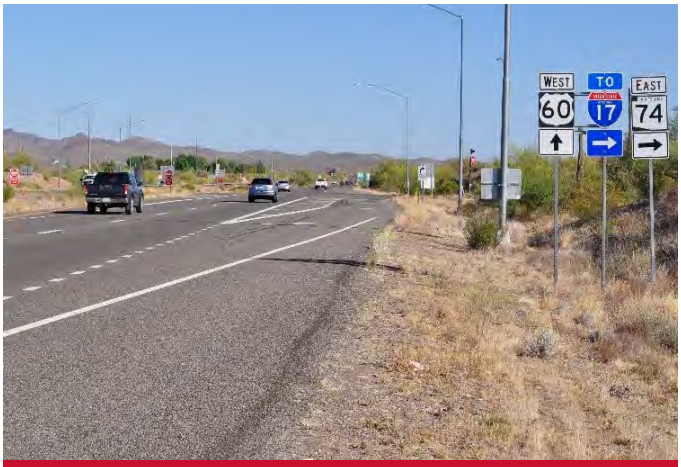

US 60 Corridor Study

Milepost 111 to Milepost 120

Maricopa County, Arizona

March 5, 2020

Prepared For:

ADOT | Arizona Department of Transportation

Prepared by: HDR

In association with Central Creative and Del Sol Group

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1 Introduction

The US 60 Corridor Study Milepost (MP) 111 to MP 120 (the Study) has been developed for the Arizona Department of Transportation (ADOT) to identify potential traffic and safety issues—and possible solutions to these issues—along this segment of the US 60 corridor. As the corridor evaluation proceeded, alternatives to the identified issues in the study area extended beyond MP 111 to the west, to include a sidewalk gap (immediately east of the US 60 Hassayampa River bridge) and the intersection of US 60 and El Recreo Drive (located at approximately MP 110.5). These areas were included in the recommendations to address traffic and safety issues. This information will form the basis for safety and capacity improvement recommendations that are supported by the collected data, provide safety and capacity benefits (relative to estimated project costs), and garner stakeholder support.

1.1 Study Area

This report describes the existing conditions and anticipated future conditions, along with recommendations for the corridor in the study area. The study area, shown in Figure 1, is located in northwestern Maricopa County and includes portions of the incorporated area of Wickenburg, Arizona.

This segment of the US 60 corridor serves as the primary route linking Phoenix and Las Vegas, Nevada. It is envisioned that the proposed Interstate 11 (I-11) will replace US 60 as the route linking Phoenix to Las Vegas, and US 60 will become a local or regional route.

I-11 has been identified as a critical piece of infrastructure that would support and connect the economies of Arizona and Nevada. It also could be connected to a larger north-to-south transportation corridor, linking Mexico and Canada.

This segment of US 60 runs north of, and parallel to, the Hassayampa River. The BNSF Railway is located between the river and the route for much of this segment. Along the corridor there are primarily single-family houses, with commercial businesses (largely retail, service, and restaurants) as US 60 approaches Wickenburg. One rest area is within the study limits, located just east of MP 116.

1.2 Study Background

This Study follows the US 60/US 93 Corridor Profile Study (CPS), which was completed for ADOT in March 2017. The CPS examined the pavement and bridge conditions, safety, and reliability of traveling on the US 60 corridor from State Route (SR) 303 Loop in the Phoenix area to the roundabout on the western bank of the Hassayampa River (and continuing on US 93 to the Nevada state line). The CPS examined both passenger and freight vehicle traffic. The findings indicated that this segment of the US 60 corridor has a low travel time index and planning time index, indicating that delays result from both recurring congestion and non-recurring events such as crashes or weather that affect both passenger and freight vehicles. The CPS also found that the corridor had higher-than-average crashes when compared with similar roadway types across the state. No concerns regarding the condition of the pavement or the bridges in the study

area were identified, based the CPS results. This Study did not address pavement or bridge conditions, given the analysis performed previously as part of the CPS. No specific recommendations were made for this segment of US 60 based on the findings in the CPS.

1.3 Study Purpose and Approach

This Study considered the current and projected future conditions of the corridor to identify and evaluate issues affecting safety and capacity through a 2040 planning horizon. Based on those findings, recommendations for future improvements will be made. For the traffic analysis, 2019 traffic counts were collected by Traffic Research and Analysis. Traffic volumes were also determined from the 2015 Arizona Travel Demand Model (AZTDM) and the 2040 AZTDM to develop growth factors. The growth factors were then applied to the actual traffic counts to determine the anticipated 2040 volumes. For the safety analysis, ADOT provided the crash data for this segment from 2013 through 2017. The crash data were used to identify trends in crashes along the corridor, and to determine issues that may need to be addressed from a safety perspective.

1.4 Previous Studies and Plans

Historical studies and plans prepared for the corridor provide context and perspective for this study. A comprehensive inventory of past project implementation proposals for this segment of the US 60 corridor was completed as part of CPS. The relevant studies are summarized in the following sections.

1.4.1 Wickenburg General Plan (2013)

In the discussion of Existing Transportation System Conditions, the Wickenburg General Plan states that, “Regional transportation planning has identified several future corridors that may influence circulation in Wickenburg. The Maricopa County Department of Transportation, which maintains Vulture Mine Road outside of Town boundaries, is planning that corridor as a future Arizona Parkway that will connect US 93 north of Wickenburg to the planned Hassayampa Freeway southwest of the town limits. The Hassayampa Valley Framework Study for the Wickenburg Area identified a planned alignment for the Hassayampa Freeway, also known as Interstate 11 (I-11), west of Wickenburg.” ADOT is conducting an environmental study for the preliminary alignments identified for I-11, and a draft Tier 1 environmental impact statement for I-11 was published in April 2019.

1.4.2 Arizona State Rail Plan (2011)

The State Rail Plan notes that, “from a passenger perspective, the segment of the rail corridor between Wickenburg and Phoenix could provide a leg of the proposed MAG commuter rail system, and could also be used to develop a northward extension of intercity rail outside the central Sun Corridor.” The State Rail Plan goes on to state that operational improvements would be necessary to implement such service. Commuter rail along US 60 would affect travel in the corridor, and may also influence land use and development patterns along the corridor.

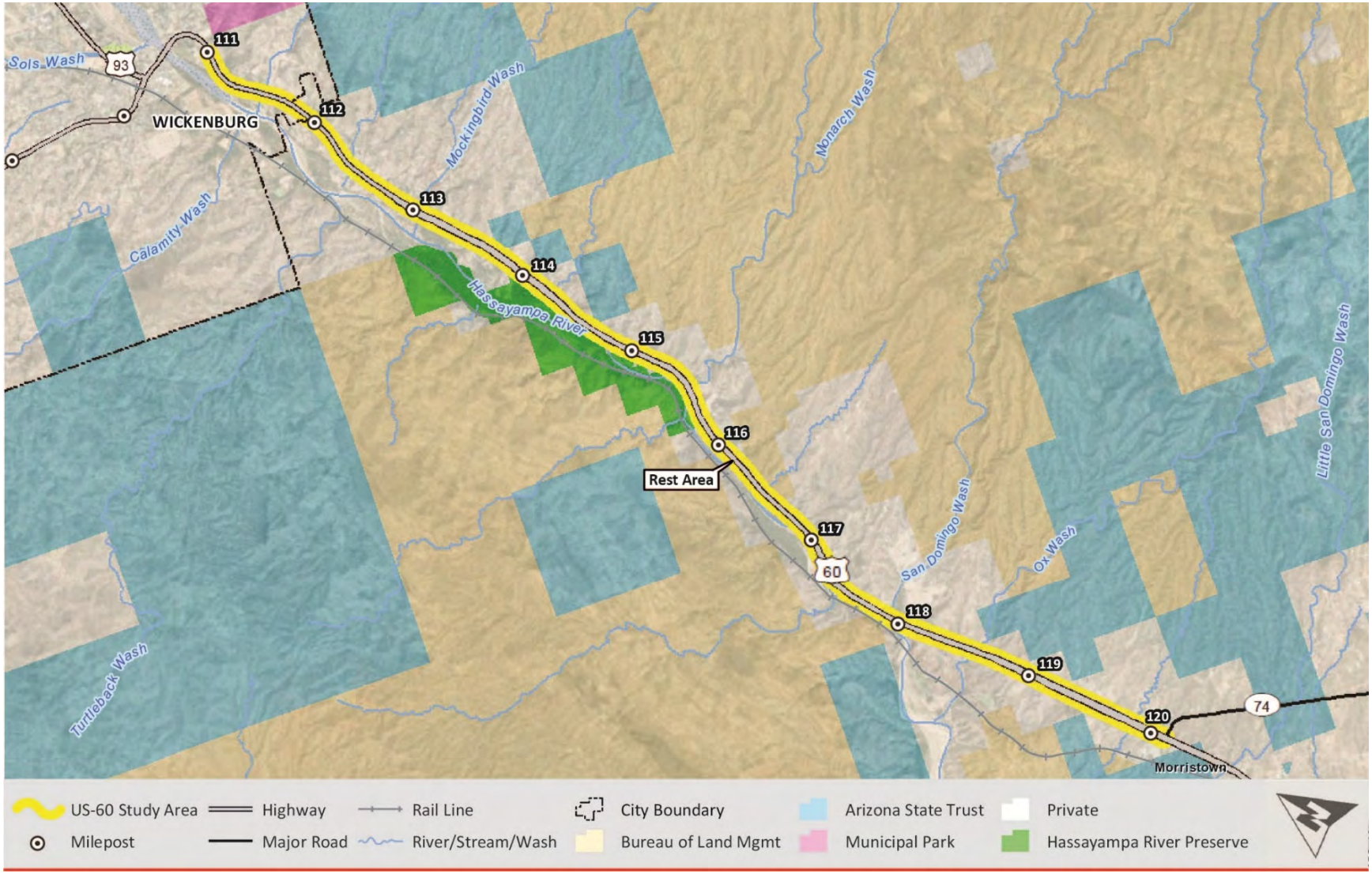

Figure 1. Study Area and Adjacent Land Uses

1.4.3 US 93/US 60 Corridor Profile Study Nevada State Line to SR 303L (2017)

As discussed in Section 1.2, the CPS examined key performance measures relative to the US 93 and US 60 corridor, and the results of this performance evaluation may be used to identify potential strategic improvements. The ADOT corridor profile program (part of ADOT's Planning-to-Programming process) is intended to facilitate performance-based planning to identify areas of need and make the most efficient use of available funding to provide an efficient transportation network. Table 1 is excerpted from the CPS Table 3, *Corridor Recommendations from Previous Studies,* which includes information and recommended improvements relevant to the US 60 corridor segment obtained from studies and plans reviewed for the CPS (the full report may be found at https://azdot.gov/).

1.4.4 ADOT 2019–2023 Five-Year Construction Program (2018)

Projects identified in ADOT's current Five-Year Construction Program that will have an influence on this study segment of US 60 include improvements to US 93 between Wickenburg and Nevada. These projects will address bottlenecks on the route to improve safety and roadway capacity:

- **US 93: "The Gap" Tegner Drive to State Route 89**. This project will widen a 3-mile stretch of US 93 near Wickenburg to a four-lane divided highway. Identified funding includes $5 million for right-of-way in fiscal year (FY) 2019 and $41 million for construction in FY 2020.
- **US 93: Cane Springs section**. This project will widen a 3-mile stretch of US 93 north of Wikieup to a four-lane divided highway. Identified funding includes $5 million for design in FY 2021 and $35 million for construction in FY 2023.
- **US 93: Big Jim Wash section**. This project will widen a 5-mile stretch of US 93 north of Wickenburg to a four-lane divided highway. Identified funding includes $5 million for design in FY 2023 and $33 million for construction in FY 2025.
- **US 93/Interstate 40: West Kingman traffic interchange**. Identified funding includes $10 million allocated for right-of-way in FY 2020 for this new traffic interchange. Construction is expected to begin in FY 2024 and is projected to cost $55 million.

Table 1. Corridor Recommendations from Previous Studies

Project Description	Milepost Begin/ End	Study											
		Arizona State Rail Plan	Arizona Statewide DMS Master Plan	Arizona Statewide Rail Framework Study	Arizona Statewide Rest Area Study	BQAZ	Hassayampa Framework Study for Wickenburg	Wickenburg – Phoenix Highway US 60 DCR[a]	MAG Commuter Rail Development Plan	MAG Freight Transportation Framework Plan	MAG FY 2014–2018 Regional TIP	MAG Regional Transit Framework Plan	Wickenburg Community Travel Management Plan
Roadway													
Addition of westbound DMS	122		X										
System traffic interchange – US 60 and SR 74	120.8						X						
Addition of eastbound DMS	118		X										
US 60 roadway embankment stabilization improvement	117							X					
US 60 roadway embankment stabilization improvement	116.3							X					
Monarch Bridge scour retrofit	115.5										X		
Design of retaining walls in Wickenburg	112.7/111										X		
Transit and Nonmotorized													
Proposed commuter rail line – US 60/Grand Avenue	138/111	X		X		X			X				
Proposed high-capacity transit route	138/111									X		X	

Table 1. Corridor Recommendations from Previous Studies

Project Description	Milepost Begin/ End	Study											
		Arizona State Rail Plan	Arizona Statewide DMS Master Plan	Arizona Statewide Rail Framework Study	Arizona Statewide Rest Area Study	BQAZ	Hassayampa Framework Study for Wickenburg	Wickenburg – Phoenix Highway US 60 DCR[a]	MAG Commuter Rail Development Plan	MAG Freight Transportation Framework Plan	MAG FY 2014–2018 Regional TIP	MAG Regional Transit Framework Plan	Wickenburg Community Travel Management Plan
Proposed park and ride – US 60 and Dove Valley Road	128			X									
Proposed rail station, Wittmann	128								X				
Proposed commuter rail station – Morristown/Castle Hot Springs	122								X	X			
Rest area improvements – Hassayampa	116				X								
Proposed trailhead or day use area	113.75												X
Proposed commuter rail station – Wickenburg	111								X	X			

Notes: BQAZ = Building a Quality Arizona, DCR = design concept report, DMS = dynamic message sign, MAG = Maricopa Association of Governments, TIP = Transportation Improvement Program

This table is excerpted from the *US 93/US 60 Corridor Profile Study Nevada State Line to SR 303L*, Table 3, *Corridor Recommendations from Previous Studies*.

[a] The purpose of the *Hassayampa River; E of Wickenburg, Wickenburg – Phoenix Highway US 60 Design Concept Report* was to study the stabilization of the banks of the Hassayampa River along US 60 at MP 116.3 and MP 117 to protect the low-flow channel from further erosion and to prevent the US 60 roadway embankment from collapsing.

1.4.5 Arizona State Wildlife Action Plan/Wildlife Linkages Assessment (2012)

The Arizona Game and Fish Department (AGFD) developed the State Wildlife Action Plan and Wildlife Linkages Assessment. The plan covers the entire state, identifying wildlife and habitats in need of conservation, insight regarding the stressors to those resources, and suggestions for actions that can be taken to alleviate those stressors. AGFD's Habimap Tool identifies that US 60 travels through potential wildlife linkages south of Wickenburg. It is also noted that the entire US 60 corridor bisects allotments/ pastures. These areas are controlled by the Arizona State Land Department and the Bureau of Land Management (BLM). Moderate to high levels of Species of Economic and Recreational Importance are identified along the US 93 and US 60 corridor from the SR 303L junction to Kingman. Additional information on wildlife linkages will be documented in the environmental overview to be included in the final US 60 Corridor Study.

1.4.6 Interstate 11 Tier 1 Environmental Impact Statement (in progress)

In 2015, the Fixing America's Surface Transportation Act, or FAST Act, formally designated I-11 as a proposed transportation route in Arizona. It stated that the I-11 corridor will generally follow SR 189 and Interstate 19 from Nogales to Tucson, Interstate 10 from Tucson to Phoenix, and US 93 from Wickenburg to the Nevada state line.

ADOT is currently conducting the first step in a tiered environmental study to identify a recommended corridor for I-11 between Nogales and Wickenburg. The Tier 1 environmental impact statement review process will consider both build corridor alternatives and the no-build alternative.

If a build corridor alternative is selected, Tier 2 environmental studies would then be required to determine the alignment and specific design details, such as the width of the median, frontage roads, traffic interchange locations, and other roadway features. Funding for construction of the route has not been identified.

2 Existing Conditions

Available data related to existing conditions provides the foundation for identifying the current deficiencies of the US 60 corridor and potential future improvement strategies. This section discusses the existing transportation system, land uses, and environmental conditions to develop a better understanding of the area as whole and to inform the Study recommendations.

2.1 Land Use

Much of the corridor traverses unincorporated Maricopa County, with the exception of the western extent, which is within the Wickenburg incorporated area (the town limits extend to MP 112). Wickenburg's municipal planning area (MPA) encompasses approximately 435 square miles (east of MP 117, the MPA is limited to the southern side of the corridor). Most of the incorporated area of Wickenburg is within Maricopa County, with a portion extending into Yavapai County.

The lands surrounding Wickenburg and the US 60 corridor are primarily owned by state and federal agencies. Major landowners include the Arizona State Trust and BLM. The Hassayampa River parallels the corridor from the western end to approximately MP 118. US 60 traverses private land for much of the Study corridor, with the exception of approximately 1,000 feet of the roadway that crosses BLM land between MPs 116 and 117.

Residential and commercial land uses exist along the corridor, with the density of developed properties and activity generally increasing closer to Wickenburg.

2.2 Roadway Characteristics

Identifying roadway characteristics is a key step in understanding potential capacity, traffic flow, and safety concerns along the corridor.

2.2.1 Roadway Alignment

Generally speaking, this segment of US 60 is a straight road running along a northwest-to-southeast alignment. There are 24 horizontal curves with radii ranging from 2,865 feet to 11,460 feet (corresponding to 2 to 0.5 degrees of curvature, respectively). There are 30 vertical curves with grades less than 3 percent. Figure 2 is a schematic drawing depicting the US 60 plan and profile. This figure shows the roadway vertical profile aligned with the roadway curves and access drives, and crash locations derived from 5 years of crash data. The figure illustrates the relationship between roadway geometry and access points. This information may be used in developing an access management plan for the corridor (a recommendation of the Study, further discussed in Section 6.3).

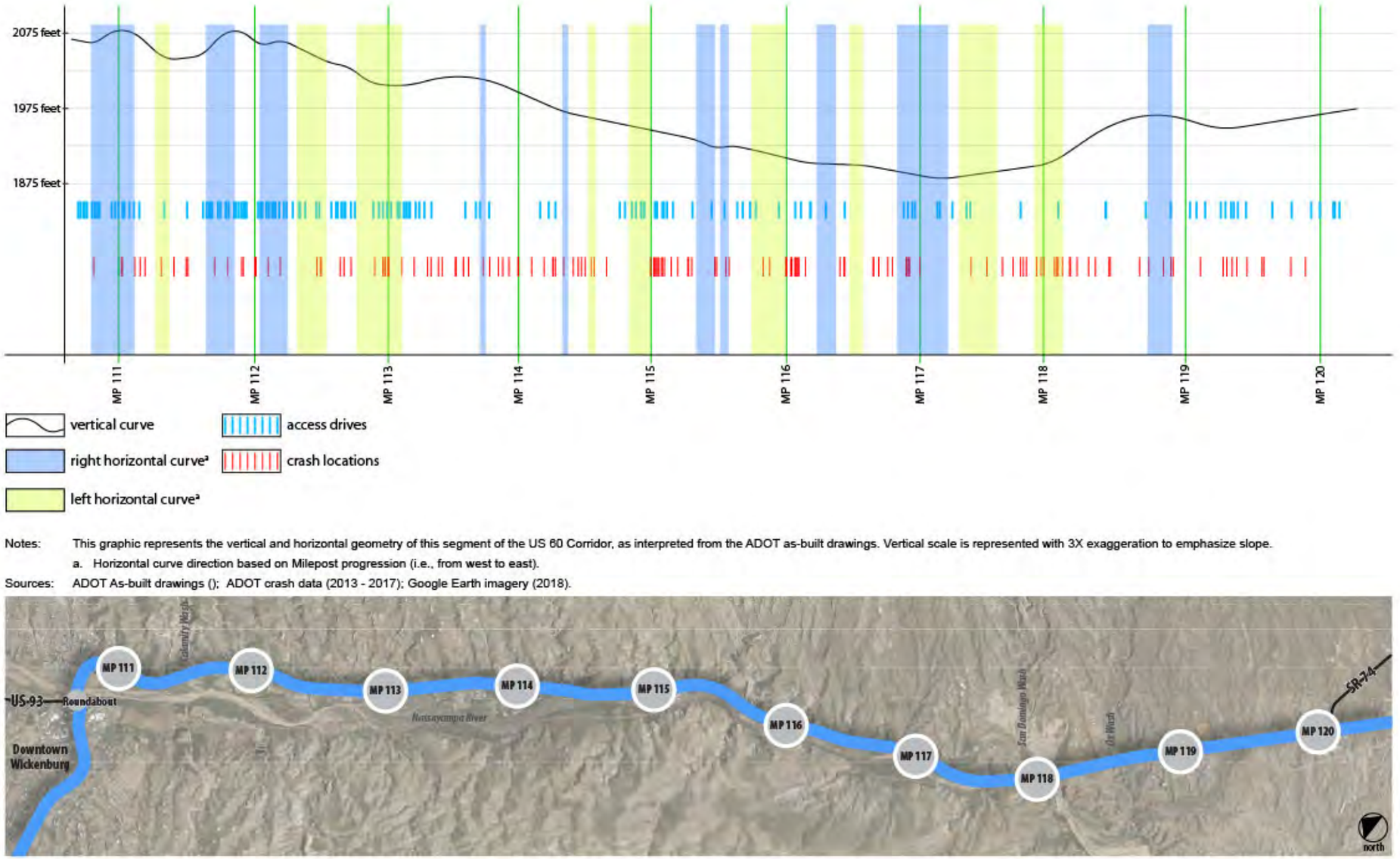

Figure 2. Schematic drawing depicting the US 60 plan and profile

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The roadway geometrics have not been studied in detail to determine whether they comply with the American Association of State Highway and Transportation Officials (AASHTO) standards or ADOT's Roadway Design Guidelines. Further analysis may be needed during the design phase of any future projects.

2.2.2 Speed Limits

The speed limit to the west of this segment of the US 60 corridor is 35 miles per hour (mph), and is reduced to 30 mph immediately east of the Hassayampa Bridge. Beginning approximately one-eighth of a mile to the west of MP 111, the speed limit is 45 mph until MP 113, where it increases to 65 mph until just before MP 120, where it drops to 55 mph. The speed limits and average speed of drivers are shown in Figure 3. Based on the traffic counts, drivers are traveling at approximately the speed limit; however, observations of drivers approaching or leaving Wickenburg—where the speed limit changes from 45 mph to 65 mph—found that drivers had yet to slow down to 45 mph or had already sped up to 65 mph at the traffic count location.

2.2.3 Lane and Shoulder Widths

There are two lanes in each direction for the entirety of the corridor. The lanes are generally 12 feet wide, with a few exceptions where there is a curbed roadway section and the outside lane is 14 feet wide. A two-way left-turn lane (TWLTL) is located between MPs 110.5 and 113 that is 12 feet wide. The shoulders on the outside of the roadway are paved and are 10 feet wide (with the exception of the area of the TWLTL, where there is a curb and gutter, with no shoulders). The inside shoulders are paved and 2 feet wide where there is curb and gutter, and are 4 feet wide where there is a wider median with no curb and gutter. The TWLTL precludes an inside shoulder for its extent.

2.2.4 Medians

ADOT's Roadway Design Guidelines state that, "divided highways afford an opportunity to achieve the operational and design advantages of one-way roadways." The median width on divided roadways is the distance between edges of the inside through travel lanes. In rural areas, the desirable median width of 84 feet should be used where the terrain or other physical features would make construction impractical or overly costly and where right-of-way costs are not disproportionate to the total project costs. The minimum median width on rural highways shall be 50 feet.

There are three median types within the study limits: a TWLTL, a median strip with curb, and a median strip with no curb. These are described below, and Figure 3 shows the location of these median types.

