048	1043	628
Stage 1	-	-	-	-	-	-	404	404	-	639	639	-
Stage 2	-	-	-	-	-	-	639	639	-	409	404	-
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	954	-	-	1155	-	-	207	229	647	206	229	483
Stage 1	-	-	-	-	-	-	623	599	-	464	470	-
Stage 2	-	-	-	-	-	-	464	470	-	619	599	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	954	-	-	1155	-	-	206	228	647	202	228	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	228	-	202	228	-
Stage 1	-	-	-	-	-	-	623	599	-	464	468	-
Stage 2	-	-	-	-	-	-	462	468	-	610	599	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			21.9			0		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	248	954	-	-	1155	-	-	-
HCM Lane V/C Ratio	0.143	-	-	-	0.005	-	-	-
HCM Control Delay (s)	21.9	0	-	-	8.1	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	275	38	301	0	5	30	16	0	225	94	7
Future Vol, veh/h	0	275	38	301	0	5	30	16	0	225	94	7
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	306	42	334	0	6	33	18	0	250	104	8
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	25.3				12.6				19			
HCM LOS	D				B				C			
Lane	NBLn1	NBLn2	EBln1	EBln2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	93%	0%	11%	0%	65%	0%	43%				
Vol Right, %	0%	7%	0%	89%	0%	35%	0%	57%				
Sign Control	Stop											
Traffic Vol by Lane	225	101	275	339	5	46	20	408				
LT Vol	225	0	275	0	5	0	20	0				
Through Vol	0	94	0	38	0	30	0	176				
RT Vol	0	7	0	301	0	16	0	232				
Lane Flow Rate	250	112	306	377	6	51	22	453				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.576	0.241	0.677	0.714	0.015	0.123	0.05	0.906				
Departure Headway (Hd)	8.298	7.733	7.974	6.823	9.431	8.656	8.114	7.192				
Convergence, Y/N	Yes											
Cap	435	465	452	531	379	413	441	503				
Service Time	6.051	5.486	5.724	4.573	7.205	6.429	5.862	4.94				
HCM Lane V/C Ratio	0.575	0.241	0.677	0.71	0.016	0.123	0.05	0.901				
HCM Control Delay	21.8	12.9	25.9	24.9	12.3	12.6	11.3	47.1				
HCM Lane LOS	C	B	D	C	B	B	B	E				
HCM 95th-tile Q	3.5	0.9	4.9	5.7	0	0.4	0.2	10.4				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	20	176	232
Future Vol, veh/h	0	20	176	232
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	196	258
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	45.4
HCM LOS	E

Lane

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	103	128	0	21	58	2	0	136	4	26
Future Vol, veh/h	0	4	103	128	0	21	58	2	0	136	4	26
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	114	142	0	23	64	2	0	151	4	29
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	9.1				8.4				9.4			
HCM LOS	A				A				A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	82%	2%	26%	12%								
Vol Thru, %	2%	44%	72%	50%								
Vol Right, %	16%	54%	2%	38%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	166	235	81	8								
LT Vol	136	4	21	1								
Through Vol	4	103	58	4								
RT Vol	26	128	2	3								
Lane Flow Rate	184	261	90	9								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.245	0.304	0.118	0.012								
Departure Headway (Hd)	4.785	4.198	4.728	4.747								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	749	856	758	751								
Service Time	2.82	2.222	2.761	2.792								
HCM Lane V/C Ratio	0.246	0.305	0.119	0.012								
HCM Control Delay	9.4	9.1	8.4	7.9								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	1	1.3	0.4	0								

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	4	3
Future Vol, veh/h	0	1	4	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	4	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	7.9
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh 20.8

Intersection LOS C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	10	22	111	0	15	28	4	0	99	368	15
Future Vol, veh/h	0	10	22	111	0	15	28	4	0	99	368	15
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	11	24	123	0	17	31	4	0	110	409	17
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 11.5

10.8

25.6

HCM LOS B

B D

Lane NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, % 21% 7% 32% 1%

Vol Thru, % 76% 15% 60% 93%

Vol Right, % 3% 78% 9% 6%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 482 143 47 419

LT Vol 99 10 15 4

Through Vol 368 22 28 391

RT Vol 15 111 4 24

Lane Flow Rate 536 159 52 466

Geometry Grp 1 1 1 1

Degree of Util (X) 0.791 0.27 0.102 0.693

Departure Headway (Hd) 5.317 6.121 7.02 5.357

Convergence, Y/N Yes Yes Yes Yes

Cap 680 583 513 670

Service Time 3.375 4.206 5.02 3.42

HCM Lane V/C Ratio 0.788 0.273 0.101 0.696

HCM Control Delay 25.6 11.5 10.8 19.7

HCM Lane LOS D B B C

HCM 95th-tile Q 7.8 1.1 0.3 5.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	391	24
Future Vol, veh/h	0	4	391	24
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	434	27
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	19.7
HCM LOS	C

Lane

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	46	285	204	14	6	46
Future Vol, veh/h	46	285	204	14	6	46
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	51	317	227	16	7	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	242	0	-
Stage 1	-	-	234
Stage 2	-	-	419
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	1324	-	-
Stage 1	-	-	805
Stage 2	-	-	664
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1324	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	805
Stage 2	-	-	633

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	725
HCM Lane V/C Ratio	0.039	-	-	-	0.08
HCM Control Delay (s)	7.8	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	1079	0	0	0	0	0	0	0	11	0	0
Future Vol, veh/h	45	1079	0	0	0	0	0	0	0	11	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	50	1199	0	0	0	0	0	0	0	12	0	0

Major/Minor	Major1			Minor1			Minor2			
	Conflicting Flow All	0	0	0	1299	1299	598	699	1299	0
Stage 1	-	-	-	-	1299	1299	-	0	0	-
Stage 2	-	-	-	-	0	0	-	699	1299	-
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	-	-	-	-	153	160	445	374	160	-
Stage 1	-	-	-	-	220	230	-	-	-	-
Stage 2	-	-	-	-	-	-	-	454	230	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	153	0	445	374	0	-
Mov Cap-2 Maneuver	-	-	-	-	153	0	-	374	0	-
Stage 1	-	-	-	-	220	0	-	-	0	-
Stage 2	-	-	-	-	-	0	-	454	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	1201	9	0	45	0	0	11	45
Future Vol, veh/h	0	0	0	0	1201	9	0	45	0	0	11	45
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	1334	10	0	50	0	0	12	50

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	673	1344	0	1364	1339	671
Stage 1	-	-	-	0	0	-	1339	1339	-
Stage 2	-	-	-	673	1344	-	25	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	-	-	-	389	151	-	139	152	399
Stage 1	-	-	-	-	-	-	209	220	-
Stage 2	-	-	-	468	219	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	389	0	-	139	0	399
Mov Cap-2 Maneuver	-	-	-	389	0	-	139	0	-
Stage 1	-	-	-	-	0	-	209	0	-
Stage 2	-	-	-	468	0	-	-	0	-

Approach	WB	NB	SB
HCM Control Delay, s	0		15.7
HCM LOS	-		C
<hr/>			
Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	0.5

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	45	1065	8	4	1230	12	4	1	3	10	3	51
Future Vol, veh/h	45	1065	8	4	1230	12	4	1	3	10	3	51
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	50	1183	9	4	1367	13	4	1	3	11	3	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1380	0	0	1192	0	0	1982	2677	596	2074	2674	690
Stage 1	-	-	-	-	-	-	1288	1288	-	1382	1382	-
Stage 2	-	-	-	-	-	-	694	1389	-	692	1292	-
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	493	-	-	581	-	-	36	22	447	31	22	388
Stage 1	-	-	-	-	-	-	173	233	-	151	210	-
Stage 2	-	-	-	-	-	-	399	208	-	400	232	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	493	-	-	581	-	-	25	20	447	27	20	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	20	-	27	20	-
Stage 1	-	-	-	-	-	-	155	209	-	136	209	-
Stage 2	-	-	-	-	-	-	333	207	-	355	208	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	130.7	105.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	37	493	-	-	581	-	-	98
HCM Lane V/C Ratio	0.24	0.101	-	-	0.008	-	-	0.726
HCM Control Delay (s)	130.7	13.1	-	-	11.2	-	-	105.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0	-	-	3.8