Two-way left-turn lane (TWLTL). A TWLTL is a lane placed between opposing lanes of traffic for the purpose of allowing traffic from either direction to make left turns off the roadway. TWLTLs provide spatial separation between opposing lanes of traffic, which can reduce head-on collisions (TWLTLs can also function as a lane for emergency vehicles).

The TWLTL was added to US 60 in 2011 to allow traffic from either direction to make left turns off US 60. The TWLTL allows access to the various businesses and homes within this area without needing to provide turn lanes.

TWLTLs provide the most benefit on roads with closely spaced driveways. This type of median extends approximately from MP 111 to MP 113. This part of the study area is in the more urbanized area of Wickenburg and has the highest density of access points; the TWLTL allows access to the various businesses and homes in this area without needing to provide turn lane pockets.

The capacity of a five-lane roadway with a TWLTL is approximately 28,000 average daily traffic (ADT). Traffic volumes along the corridor today do not necessitate changes to the TWLTL. Since the addition of the TWLTL, the new five-lane section has operated largely as intended. However, based on the projected traffic volumes, this corridor segment is expected to exceed 28,000 ADT by 2028.

The outreach survey conducted for the Study showed support for the TWLTL, with a large number of participants reporting that they would prefer not to have a median in this area.

The intersection of El Recreo Drive/Sullivan Street and US 60 is located approximately one-quarter mile east of the US 60 and US 93 roundabout, in the area of TWLTL. El Recreo Drive goes north and connects to Constellation Road. Constellation Road also connects to Jack Burden Road, which is the next intersection with US 60 west of El Recreo Drive. This area to the north of US 60 has several existing subdivisions, with a number of undeveloped parcels likely to be developed in the future, as well as a driveway entrance to a business park on the northeastern corner of the intersection (this business park also has a driveway onto US 60). Sullivan Street provides access to the Aztec Village RV Park and a private residence. Currently, the intersection is stop-controlled for the northern and southern legs.

Wickenburg identifies this area to the north of US 60 in its General Plan as appropriate for low-density single-family development. Given the number of undeveloped parcels, particularly north of US 60, and the potential for development, it is anticipated that the traffic entering US 60 from El Recreo Drive (and Jack Burden Road) will increase with this development. With the projected increase in traffic traveling on US 60, it will become increasingly difficult for traffic to turn left onto and off of El Recreo Drive and Jack Burden Road. While traffic counts at this intersection were not collected as part of this study, it is recommended that counts be collected here to provide a baseline to monitor this traffic growth to determine when a traffic signal is warranted.

Median strip with no curb. A median strip with no curb extends from approximately MP 113 to MP 114.5 and from MP 117.8 to MP 120. This median type ranges from 45 to 80 feet wide with no cable median barrier.

Curbed median strip. A curbed median strip extends from MP 114.5 to MP 117.8 (and an approximately 800-foot section where the TWLTL transitions to a median just west of MP 113).

ADOT Traffic Engineering Guidelines and Processes (TGP) state that median openings shall be designed to include median turn lanes for both directions of travel. The length of the turn lanes shall be determined from appropriate traffic data but shall not be less than

100 feet (see Section 2.2.6 for more details). The spacing between median openings at intersections varies depending on operating environment and median type (see Section 2.2.5 for more details).

Along the segment, there are 21 median openings for cars to make left turns or U-turns. Based on the 5 years of crash data analyzed, several areas had higher concentrations of crashes (relative to the corridor). However, the crash data do not provide evidence that definitively points to the median openings causing an increase in crashes.

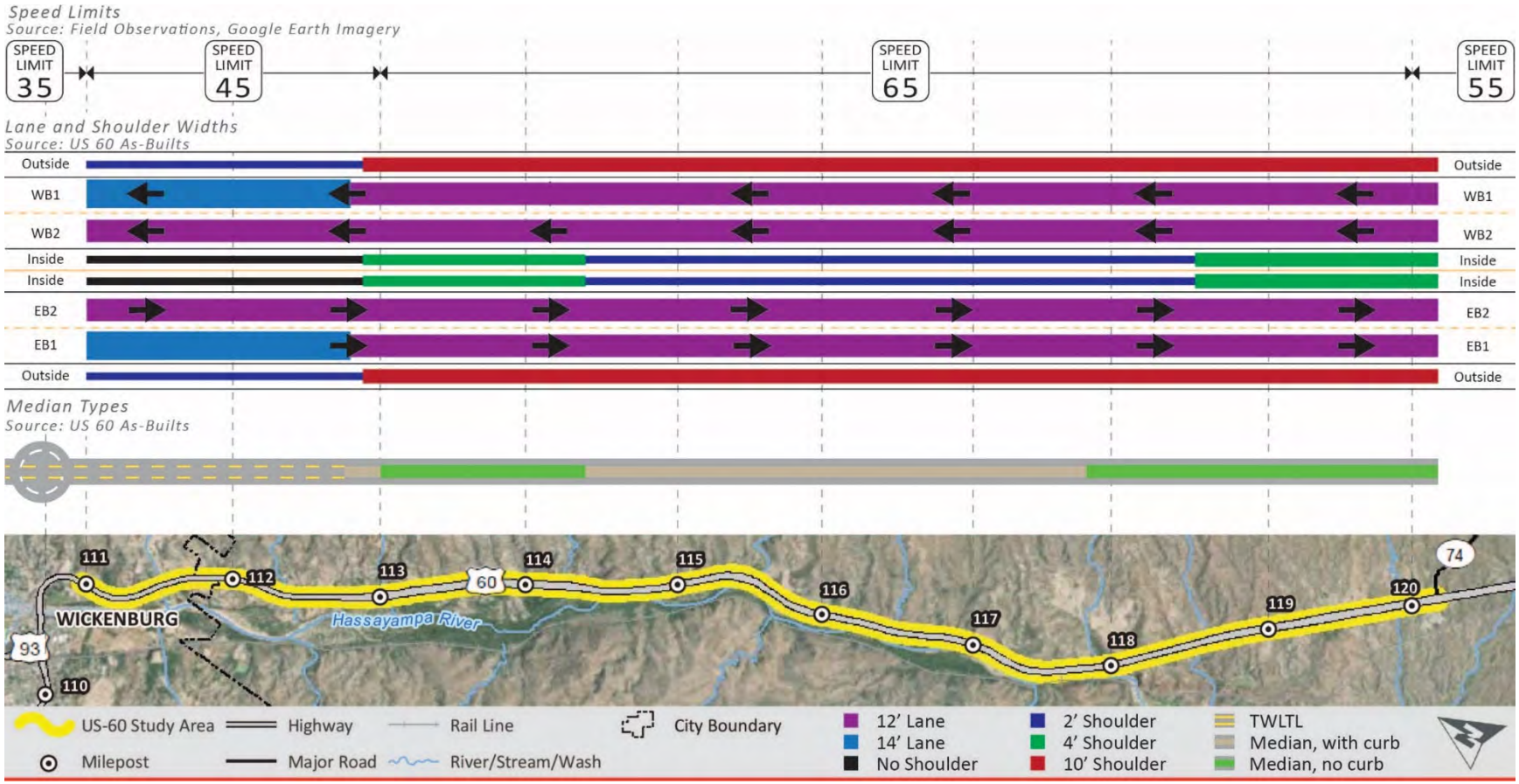

Figure 3. Speed Limits, Lane and Shoulder Widths, and Median Types

Between MP 113 and MP 120, where this corridor is a four-lane divided highway, there are 21 breaks in the median to allow vehicles to turn left or make U-turns. Twelve of these median breaks have turn lanes in each direction, seven have eastbound turn lanes only, and two have westbound turn lanes only. Two of the left-turn lanes are long enough to meet ADOT guidance for left-turn lane design.

2.2.5 Functional Classification

ADOT and Wickenburg characterize US 60 as a *Principal Arterial* route. The Federal Highway Administration (FHWA) describes a rural Principal Arterial road as having the following characteristics:

- traffic movements with trip length and density suitable for substantial statewide travel
- traffic movements between urban areas with populations over 25,000
- traffic movements at high speeds
- divided four-lane roads
- desired level of service[1] (LOS) C

This accurately characterizes the rural segment of US 60, which extends from SR 74 (MP 120) to about 1 mile outside the Wickenburg incorporated area at MP 113.

At approximately MP 113, the speed limit decreases to 45 mph, and the median is replaced with a TWLTL. For this segment of US 60, which extends to the western study limits, the route may be reasonably characterized as an urban Principal Arterial route. An urban Principal Arterial route may be described as having the following characteristics:

- traffic movements in urban areas consisting of through movements and major circulation movements in these areas
- traffic movements involving a large portion of the total urban area travel on a minimum of mileage

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[1] Level of service (LOS) is a qualitative measure used n the Highway Capacity Manual (HCM) to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels as described below:

A: free flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes.

B: reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted.

C: stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. This is the target LOS for some urban and most rural highways.

D: approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease.

E: unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit.

F: forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

- posted speeds less than or equal to 45 mph
- divided four- or six-lane roads
- striped for two or three lanes in each direction with a median and exclusive turn lanes, where applicable
- desired LOS D

2.2.6 Turn Lanes

Given the large number of access points through this segment, turn lanes are needed throughout the corridor. There are a total of 36 left-turn lanes and 2 right-turn lanes. ADOT's TGP recommends that the length of a left-turn lane included the taper be calculated as shown in the following equation:

$$Total\ Length = braking\ distance + queue + gap + taper$$

Braking distance is set based on speed

Queue is based on anticipated demand

Gap is set based on speed limit

T=Speed x lane width/2 for speeds of 45 mph or greater on low-volume minor roads

Table 2 shows the recommended length of left-turn lanes for the various lane widths and speed limits on this corridor.

Table 2. Turn Lane Length Guidelines

Speed Limit (mph)	Lane Width (feet)	Taper (feet)	Gap (feet)	Minimum Braking Distance (feet)	Queue Length[a] (feet)	Storage (braking + queue) (feet)	Total Length with Taper (feet)
45	10	225	90	85	85	170	485
	11	248	90	85	85	170	508
	12	270	90	85	85	170	530
55	10	275	140	145	85	230	645
	11	303	140	145	85	230	673
	12	330	140	145	85	230	700
65	10	325	140	265	85	350	815
	11	358	140	265	85	350	848
	12	390	140	265	85	350	880

Source: https://www.azdot.gov/docs/default-source/traffic-library/tgp0430-2015-06.pdf?sfvrsn=2

[a] Queue length uses minimum queue length of 85 feet for one passenger vehicle and one truck based on the TGP.

The guidelines for right-turn lane storage lengths is the same as for lefts, except there is no need for additional taper length, just the gap length is required. All but two of the turn lanes meet ADOT guidelines outlined above; however, the TGP states "shorter turn lanes than the minimum established by this guideline may be acceptable if approved in writing by the Regional Traffic Engineer having jurisdiction."

Hassayampa Rest Area

Currently, there is a left-turn lane for vehicles entering the rest area from westbound US 60. Eastbound vehicles wishing to access the rest area must slow down in the travel lane to make the right turn. Vehicles exiting the rest area in either direction on US 60 must get up to speed in the travel lanes.

2.2.7 Access Points

Along the corridor, many businesses in the Wickenburg area and residential properties are adjacent to the corridor. Because of the many destinations along the corridor, there are 154 access points, with the highest concentration close to Wickenburg, as shown in Figures 3 and 4. ADOT's Complete Transportation Guidebook (https://azdot.gov/sites/default/files/2019/08/ctguidebook.pdf) has guidelines for urban and rural environments that are used to help in decision-making regarding access point permitting (see Table 3).

ADOT currently reviews access point requests and tries to combine private access points as often as possible to follow its guidelines. Given the lack of a parallel roadway network in the corridor, it is not always possible or reasonable to limit the addition of new access points for new homes or businesses.

Table 3. ADOT Access Guidelines

Access Control Feature	ADOT Recommendation
Rural (MP 112.75–MP 120)	
Intersection and access point spacing	1,320 feet
Urban (MP 111–MP 112.75)	
Intersection and access point spacing	660 feet

Source: https://azdot.gov/sites/default/files/2019/08/ctguidebook.pdf

Based on ADOT's guidelines, just over 10 percent of the 166 access points along this corridor meet the ADOT recommendations in terms of minimum spacing.

2.2.8 Observations

A significant factor contributing to the driver experience in this segment of the US 60 corridor is the roadway vertical and horizontal curves. While the curves and hills are modest, they do result in varying sight distances. For westbound travelers from the Phoenix area, these curves represent a change from the relatively straight and flat 35-mile roadway section to the east. The change in profile begins approximately 2 miles east of the SR 74 junction, with the US 60 crossover of the BNSF railroad, which occurs at MP 122.

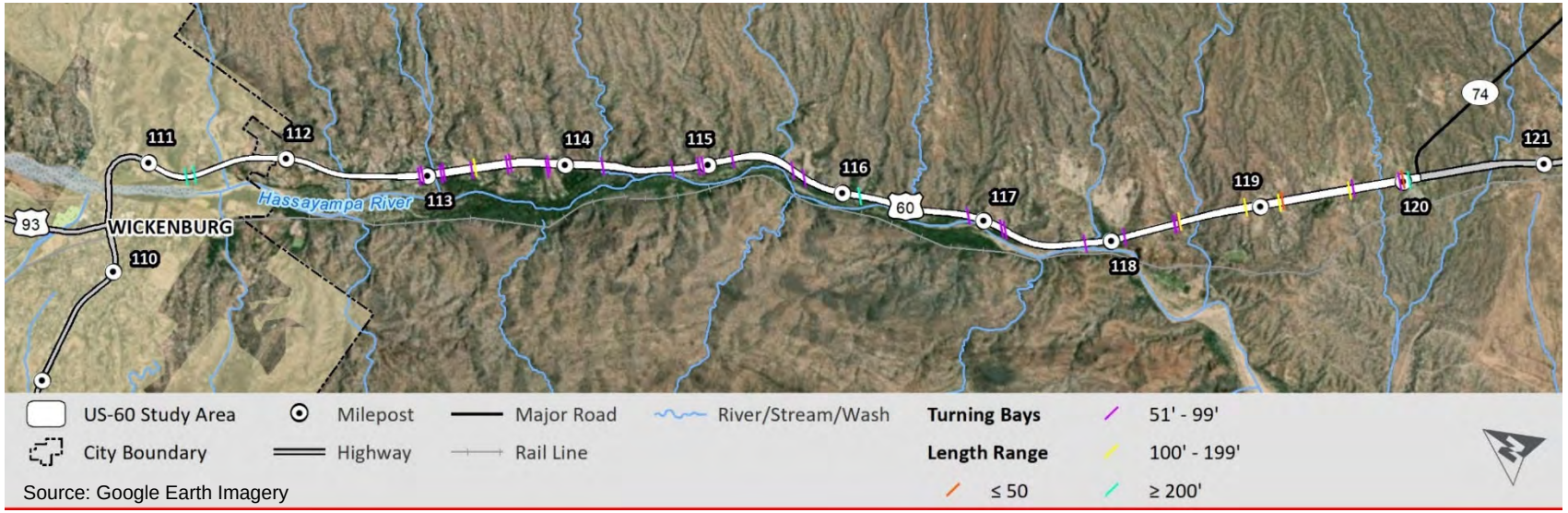


Figure 4. Turn Lane Locations

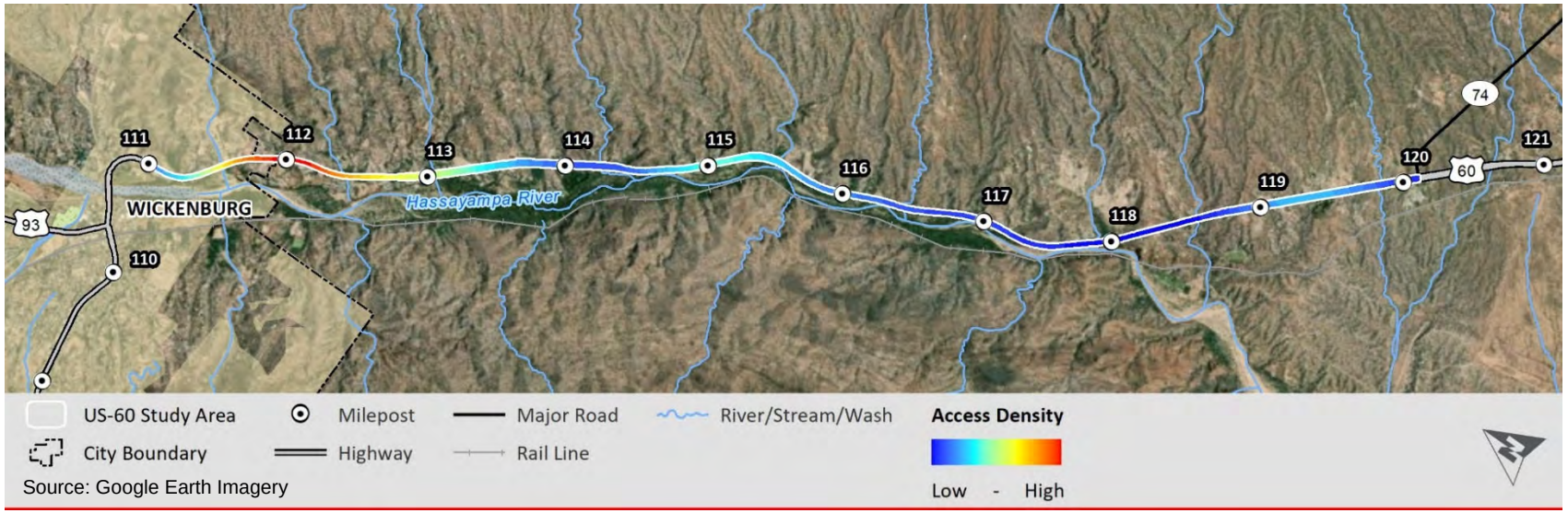


Figure 5. Access Points

The transition east to west in the corridor from a rural, divided four-lane highway to a more developed undivided five-lane principal arterial results in additional transitions for drivers to adjust to. Driver speeds along this segment of the US 60 corridor were observed to be generally consistent with posted limits, but the speed limit transitions result in areas where there may be a substantial difference in vehicle speeds. In addition, vehicles slowing to make right turns, or accessing left-turn bays, contribute to these speed differences.

Respondents to the public scoping survey often cited speeding as a concern in the corridor, especially the different speeds experienced as vehicles slow to access the driveways along the corridor.

Research confirms that lower speeds are safer and lowering speed limits can decrease both crash frequency and severity. However, speeds cannot be reduced simply by changing the posted speed limit. Geometric and cross-sectional elements, in combination with the context, establish a driving environment where drivers choose speeds that feel reasonable and comfortable. The design speed of this segment of the US 60 corridor is generally consistent with the posted speeds.

As volumes along the corridor increase, a speed study may be warranted to evaluate speeds and make recommendations. In the interim, greater enforcement of existing speed limits is suggested. It may also be advisable to introduce speed feedback signs (for example, dynamic speed displays), to provide drivers with feedback about their speed in relationship to the posted speed limit. This may be particularly useful in the westbound direction where the speed is reduced to 45 mph (at approximately MP 113). FHWA reports that, when appropriately complemented with police enforcement, speed feedback signs can be an effective method for reducing speeds.

2.3 Rail

The current rail alignment parallel to this segment of the US 60 corridor is a major freight rail connection between Phoenix, and the BNSF Railway transcontinental rail corridor, which parallels I-40 in the northern portion of the state. The State Rail Plan notes that the rail corridor between Wickenburg and Phoenix could provide a leg of the proposed Maricopa Association of Governments (MAG) commuter rail system, and could also be used to develop a northward extension of intercity rail outside the central Sun Corridor (see the following Section 2.4).

2.4 Transit

The Wickenburg Connector that provided transit service between Wickenburg and Surprise was discontinued in 2011. In its last full fiscal year in operation, the ridership on the Wickenburg Connector totaled over 5,000 weekday passengers. Today, Wickenburg is not served by transit routes. The only available public transportation offered in the Wickenburg area is the Wickenburg Freedom Express. According to the Town’s website, the Wickenburg Freedom Express transports seniors 60 years of age and older within Wickenburg (and up to 5 miles out) from Monday through Friday. The program is operated by the Foundation for Senior Living through the Wickenburg Community Action Program, a separate entity from the Town of Wickenburg.

2.4.1 Observations

Recommendations for intercity rail passenger service on this line have been discussed for years; however, there is currently no plan in place to develop this service. Development of intercity or commuter rail service would affect travel in the corridor, depending on factors such as station locations, termini, service intervals, and parking facilities, which would all influence land use and travel in the corridor. The State Rail Plan states that operational improvements would be necessary to implement such service.

2.5 Nonmotorized

Most of this segment of US 60 lacks bicycle or pedestrian facilities. The outside shoulder through much of the corridor meets AASHTO recommendations for bicycle accommodations.

The Hassayampa River Walk is the pedestrian and bicycle bridge that crosses the Hassayampa River in the Wickenburg downtown area. The downtown pedestrian bridge is the only pedestrian and nonmotorized access across the Hassayampa River.

The Hassayampa River Walk pedestrian bridge links historic downtown Wickenburg across the Hassayampa River to US 60.

There is a continuous sidewalk on the northern side of the US 60 beginning just south of MP 111 and continuing to the Hassayampa River (MP 110). At the Hassayampa River, the path continues under the roadway at the eastern end of the US 60 Hassayampa Bridge, and connects with the old US 60 bridge, which has been converted to a nonmotorized crossing. There is a sidewalk on the southern side of US 60 from just north of MP 111 to the Hassayampa River, and it connects with the old US 60 bridge. There are several gaps on the southern sidewalk; one gap that is of particular concern to ADOT and Wickenburg is at MP 110.5 as US 60 approaches the Hassayampa River. The road curves through this section, and the eastbound guardrail, which originates on the bridge, extends for one-quarter mile to the east of the bridge.

The eastbound road embankment through this segment slopes down toward the Hassayampa River floodplain, and a narrow footpath has been worn between the roadway guardrail and shrubs growing on the embankment.

The section of US 60 from I-10 outside Quartzite, Arizona, through Wickenburg, and extending to SR 74 is designated as part of US Bicycle Route 90. AASHTO's Special Committee on U.S. Route Numbering approved the application submitted by ADOT to establish US Bicycle Route 90. The east-to-west route is 573 miles long and runs along existing state highways, local streets, and shared-use paths. As it crosses Arizona, US Bicycle Route 90 connects the state border of New Mexico and the state border of California.

2.5.1 Observations

AASHTO recommends that paved outside shoulders be at least 4 feet wide to accommodate bicycle travel (refer to Section 2.2.3, *Lane and Shoulder Widths*). This segment of the US 60 corridor has adequate shoulder width for bicycle travel, with the exception of the 2-mile section with the TWLTL median, which lacks bicycle accommodations.

The sidewalk gap on the eastbound side of US 60 approaching the Hassayampa Bridge is an issue that was raised through the public scoping survey and by ADOT Northwest District and Wickenburg staff.

2.6 Traffic Volumes

Traffic counts were performed to obtain the existing volumes on US 60. ADOT also has a permanent count station along the corridor, and had supplemental traffic counts performed in several locations in 2018. As part of this study, traffic counts were collected at six locations (see Figure 5); two locations were intersections where turning movement counts were completed, and the remaining four had volume, speed, and vehicle classifications counts. See Appendix A for full traffic count data. The locations of these counts were determined based on where historical data were missing, or where traffic counts showed significant drops between two adjacent count locations, to gain a better understanding of traffic patterns along the entire corridor. The corridor shows annual traffic growth between 2 and 5 percent over the last 5 years based on a comparison of the available traffic data.

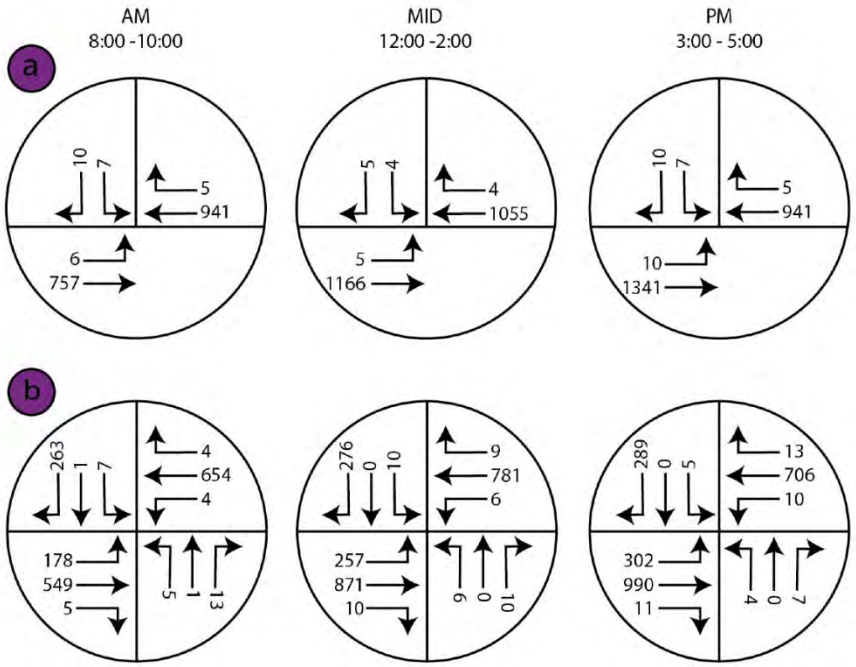
The SR 74 and US 60 intersection is currently stop-controlled for traffic on SR 74. SR 74 ends at US 60, so drivers can travel westbound toward Wickenburg (which nearly all of the traffic does) or eastbound toward Phoenix. As shown by the turning movement counts collected in January 2019, almost all of the westbound traffic on US 60 is through traffic (see Figure 5). Approximately 75 percent of the eastbound traffic turns left onto SR 74 and most of the remaining traffic is through traffic to Phoenix.

The traffic on the corridor is about equal in both directions, and the total volume decreases as you head east toward SR 74.

2019 Speed Counts

	1		2		3	
	EB	WB	EB	WB	EB	WB
Volume	9,900	10,100	8,700	8,600	8,600	8,500
Truck Volume	2,200	2,500	1,700	1,800	2,800	1,900
Percent Trucks	22.4%	24.5%	19.9%	20.9%	32.6%	22.7%
Average Speed	38.8	38.2	65.0	58.5	65.8	61.5
Speed Limit	35	35	45	45	65	65
Peak Hour	2:30PM	1:00PM	2:30PM	1:00PM	2:45PM	1:00PM
Busiest Day	Friday	Friday	Sunday	Friday	Friday	Friday

2019 Turning Movement Counts



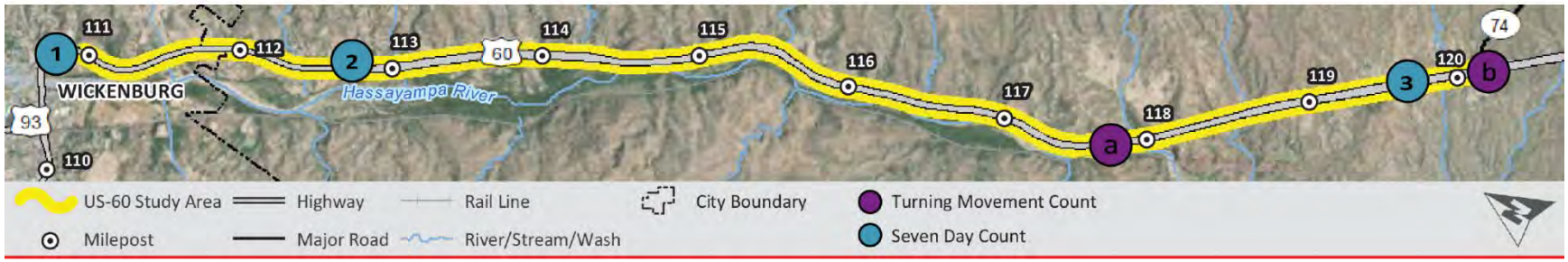


Figure 6. 2019 Traffic Counts

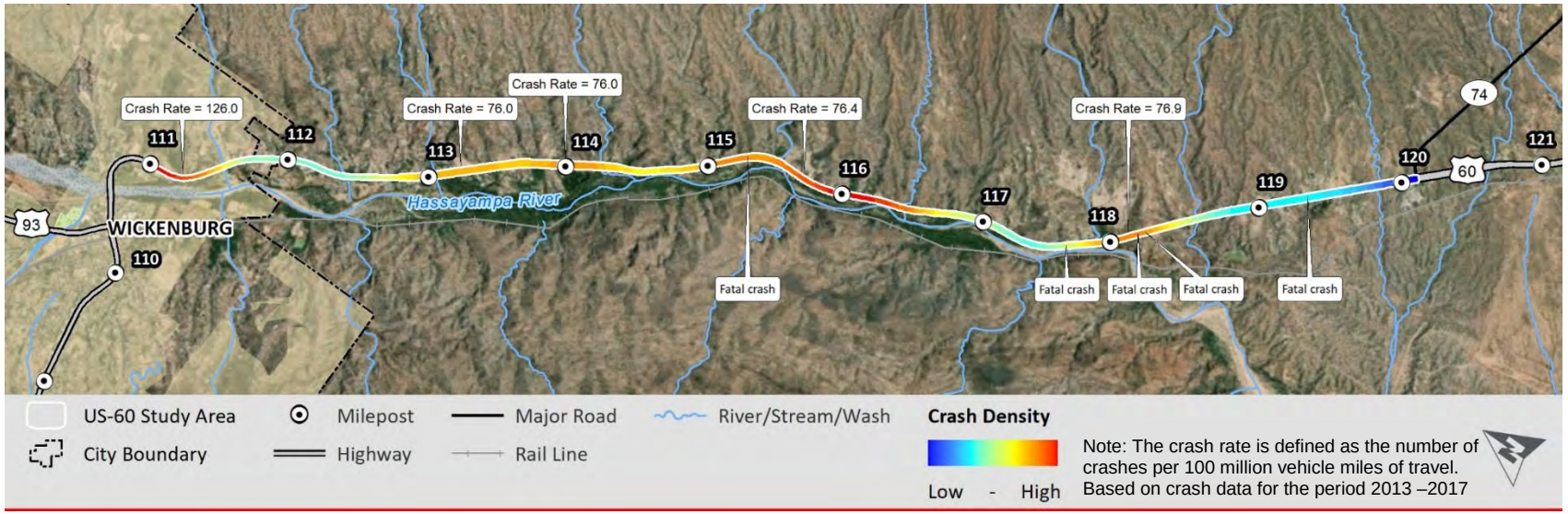


Figure 7. Crash Locations

2.6.1 Observations

Currently there are no signals on US 60, and all the driveways and streets are stop-controlled. Generally speaking, this is not an issue now, but as volumes begin to rise this will become an issue at a couple notable locations, specifically, the US 60 and SR 74 intersection and the US 60 and El Recreo Drive intersection. Additionally, the traffic volume on US 60 will exceed the recommended volume for a four-lane road with a TWLTL in 2028. ADOT should continue to monitor the permanent count stations and have new traffic counts done periodically to determine traffic growth and whether projections are still accurate.

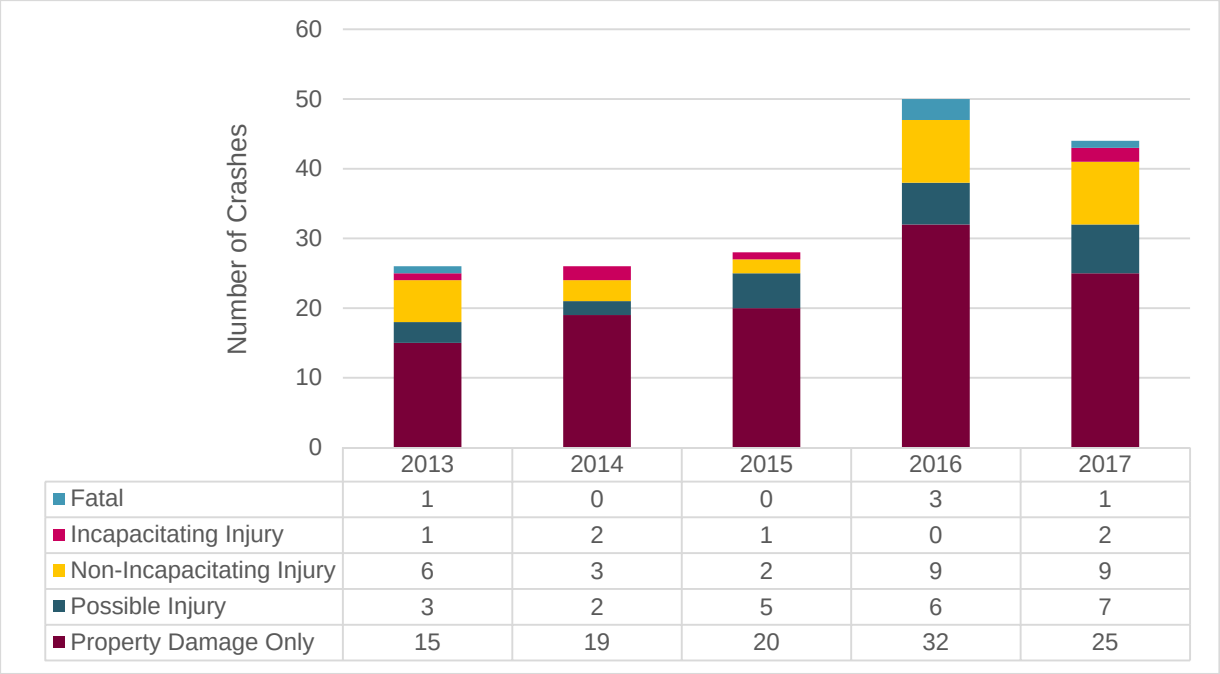
2.7 Safety

To determine solutions for the corridor, one of the key steps was to determine any areas that present safety issues and consider ways to mitigate those concerns. ADOT provided the most recent crash data for the corridor—for 2013 to 2017. ADOT publishes a summary of statewide crash trends every year; this provides the statewide average crash rate for various road types for the year and the societal costs of crashes. The crash rates form a baseline to compare the corridor against, which helps determine how safe this roadway is in comparison with others with similar volumes and surrounding land uses. The societal cost of crashes provides a basis for evaluating the benefit-cost of potential solutions. A summary of the crash information is provided in the following sections; for the full crash data, see Appendix B.

2.7.1 Crash Summary

There were 174 total crashes within the 9-mile corridor from 2013 through 2017; Figure 6 shows where the crashes are concentrated along the corridor.

Nearly two-thirds of the crashes (64 percent) were property damage only (PDO) crashes. Over the 5-year analysis period, there were five crashes that resulted in one or more fatalities, and six crashes that resulted in one or more incapacitating injuries. All of the fatal crashes occurred between MPs 115 and 119. The average annual number of crashes was 35. In 2016, crashes exceeded the average annual number of crashes by 44 percent; 2017 showed a slight decrease from 2016, but still exceeded the average annual number of crashes by 26 percent, as shown in Figure 7. There were no changes to the roadway or to the traffic volumes or patterns that explain this jump. The average fatal crash rate on this corridor is approximately 35 percent higher than the statewide average.



	2013	2014	2015	2016	2017
Fatal	1	0	0	3	1
Incapacitating Injury	1	2	1	0	2
Non-Incapacitating Injury	6	3	2	9	9
Possible Injury	3	2	5	6	7
Property Damage Only	15	19	20	32	25

Figure 8. Crashes per Year, by Severity

Throughout the corridor, crashes were fairly evenly distributed, with the most crashes occurring on the western end of the corridor where the traffic volumes are highest, as shown in Figure 8. There was also a high concentration of crashes at MP 116; this was likely a result of the rest area, which likely has a higher number of vehicles turning in and out of the driveway than many of the other single driveways between MPs 113 and 120.

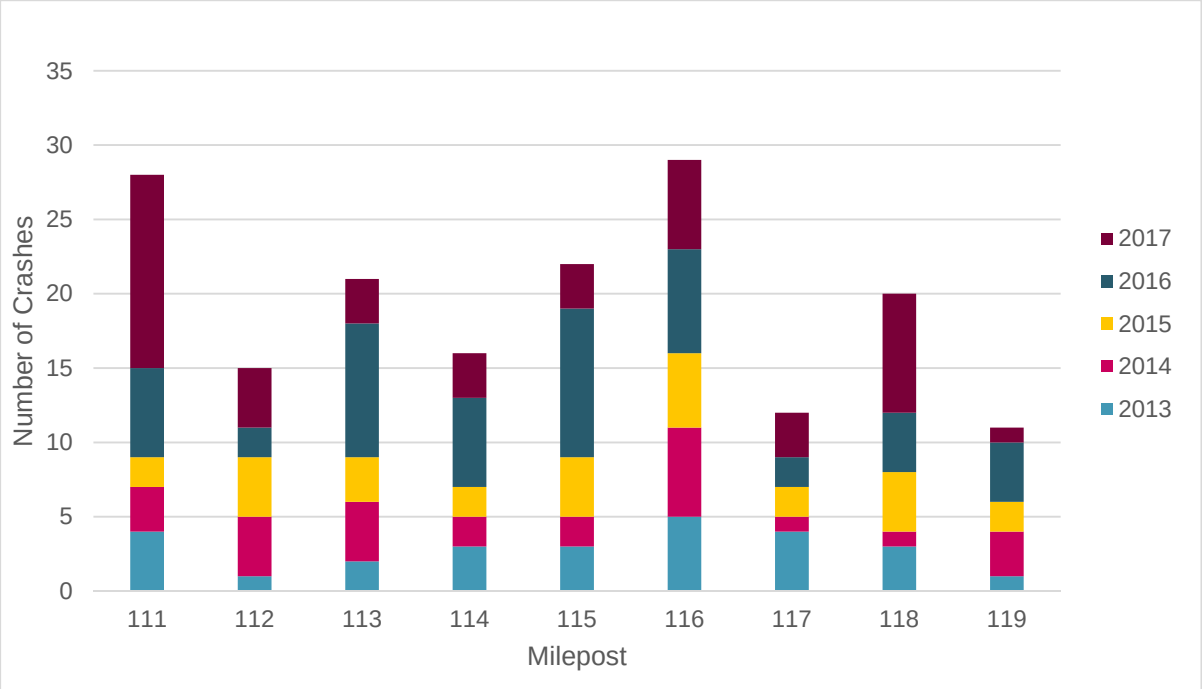
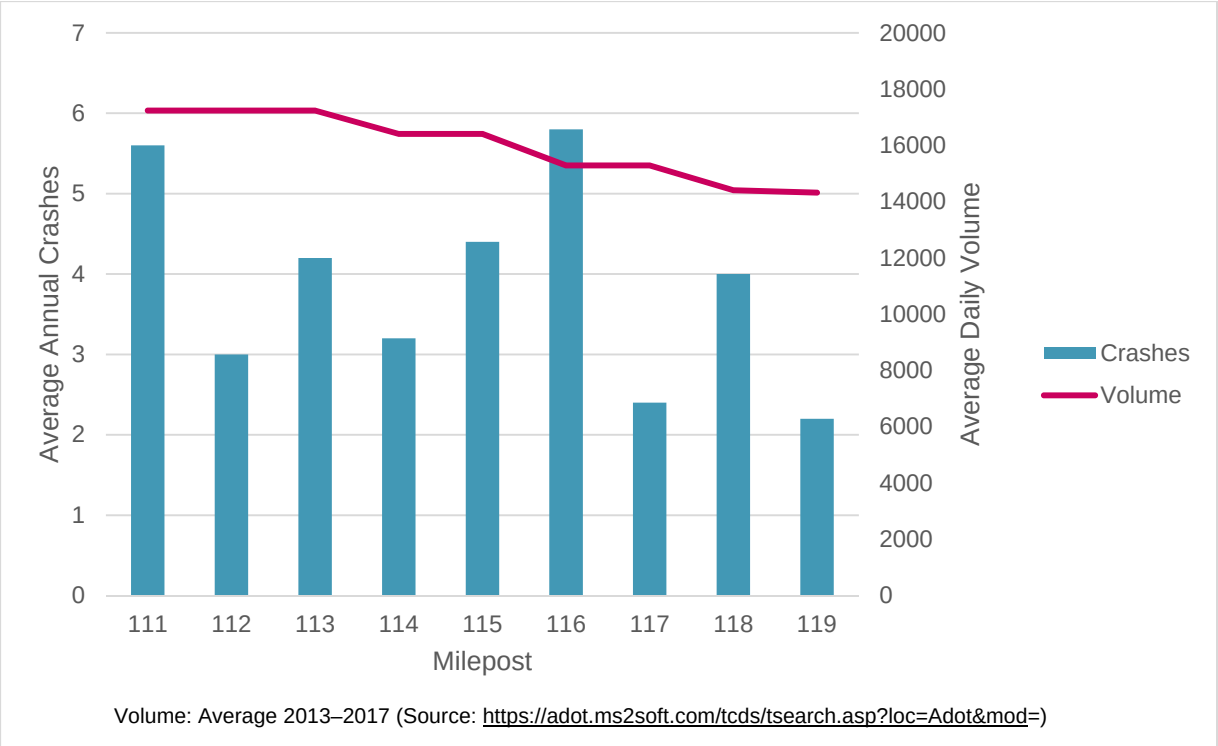


Figure 9. Total Crashes, by Year and Milepost

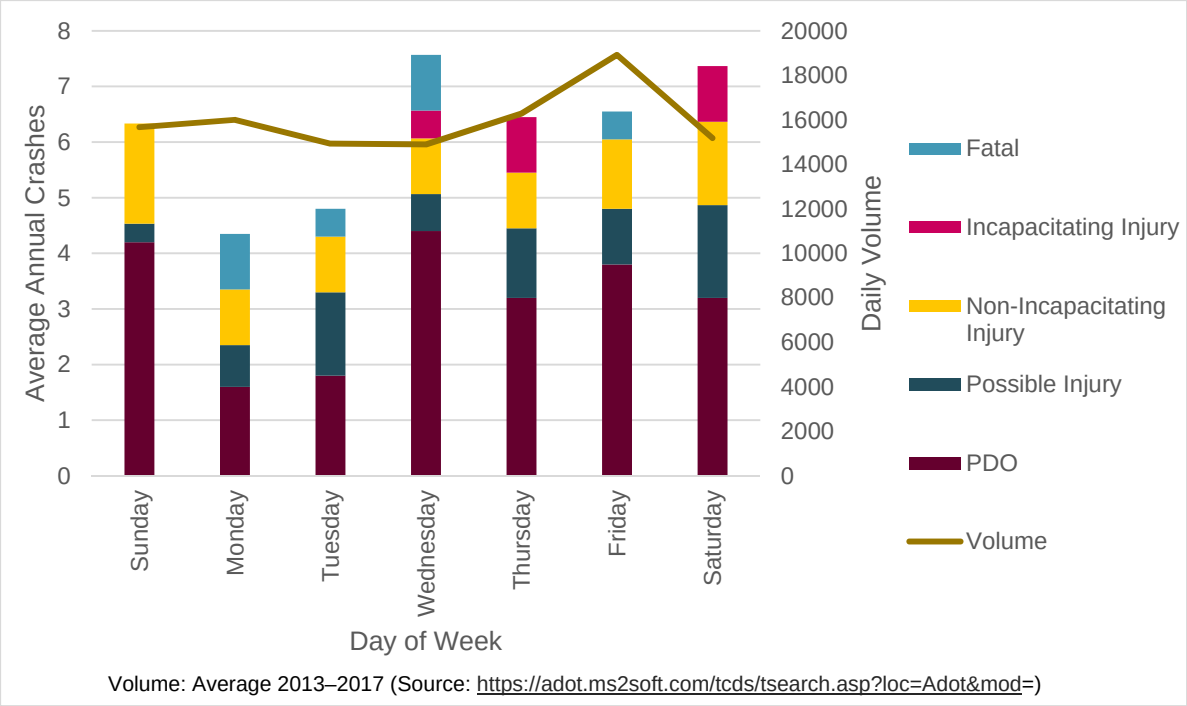
Figure 9 shows the total crashes at each MP compared with the average volume along the corridor.



Volume: Average 2013–2017 (Source: https://adot.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=)

Figure 10. Total Crashes, by Milepost, Compared with Average Volume

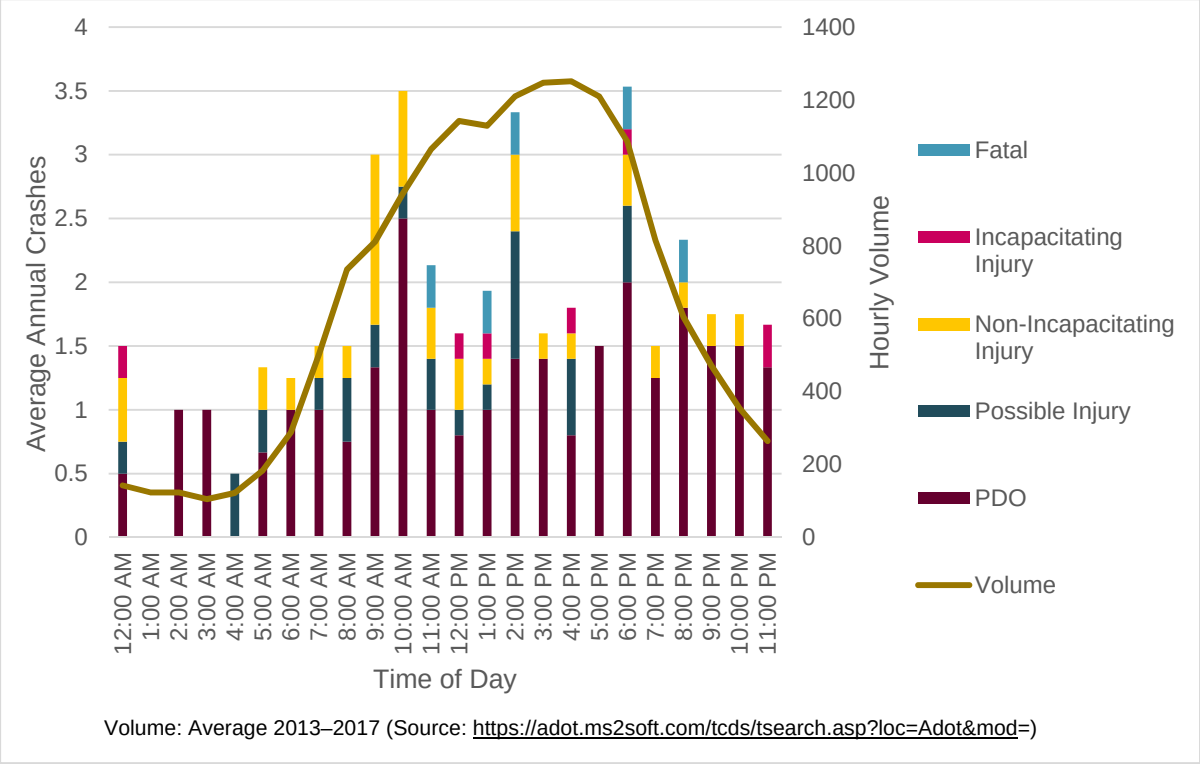
The distribution of crashes by day of week is presented in Figure 10. As shown, Wednesday has the highest average annual crashes, and Monday has the fewest average annual crashes.



Volume: Average 2013–2017 (Source: https://adot.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=)

Figure 11. Average Annual Crash Severity, by Day of Week, Compared with Daily Volume

The distribution of crashes by time of day is presented in Figure 11. The highest number of crashes corresponds to the busiest times of day on the road, particularly in the evening peak hours when it is dark or beginning to get dark, depending on the time of year. There are also a large number or crashes at midnight compared with the relatively low volumes.



Volume: Average 2013–2017 (Source: https://adot.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=)

Figure 12. Crash Severity, by Time of Day, compared with Volume

The average monthly crashes are shown in Figure 12. December has the highest average annual average crashes, and July has the most fatalities. Wickenburg holds rodeos from February to April, with most of the rodeos occurring in February.