Intersection

Int Delay, s/veh 6.8

Movement	EBL	EBT	WBT	WBR	SWL	SWR	
Traffic Vol, veh/h	334	809		884	3	7	328
Future Vol, veh/h	334	809		884	3	7	328
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	371	899		982	3	8	364

Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	986	0		-	0	2176	493
Stage 1	-	-		-	-	984	-
Stage 2	-	-		-	-	1192	-
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	696	-		-	-	40	522
Stage 1	-	-		-	-	323	-
Stage 2	-	-		-	-	250	-
Platoon blocked, %	-	-		-	-	-	-
Mov Cap-1 Maneuver	696	-		-	-	19	522
Mov Cap-2 Maneuver	-	-		-	-	19	-
Stage 1	-	-		-	-	323	-
Stage 2	-	-		-	-	117	-

Approach	EB		WB		SW	
HCM Control Delay, s	4.7			0		31.8
HCM LOS					D	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	696	-	-	-	19	522
HCM Lane V/C Ratio	0.533	-	-	-	0.409	0.698
HCM Control Delay (s)	15.9	-	-	-	290.8	26.3
HCM Lane LOS	C	-	-	-	F	D
HCM 95th %tile Q(veh)	3.2	-	-	-	1.1	5.4

Intersection

Int Delay, s/veh 9.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	49	281	280	56	59	49
Future Vol, veh/h	49	281	280	56	59	49
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	54	312	311	62	66	54

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	777	93	120
Stage 1	93	-	-
Stage 2	684	-	-
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	365	964	1468
Stage 1	931	-	-
Stage 2	501	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	285	964	1468
Mov Cap-2 Maneuver	285	-	-
Stage 1	931	-	-
Stage 2	391	-	-

Approach	SB	NE	SW
HCM Control Delay, s	15.3	6.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1468	-	712	-	-
HCM Lane V/C Ratio	0.212	-	0.515	-	-
HCM Control Delay (s)	8.1	0	15.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.8	-	3	-	-

Intersection

Int Delay, s/veh 20.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	297	0	63	0	0	0	0	219	13	95	129	0
Future Vol, veh/h	297	0	63	0	0	0	0	219	13	95	129	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	330	0	70	0	0	0	0	243	14	106	143	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	597 597 143				143			243	0 0 0
Stage 1	354 354 -				-			-	- - -
Stage 2	243 243 -				-			-	- - -
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	466 416 905				1440			1323	- - -
Stage 1	710 630 -				-			0	- - -
Stage 2	797 705 -				-			0	- - -
Platoon blocked, %	-								
Mov Cap-1 Maneuver	425 0 905				1440			1323	- - -
Mov Cap-2 Maneuver	425 0 -				-			-	- - -
Stage 1	648 0 -				-			-	- - -
Stage 2	797 0 -				-			-	- - -