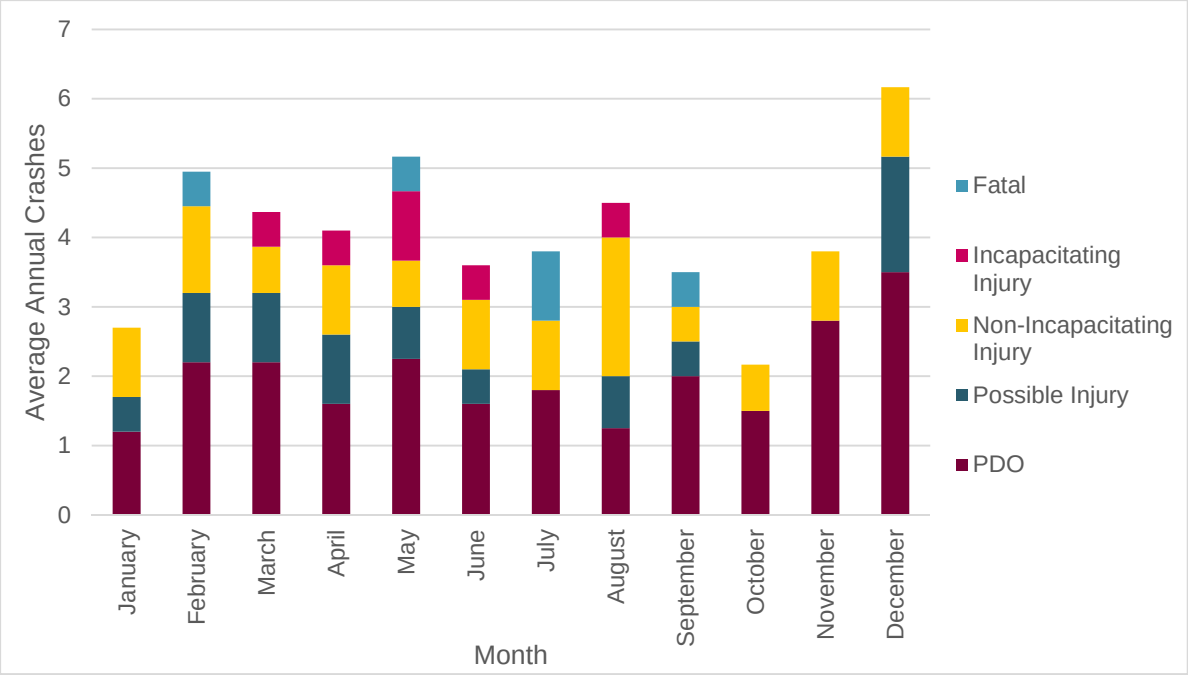


Figure 13. Average Monthly Crashes

Figure 13 shows the injury severity by type of crash. Most of the crashes in the corridor involved only one vehicle, which is typical for most rural roadways.

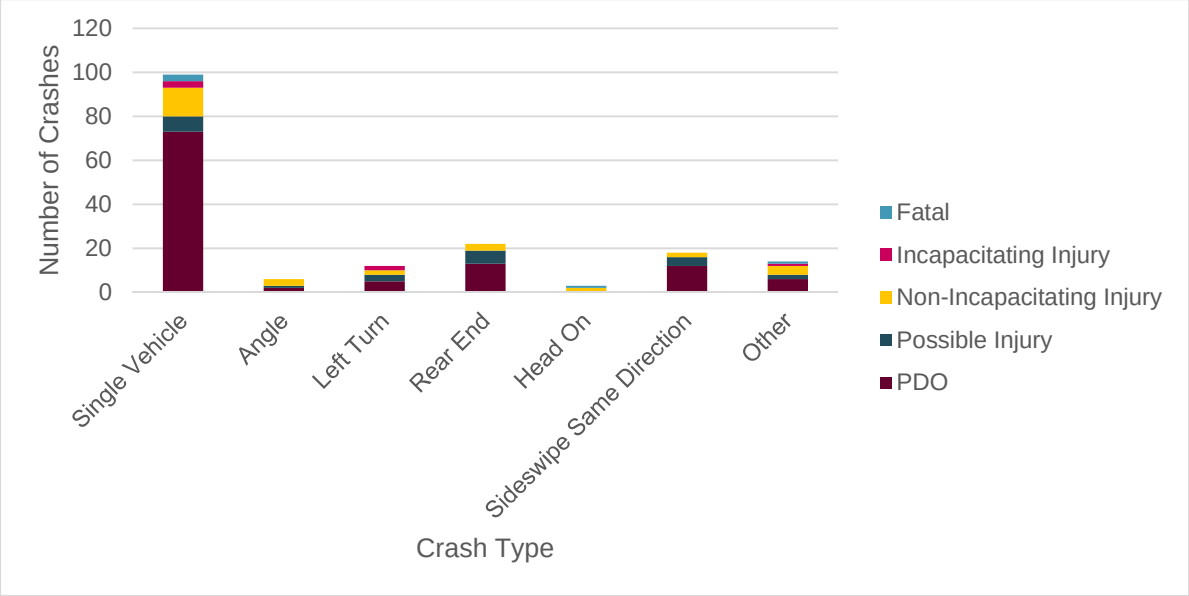


Figure 14. Crash Severity, by Type

The *first harmful event* in crash data is defined as the first event that caused any harm to the vehicle or its occupants, as described in the police report. It is a common way to classify crash types and analyze the cause of the crash. The first harmful event of all the crashes is shown in Figure 14, and the first harmful event of single-vehicle crashes is shown in Figure 15. The crash data indicate that there were over 30 crashes involving wild animals or livestock, but none of these crashes resulted in a fatality or an incapacitating injury. There are livestock grazing in the area, and it was noted during the October 2018 Technical Advisory Committee meeting that livestock grazing along the Hassayampa River occasionally wander up into the corridor. In addition, the Hassayampa River attracts wildlife and serves as a wildlife corridor through this area. At the October 2018 Technical Advisory Committee meeting, representatives of AGFD expressed an interest in providing animal crossings in this area.

The third-highest crash type (including one fatal crash), by first harmful event, is striking the curbed median. This issue was also raised as a concern by ADOT Maintenance personnel during a field visit to the corridor.

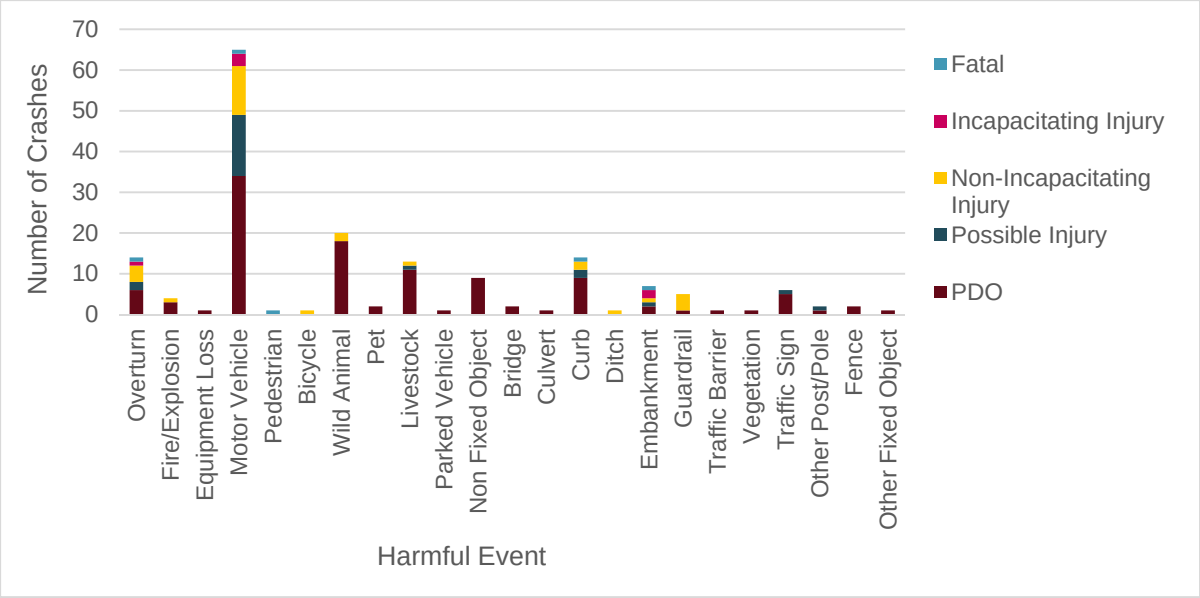


Figure 15. Crash Type, by First Harmful Event

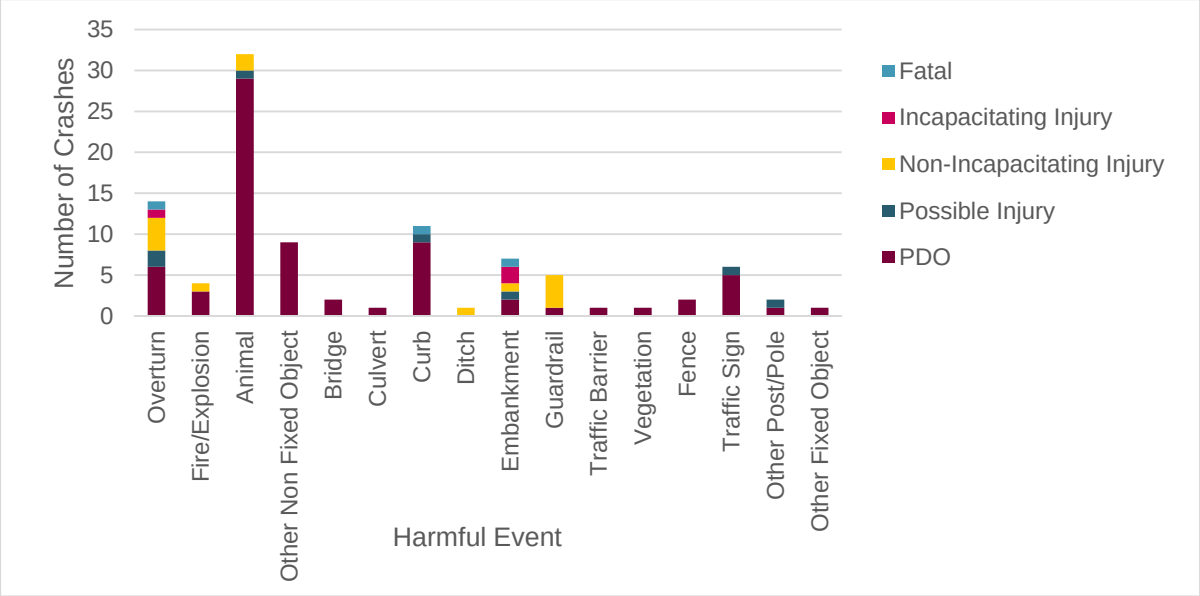


Figure 16. Single-vehicle Crashes, by First Harmful Event

2.7.2 Crash Rate

Crash rates are used to compare safety conditions of similar facility types. The equation to calculate the crash rate, from FHWA, for a road segment is:

$$R = \frac{100{,}000{,}000 \times C}{365 \times N \times V \times L}$$

Where:
R = Crash rate for the road segment expressed as crashes per 100 million vehicle miles of travel
C = Total number of crashes in the study period
N = Number of years of data
V = Number of vehicles per day
L = Length of the roadway segment in miles

The 2017 Arizona Crash Facts (https://www.azdot.gov/docs/default-source/mvd-services/2017-crash-facts.pdf?sfvrsn=2) show the annual fatal crash rate for 2013 through 2017. The fatal crash rate for the corridor can then be calculated using the traffic data found on ADOT's Transportation Data Management System and can be compared with the statewide rates, shown in Table 4.

Table 4. Crash Rate

Year	V	C	R	C_{fatal}	R_{fatal}	Statewide R_{fatal}[a]
2013	14,500	26	54.59	1	2.10	1.29
2014	14,600	26	54.21	0	0.00	1.13
2015	15,600	28	54.64	0	0.00	1.25
2016	16,400	50	92.81	3	5.57	1.30
2017	16,600	44	80.69	1	1.83	1.41
Average	15,500	35	68.35	1	1.96	1.28

Notes: V = volume, C = total crashes, R = crash rate, C_{fatal} = fatal crashes, R_{fatal} = fatal crash rate
[a] https://www.azdot.gov/docs/default-source/mvd-services/2017-crash-facts.pdf?sfvrsn=2

The US 60 corridor has a slightly higher rate of fatalities than Arizona has statewide.

2.7.3 Observations

Most crashes in the corridor are characterized as single-vehicle collisions. With these types of crashes, the normal inference is that the cause of the crash is operator error. Common factors contributing to single-vehicle collisions include excessive speed, animal in the roadway, driver fatigue, and driving under the influence of alcohol or other drugs. Environmental and roadway factors can also contribute to single-vehicle crashes. These include inclement weather, poor drainage, curves, and/or shrubs limiting sight distance.

The intersection of SR 74 and US 60 had eight reported crashes between 2013 and 2017: four resulted in non-incapacitating injuries, one resulted in a possible injury, and three resulted in no injuries.

The segment of US 60 at and adjacent to the entrance/exit driveway of the Hassayampa Rest Area had a higher number of reported crashes. In addition, there were a number of responses to the public scoping survey stating that cars slowing down in the eastbound through lane of US 60 to turn into the rest area, and cars exiting and merging with the eastbound traffic, were a safety concern (posted speeds at this location are 65 mph).

Over the 5-year crash analysis period, a total of 20 crashes involving animals occurred (animals include wildlife, livestock, and pets). In the public scoping survey, more than one-third of respondents (38 percent) cited instances where animals were observed in or along this segment of the US 60 corridor.

2.8 Environmental

An Environmental Overview report was prepared as part of this study, and is included as Appendix C. The Environmental Overview findings may be used to help differentiate between the recommendations, and identify issues and concerns for ADOT to consider as actions are taken in the corridor.

2.8.1 Observations

A number of environmental factors in this segment of the US 60 corridor should be evaluated in coordination with the design of any project. These include:

- **Hassayampa River and environs**. This sensitive environmental habitat provides a wildlife corridor, and several existing culverts and bridges on US 60 provide a wildlife linkage between the river and hills to the north; the approximate northern two-thirds of the study area lies within the Wickenburg-Hassayampa wildlife corridor (AGFD, 2019).

  Specifically, two large drainages cross the study corridor and serve as wildlife passages along the San Domingo and Ox washes. Design alternatives should consider maintaining wildlife movement corridors by allowing for access through culverts under the highway and/or wildlife bridges in high traffic areas.

- **Hassayampa River Preserve**. This Section 4(f) resource is immediately adjacent to this segment of the US 60 corridor. Section 4(f) of the Department of Transportation Act of 1966 provides protection to publicly owned recreational resources.

- **Lack of survey**. Approximately 62 percent of the US 60 corridor right-of-way has been surveyed to current standards. The remaining area has either not been surveyed or was surveyed to outdated standards. For each project within the corridor, it is recommended to review the databases for the specific project's limits; areas with no prior survey or with outdated survey would require new survey.

3 Public Scoping

As part of the study, a public scoping effort was conducted for the corridor segment, a report summarizing the results of the outreach is found in Appendix D. The *US 60 Corridor Study Public Survey Report* summarizes and reports the results of a survey that was sent to the Wickenburg community on August 7, 2019, and was available through September 6, 2019. The survey was designed to solicit input from the community about what improvements are needed on this stretch of roadway. The survey asked the following questions:

1. There are many driveways and streets along this section of US 60. Are there any access points (streets or driveways) that cause you concerns? Why?
2. If the two-way left turn lane section of US 60 were replaced with a median (in this case, a curbed roadway divider with occasional openings for left-turning vehicles), where would you want to see median crossings?
3. Crashes involving animals (livestock, wildlife, pets) are common along this section of US 60. Have you experienced animals along this section of US 60? Where?
4. Do you have any specific concerns or comments on this section of US 60?

ADOT received 183 completed surveys. The information gleaned from this effort provided insight into the concerns and issues of business owners, residents, and other stakeholders. A broad range of topics was raised, including safety concerns related to speeding, access to and from the corridor, issues related to the roadway geometry (for example, horizontal curves), roadway condition, and many others. The information helped inform the study, and provided the study team with an understanding of the views of the roadway users. These perspectives prove invaluable in terms of identifying the public's priorities for this Study and future efforts in maintaining and improving the corridor.

4 Future Conditions

The Study evaluated the future conditions in the corridor looking out 20 years to a 2040 planning horizon. This was accomplished by using the AZTDM, which is consistent with the Arizona State Demographer's projections for population and employment growth in Arizona for this timeframe. Additionally, the Town of Wickenburg and City of Surprise General Plans were reviewed to understand how the jurisdictions responsible for land development in the area envision the corridor's future.

4.1 Land Use

Table 5 shows the current (July 1, 2018, estimate) and projected populations for Wickenburg, the counties, and the state.

Table 5. Wickenburg, County, and Arizona Population Projections

Location	2018[a]	2020[b]	2030[b]	2040[b]
Wickenburg MPA	7,506	9,700	14,100	14,600
Maricopa County	4,294,460	4,413,800	4,920,200	5,332,500
Yavapai County	228,970	234,438	256,446	278,381
Arizona	7,076,199	7,243,900	7,937,200	8,532,700

Note: MPA = municipal planning area

[a] Arizona Office of Economic Opportunity. July 1, 2018 Population Estimates for Arizona's Counties, Incorporated Places and Unincorporated Balance of Counties.

[b] Arizona Office of Economic Opportunity. December 28, 2018 Population Projections: 2018 to 2055, Medium Series.

4.1.1 Observations

To the south of US 60 for much of the corridor (MPs 110 to 118), the parallel course of the river and the BNSF railroad limits the amount of developable land that would require access to the corridor. Outside of the area with commercial development adjacent to the corridor, the Wickenburg General Plan identifies this areas as "Environmentally Sensitive," and substantial new development is not anticipated in the future. South of this area, the Surprise General Plan has identified the land as "Neighborhood," with the area of the US 60 and SR 74 intersection identified for future "Commerce and Office" land use.

To the north of US 60, outside of the area of existing commercial development adjacent to the corridor, the Wickenburg General Plan identifies this area as primarily "Single-family Low-density" or "Rural Residential." The hilly topography and drainages that define this area suggest that the new development density in this area will be moderate to low through the planning horizon.

These factors indicate that the traffic changes affecting travel through the corridor will primarily be driven by through traffic and by the development that occurs immediately

adjacent to the roadway, either through the redevelopment of underutilized parcels or the development of currently vacant parcels.

4.2 Traffic Volumes

Future traffic projections are based on growth factors based on the AZTDM and the 2019 traffic counts. The growth factors are based on the annual growth from the 2015 model to the 2040 model. Then, using those factors, the 2019 traffic counts were grown to obtain the updated 2040 projections. Table 6 shows the projected 2040 volumes and projected LOS without the construction of I-11 and with the construction of I-11 at the locations of the 2019 traffic counts.

Table 6. Projected Future Traffic Volume

Location	Without I-11				With I-11			
	Growth Factor[a]	2040 Projection	2040 Peak Hour	LOS[b]	Growth Factor[c]	2040 Projection	2040 Peak Hour	LOS[b]
1	1.056	62,400	1,325	D	1.051	56,400	1,200	C/D
2	1.055	53,300	1,075	C	1.050	48,100	975	B
3	1.055	52,600	1,075	C	1.050	47,600	975	B

[a] Arizona Travel Demand Model 2015 and 2040
[b] Highway Capacity Manual 2010, Exhibit 14-5
[c] Arizona Travel Demand Model 2015 and 2040, I-11 Build

The LOS was determined by using the 2019 traffic counts to get the peak hour volume and then that value was grown, based on the assumption that the peak hour value would grow at the same annual rate as the ADT. Then, by using the peak hour and the Highway Capacity Manual LOS for multilane highways, the predicted LOS in 2040 for the speeds along the corridor was determined.

4.2.1 Observations

Based on the anticipated construction of I-11 and the projected LOS—assuming it is built by 2040—the divided high-speed portion of the corridor would remain within an acceptable LOS range, and major capacity improvements are not needed. However, the LOS level in the urbanized, undivided section of the roadway will likely be unacceptable, a situation that may become worse without taking actions such as those identified in this study. Monitoring of traffic volumes and development activities in the corridor is recommended, because the introduction of a high-capacity facility such as I-11 (currently in the early National Environmental Policy Act [NEPA] stages of development) will have a substantial impact on the future travel demand along the corridor.

Projected traffic volumes, even with the construction of I-11 within the Study's planning horizon, will require additional capacity through the corridor, especially along the more urbanized section of roadway, where speeds are slower and there is a greater density of commercial and residential activity.

Intersection of US 60 and SR 74

The traffic volume at the intersection of SR 74 and US 60 (at the eastern end of the corridor segment) is expected to increase by approximately 55 percent by 2040. Today, this stop-controlled intersection is operating at an acceptable level. By 2040, the intersection LOS will be unacceptable because delays for vehicles turning left from both SR 74 and US 60, and for vehicles turning right from SR 74 to US 60, will be extensive.

Hassayampa Rest Area

As traffic volumes increase, it will be more difficult for vehicles exiting the rest area in either direction on US 60 to find sufficient gaps to safely turn back onto US 60, and cars slowing to turn right are more likely to have vehicles behind them when they slow, likely causing an increase in the already high number of crashes.

Two-way Left-turn Lane

While public support for the existing TWLTL is noted, the volume capacity for a five-lane roadway with TWLTL is approximately 28,000 ADT. Based on the projected volumes, this corridor is expected to exceed 28,000 ADT by 2028. Traffic volumes exceeding this threshold volume may result in too many turning movements in the lane, resulting in an increase in crashes or near crashes.

5 Summary of Findings

Based on the inventory and analysis of traffic and safety conditions in the corridor, there are a number of findings that will inform the alternatives analysis. The more notable items are listed in the following sections.

5.1 Traffic

- The Wickenburg area is anticipated to experience significant growth, with the projected 2040 population anticipated to be 14,600, almost twice the 2018 population of 7,506.
- Access point spacing throughout the corridor is closer than recommended by ADOT guidelines. Additional development in the corridor without an access management plan will exacerbate this issue by introducing additional access points.
- Turning lanes throughout the corridor are shorter than recommended by ADOT guidelines, resulting in cars slowing in travel lanes before entering turning lanes.
- West of MP 113 there is no roadway shoulder (this section consists of curb and gutter), and AASHTO recommends that paved shoulders be at least 4 feet wide to accommodate bicycle travel.
- It is anticipated that the volume of US 60 will exceed the recommended volume of the five-lane roadway with a TWLTL (28,000 ADT), located west of MP 113 to the Hassayampa Bridge, which will be exceeded by 2028.
- Projected 2040 LOS along the corridor with I-11 is anticipated to be acceptable for the divided high-speed portion of the corridor; the LOS level in the urbanized, undivided section of the roadway will likely be unacceptable, a situation that may degrade further if the recommended mitigation actions, such as those identified in this study, are not implemented.

5.2 Safety

- The fatal crash rate for the corridor is higher than the statewide crash rate; there was a total of five fatal crashes in the corridor for the period from 2013 to 2017, all of which occurred in the segment from MPs 115 to 119.5.
- Single-vehicle crashes represent the most common type of crash in the corridor.
    - A substantial proportion of single-vehicle crashes involve wildlife and livestock in the corridor.
    - In terms of the first harmful event for observed crashes, striking the curb was cited as the third most common event, after (other) motor vehicles and wild animals (livestock is noted as the next highest first harmful event after curb strikes).

6 Initial Recommendations

The recommendations discussed in the following sections respond to the issues identified in the existing and future conditions analysis of this segment of the US 60 corridor. In each instance, a timeframe for implementing the recommendation is suggested.

This study considers near-term improvements to cover the next 5 years; mid-term projects are anticipated to be needed within the next 10 years; and long-term projects are anticipated by the Study's 2040 planning horizon. In each instance, a timeframe for implementing the recommendation is suggested.

Traffic volumes should be regularly monitored and compared with the traffic forecasts in this Study to determine whether conditions on the ground are tracking with the Study's projections. Numerous factors will influence the traffic conditions in the corridor, including the development of the I-11 corridor and new development within and immediately adjacent to the corridor.

6.1 Intersection of US 60 and SR 74

The Hassayampa Framework Study *(*MAG, 2007) identified this location as needing a grade-separated system traffic interchange to accommodate traffic volumes at some point in the future. Based on the traffic counts performed for this Study, and projected traffic growth, this is not warranted through the study's 2040 planning horizon. The projected growth in traffic will create a need for an alternative to the existing stop-controlled intersection by 2034 when the volume of the intersection is over 2,500 vehicles per hour in the peak hour.

6.1.1 Alternatives

The alternatives analyzed in depth consisted of the existing intersection layout and three different intersection layouts. The four options were all analyzed with three left-turn signalization options; permitted lefts, permitted and protected lefts, and protected lefts only. The three new intersection layouts, shown in Figure 17, considered were:

- Option A: adding an additional left turn from eastbound US 60 to eastbound SR 74
- Option B: an additional right-turn lane from westbound SR 74 to westbound US 60
- Option C: the addition of both second left turn and right turn

Four different lane configurations and three different signal phasing options were analyzed in the intersection evaluation. When selecting alternatives for analysis LOS, safety and cost were considered. The CMF Clearinghouse indicates that converting a stop-controlled intersection to a signalized intersection or roundabout will improve safety by 15 percent. A roundabout was not recommended because of the determination that signalizing the intersection would maintain acceptable LOS through the 2040 planning horizon, making it a more cost-effective approach (as noted above, the ultimate configuration is anticipated as a system traffic interchange).

The alternatives were analyzed using Synchro, which allowed modeling of the different alternatives while optimizing signal timing to determine which alternative would best accommodate traffic (see Appendix E for the full Synchro report). The volumes used in the Synchro analysis for the existing condition were from the turning movement counts done in January 2019. Projected traffic volumes were prepared using the AZTDM. The traffic growth on US 60 and SR 74 between 2015 and 2040 was used to determine the future year intersection volumes.

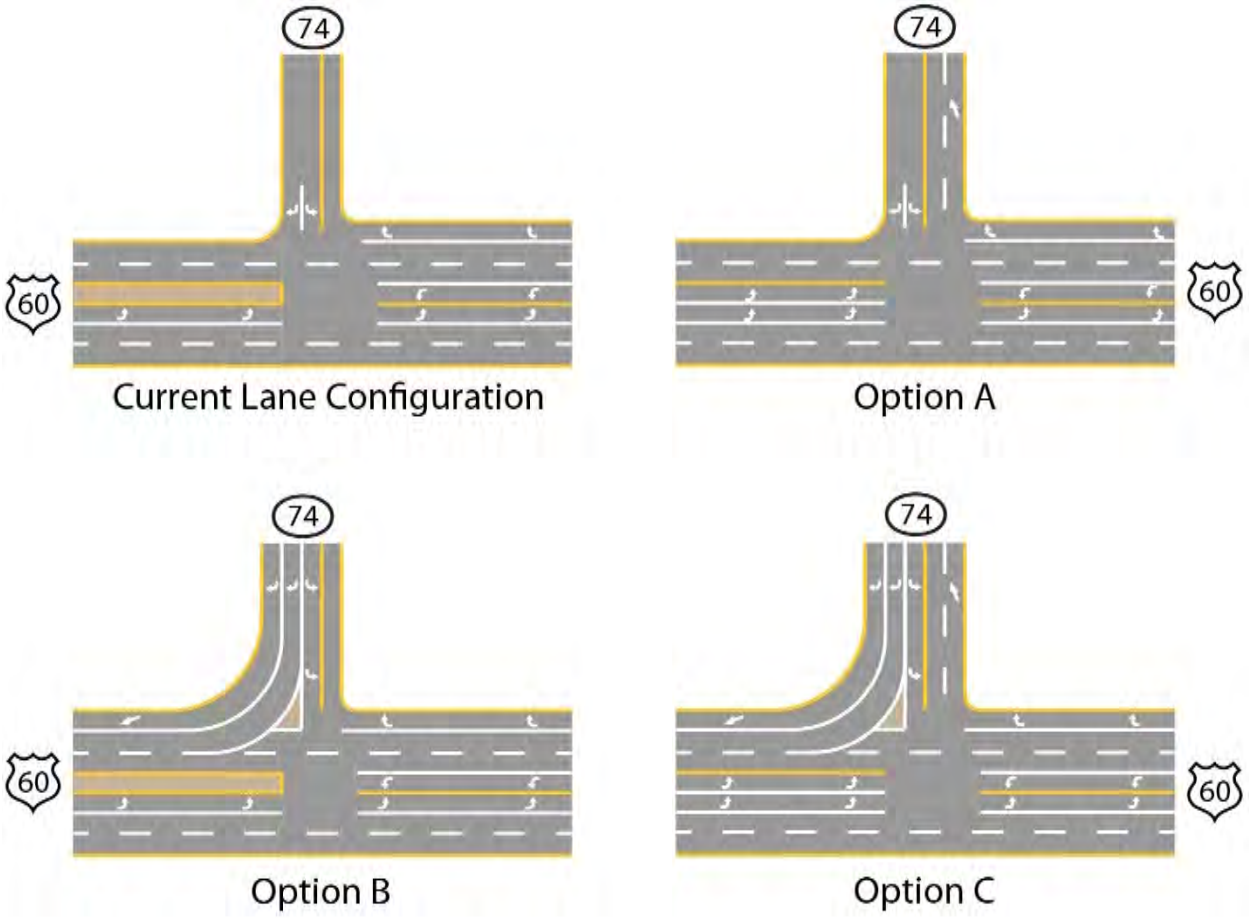


Figure 17. Lane Configurations Analyzed in Synchro

The results of the analysis are shown in Table 7.

Table 7. SR 74 Lane Configuration and Signal Timing Comparison, Existing and 2040 Conditions

Alternative	Delay	LOS	Eastbound Approach	Westbound Approach
2019 Existing	2.5	A	A	A
2040 No Build	—	F	A	A
Current Lane Configuration (2040)				
Signalized (permitted lefts)	79.7	E	F	A
Signalized (permitted and protected lefts)	33.7	C	C	D
Signalized (protected lefts)	39.1	D	C	E
Option A (2040)				
Signalized (permitted lefts)	36.0	D	D	A
Signalized (permitted and protected lefts)	32.8	C	D	C
Signalized (protected lefts)	35.4	D	D	C
Option B (2040)				
Signalized (permitted lefts)	49.6	D	E	A
Signalized (permitted and protected lefts)	31.9	C	C	D
Signalized (protected lefts)	37.9	D	C	E
Option C (2040)				
Signalized (permitted lefts)	18.2	B	A	A
Signalized (permitted and protected lefts)	27.3	C	C	C
Signalized (protected lefts)	31.9	C	D	C

6.1.2 Recommendation

Option C is the recommended alternative that will provide the shortest delays and the best overall LOS for users. Permitted lefts only with no protected left signal phase will provide the shortest delays and best LOS, however FHWA does not recommend permitted left signal phasing for dual left turn lanes, therefore protected phasing will provide the safest alternative while still maintaining an acceptable LOS.. In this configuration, an acceleration lane will also be added to westbound US 60 for the vehicles turning from the far right lane to freely turn into without having to stop for westbound through traffic. The outside turn lane will have a stop bar and a yield sign to indicate that they need to watch for oncoming traffic. Advance signal warning signs will be installed a minimum of 325 feet from the intersection.

6.1.3 Design Considerations

The improvements to this intersection will include adding two channelized right-turn lanes to the westbound SR 74 leg of the intersection. The eastbound SR 74 outer turn lane will

also turn directly into an acceleration lane on westbound US 60, allowing free-flow turns. The inside right-turn lane on westbound SR 74 will turn directly into an acceleration lane and not yield to oncoming westbound US 60 traffic; however the outside right-turn lane will turn into a through lane and will, therefore, yield to oncoming westbound US 60 traffic. On the western leg of the intersection, an additional left-turn lane will be added to the inside of the existing turn lane. No geometric changes are recommended for the eastbound US 60 leg of the intersection with this alternative. Westbound SR 74 and both directions of US 60 will need to have advance placement signs to warn of the signal ahead. The through lanes will remain at 12 feet, the outside shoulders at 10 feet, and the inside shoulders at 4 feet (Table 8).

Table 8. SR 74 Turn Lanes

Lane Type	Width	Length	Taper
Right-turn	12 feet	365 feet	280 feet
Left-turn	12 feet	545 feet[a]	Not applicable
Acceleration	12 feet	650 feet	660 feet

[a] length based on length of existing turn lane, not ADOT standards

The Cactus Ranch Trailer Court driveway access is located just west of the US 60 and SR 74 intersection, on the southern side of US 60. We also recommend that ADOT install an island at that entrance to restrict drivers at the Cactus Ranch Trailer Court to make a right in/right out turn onto US 60. No changes are recommended for the additional exit for Cactus Ranch Trailer Court located to the east of the SR 74 and US 60 intersection.

6.1.4 Conceptual Design for SR 74 Improvements

Figure 18 shows the conceptual design for the SR 74 improvements.

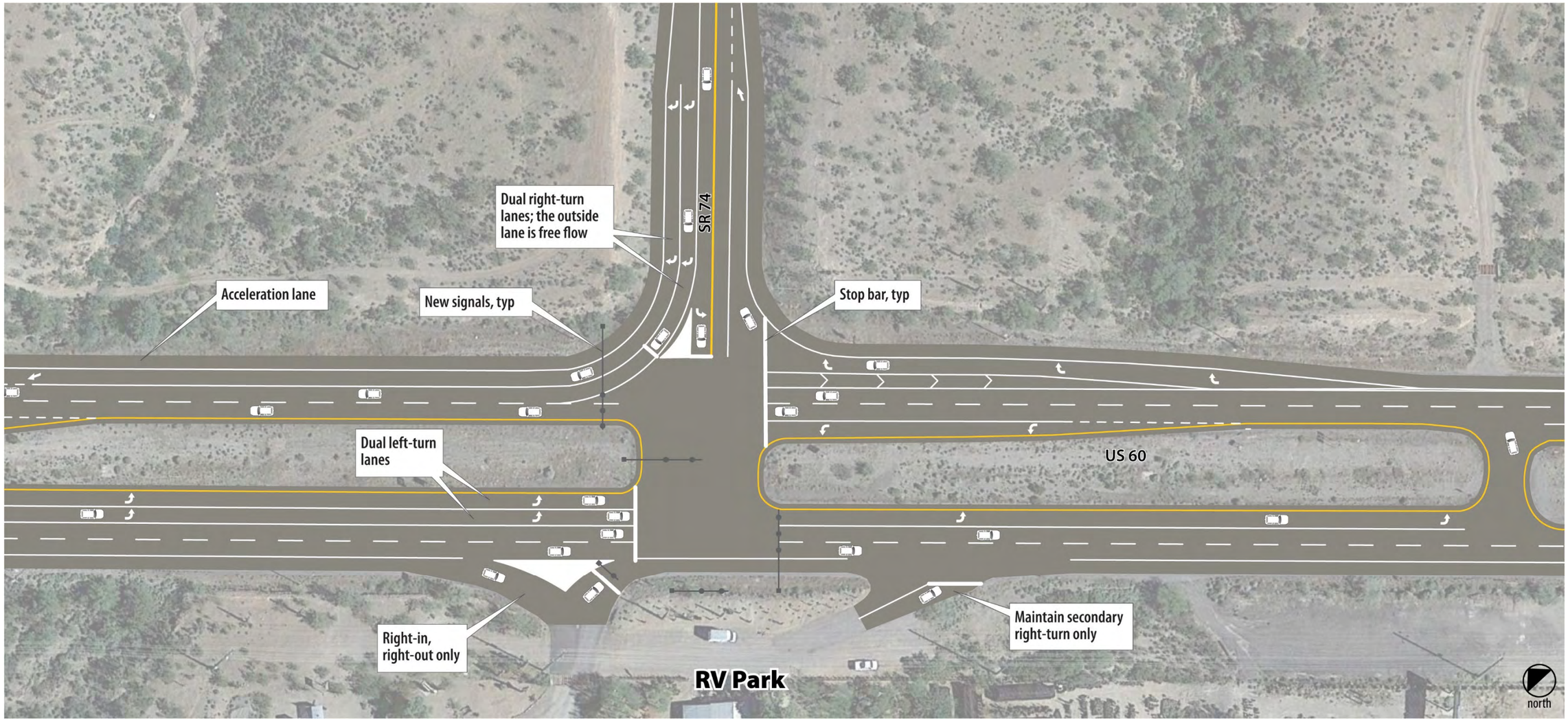


Figure 18. SR 74 Improvements Conceptual Design

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6.1.5 Scoping-level Cost Estimate

Table 9 shows the scoping-level cost estimate.

Table 9. Scoping-level Cost Estimate for US 60 SR 74 Intersection Improvements

Item	Unit	Quantity	Unit Cost	Total Cost
Clearing and removals	acre	1.01	$2,500	$2,520
Aggregate base	sq. yd.	4,887	$25	$122,170
Concrete pavement	sq. yd.	9,492	$50	$474,610
Milling and overlay	sq. yd.	4,606	$16	$73,690
Signing (street)	mile	0.85	$65,000	$55,090
Pavement marking	lane-mile	0.85	$5,000	$4,240
Traffic signal	each	4	$200,000	$800,000
Curb and gutter	l. ft.	295	$30	$8,850
			Subtotal	**$1,541,200**
Traffic control	—	—	8%	$123,300
Quality control	—	—	1%	$15,400
Construction surveying	—	—	1.5%	$23,100
Erosion control	—	—	1%	$15,400
Mobilization	—	—	8%	$123,300
Unidentified items	—	—	20%	$308,200
			Subtotal	**$2,149,900**
Postdesign services	—	—	1%	$21,500
Construction contingencies	—	—	5%	$107,500
Construction engineering	—	—	8%	$172,000
Predesign/NEPA/PI services	—	—	3%	$64,500
Final design	—	—	8%	$172,000
			Subtotal	**$2,687,400**
ICAP	—	—	9.9%	$266,000
			Total	**$2,953,000**

6.1.6 Evaluation

According to the Crash Modification Factors (CMF) Clearinghouse,[2] converting a stop-controlled intersection to a signalized intersection is expected to decrease crashes by 15 percent and adding a dedicated right-turn lane is expected to decrease crashes by 20 percent. Overall, the recommended changes to the intersection geometry and signalizing the intersection are anticipated to decrease the number and severity of crashes at this location.

The increasing volumes create the need for an alternative to a stop-controlled intersection. Four different lane configurations and three different signal phasing options were analyzed in the intersection evaluation. A roundabout, while considered, was not recommended because of the determination that signalizing the intersection would maintain acceptable LOS through the 2040 planning horizon, making it a more cost-effective approach (as noted in the introduction to this section, the ultimate configuration is anticipated as a system traffic interchange).

Installing a signal (at some point in the near term, as warranted by traffic evaluation) will allow the intersection to operate at LOS B or better through 2040, eliminating the need for more costly upgrades.

For the public scoping survey, respondents noted safety concerns regarding this location; anecdotal information reported that vehicles fail to stop at the intersection when turning from SR 74 to US 60. Adding a signal and more lanes for the large number of turning vehicles will likely be well-received by the public.

The recommendation for this intersection does not include pedestrian accommodations because there were no observed pedestrian activities. The shoulders will remain 10 feet wide to accommodate bicyclists using SR 74 and US 60 as US 90 Bicycle Route.

The recommendation will have nominal environmental impacts, given the modest footprint of the improvements occurring within the existing right-of-way. The limitations imposed on turning movements at the Cactus Ranch Trailer Court are consistent with the currently authorized movements.

6.2 Hassayampa Rest Area

To mitigate the conflict of vehicles entering and exiting the rest area with through traffic on US 60, improvements are recommended for vehicles entering and exiting the Hassayampa Rest Area. Given the crash history of this location, this improvement is recommended in the near term.

[2] A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection. The CMF Clearinghouse provides a searchable online database of CMFs along with guidance and resources on using CMFs in road safety practice; the site is funded by FHWA and maintained by the University of North Carolina Highway Safety Research Center.

6.2.1 Alternative

One alternative was developed for the Hassayampa Rest Area to improve the safety of the access drive, while also seeking to maintain the overall capacity of the US 60 corridor at this location.

6.2.2 Recommendation

Adding a right-turn lane for eastbound US 60 traffic sufficiently long for vehicles to fully decelerate in that lane will eliminate the need for vehicles to slow down in the through lane. Additionally, it is recommended that acceleration lanes be added for traffic exiting the rest area. An eastbound acceleration lane added to the outside of the eastbound US 60 lanes, and a westbound acceleration lane added to the inside of the westbound US 60 lanes along the median, will allow vehicles exiting the rest area to accelerate before merging with the eastbound or westbound traffic, respectively. The intersection will be stop-controlled for vehicles turning left out of the rest area. The existing left-turn lane entering the rest area from US 60 westbound meets ADOT guidelines; therefore, no changes to the lane are recommended.

6.2.3 Design Considerations

The improvements at this location include adding an eastbound US 60 deceleration lane for right turns into the rest area, and acceleration lanes for traffic exiting the rest area onto eastbound and westbound US 60. Vehicles traveling westbound onto US 60 from the rest area will stop at the stop sign and wait for eastbound through traffic and westbound lefts into the rest area to clear before crossing. They will then be able to freely turn into the westbound acceleration lane that will be clear of through traffic. This will allow vehicles making a left turn out of the rest area to more safely merge with westbound US 60 traffic. The through lanes will remain at 12 feet, the outside shoulders at 10 feet, the inside shoulders will have a 2-foot curb and gutter, and the median will be 4 feet (Table 10).

Table 10. Hassayampa Rest Area Turn Lanes

Lane Type	Width	Length	Taper
Right turn	12 feet	480 feet	140 feet
Acceleration (eastbound)	12 feet	1,000 feet	780 feet
Acceleration (westbound)	12 feet	740 feet	780 feet

For the westbound acceleration lane, ADOT may consider installing a barrier or an island to provide more separation between vehicles entering westbound US 60 and through vehicles. At some point in the future it may be necessary to install a signal to stop eastbound US 60 traffic, although this will not likely be necessary in the 2040 planning horizon given the relatively low number of vehicles using the rest area.

6.2.4 Conceptual Design for Hassayampa Rest Area

Figure 19 shows the conceptual design of the Hassayampa Rest Area lane changes.

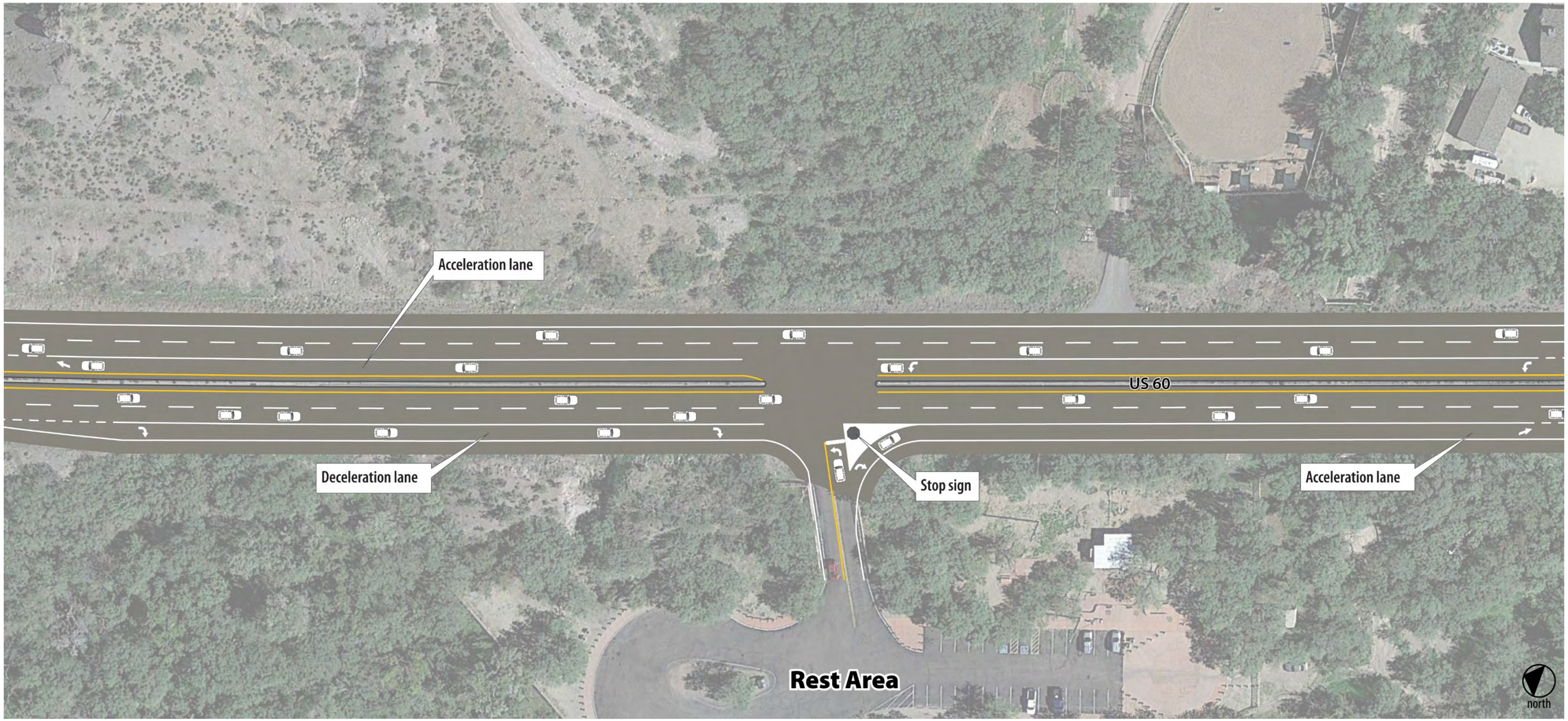

Figure 19. Hassayampa Rest Area Conceptual Design

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6.2.5 Scoping-level Cost Estimate

Table 11 shows the scoping-level cost estimate.

Table 11. Scoping-level Cost Estimate for Hassayampa Rest Area

Item	Unit	Quantity	Unit Cost	Total Cost
Clearing and removals	acre	0.917	$2,500	$2,290
Aggregate base	sq. yd.	4,440	$25	$111,000
Concrete pavement	sq. yd.	9,084	$50	$454,220
Milling and overlay	sq. yd.	4,644	$16	$74,310
Bridge widening	sq. ft.	420	$160	$67,200
Box culvert	l. ft.	12	$1,330	$15,960
Signing (street)	mile	0.79	$65,000	$51,460
Pavement marking	lane-mile	0.79	$5,000	$3,960
Curb and gutter	l. ft.	1,300	$30	$39,000
			Subtotal	**$819,400**
Traffic control	—	—	8%	$65,600
Quality control	—	—	1%	$8,200
Construction surveying	—	—	1.5%	$12,300
Erosion control	—	—	1%	$8,200
Mobilization	—	—	8%	$65,600
Unidentified items	—	—	20%	$163,900
			Subtotal	**$1,143,200**
Postdesign services	—	—	1%	$11,400
Construction contingencies	—	—	5%	$57,200
Construction engineering	—	—	8%	$91,500
Predesign/NEPA/PI services	—	—	3%	$34,300
Final design	—	—	8%	$91,500
			Subtotal	**$1,429,100**
ICAP	—	—	9.9%	$141,500
			Total	**$1,571,000**

6.2.6 Evaluation

Given the 65 mph speed limit on US 60, cars turning into and out of the rest area are traveling considerably slower than the through traffic. Adding a right-turn lane of sufficient length for eastbound traffic entering the rest area to decelerate safely, and acceleration lanes of sufficient length for traffic exiting the rest area either eastbound or westbound on US 60, will greatly improve safety at the rest area. According to the CMF Clearinghouse, the acceleration lanes can be expected to reduce crashes by 25 percent, and the right-turn lane can be expected to reduce rear end crashes by 30 percent.

It is anticipated that the near-term recommendation to keep this intersection as stop-controlled will maintain an acceptable LOS through the 2040 planning horizon.

As noted, the rest area was cited as a specific area of concern by respondents to the public scoping survey. Several respondents to the public scoping survey noted vehicles slowing in the eastbound US 60 through lanes to enter, and vehicles exiting the rest area and merging onto US 60 eastbound and westbound. Given the public comments on this issue, it is anticipated the improvements will receive public support.