Approach	EB	NB			SB
HCM Control Delay, s	43.5	0			3.4
HCM LOS	E				

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	468	1323	-	-
HCM Lane V/C Ratio	-	-	0.855	0.08	-	-
HCM Control Delay (s)	0	-	43.5	8	0	-
HCM Lane LOS	A	-	E	A	A	-
HCM 95th %tile Q(veh)	0	-	8.7	0.3	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	5	0	14	5	3	89	0	526	392	0
Future Vol, veh/h	5	0	14	5	3	89	0	526	392	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	6	0	16	6	3	99	0	584	436	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	1100	1049	591	1056	1055	436	436	0	597	0
Stage 1	591	591	-	458	458	-	-	-	-	-
Stage 2	509	458	-	598	597	-	-	-	-	-
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	190	227	507	203	226	620	1124	-	980	-
Stage 1	493	494	-	583	567	-	-	-	-	-
Stage 2	547	567	-	489	491	-	-	-	-	-
Platoon blocked, %										-
Mov Cap-1 Maneuver	156	224	507	195	223	620	1124	-	980	-
Mov Cap-2 Maneuver	156	224	-	195	223	-	-	-	-	-
Stage 1	486	494	-	574	558	-	-	-	-	-
Stage 2	450	558	-	474	491	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	17.1	13.5	0	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	980	-	-	318	531	1124	-	-
HCM Lane V/C Ratio	0.011	-	-	0.066	0.203	-	-	-
HCM Control Delay (s)	8.7	0	-	17.1	13.5	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 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	402	42	5	585	0	52	0	7	0	0	0
Future Vol, veh/h	0	402	42	5	585	0	52	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	447	47	6	650	0	58	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	650	0	0	447	0	0	1108	1108	447	1112	1108	650
Stage 1	-	-	-	-	-	-	447	447	-	661	661	-
Stage 2	-	-	-	-	-	-	661	661	-	451	447	-
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	936	-	-	1113	-	-	187	210	612	186	210	469
Stage 1	-	-	-	-	-	-	591	573	-	452	460	-
Stage 2	-	-	-	-	-	-	452	460	-	588	573	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	936	-	-	1113	-	-	186	209	612	183	209	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	209	-	183	209	-
Stage 1	-	-	-	-	-	-	591	573	-	452	458	-
Stage 2	-	-	-	-	-	-	450	458	-	581	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	31	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	936	-	-	1113	-	-	-
HCM Lane V/C Ratio	0.323	-	-	-	0.005	-	-	-
HCM Control Delay (s)	31	0	-	-	8.3	-	-	0
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	-

Intersection												
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	304	42	303	0	5	33	18	0	220	104	8
Future Vol, veh/h	0	304	42	303	0	5	33	18	0	220	104	8
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	338	47	337	0	6	37	20	0	244	116	9
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	29.1				12.9				19			
HCM LOS	D				B				C			
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%				
Vol Thru, %	0%	93%	0%	12%	0%	65%	0%	43%				
Vol Right, %	0%	7%	0%	88%	0%	35%	0%	57%				
Sign Control	Stop											
Traffic Vol by Lane	220	112	304	345	5	51	22	451				
LT Vol	220	0	304	0	5	0	22	0				
Through Vol	0	104	0	42	0	33	0	194				
RT Vol	0	8	0	303	0	18	0	257				
Lane Flow Rate	244	124	338	383	6	57	24	501				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.572	0.271	0.757	0.737	0.015	0.138	0.056	1				
Departure Headway (Hd)	8.417	7.849	8.065	6.92	9.553	8.773	8.309	7.386				
Convergence, Y/N	Yes											
Cap	430	459	453	525	378	411	434	496				
Service Time	6.12	5.569	5.757	4.646	7.225	6.48	6.009	5.086				
HCM Lane V/C Ratio	0.567	0.27	0.746	0.73	0.016	0.139	0.055	1.01				
HCM Control Delay	21.8	13.5	31.8	26.7	12.4	12.9	11.5	67.7				
HCM Lane LOS	C	B	D	D	B	B	B	F				
HCM 95th-tile Q	3.5	1.1	6.4	6.2	0	0.5	0.2	13.5				

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	22	194	257
Future Vol, veh/h	0	22	194	257
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	216	286
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	65.1
HCM LOS	F

Lane

Intersection

Intersection Delay, s/veh

9

Intersection LOS

A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	4	86	141	0	19	36	2	0	150	4	24
Future Vol, veh/h	0	4	86	141	0	19	36	2	0	150	4	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	4	96	157	0	21	40	2	0	167	4	27
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

8.9

8.2

9.4

HCM LOS

A

A

A

Lane

NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, %	84%	2%	33%	12%
Vol Thru, %	2%	37%	63%	50%
Vol Right, %	13%	61%	4%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	231	57	8
LT Vol	150	4	19	1
Through Vol	4	86	36	4
RT Vol	24	141	2	3
Lane Flow Rate	198	257	63	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.26	0.297	0.084	0.012
Departure Headway (Hd)	4.731	4.159	4.764	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	865	752	762
Service Time	2.764	2.181	2.795	2.728
HCM Lane V/C Ratio	0.261	0.297	0.084	0.012
HCM Control Delay	9.4	8.9	8.2	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	1.2	0.3	0