Shoulders will remain 10 feet to accommodate bicyclists on US 60. Adding pedestrian accommodations is not recommended because no pedestrian traffic was observed.

The recommendation will have nominal environmental impacts, given the modest footprint of the improvements occurring within the existing right-of-way. A box culvert drainage feature located within the eastbound acceleration lane would need to be extended to accommodate the widened section.

6.3 Access Management

Access management focuses on design and operational decisions relating to a major roadway that are intended to improve traffic flow and safety by reducing, even eliminating, the presence of conflict points. Access management often includes changes to existing access to properties fronting the roadway and intersecting roads and streets.

This means that a key aspect of the access management process is to understand the relationship between land use and travel demand, which is typically expressed in terms of trip generation at points of access.

Access management attempts to balance good mobility for through traffic with the requirements for reasonable access to adjacent land uses. On major roadways, such as US 60, access management generally includes the use of raised median islands to channel left-turning traffic to safe locations, especially providing dedicated left-turn lanes at intersections to remove turning vehicles from through lanes.

> "Access Management is the coordinated planning, regulation, and design of access between roadways and land development. It encompasses a range of methods that promote the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel..."
>
> TRB Access Management Committee (Access Management Manual, 2nd Edition, TRB, 2014)

The US 60 Corridor is identified as a Principal Arterial route. Because US 60 serves through trips as well as local circulation trips, traffic congestion is the result, and this characterizes the traffic on US 60 approaching downtown Wickenburg today.

Good access management practices along major streets include:

1. Limit the number of conflict points at intersections and driveway locations. The probability of crashes is directly related to the number of conflict points at an intersection; the higher the number of access points, the higher the potential for vehicular crashes. When left turns and cross-street through movements are restricted, the number of conflict points is significantly reduced.
2. Separate conflict areas. Intersections created by public streets and driveways represent basic conflict areas. Adequate spacing between intersections allows drivers to react to one intersection at a time, and reduces the potential for conflicts. Conflict areas can also be combined to reduce the number of conflict areas in a corridor.
3. Reduce the interference of through traffic. Through traffic often needs to slow down for vehicles exiting, entering, or turning across the roadway. Providing turning lanes, designing driveways with appropriate turning radii, and restricting turning movements in and out of driveways allows turning traffic to get out of the way of through traffic.
4. Provide sufficient spacing for at-grade, signalized intersections. Good spacing of signalized intersections reduces conflict areas and increases the potential for smooth traffic progression.
5. Provide adequate off-street circulation and storage. The design of good internal vehicle circulation in parking areas and on local streets and collectors reduces the number of driveways that businesses need for access to the major roadway.

In its simplest form, access management is conflict management: by reducing the rate and severity of conflicts vehicles encounter, the crash rate in the corridor will be reduced. An additional benefit of reducing and eliminating conflicts in the corridor is improved traffic flow. The recommendations of this Study work in conjunction with the access management of the existing route (for example, left-turn bays, medians) to improve access management.

A major contributor to congestion and high traffic crash counts along the segment is how the strip commercial development usurps the traffic movement function with numerous driveways. To preserve the movement function and reduce congestion, it is necessary to limit the number of driveways and to safely space them from one another.

The density of driveways (number of driveways per distance) on both sides of the road is important because crash rates increase dramatically as the number of driveways per mile increases.

Along US 60, between the bridge and the median which begins at approximately MP 113 (a distance of approximately 2 miles), there are approximately 80 access points (45 along the westbound side, and 35 on the eastbound side) including one cross-access street (El Recreo Drive/Sullivan Street). The remaining 7 miles of the corridor are median-separated, with a total of 86 access points (53 along the westbound side, and 33 on the eastbound side). The median-separated segment of the road includes a total of 21

median breaks (including the intersection with SR 74), with 22 of the 86 access points aligned with the median breaks (13 along the westbound side, and 9 on the eastbound side).

Maintaining the functional integrity of the road network will help preserve the overall travel capacity and safety of the route. The starting point should be not more than one driveway per parcel, and indirect access from a side street should be encouraged whenever possible for lots fronting on US 60.

On major roadways, access management generally includes the use of raised median islands to channel left-turning traffic to safe locations, especially providing dedicated left-turn lanes at intersections to remove turning vehicles from through lanes. Raised medians are the most effective practice to reduce conflicts associated with left turns. Raised medians separate opposing traffic and reduce conflict points by eliminating left turns into and out of driveways along the route.

In the Phoenix metropolitan area, several access management studies have been prepared to protect the US 60 corridor. The 2010 MAG *US-60/Grand Avenue Access Management Plan (US-60/Grand Avenue AMP), SR-303L/Estrella Freeway to SR-74 (Carefree Highway)* defined a long-range vision and design concepts for an ultimate facility under build out conditions for the corridor. Subsequent to the 2010 plan, MAG prepared the *US-60/Grand Avenue Corridor Optimization, Access Management, and System Study (COMPASS) Loop 303 to Interstate 10,* which evaluated and made access management recommendations for the corridor from SR 303L to Interstate 10.

It is a recommendation of this Study that an access management plan be developed for this portion of US 60 in the near term. This will help preserve the functionality of the roadway from SR 74 to the Hassayampa Bridge. Such an access management plan could be implemented in conjunction with the planning for the elimination of the TWLTL, since that project would require modest roadway widening (depending on the roadway section implemented). This would be an appropriate time to adopt policies and a vision for the corridor and to make changes to existing access. Such a study should be prepared in coordination with ADOT, Maricopa County, Town of Wickenburg, and the City of Surprise (whose planning area is coincident with the Wickenburg planning area at about MP 117).

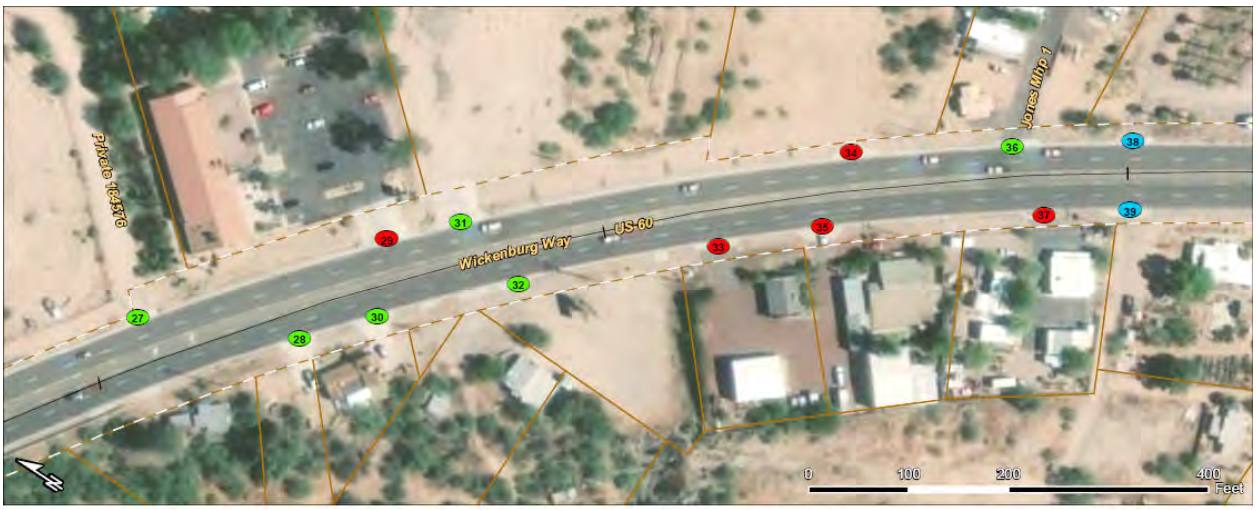
The following figures and associated tables describe the access points along the corridor, and provide information regarding the type, location, characteristics, and potential disposition of these drives should a roadway improvement project be implemented that widens the existing roadway section.

TABLE 1: US 60 CORRIDOR ACCESS DRIVES LOCATION, TYPE, AND IDENTIFICATION

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
1	111	McDonalds ent#1	North	Commercial	Yes	
2	111	McDonalds ent#2	North	Commercial	Yes	Commercial business parcel has two US 60 access drives and one local street access (Jack Burden Road).
3	111	N Jack Burden Road	North	Public Street	No	
4	111	Subway	North	Commercial	No	
5	111	Restaurant	North	Commercial	No	
6	111	Sullivan Street	South	Public Street	No	
7	111	El Recreo Drive	North	Public Street	No	Aztec Trailer Homes MH park; approx. 2 dozen homes.
8	111	Commercial, office	North	Commercial	No	2nd access is on El Recreo Dr.
9	111	Tastee Freez	North	Commercial	No	Commercial business parcel has two US 60 access drives.
10	111	Cowboy Cookin	South	Commercial	No	Commercial business parcel has two US 60 access drives.
11	111	Tastee Freez	North	Commercial	No	refer to #9.
12	111	Cowboy Cookin	South	Commercial	No	refer to #10.

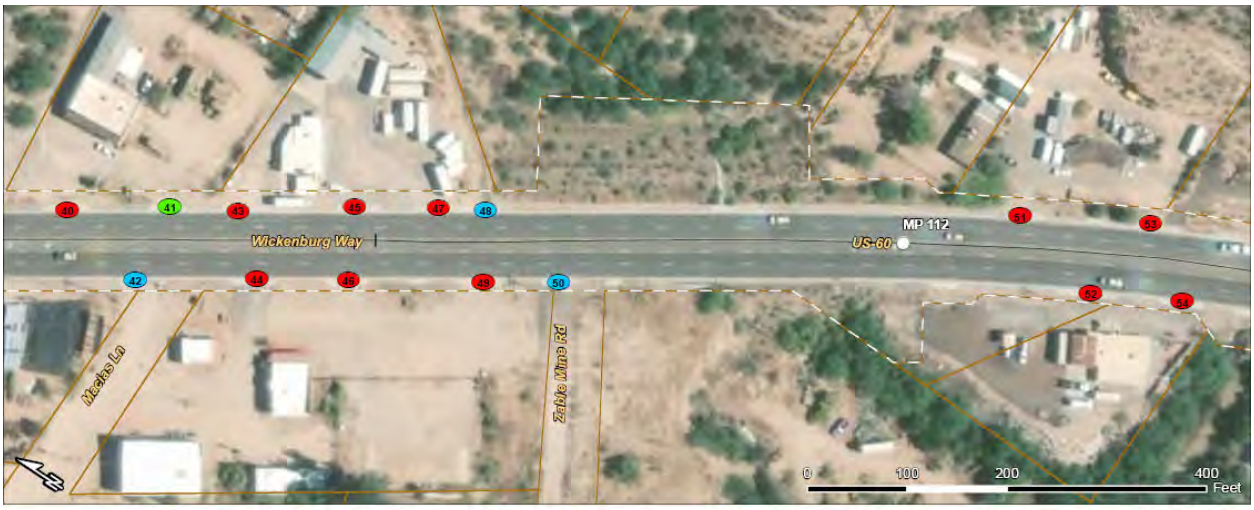
Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
13	111	Burger King	North	Commercial	No	Commercial business parcel has two US 60 access drives.
14	111	Restaurant, closed	South	Commercial	No	Commercial business parcel has two US 60 access drives.
15	111	Burger King	North	Commercial	No	See #13.
16	111	Restaurant, closed	South	Commercial	No	See #14.
17	111	Taco Bell	North	Commercial	No	
18	111	Shell	North	Commercial	No	Commercial business parcel has two US 60 access drives.
19	111	Auto Dealership	South	Commercial	Yes	Could potentially eliminate (1 of 3 drives);
20	111	Auto Dealership	South	Commercial	Yes	See #19 and #23.
21	111	Shell	North	Commercial	No	See #18.
22	111	Big O Tires	North	Commercial	No	
23	111	Auto Dealership	South	Commercial	Yes	See #19 and #20.
24	111	Auto Overflow	North	Commercial	Yes	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
25	111	ADOT	North	Commercial	No	Drive entrance/exit, connects to 26.
26	111	ADOT	North	Commercial	No	Drive entrance/exit, connects to 25.



Property Lines
Right-of-way
Access Drives: commercial public residential median break

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
27	112	0	North	Residential	Yes	Private drive entrance.
28	112	0	South	Residential	No	See also #30.
29	112	Quality Inn	North	Commercial	No	Small hotel
30	112	0	South	Residential	No	See also #28.
31	112	0	North	Residential	Yes	Vacant lot.
32	112	0	South	Residential	No	Vacant lot.
33	112	0	South	Commercial	Yes	
34	112	0	North	Commercial	No	Vacant lot.
35	112	0	South	Commercial	Yes	
36	112	Snowbirds lane	North	Residential	No	25-30 MH residences accessed.
37	112	0	South	Commercial	No	
38	112	0	North	Public	No	Possible commercial lot?
39	112	Snowbirds lane	South	Public	No	Accesses several residential lots.



Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
40	112	0	North	Commercial	No	This drive provides access to lots behind it (which appear to have no other egress).
41	112	0	North	Residential	No	
42	112	W Machias Lane	South	Public	No	Provides access several properties
43	112	Auto tech	North	Commercial	Yes	Business parcel has three access drives (see #45, #47).
44	112	Commercial	South	Commercial	No	Business parcel has three access drives (see #46, #48).
45	112	Auto tech	North	Commercial	Yes	See #43.
46	112	Commercial	South	Commercial	No	See #44.
47	112	Commercial	North	Commercial	No	See #43.
48	112	E Zabel Mine Road	North	Public	No	
49	112	Commercial	South	Commercial	No	See #44.
50	112	W Zabel Mine Road	South	Public	No	
51	112	Commercial	North	Commercial	No	Business parcel has two access drives (see #53).
52	112	Commercial	South	Commercial	No	Business parcel has two access drives (see #54).
53	112	Commercial	North	Commercial	No	See #51.
54	112	Commercial	South	Commercial	No	See #52.

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
55	112	Commercial	South	Commercial	No	Business parcel has two access drives (see #58).
56	112	Commercial	North	Commercial	No	Business parcel has two access drives (see #57).
57	112	Commercial	North	Commercial	No	Drive is not in use/gated (see #56).
58	112	0	South	Commercial	No	See #55.
59	112	Commercial	South	Commercial	No	Provides access to commercial lot on US 60 and equestrian arena behind.
60	112	Shell Station	North	Commercial	Yes	Business parcel has four US 60 access drives (see #61, #62, #63).
61	112	Shell Station	North	Commercial	No	See #60.
62	112	Shell Station	North	Commercial	Yes	See #60.
63	112	Shell Station	North	Commercial	Yes	See #60.
64	112	0	South	Commercial	Yes	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
65	112	0	North	Residential	Yes	Business parcel has two US 60 access drives (see #67).
66	112	Residential	South	Residential	Yes	Hospitality RV Park.
67	112	0	North	Commercial	No	See #65.
68	112	Residential	North	Public	No	Accesses a number of lots off US 60; low potential for additional development.
69	112	0	South	Residential	No	Large agricultural lot; medium potential for additional development.

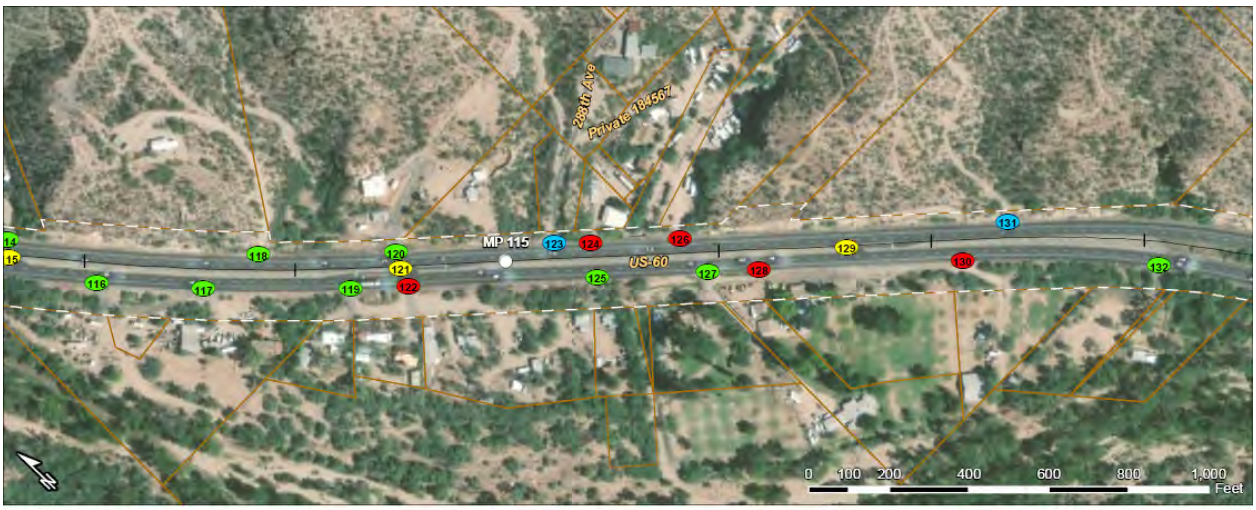
Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
70	113	Commercial	North	Residential	No	
71	113	Residential	South	Residential	No	Residence with two drives (see #73).
72	113	Purser Road	North	Residential	No	Provides access to several structures.
73	113		South	Residential	No	See #71.
74	113		South	Residential	No	Residence with two drives (see #75 and #76).
75	113		South	Residential	Yes	See #74.
76	113		South	Residential	Yes	See #74.
77	113		North	Residential	Yes	Provides access to several residential lots.
78	113	W Apartment	South	Residential	Yes	RV Park +25 MH residences accessed.
79	113	Herdon Road	North	Public	No	Several lots accessed.

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
80	113		South	Commercial	No	
81	113	Mockingbird Rd.	North	Public	No	Accesses a number of residential parcels; medium potential for additional development.
82	113	Median break	-	Median	No	
83	113	Rollin Hogan RV Park entrance	North	Residential	No	RV Park +12 residences accessed.
84	113		South	Unknown	Yes	
85	113	Jones Lane	North	Residential	No	+12 residences accessed.
86	113		North	Residential	Yes	
87	113		North	Residential	Yes	
88	113		North	Residential	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
89	113		North	Residential	No	
90	113	Median break	-	Median	No	
91	113		North	Residential	Yes	
92	113		North	Residential	Yes	
93	113		North	Residential	Yes	Accesses a number of residential parcels; medium potential for additional development.
94	113		North	Residential	No	Vacant lot with two access drives (see #96).
95	113		South	Residential	Yes	
96	113		North	Residential	Yes	See #94.
97	113	296th Ave	North	Public	Yes	Accesses a number of residential parcels; low potential for additional development.
98	113	Median break	-	Median	No	
99	113	0	South	Residential	Yes	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
100	114	N 295th Ave.	North	Public	Yes	Accesses a number of residential parcels; low potential for additional development.
101	114	Median break	-	Median	No	
102	114		South	Residential	Yes	Accesses a number of residential parcels; low potential for additional development.
103	114		North	Commercial	No	Noted as Rio Vista Hills, does not appear to be passable road, connects to N 293rd Ave. approx. ½ mile to north)
104	114		South	Residential	No	Accesses a number of residences; low potential for additional development.
105	114	Echo Hill Road	South	Public	No	Accesses a number of residences; low potential for additional development.
106	114		North	Commercial	Yes	Wickenburg Ready Mix, active commercial drive.
107	114	Median break	-	Median	No	
108	114	Hassayampa River Preserve	South	Quasi-public	Yes	Cited in public scoping survey as busy access drive.

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
109	114		South	Unknown	No	
110	114	Cooke's Road	North	Public	No	Access to several parcels, low potential for addtitional development.
111	114	Echo Hill Road	North	Public	Yes	Access to several parcels, low potential for addtitional development.
112	114	Median break	-	Public	No	
113	114		South	Unknown	No	
114	115		North	Residential	Yes	
115	115	Median break	-	Median	No	



Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
116	115		South	Residential	Yes	
117	115		South	Residential	Yes	
118	115		North	Residential	No	
119	115		South	Residential	Yes	
120	115		North	Residential	Yes	
121	115	Median break	-	Median	No	
122	115		South	Commercial	Yes	
123	115	W 288th Ave	North	Public	No	Accesses several residential parcels; low potential for additional development.
124	115		North	Commercial	No	
125	115		South	Residential	No	
126	115		North	Residential	No	RV Park +12 MH residences accessed.
127	115		South	Residential	Yes	
128	115		South	Commercial	Yes	
129	115	Median break	-	Median	No	
130	115		South	Commercial	No	
131	115	drive entrance	North	Unknown	Yes	Accesses several vacant parcels; medium potential for additional development.
132	115		South	Residential	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
133	115	W Pepperwood Cir.	North	Public	No	Accesses several residential parcels; medium potential for additional development.
134	116	Rocking Horse Lane	North	Public	Yes	Accesses several residential parcels; medium potential for additional development.
135	116	Median break	-	Median	No	Within 500' of median #139.
136	116		North	Commercial	Yes	Vacant commercial parcel.
137	116		South	Unknown	No	
138	116		North	Commercial	No	
139	116	Median break	-	Median	No	Within 500' of median #135.
140	116		North	Commercial	No	
141	116		North	Unknown	No	
142	116		South	Unknown	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
143	116	Median break	-	Median	No	
144	116	Rest Area entrance	South	Public	No	
145	116		North	Residential	No	
146	116		North	Residential	No	
147	116		South	Commercial	No	
148	116		North	Residential	No	
149	116		North	Residential	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
150	117		North	Residential	No	appears abandoned in lieu of #151.
151	117	Quiet Hills Drive	North	Public	No	Accesses a number of residential parcels; medium potential for additional development.
152	117	Median break	-	Median	No	
153	117	W Grand Ave	North	Public	No	Accesses a number of residential parcels; medium potential for additional development.
154	117	Median break	South	Median	No	
155	117		North	Commercial	No	
156	117		North	Residential	No	Rock outcrop on north limits visibility of drive from west-bound US 60 traffic.

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
157	118	San Domingo Peak Trail	North	Public	No	Branches with North Saguaro Blossom Lane which provides access to sand and gravel operation; medium potential for additional development.
158	118	Median break	-	Median	No	
159	118	W. Garden City Road	North	Public	No	
160	118	Median break	-	Median	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
161	118	Garden City Road	North	Public	No	Accesses a number of residential parcels; medium potential for additional development.
162	118	Median break	-	Median	No	
163	118	McCarroll Road	South	Public	No	Accesses a number of residential parcels; low potential for additional development.
164	119	Median break	-	Median	No	
165	119	0	South	Residential	No	Accesses a number of residential parcels; low potential for additional development.

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
166	119		North	Residential	No	
167	119		North	Residential	No	
168	119	N Saguaro Blossom Lane	North	Residential	No	
169	119	Median break	-	Median	No	
170	119		South	Residential	No	
171	119		North	Residential	Yes	
172	119	N 273rd Ave	South	Public	No	
173	119		North	Residential	Yes	Residential drive appears shared with #174 and #175
174	119		North	Residential	Yes	See #173.
175	119		North	Residential	No	See #173.
176	119		South	Residential	No	

Access ID	MP	Description	Side	Access Type	ADOT Permit	Notes
177	120		North	Residential	No	
178	120	Median break	-	Median	No	
179	120		South	Residential	No	Appears linked to #180.
180	120	Private Drive	South	Public	No	See #179.
181	120	Private Drive	South	Residential	No	Access appears abandoned.
182	120	265th Ave	North	Residential	No	Accesses a number of residential parcels; low potential for additional development.
183	120	Median break	-	Median	No	
184	120	SR 74	North	Public	No	
185	120	Private Drive	South	Public	Yes	RV Park +25 MH residences accessed.
186	120	Median break	-	Median	No	
187	120		South	Residential	Yes	

6.4 Area of Two-way Left-turn Lane

Increasing congestion will likely result in increasing crashes in this segment of the US 60 corridor. The crash analysis did not identify any one particular location along the segment of the TWLTL as directly contributing to crashes along the corridor.

At some point in the future, it is anticipated that conflicts with the TWLTL will affect the through traffic on US 60, as vehicles are unable to efficiently enter the lane to make left turns because of competing vehicles occupying the lane. Recognizing the operational limitations of the existing TWLTL, and the projected growth of vehicular traffic in the corridor, the elimination of the TWLTL is recommended as a mid-term improvement. Various alternatives to address this condition were identified and considered.

6.4.1 Alternatives

The alternatives were developed to address the increasing volume in the corridor, and the inability of the TWLTL to adequately accommodate the turning movements it is intended to serve. The alternatives considered all recommend the elimination of the TWLTL, with the exception of the bypass route. A bypass route, although considered as an alternative, is not thoroughly considered as part of this project. Based on current traffic trends, a feasibility study identifying the need for, and potential alignments of, such a route could be evaluated.

The alternatives are presented in Table 13, comparing at a planning level some of the key advantages and disadvantages of each.

Table 12. Alternative Evaluation for the Area of the Two-way Left-Turn lane

Advantages	Disadvantages
No Change	
Public survey indicated a general desire to maintain status quo No required changes to right-of-way and drive access	Safety problems at closely spaced entrances and intersections, where queuing traffic can block left turning movements Limited gaps long enough for drivers to make left turns Lacks accommodations for bicyclists and pedestrians Stop controlled intersection at El Recreo Drive may begin to fail as early as 2021
Traffic Signal at El Recreo Drive	
No required changes to right-of-way and drive access May be implemented as an interim improvement to address queuing on El Recreo Drive Provides pedestrian and bicycle crossing of US 60	Will reduce LOS on US 60 (although not to unacceptable levels) Intersection is on a horizontal curve along US 60 When median is introduced, required roadway widening will likely require relocation of signal poles

Table 12. Alternative Evaluation for the Area of the Two-way Left-Turn lane

Advantages	Disadvantages
Median with Turn Bays and Traffic Signal (at El Recreo Drive)	
Maintains acceptable vehicular LOS for longer period of time Reduces conflicts of vehicles exiting drives and streets making left turns Eliminates conflicts of opposing vehicles in TWLTL Depending on the street section selected, may better accommodate bicycles and pedestrians	Based on projected growth along the corridor, and future development north of the corridor, delays occurring at the signal at El Recreo Drive will eventually fail Reduces perceived convenience of “unlimited” driveway access Requires vehicles accessing drives on opposing side of street to travel out of direction and reverse direction Depending on street section selected, will require additional right-of-way along the corridor Forces eastbound traffic from Jack Burden Road to travel out of direction across bridge and reverse direction at US 93 roundabout
Median with Turn Bays, “Protected” U-Turn, and Roundabout	
All advantages of median with turn bay alternative, plus allows traffic entering from Jack Burden Road to travel east or west at US 60 Provides accommodation for trucks and trailers to safely change direction and merge with traffic	Reduces perceived convenience of unlimited driveway access Requires vehicles accessing drives on opposing side of street to travel out of direction and reverse direction Depending on street section, will require additional right-of-way along the corridor Roundabouts are not well-received by public
Roadway Widening	
Would accommodate anticipated traffic while maintaining acceptable vehicular LOS	Not compatible with TWLTL Will require additional right-of-way, affecting numerous businesses and residences along route
Frontage Road	
Allows local traffic to continue to have access to properties Eliminates the TWLTL	High cost Requires taking existing businesses and redeveloping the corridor Would need one or two signals to allow people to access the main lanes and opposing side of the roadway
Bypass Route	
Allows continued operation of segment of US 60 as-is Would provide alternative route to accommodate through traffic	High cost Less direct Environmental and aesthetic considerations Likely to attract increased through traffic from other routes (including I-11), resulting in greater congestion east and west of bypass route on US 60

6.4.2 Evaluation

Table 13 provides a high-level evaluation of the alternatives by comparing their advantages and disadvantages. It does not present the phasing of alternatives to address the growth anticipated in the corridor.

No Change

Safety problems can occur at closely spaced entrances and intersections, where queuing traffic can block left-turning movements. Traffic has been increasing along the corridor, and this has resulted in more congestion. These conditions typify what can be expected in an urbanizing area. Between 2013 and 2018 (the period for which crash data were analyzed), the annual ADT in the vicinity of the TWLTL (MP 112.3) has increased 10 percent (although year-over-year growth has slowed, beginning in 2016). As traffic volumes increase, there will be increasingly limited gaps for drivers to make left turns.

There is a lack of consistent sidewalks or pathways for pedestrians. The majority of the extent of the TWLTL lacks sidewalks. Where sidewalks exist (intermittently from the Hassayampa Bridge east to approximately MP 111 and the western end of the study corridor), there are gaps. One notable gap exists between the sidewalk leading from the Hassayampa pedestrian bridge on eastbound US 60 and Sullivan Street (a recommendation to address this gap may be found in Section 7, *Additional Recommendations for Consideration*).

Although US 60 is designated as the US 90 bicycle route (refer to Section 2.5, *Nomotorized*), the TWLTL has no bicycle accommodations because the outside travel lane is flanked with a narrow gutter and curb. Sidewalks are discontinuous or nonexistent, and the many driveway entrances, with left- and right-turning traffic, create additional hazards for bicycles and pedestrians alike.

It is also anticipated with the growth in traffic that the stop-controlled intersection at El Recreo Drive may, in the near term, begin to exhibit unacceptable delays for motorists trying to enter the highway.

Traffic Signal at El Recreo Drive

While a number of public scoping survey respondents commented that they would prefer the corridor in the area of the TWLTL to remain the same, it is noted in the above discussion of No Change that the intersection is anticipated to have an unacceptable LOS in the near term.

In the near term, it is suggested that the intersection of El Recreo Drive and US 60 be monitored for performance, and that, when warranted, a signal be installed at this intersection. This will allow the intersection to maintain an acceptable LOS until such time as additional improvements in the corridor are warranted. A description of this improvement is found in Section 6.5, *Intersection of US 60 and El Recreo Drive*.

Median with Turn Bays and Traffic Signal (at El Recreo Drive)

A curbed median strip would be constructed by extending the existing curbed median at the eastern end of the TWLTL to approximately the Hassayampa River Bridge. In most instances, with the exception of the intersection with El Recreo Drive, US 60 would

control access to driveways and streets through this section with right-in, right-out access. U-turns using left-turn bays would facilitate vehicles entering US 60 to turn left. This level of access management will maintain an acceptable vehicular LOS for a longer period of time by reducing conflicts with vehicles exiting drives and streets making left turns. The medians will also eliminate the conflicts of opposing vehicles in the TWLTL.

Indirect left turns are reported to reduce total car crashes and injury crashes. They have the added benefit of improving overall efficiency for all movements through the intersection. However, medians with turn bays in this narrow section of roadway will require roadway widening to accommodate the additional width of the median. Approximately 16-foot medians are need to accommodate a 12-foot left turn lane with a 4-foot nose, which is the desirable design. However in areas were the right-of-way is constrained the median can be narrowed to approximately 15-foot medians to accommodate an 11-foot turn lane with a 4-foot nose.

Larger vehicles (freight trucks and trucks pulling horse trailers or other equipment) may not be able to effectively navigate a narrow median turn with only two lanes of traffic, and will need to either travel westbound to the roundabout at US 93, or eastbound until the wider median, east of MP 113 where median cuts exist (requiring out-of-direction travel for some distance, depending on the destination).

Median breaks, where placed, may be enhanced with a pavement bulb-out, sometimes referred to as a “Michigan Loon” (its name derived from the pavement shape). For this application, the outside pavement edge of the opposite direction is extended so that the swept path of a larger vehicle can be accommodated when the median is too narrow for a Michigan indirect left turn.

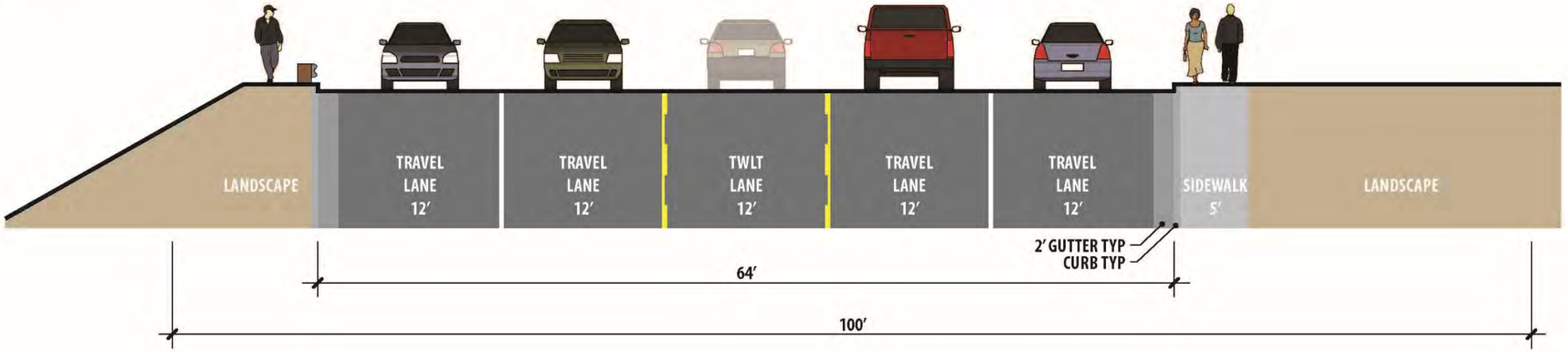
A motorist making a right turn followed by a U-turn experiences 30 percent fewer conflict points in making the maneuver, compared with a direct left turn. Median U-turn intersections, which operate in a similar manner as situations with a right turn followed by a U-turn, typically experience 20 to 50 percent fewer crashes relative to full-movement intersections. In Table 14-25 of the Highway Safety Manual, 1st edition (HSM), a crash modification factor of 0.80 when replacing direct left turns with a right-turn and U-turn combination is reported.

While this alternative reduces the perceived convenience of unlimited driveway access, it will improve the efficiency and safety of the corridor by reducing turning movements (for the relatively low number of turning vehicles, relative to the through traffic for the corridor). A street section illustrating this concept is shown in Figure 20. This conceptual recommendation was not fully evaluated as part of this Study. It is suggested that as part of the recommended Access Management Study (see Section 6.3, *Access Management*), this and other street sections be further evaluated prior to a recommendation being made.

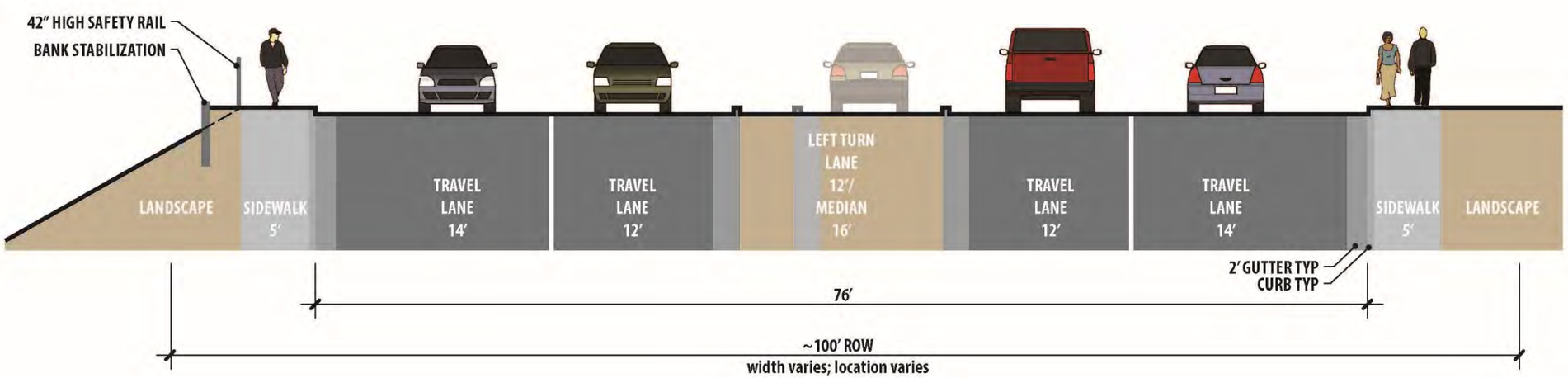
6.4.3 Conceptual Design for TWLTL Replaced with Left-turn Lane Median

Figure 20 shows the design of a TWLTL replaced with a left-turn lane median.

EXISTING



PROPOSED



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Median with Turn Bays, “Protected” U-turn, and Roundabout

This alternative implements all of the recommendations as outlined above, and introduces a roundabout at El Recreo Drive and Sullivan Street and a protected U-turn feature. These features provide additional accommodations for turning traffic of all sizes by (1) replacing the four-way intersection at El Recreo and Sullivan Drive with a modern roundabout, and (2) introducing a “protected” U-turn feature. These features accommodate trucks and trailers to safely change direction and merge with traffic.

Roadway Widening

US 60 serves multiple functions through the area of the TWLTL. While it is a through route, and provides the quickest and most direct route to Las Vegas, Nevada, it is also a business route with numerous businesses located immediately adjacent to and along both sides of the roadway. These access points (enumerated in Section 6.3, *Access Management*) draw local and regional traffic. While the I-11 route is still under study, it is an assumption of this study that the route will be constructed by the 2040 planning horizon, which is anticipated to alleviate some of the through traffic and allow the route to continue to function at an acceptable LOS, so long as access management preserves the functionality of the corridor.

Roadway widening would likely necessitate the elimination of the TWLTL, because it is not recommended that a six-lane arterial route incorporate TWLTL. Typical roadway right-of-way in this section is between 100 and 150 feet. An urban Principal Arterial cross-section, encompassing three lanes in each direction (with bicycle and pedestrian facilities) would entail 130 feet of right-of-way. Such a street section through the segment would have numerous business impacts. In many cases, businesses may not be able to accommodate this extent of roadway widening because of the loss of parking and site maneuverability.

As noted in the introduction to this section, within the 2040 planning horizon it is anticipated that US 60, through the urbanized segment west of the Hassayampa Bridge, will need additional capacity. Roadway widening (to the necessary three lanes in each direction) along US 60 would affect numerous businesses and residences adjacent to the corridor and create greater impacts for the Hassayampa Bridge, the roundabout at US 93, and land use in downtown Wickenburg. For these reasons, this alternative was not further considered.

Frontage Road

The frontage road concept would require even more right-of-way than the roadway widening alternative discussed above, and was therefore not considered as a viable alternative for further discussion.

Bypass Route

All of the alternatives considered recommend the elimination of the TWLTL, with the exception of the bypass route. However, if a bypass route were to be considered, it is not likely that such a route could be identified, funded, and constructed in time to avoid anticipated congestion on US 60.Several bypass options have been considered, but not

further evaluated. One option that was dismissed involved an alignment of SR 74 being continued east, eventually terminating with the connection to the proposed I-11 route. The distance west of the US 60 corridor is approximately 20 miles; therefore, this is not a practical solution.

Another option that was discussed involves routing through traffic from US 60 from east of the TWLTL to the north, eventually connecting to Constellation Drive and Rincon Road, where the route would eventually cross the Hassayampa River and rejoin US 93 north of the roundabout with North Tegner Street. The terrain, out-of-direction travel, and environmental impacts make this an undesirable alternative as well.

6.5 Intersection of US 60 and El Recreo Drive

6.5.1 Alternatives

Near-term

In the near-term, while this portion of US 60 still has a TWLTL, the recommendation is to signalize this intersection and add pedestrian accommodations. Because there are no changes to the lane configuration for this signal, this is recognized as a cost-effective, near-term solution. A traffic count at this intersection would be necessary to warrant the signal installation, and to determine signal timing and left-turn phasing.

6.5.2 Design Considerations

A Synchro analysis was performed to analyze this intersection and understand how it is currently operating. Since traffic counts for the turning movements were not available, inputs for the analysis included the traffic count data at MP 111 and the ITE Trip Generation Handbook. Google Earth was used to identify the number of existing homes, and the ITE Trip Generation Handbook was used to estimate traffic volumes based on this analysis (Table 14). The projected volume of El Recreo Drive at the intersection was assumed to increase at a comparable rate to the traffic increase along US 60, approximately 5 percent per year.

Table 13. ITE Volume Estimates

Land Use	ITE Code	Hourly Volume	Hourly Volume In	Hourly Volume Out
100 single-family homes	210	100	64	36
Rodeo grounds	460 (arena)	200	66	118

6.5.3 Conceptual Design of the Intersection of US 60 and El Recreo Drive

Figure 21 shows the conceptual design of the intersection of US 60 and El Recreo Drive.

Based on the estimated volumes and the Synchro analysis, the intersection currently operates at LOS C, but by 2021 the intersection will be at LOS F if it remains stop-controlled. By signalizing the intersection, an LOS of C or better will be maintained through 2028, which is when the TWLTL will also begin to operate poorly and ADOT should consider replacing the signal with other options.

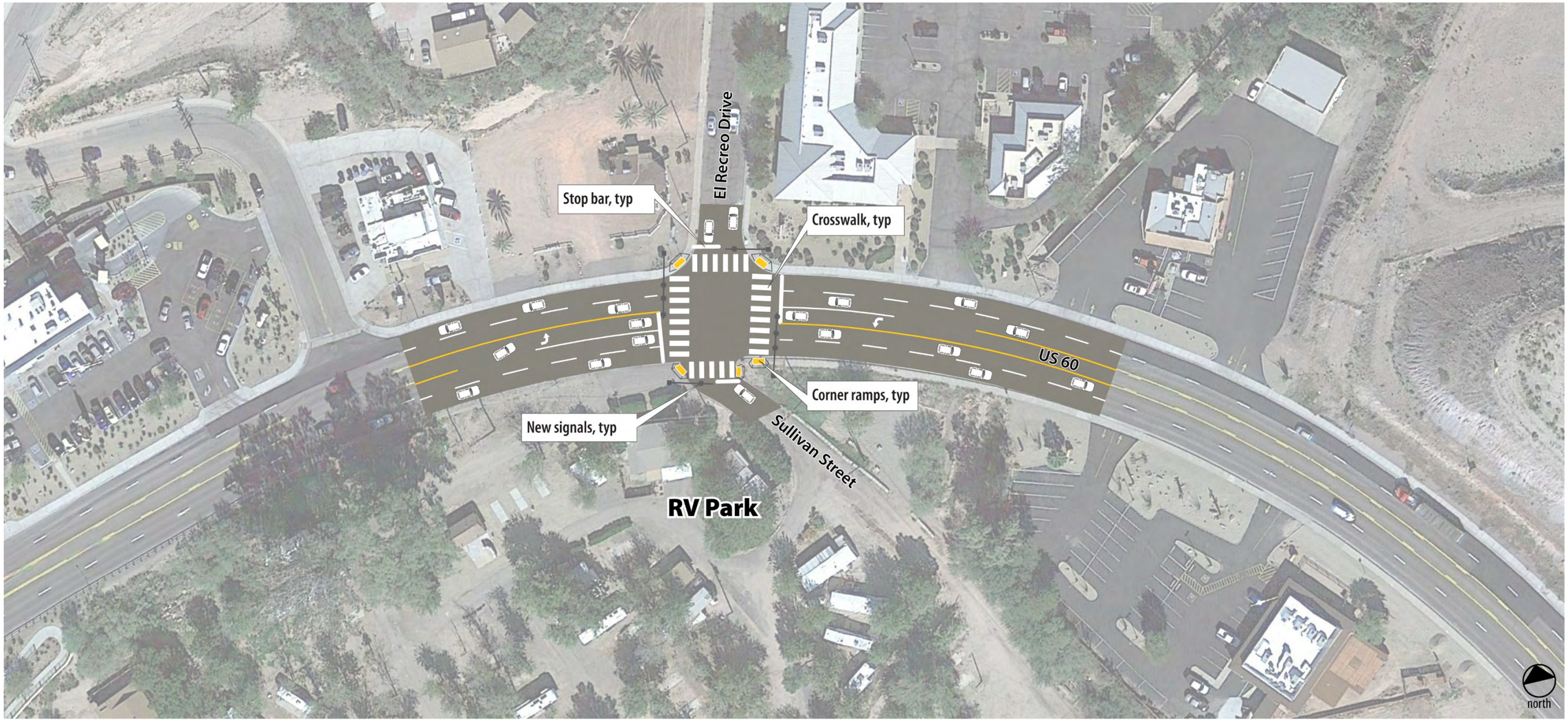

Figure 21. Intersection of US 60 and El Recreo Drive Conceptual Design

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6.5.4 Scoping-level Cost Estimate

Table 15 shows the scoping-level cost estimate.

Table 14. Scoping-level Cost Estimate for Intersection of US 60 and El Recreo Drive

Item	Unit	Quantity	Unit Cost	Total Cost
Signing (street)	mile	0.08	$65,000	$4,920
Pavement marking	lane-mile	0.13	$5,000	$660
Traffic signal	each	4	$200,000	$800,000
ADA improvements	each	8	$3,000	$24,000
			Subtotal	**$829,600**
Traffic control			8%	$66,000
Quality control			1%	$8,300
Construction surveying			1.5%	$12,400
Erosion control			1%	$8,300
Mobilization			8%	$66,400
Unidentified items			20%	$165,900
			Subtotal	**$1,157,300**
Postdesign services	—	—	1%	$11,600
Construction contingencies	—	—	5%	$57,900
Construction engineering	—	—	8%	$92,600
Predesign/NEPA/PI services	—	—	3%	$34,700
Final design	—	—	8%	$92,600
			Subtotal	**$1,446,700**
ICAP	—	—	9.9%	$43,200
			Total	**$1,590,000**

6.5.5 Evaluation

The intersection of El Recreo Drive/Sullivan Street and US 60 had five reported crashes between 2013 and 2017; one resulted in a possible injury and four resulted in no injuries. According to the CMF Clearinghouse, converting a stop-controlled intersection to a signalized intersection is expected to decrease crashes by 15 percent. Overall, signalizing the intersection is anticipated to decrease the number and severity of crashes at this location.

It is projected that as early as 2021, the LOS of the intersection will be D with delays to vehicles turning off or onto US 60. Installing a signal will allow the intersection to operate at LOS C or better through 2028; after 2028, ADOT will need to consider other alternatives for this location to keep traffic moving at acceptable levels.

The intersection of US 60 and El Recreo Drive was noted by several respondents in the public scoping survey. They reported congestion at the intersection today, and the difficulty of making left turns onto US 60.

The recommendation for this intersection include pedestrian accommodations, crosswalks on all four legs, and Americans with Disabilities Act (ADA) ramps at all four corners of this intersection. Adding crosswalks will provide a second option for pedestrians to safely cross US 60 to access homes and business more safely.

Environmental impacts as a result of the recommendation are nominal because there are no new right-of-way requirements, and no additional pavement being added.

7 Additional Recommendations for Consideration

7.1 Turn Bays

7.1.1 Alternatives

To determine which turn lanes warranted lengthening, we used the ITE Trip Generation Handbook to determine how many vehicles likely needed to make left turns into an access point or U-turns to access driveways that median breaks do not line up with, based on the land use in the area. The estimated volumes ranged from 1 to 50 vehicles per day, with the exception of SR 74 and the rest area, which were analyzed separately as described in previous sections. The turn lanes that we recommend lengthening are those with 50 or more vehicles per day.

7.1.2 Design Considerations

The recommendations for the six driveways that should be lengthened in the near term are shown in Table 16.

Table 15. Recommended Turn Lane Lengths

Access Number	Direction	Current Length (feet)	Recommended Length (feet)	Comments
82	Eastbound	230	768	Recommended length based on ADOT minimum length due to beginning of TWLTL
90	Westbound	230	600	—
98	Eastbound	225	965	—
98	Westbound	250	965	—
121	Westbound	170	965	Extending will allow vehicles turning right off 288th Avenue to turn directly into the left-turn lane if they wish to make a U-turn
139	Eastbound	170	965	To lengthen, median break number 135 would need to be closed

Source: ADOT TGP 430

As the area develops, it is anticipated that other turn bays may benefit from being lengthened. Development along the corridor should be monitored and improvements recommended as may be necessary to accommodate future development.

7.1.3 Evaluation

Increasing the length of turn lanes will allow turning vehicles to get out of the through lanes before slowing down. This will likely decrease the number of rear end crashes therefore improving safety.

The short turn lanes on this corridor are not currently creating any issues with traffic flow and lengthening the turn lanes is not expected to impact traffic flow negatively.

Lengthening the turn lanes will have public support as many respondents noted concerns with vehicles slowing down in the through lanes to turn.