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	4	3
Future Vol, veh/h	0	1	4	3
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	1	4	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	7.8
HCM LOS	A

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	10	24	86	0	17	30	4	0	74	63	17
Future Vol, veh/h	0	10	24	86	0	17	30	4	0	74	63	17
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	11	27	96	0	19	33	4	0	82	70	19
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 8.1

8.2

HCM LOS A

A

Lane NBLn1 EBLn1 WBLn1 SBLn1

Vol Left, % 48% 8% 33% 3%

Vol Thru, % 41% 20% 59% 74%

Vol Right, % 11% 72% 8% 23%

Sign Control Stop Stop Stop Stop

Traffic Vol by Lane 154 120 51 120

LT Vol 74 10 17 4

Through Vol 63 24 30 89

RT Vol 17 86 4 27

Lane Flow Rate 171 133 57 133

Geometry Grp 1 1 1 1

Degree of Util (X) 0.216 0.159 0.076 0.164

Departure Headway (Hd) 4.542 4.288 4.805 4.431

Convergence, Y/N Yes Yes Yes Yes

Cap 791 836 745 809

Service Time 2.572 2.317 2.839 2.462

HCM Lane V/C Ratio 0.216 0.159 0.077 0.164

HCM Control Delay 8.8 8.1 8.2 8.3

HCM Lane LOS A A A A

HCM 95th-tile Q 0.8 0.6 0.2 0.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	4	89	27
Future Vol, veh/h	0	4	89	27
Peak Hour Factor	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	99	30
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	8.3
HCM LOS	A

Lane

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	50	286	221	15	7	50
Future Vol, veh/h	50	286	221	15	7	50
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	56	318	246	17	8	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	262	0	-
Stage 1	-	-	254
Stage 2	-	-	429
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	1302	-	-
Stage 1	-	-	788
Stage 2	-	-	657
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1302	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	788
Stage 2	-	-	623

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1302	-	-	-	699
HCM Lane V/C Ratio	0.043	-	-	-	0.091
HCM Control Delay (s)	7.9	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	15	813	0	0	0	0	0	0	0	6	0	0
Future Vol, veh/h	15	813	0	0	0	0	0	0	0	6	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	17	903	0	0	0	0	0	0	0	7	0	0

Major/Minor	Major1			Minor1			Minor2			
	Conflicting Flow All	0	0	0	937	937	451	485	937	0
Stage 1	-	-	-	-	937	937	-	0	0	-
Stage 2	-	-	-	-	0	0	-	485	937	-
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	-	-	-	-	263	263	556	511	263	-
Stage 1	-	-	-	-	342	342	-	-	-	-
Stage 2	-	-	-	-	-	-	-	585	342	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	263	0	556	511	0	-
Mov Cap-2 Maneuver	-	-	-	-	263	0	-	511	0	-
Stage 1	-	-	-	-	342	0	-	-	0	-
Stage 2	-	-	-	-	-	0	-	585	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	947	4	0	15	0	0	6	15
Future Vol, veh/h	0	0	0	0	947	4	0	15	0	0	6	15
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	1052	4	0	17	0	0	7	17

Major/Minor	Major2	Minor1			Minor2				
Conflicting Flow All	0	0	0	529	1057	0	1062	1054	527
Stage 1	-	-	-	0	0	-	1054	1054	-
Stage 2	-	-	-	529	1057	-	8	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	-	-	-	479	224	-	219	225	496
Stage 1	-	-	-	-	-	-	296	301	-
Stage 2	-	-	-	555	300	-	-	-	-
Platoon blocked, %	-	-	-						
Mov Cap-1 Maneuver	-	-	-	479	0	-	219	0	496
Mov Cap-2 Maneuver	-	-	-	479	0	-	219	0	-
Stage 1	-	-	-	-	0	-	296	0	-
Stage 2	-	-	-	555	0	-	-	0	-

Approach	WB	NB	SB		
HCM Control Delay, s	0		12.6		
HCM LOS	-		B		
<hr/>					
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	496
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	-	0	-	-	12.6
HCM Lane LOS	-	A	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	826	9	4	1009	7	4	1	3	5	3	21
Future Vol, veh/h	14	826	9	4	1009	7	4	1	3	5	3	21
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	16	918	10	4	1121	8	4	1	3	6	3	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1129	0	0	928	0	0	1525	2092	464	1625	2093	564
Stage 1	-	-	-	-	-	-	954	954	-	1134	1134	-
Stage 2	-	-	-	-	-	-	571	1138	-	491	959	-
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	615	-	-	733	-	-	81	52	545	68	52	469
Stage 1	-	-	-	-	-	-	278	335	-	216	276	-
Stage 2	-	-	-	-	-	-	473	275	-	528	334	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	615	-	-	733	-	-	71	50	545	65	50	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	50	-	65	50	-
Stage 1	-	-	-	-	-	-	271	326	-	210	274	-
Stage 2	-	-	-	-	-	-	442	273	-	509	325	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			45.4			33.1		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	615	-	-	733	-	-	160
HCM Lane V/C Ratio	0.091	0.025	-	-	0.006	-	-	0.201
HCM Control Delay (s)	45.4	11	-	-	9.9	-	-	33.1
HCM Lane LOS	E	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.7

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	161	746	828	3	8	155
Future Vol, veh/h	161	746	828	3	8	155
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	179	829	920	3	9	172

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	923	0	-
Stage 1	-	-	922
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	736	-	-
Stage 1	-	-	348
Stage 2	-	-	416
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	736	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	348
Stage 2	-	-	315

Approach	EB	WB	SW
HCM Control Delay, s	2	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	736	-	-	-	64	547
HCM Lane V/C Ratio	0.243	-	-	-	0.139	0.315
HCM Control Delay (s)	11.5	-	-	-	70.1	14.6
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	1	-	-	-	0.5	1.3

Intersection

Int Delay, s/veh 5.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	18	102	101	61	65	18
Future Vol, veh/h	18	102	101	61	65	18
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	113	112	68	72	20

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	374	82	92 0 - 0
Stage 1	82	-	-
Stage 2	292	-	-
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	627	978	1503 - - -
Stage 1	941	-	-
Stage 2	758	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	579	978	1503 - - -
Mov Cap-2 Maneuver	579	-	-
Stage 1	941	-	-
Stage 2	700	-	-

Approach	SB	NE	SW
HCM Control Delay, s	9.8	4.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1503	-	886	-	-
HCM Lane V/C Ratio	0.075	-	0.15	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	52	0	65	0	0	0	0	210	22	28	124	0
Future Vol, veh/h	52	0	65	0	0	0	0	210	22	28	124	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	58	0	72	0	0	0	0	233	24	31	138	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	433 433 138				138			233	0 0 0
Stage 1	200 200 -				-			-	- - -
Stage 2	233 233 -				-			-	- - -
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	580 516 910				1446			1335	- - -
Stage 1	834 736 -				-			0	- - -
Stage 2	806 712 -				-			0	- - -
Platoon blocked, %	-								
Mov Cap-1 Maneuver	566 0 910				1446			1335	- - -
Mov Cap-2 Maneuver	566 0 -				-			-	- - -
Stage 1	813 0 -				-			-	- - -
Stage 2	806 0 -				-			-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	716	1335	-	-
HCM Lane V/C Ratio	-	-	0.182	0.023	-	-
HCM Control Delay (s)	0	-	11.1	7.8	0	-
HCM Lane LOS	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	0.7	0.1	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Traffic Vol, veh/h	5	0	14	13	3	22	0	201	130	0
Future Vol, veh/h	5	0	14	13	3	22	0	201	130	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	6	0	16	14	3	24	0	223	144	0

Major/Minor	Minor2			Minor1			Major2		Major1	
Conflicting Flow All	410	396	229	404	403	144	144	0	236	0
Stage 1	229	229	-	167	167	-	-	-	-	-
Stage 2	181	167	-	237	236	-	-	-	-	-
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	552	541	810	557	536	903	1438	-	1331	-
Stage 1	774	715	-	835	760	-	-	-	-	-
Stage 2	821	760	-	766	710	-	-	-	-	-
Platoon blocked, %									-	-
Mov Cap-1 Maneuver	531	536	810	543	531	903	1438	-	1331	-
Mov Cap-2 Maneuver	531	536	-	543	531	-	-	-	-	-
Stage 1	767	715	-	827	753	-	-	-	-	-
Stage 2	788	753	-	751	710	-	-	-	-	-

Approach	EB	WB	SB	NE
HCM Control Delay, s	10.2	10.4	0	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL2	NEL	NER	EBLn1	WBLn1	SBL	SBR	SBR2
Capacity (veh/h)	1331	-	-	712	704	1438	-	-
HCM Lane V/C Ratio	0.008	-	-	0.03	0.06	-	-	-
HCM Control Delay (s)	7.7	0	-	10.2	10.4	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 24.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	382	172	19	583	0	184	0	22	0	0	0
Future Vol, veh/h	0	382	172	19	583	0	184	0	22	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	424	191	21	648	0	204	0	24	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	648	0	0	424	0	0	1114	1114	424	1127	1114	648
Stage 1	-	-	-	-	-	-	424	424	-	690	690	-
Stage 2	-	-	-	-	-	-	690	690	-	437	424	-
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	938	-	-	1135	-	-	~ 185	208	630	182	208	470
Stage 1	-	-	-	-	-	-	608	587	-	435	446	-
Stage 2	-	-	-	-	-	-	435	446	-	598	587	-
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	938	-	-	1135	-	-	~ 182	204	630	172	204	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 182	204	-	172	204	-
Stage 1	-	-	-	-	-	-	608	587	-	435	438	-
Stage 2	-	-	-	-	-	-	427	438	-	575	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	164	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	938	-	-	1135	-	-	-
HCM Lane V/C Ratio	1.162	-	-	-	0.019	-	-	-
HCM Control Delay (s)	164	0	-	-	8.2	-	-	0
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	11.5	0	-	-	0.1	-	-	-

Notes

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

Intersection

Intersection Delay, s/veh	20														
Intersection LOS	C														
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	275	38	301	0	5	30	16	0	225	94	7	0	20	176
Future Vol, veh/h	0	275	38	301	0	5	30	16	0	225	94	7	0	20	176
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	0.92	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	306	42	334	0	6	33	18	0	250	104	8	0	22	196
Number of Lanes	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1

Approach

	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	22.7	12.3	20.1	16.9
HCM LOS	C	B	C	C

Lane

	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop											
Traffic Vol by Lane	225	94	7	275	38	301	5	30	16	20	176	232
LT Vol	225	0	0	275	0	0	5	0	0	20	0	0
Through Vol	0	94	0	0	38	0	0	30	0	0	176	0
RT Vol	0	0	7	0	0	301	0	0	16	0	0	232
Lane Flow Rate	250	104	8	306	42	334	6	33	18	22	196	258
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.596	0.234	0.016	0.682	0.088	0.635	0.015	0.084	0.041	0.052	0.431	0.518
Departure Headway (Hd)	8.582	8.082	7.382	8.04	7.54	6.84	9.591	9.091	8.391	8.429	7.929	7.229
Convergence, Y/N	Yes											
Cap	420	444	484	449	475	528	373	393	426	425	454	498
Service Time	6.337	5.837	5.137	5.788	5.288	4.588	7.363	6.863	6.163	6.179	5.679	4.979
HCM Lane V/C Ratio	0.595	0.234	0.017	0.682	0.088	0.633	0.016	0.084	0.042	0.052	0.432	0.518
HCM Control Delay	23.3	13.3	10.3	26.4	11	20.8	12.5	12.7	11.5	11.6	16.6	17.5
HCM Lane LOS	C	B	B	D	B	C	B	B	B	B	C	C
HCM 95th-tile Q	3.8	0.9	0	5	0.3	4.4	0	0.3	0.1	0.2	2.1	2.9

Intersection

Intersection Delay, s/veh	
Intersection LOS	

Movement

Traffic Vol, veh/h	232
Future Vol, veh/h	232
Peak Hour Factor	0.90
Heavy Vehicles, %	2
Mvmt Flow	258
Number of Lanes	1

Approach

Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Lane

Intersection

Intersection Delay, s/veh	22.9														
Intersection LOS	C														
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT
Traffic Vol, veh/h	0	304	42	303	0	5	33	18	0	220	104	8	0	22	194
Future Vol, veh/h	0	304	42	303	0	5	33	18	0	220	104	8	0	22	194
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	0.92	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	338	47	337	0	6	37	20	0	244	116	9	0	24	216
Number of Lanes	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1

Approach

	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	27.4	12.8	20.9	19.2
HCM LOS	D	B	C	C

Lane

	NBLn1	NBLn2	NBLn3	EBln1	EBln2	EBln3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop											
Traffic Vol by Lane	220	104	8	304	42	303	5	33	18	22	194	257
LT Vol	220	0	0	304	0	0	5	0	0	22	0	0
Through Vol	0	104	0	0	42	0	0	33	0	0	194	0
RT Vol	0	0	8	0	0	303	0	0	18	0	0	257
Lane Flow Rate	244	116	9	338	47	337	6	37	20	24	216	286
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.604	0.269	0.019	0.775	0.101	0.66	0.015	0.096	0.049	0.059	0.487	0.59
Departure Headway (Hd)	8.895	8.395	7.695	8.26	7.76	7.06	9.936	9.436	8.736	8.639	8.139	7.439
Convergence, Y/N	Yes											
Cap	406	428	464	439	461	512	359	378	408	414	442	485
Service Time	6.663	6.163	5.463	6.017	5.517	4.817	7.727	7.227	6.527	6.4	5.9	5.2
HCM Lane V/C Ratio	0.601	0.271	0.019	0.77	0.102	0.658	0.017	0.098	0.049	0.058	0.489	0.59
HCM Control Delay	24.4	14.2	10.6	34.3	11.4	22.6	12.9	13.2	12	11.9	18.4	20.4
HCM Lane LOS	C	B	B	D	B	C	B	B	B	B	C	C
HCM 95th-tile Q	3.8	1.1	0.1	6.7	0.3	4.8	0	0.3	0.2	0.2	2.6	3.7

Intersection

Intersection Delay, s/veh	
Intersection LOS	

Movement

	SBR
Traffic Vol, veh/h	257
Future Vol, veh/h	257
Peak Hour Factor	0.90
Heavy Vehicles, %	2
Mvmt Flow	286
Number of Lanes	1

Approach

Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Lane



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

APPENDIX

Turn Lane Analysis

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

2027 With Project

V = vehicles per hour

PM Peak Hour
V = 172 vph

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

$$S \text{ (ft)} = \frac{172 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 143 \text{ feet}$$

Minimum Recommended Storage: 150 feet

Un-Signalized Intersection (Left Turn Lane)

Location: SR 177/Eastbound US 60 Ramps

Approach/Leg: Southbound

2022 With Project

V = vehicles per hour

PM Peak Hour
V = 95 vph

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

$$S (\text{ft}) = \frac{95 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 79 \text{ feet}$$

Minimum Recommended Storage: 100 feet

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

2027 With Project

V = vehicles per hour

PM Peak Hour
V = 118 vph

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

$$S (\text{ft}) = \frac{118 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 98 \text{ feet}$$

Minimum Recommended Storage: 100 feet

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

2022 With Project

V = vehicles per hour

PM Peak Hour
V = 45 vph

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

$$S (\text{ft}) = \frac{45 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 38 \text{ feet}$$

Minimum Recommended Storage: 50 feet

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

2022 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: Hewitt Station Road (FS Road 357)/US 60
Approach/Leg: Eastbound

2022 With Project

V = vehicles per hour

PM Peak Hour
V = 45 vph

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

$$S (\text{ft}) = \frac{45 \text{ vph} * (2 \text{ min}) * (25 \text{ ft/veh})}{(60 \text{ min/hr})} = 38 \text{ feet}$$

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection (Left Turn Lane)

Location: Main Street/Lonetree Road

Approach/Leg: Eastbound

2022 With Project

V = vehicles per hour

PM Peak Hour

V = 280 vph

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

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

Minimum Recommended Storage: 250 feet