There are currently no pedestrian accommodations along this portion of the corridor and these improvement do not include any. Bicyclist will still be able to ride in the shoulder as they do now.

The recommendation should not have any impacts to the environment as there is no new right of way required and minimal pavement being added to the median.

7.2 Rockfall Mitigation

As reported in the Environmental Overview prepared as part of the US 60 Corridor Study, the segment's terrain consists of rolling hills with several areas of rock outcrops. The segment travels perpendicular to a number of washes that drain the hills north of the corridor into the Hassayampa River, immediately south of and parallel to the corridor segment for much of its length. Several of the cuts through the slopes separating these drainages result in steep slopes immediately adjacent to the roadway. This is the case with the cut slope located immediately west of McCarroll Road at approximately MP 118.5 (see Figure 22).

Figure 22. Area of rockfall along cut slope on north side of US 60 at approximately milepost 118.

This area of cut slopes extends for approximately one-third mile, and occurs on both the eastbound and westbound roadway. The public scoping survey reported eight separate references to rocks in the roadway; although specific locations were not provided, field reconnaissance has identified this as the area of concern, given the unconsolidated alluvium materials and loose rocks at the toe of the slope.

Currently, the roadside ditch serves as a collection area for falling rock. Catchment ditches are identified as one of the most efficient ways of mitigating rockfall hazards. The catchment ditch at this location contains the debris from rockfalls and prevents most of that debris from reaching the roadway, where it could damage passing vehicles and/or increase the risk of accident. Anecdotal reporting indicates that the catchment ditch is not retaining all of the rockfall, and debris occasionally makes it to the roadway where it presents a roadway hazard.

7.2.1 Recommendation

To address the issue, mitigation is necessary. A high-level preliminary characterization of the existing cut slopes for both eastbound and westbound US 60 is recommended. This effort would entail a review of published geologic maps and reports, and any available geotechnical reports from ADOT (desktop study). This information should be augmented with input from the ADOT District maintenance staff, to get any anecdotal information and records on historic rockfall and maintenance activity for the cut slopes. Additionally, the ADOT Bridge-Geotechnical section should be contacted to obtain its rockfall hazard rating system database information for the cut slope.

This approach might entail the following activities:

- A field reconnaissance of the cut slopes by a geotechnical engineer to describe the exposed geologic units and observed conditions, slope ratio, occurrence and location of rockfall, and erosional conditions. If applicable to the rock unit(s), representative measurements of the fracture/joint orientations in the areas of the slope would be collected.
- Information obtained through the data collection and field observations would inform a technical memorandum that would document the following site information: site geology and geotechnical conditions, observed slope conditions and fracture/joint orientation data, and a photo log of representative cut slope areas with descriptions. The memorandum would outline the preliminary recommendations for mitigation of rockfall and erosion and alternatives for rockfall containment, if applicable.

For the 5 years of crash data analyzed, no crashes were reported related to rockfall causes; however, anecdotal information from the public scoping survey was provided. The technical memorandum will provide the basis for roadway improvements to mitigate the risk of rockfall events in this area of the US 60 corridor.

7.3 Animal Strikes

The number and type of animal strikes in the corridor (reported in the Traffic and Safety Analysis Report), is a concern for the safety of the motoring public and animals involved. AGFD, a member of the US 60 Corridor Study Technical Advisory Committee and a stakeholder in the corridor, agreed to assist the Study by evaluating the corridor information collected by the team and providing recommendations for subsequent data collection to inform mitigation strategies. The mission of AGFD is to conserve Arizona's diverse wildlife resources and manage them for safe, compatible outdoor recreation opportunities for current and future generations.

AGFD summarized the animal strike situation by reporting, "the Hassayampa River runs parallel to this road corridor on average within 300 yards of its eastbound traffic lanes for more than 7 miles before diverging from it and continuing south to the Gila River. The road also runs perpendicular to the washes which feed into the Hassayampa River from the mountains to the east, including Monarch, Ox, and San Domingo Washes, among others. This alignment presents a significant obstacle to wildlife attempting to use these washes to move into and out of the river corridor during their daily and/or seasonal

movements and dispersals. Without adequate crossing structures and appropriate funnel fencing to prevent them from entering the roadway and safely cross the highway, wildlife will inevitably continue to come into conflict with motorists."

7.3.1 Recommendation

The AGFD recommendation includes additional data collection to identify the specific types and locations of improvements that may be necessary in the corridor (refer to Appendix F for the Improvement Study Comments and Recommendations). In general, these recommendations include:

- Catalog the types and locations of the existing crossing structures, such as bridges and culverts, within the corridor.
- Use camera monitoring to identify the species involved and the frequency of use of existing culverts and bridges that may serve as wildlife crossings when linked with fencing.
- Identify target species' travel corridors through telemetry/Global Positioning System movement studies.
- Review ADOT roadkill data to ascertain the areas of highest wildlife mortality.
- Conduct additional roadkill studies to identify collision hotspots and species not captured by ADOT crash data.

The following bullet points summarize the specific recommendations of each of the suggested actions:

- **Roadkill Surveys**. Includes intensive walking and driving surveys in spring and monsoon periods to account for as many species as possible being killed on the road during these critical times and associated with the adjacent Hassayampa River, and weekly driving surveys for larger animals, which will be combined with ADOT and Arizona Department of Public Safety data for a more complete picture of what is needed for mitigation.
- **Existing Structure Camera Monitoring**. Includes monitoring five existing drainage structures with Reconyx still cameras year round to determine use or attempted use by various species and potential to use existing structures for wildlife crossings as-is or in an upgraded state.
- **Mule Deer Telemetry**. Place collars on 12 deer with helicopter along US 60 and collect movement (every 2 hours) across or along the road to determine the best place to focus efforts for deer for safety and connectivity purposes. These data, combined with roadkill, camera data, land ownership, etc., can help guide management decisions.
- **Tortoise Survey and Telemetry**. Survey and place telemetry units on 12 tortoises and monitor and replace batteries for 2 years. These data will allow for an understanding of tortoise movements associated with US 60 and where to focus mitigation efforts for tortoise.

Several other concerns raised included:

- **Bat Habitat**. With the improvement/modification of the appropriate crossing structures (where bats may or could potentially roost), bat habitat could be installed.

All monitoring is suggested for 2 years to account for yearly and seasonal variation. AGFD has also suggested postconstruction monitoring to evaluate the effectiveness once any of the recommended mitigation projects are complete.

7.3.2 Evaluation

A determination of the effectiveness of animal strike mitigation measures was not made because additional information is necessary to understand the extent and type of mitigation measures to conduct. Given the relatively high number of crashes in the corridor attributed to this cause, even a modest reduction in crashes would result in a safety benefit to travelers in the corridor.

7.4 Sidewalk Gap

The sidewalk gap immediately east of the US 60 Hassayampa River bridge poses a challenge, due to the relatively narrow right-of-way for a portion of the way (as narrow as 100-feet), and the steep embankment that exists immediately south of the roadway, adjacent to the Aztec Village RV Park.

7.4.1 Recommendation

As shown in Figure 20, a 4-footpath could be incorporated on the outside of the guardrail along this 300-foot section. The footpath would then tie in to the existing sidewalk east and west of this area of sidewalk gap. A 42-inch safety rail would protect pedestrians from the embankment, which could be through modest bank stabilization measures to limit the impacts to the Aztec Village RV Park.

7.4.2 Evaluation

Presently, there is evidence of foot traffic through this area; however, no pedestrian traffic was observed during limited reconnaissance that occurred as part of this study. Therefore, the safety benefit of such an improvement cannot be determined.

The issue of the sidewalk gap (which dates back to the construction project that widened the roadway to accommodate the TWLTL) was raised by ADOT Northwest District and Wickenburg staff.

The Hassayampa River walk connects under US 60 to the sidewalk along westbound US 60, however there are no accommodations for crossing the roadway east of this grade-separated crossing. Providing this footpath connection would allow provide safer pedestrian access for people accessing residences and businesses along eastbound US 60. The footpath would be too narrow to safely accommodate bicyclists.

The recommendation should not have any impacts to the environment.

7.5 Speed Feedback Sign

As noted in Section 2.2.2, according to anecdotal information from the public survey, westbound drivers are not slowing down at MP 113 where the speed limit is reduced from 65 mph to 45 mph. The speed limit reduction at this location also corresponds with the change in median type (transitions from open wide median to median with curb (and then shortly thereafter to TWLTL), and an increasing density of drive accesses.

7.5.1 Recommendation

A speed feedback sign at this location may be appropriate to alert drivers of the change. MUTCD , A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a speed limit sign.

7.5.2 Evaluation

Speed feedback signs provide drivers with feedback about their speed in relationship to the posted speed limit. When appropriately complemented with police enforcement, FHWA has determined that speed feedback signs can be an effective method for reducing speeds, which is understood to decrease both crash frequency and severity.

Roadway capacity should not be impacted by vehicles operating at posted speeds.

The public survey respondents often cited speed differential in the corridor, and specifically at MP 113, where the westbound speed limit is decreased from 65 to 45 mph.

The location proposed for the speed feedback sign is within the more urbanized area of the corridor, where driveway density increases, and bicyclists and pedestrians would benefit from vehicles operating at lower speeds in this congested area.

The recommendation should not have any impacts to the environment.

8 Summary

The recommendations identified in Section 6 and 7 present a number of transportation improvements to address the safety and mobility of this section of the US 60 Corridor. Based on the evaluation of these improvements, the near-, mid-, and long term recommendations for the corridor are summarized in the following table.

Table 16. Summary of US 60 corridor recommendations

Project	Description	Cost	Safety	Vehicular Capacity	Public	Multimodal	Environmental
Near-term Recommendations							
Sidewalk gap	Create footpath along eastbound US 60 immediately east of the Hassayampa Bridge to address gap in pedestrian facilities. (Refer to Section 7.4)	$	◒	○	◒	●	○
Hassayampa Rest Area	Provide deceleration and acceleration lanes to improve safety of access to rest area. (Refer to Section 6.2)	$$	●	◒	●	○	○
Animal crashes	Collect additional information on wildlife movement in corridor to inform mitigation measures for future roadway improvements. (Refer to Section 7.3)	$	◒	○	◒	○	●
Turn lane bays	Increase turn bay lengths for select median breaks, based on turn bay activity. (Refer to Section 7.1)	$$	◒	◒	◒	○	○
Speed feedback signs	Speed feedback signs should be added at locations where the speed limit drops with additional enforcement throughout the corridor. (Refer to Section 7.5)	$	◒	○	◒	◒	◒
Access management plan	Develop access management plan to establish corridor goals. (Refer to Section 6.3)	$	●	●	◒	●	○

Mid-term Recommendations							
Intersection of US 60 and El Recreo Drive	Intersection improvements to improve operation and safety. (Refer to Section 6.5)	$$	●	●	◒	●	○
Two-way left turn lane	Replace two-way left turn lane with median and turn bays. (Refer to Section 6.4)	na	●	●	●	◓	○
Roundabout and Protected U-turn	Replace traffic signal at US 60 with roundabout and incorporate protected u-turn. (Refer to Section 6.4)	na	●	●	●	◓	○
Long-term Recommendations							
Intersection of US 60 and SR 74	Intersection improvements to improve operation and safety. (Refer to Section 6.1)	$$$	●	●	◓	●	○

Notes:

Cost — Costs are relative, based on the information obtained on specific projects (e.g., Intersection of US 60 and SR 74), and estimates on others. In this instance, “na” indicates insufficient information is available to assess project costs)

Ratings — Ratings are based on a relative scale where: ● indicates a relative positive impact; ◓ indicates a somewhat positive impact; ○ indicates a somewhat neutral impact; ◒ indicates a somewhat negative impact; and ● indicates a negative impact. For additional evaluative information, refer back to the Section of the report where the particular improvement is discussed.

9 Next Steps

With the completion of this document, the next steps in the improvement process will be preliminary design layout and environmental documentation. This would then be followed by final design and construction, provided funding is obtained. Construction would likely occur over a period of several years based on need and corridor development.

Appendix A. Traffic Count Data

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Client:	HDR						Site 1 Eastbound 7 Day Traffic Count										Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/8/2019	23	39.8	9	3	3	8	17	6	38.8	42.8	5	4	2	1	3	0	7	1
1/8/2019 0:15	17	38.1	13	0	2	2	11	6	38.7	36.9	9	4	0	0	1	1	1	1
1/8/2019 0:30	25	38.5	10	2	3	10	18	7	37.4	41.3	6	4	1	1	3	0	8	2
1/8/2019 0:45	11	36.9	4	1	3	3	8	3	37.3	35.9	2	2	1	0	2	1	3	0
1/8/2019 1:00	27	40.5	12	3	4	8	14	13	39.8	41.2	5	7	0	3	2	2	7	1
1/8/2019 1:15	14	40.3	10	0	0	4	11	3	40	41.2	7	3	0	0	0	0	4	0
1/8/2019 1:30	19	40.8	11	2	5	1	7	12	40.5	40.9	3	8	0	2	3	2	1	0
1/8/2019 1:45	9	39.7	4	0	0	5	4	5	39.1	40.2	1	3	0	0	0	0	3	2
1/8/2019 2:00	13	38.0	7	0	0	6	8	5	37.1	39.4	3	4	0	0	0	0	5	1
1/8/2019 2:15	12	41.7	6	0	1	5	8	4	40	45	3	3	0	0	1	0	4	1
1/8/2019 2:30	11	39.0	5	1	2	3	7	4	38.1	40.5	3	2	0	1	2	0	2	1
1/8/2019 2:45	11	38.1	4	0	2	5	8	3	37.2	40.4	2	2	0	0	2	0	4	1
1/8/2019 3:00	9	40.7	6	0	0	3	5	4	38.4	43.5	2	4	0	0	0	0	3	0
1/8/2019 3:15	16	40.1	8	2	1	5	11	5	39.5	41.3	5	3	0	2	1	0	5	0
1/8/2019 3:30	16	37.7	10	1	1	4	8	8	37.3	38.1	4	6	1	0	1	0	2	2
1/8/2019 3:45	21	39.9	11	2	3	5	11	10	38	41.9	6	5	1	1	1	2	3	2
1/8/2019 4:00	17	36.7	10	0	2	5	10	7	34.8	39.4	4	6	0	0	2	0	4	1
1/8/2019 4:15	14	38.7	7	2	1	4	8	6	37.3	40.6	2	5	2	0	1	0	3	1
1/8/2019 4:30	29	38.2	18	2	1	8	19	10	38.9	36.9	11	7	1	1	1	0	6	2
1/8/2019 4:45	22	39.1	13	2	3	4	11	11	37.7	40.5	5	8	1	1	2	1	3	1
1/8/2019 5:00	30	39.1	21	1	3	5	20	10	37.8	41.8	13	8	0	1	3	0	4	1
1/8/2019 5:15	42	40.1	28	3	4	7	22	20	39.9	40.4	10	18	3	0	3	1	6	1
1/8/2019 5:30	36	39.6	28	1	1	6	23	13	39.4	40	16	12	1	0	1	0	5	1
1/8/2019 5:45	56	39.7	45	3	5	3	24	32	38.4	40.6	14	31	2	1	5	0	3	0
1/8/2019 6:00	57	38.7	45	3	1	8	27	30	36.5	40.6	19	26	1	2	0	1	7	1
1/8/2019 6:15	71	38.8	52	5	7	7	39	32	38.1	39.6	23	29	3	2	6	1	7	0
1/8/2019 6:30	61	39.0	47	4	5	5	33	28	37.4	40.9	23	24	3	1	3	2	4	1
1/8/2019 6:45	76	38.6	62	10	2	2	35	41	36.9	40	23	39	8	2	2	0	2	0
1/8/2019 7:00	64	38.3	50	5	3	6	39	25	37.7	39.3	30	20	1	4	3	0	5	1
1/8/2019 7:15	83	39.0	59	10	8	6	40	43	36.9	40.9	21	38	6	4	7	1	6	0
1/8/2019 7:30	97	38.9	80	9	3	5	56	41	37.7	40.6	43	37	5	4	3	0	5	0
1/8/2019 7:45	123	40.4	105	5	6	7	66	57	39	42	49	56	5	0	5	1	7	0
1/8/2019 8:00	118	39.3	95	10	7	6	66	52	38.1	40.9	49	46	7	3	5	2	5	1
1/8/2019 8:15	106	38.2	88	8	4	6	57	49	37.8	38.7	45	43	4	4	3	1	5	1
1/8/2019 8:30	96	38.8	63	23	5	5	53	43	36.9	41.1	35	28	9	14	4	1	5	0
1/8/2019 8:45	108	38.5	79	13	7	9	61	47	37.5	39.7	38	41	8	5	7	0	8	1
1/8/2019 9:00	112	39.5	77	13	6	16	61	51	37.9	41.5	36	41	6	7	5	1	14	2
1/8/2019 9:15	137	38.3	98	21	5	13	71	66	35.9	40.9	40	58	14	7	5	0	12	1
1/8/2019 9:30	109	38.6	82	8	2	17	66	43	37.3	40.6	46	36	6	2	1	1	13	4
1/8/2019 9:45	139	39.0	107	15	7	10	81	58	37.6	41	55	52	11	4	6	1	9	1
1/8/2019 10:00	127	38.9	90	19	6	12	71	56	38.2	39.8	45	45	10	9	5	1	11	1
1/8/2019 10:15	149	38.4	100	27	11	11	82	67	37.9	39.1	52	48	12	15	8	3	10	1
1/8/2019 10:30	133	36.9	92	23	6	12	71	62	35.9	38.1	41	51	15	8	5	1	10	2
1/8/2019 10:45	146	37.3	115	24	2	5	71	75	35.7	38.9	51	64	14	10	2	0	4	1
1/8/2019 11:00	142	37.9	108	11	9	14	80	62	37.2	38.7	52	56	6	5	9	0	13	1
1/8/2019 11:15	154	38.7	117	20	5	12	83	71	37.1	40.6	57	60	11	9	5	0	10	2
1/8/2019 11:30	141	38.8	104	18	6	13	69	72	37.7	39.8	38	66	13	5	5	1	13	0
1/8/2019 11:45	174	38.8	136	21	5	12	87	87	36.7	40.8	59	77	12	9	5	0	11	1
1/8/2019 12:00	170	39.8	136	15	8	11	89	81	38.7	41	61	75	10	5	8	0	10	1
1/8/2019 12:15	178	38.5	137	19	5	17	101	77	37.4	40	72	65	9	10	5	0	15	2
1/8/2019 12:30	176	38.4	145	19	4	8	91	85	37.7	39.1	72	73	11	8	3	1	5	3
1/8/2019 12:45	205	38.2	144	31	8	22	104	101	37.2	39.3	61	83	20	11	4	4	19	3
1/8/2019 13:00	193	39.8	139	22	10	22	102	91	38.1	41.8	62	77	13	9	8	2	19	3
1/8/2019 13:15	162	38.8	124	22	4	12	93	69	37.8	40.2	66	58	13	9	2	2	12	0
1/8/2019 13:30	189	39.6	143	24	12	10	93	96	37.4	41.7	60	83	15	9	10	2	8	2
1/8/2019 13:45	175	39.0	136	17	7	15	93	82	37.3	41	63	73	9	8	7	0	14	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/8/2019 14:00	184	39.8	128	31	15	10	89	95	37.8	41.6	50	78	18	13	13	2	8	2
1/8/2019 14:15	199	38.6	136	36	13	14	102	97	37.2	40	58	78	22	14	9	4	13	1
1/8/2019 14:30	174	40.0	140	15	5	14	102	72	38.5	42.1	72	68	12	3	5	0	13	1
1/8/2019 14:45	220	39.1	170	32	3	15	112	108	38.2	40.1	78	92	21	11	3	0	10	5
1/8/2019 15:00	215	40.2	164	23	12	16	109	106	38.3	42.1	70	94	14	9	10	2	15	1
1/8/2019 15:15	210	39.6	168	26	4	12	106	104	38.6	40.6	79	89	15	11	2	2	10	2
1/8/2019 15:30	222	40.3	174	22	8	18	114	108	39.1	41.5	77	97	12	10	7	1	18	0
1/8/2019 15:45	184	39.9	158	14	3	9	86	98	38.6	41	71	87	5	9	2	1	8	1
1/8/2019 16:00	194	40.1	162	14	4	14	90	104	39.2	40.8	67	95	5	9	4	0	14	0
1/8/2019 16:15	198	40.1	165	17	8	8	95	103	39.4	40.7	73	92	10	7	5	3	7	1
1/8/2019 16:30	197	40.1	165	18	3	11	95	102	38.7	41.4	77	88	6	12	3	0	9	2
1/8/2019 16:45	205	40.1	165	22	5	13	105	100	38.8	41.5	72	93	15	7	5	0	13	0
1/8/2019 17:00	203	39.0	168	16	7	12	96	107	38	39.9	70	98	8	8	6	1	12	0
1/8/2019 17:15	174	40.1	153	9	3	9	80	94	38.9	41.1	64	89	4	5	3	0	9	0
1/8/2019 17:30	163	39.4	135	8	7	13	79	84	38.3	40.4	62	73	3	5	3	4	11	2
1/8/2019 17:45	139	39.5	111	12	6	10	73	66	38.7	40.3	51	60	7	5	6	0	9	1
1/8/2019 18:00	134	38.6	103	17	8	6	73	61	37.9	39.5	50	53	10	7	7	1	6	0
1/8/2019 18:15	132	38.5	115	9	2	6	59	73	37.5	39.3	48	67	3	6	2	0	6	0
1/8/2019 18:30	103	38.3	78	13	6	6	48	55	36.6	39.8	31	47	5	8	6	0	6	0
1/8/2019 18:45	104	39.5	73	15	3	13	46	58	37.9	40.7	25	48	6	9	3	0	12	1
1/8/2019 19:00	95	39.0	68	7	3	17	47	48	36.9	41.1	26	42	2	5	3	0	16	1
1/8/2019 19:15	77	37.7	58	7	5	7	43	34	37.7	37.6	32	26	2	5	3	2	6	1
1/8/2019 19:30	86	38.1	72	4	1	9	41	45	36.6	39.4	30	42	1	3	1	0	9	0
1/8/2019 19:45	68	40.4	57	3	1	7	36	32	38.8	42.1	27	30	1	2	1	0	7	0
1/8/2019 20:00	66	38.8	51	7	2	6	26	40	38.4	39.1	16	35	4	3	1	1	5	1
1/8/2019 20:15	57	38.1	46	2	2	7	28	29	38.8	37.5	18	28	2	0	2	0	6	1
1/8/2019 20:30	43	38.8	36	2	3	2	19	24	37.8	39.6	16	20	0	2	1	2	2	0
1/8/2019 20:45	56	37.8	45	3	2	6	28	28	37.4	38.2	22	23	0	3	2	0	4	2
1/8/2019 21:00	47	37.0	37	1	3	6	19	28	36	37.6	13	24	0	1	2	1	4	2
1/8/2019 21:15	59	37.3	39	6	5	9	30	29	35.5	39.2	17	22	2	4	3	2	8	1
1/8/2019 21:30	41	36.9	26	5	3	7	25	16	35.8	38.5	12	14	3	2	3	0	7	0
1/8/2019 21:45	37	37.9	24	3	2	8	17	20	35.9	39.6	8	16	3	0	1	1	5	3
1/8/2019 22:00	43	36.7	29	2	4	8	22	21	35	38.5	13	16	1	1	4	0	4	4
1/8/2019 22:15	29	37.3	18	2	3	6	21	8	36.8	38.6	11	7	2	0	3	0	5	1
1/8/2019 22:30	40	38.2	28	5	3	4	17	23	37.3	38.8	12	16	1	4	2	1	2	2
1/8/2019 22:45	42	37.9	27	2	3	10	17	25	35.9	39.3	6	21	1	1	2	1	8	2
1/8/2019 23:00	29	37.9	18	1	3	7	17	12	35.5	41.4	7	11	1	0	3	0	6	1
1/8/2019 23:15	26	38.1	12	4	1	9	14	12	36.3	40.2	4	8	2	2	1	0	7	2
1/8/2019 23:30	20	36.5	8	2	1	9	12	8	34.7	39.3	4	4	2	0	1	0	5	4
1/8/2019 23:45	25	39.4	12	1	0	12	14	11	38.9	40.1	4	8	0	1	0	0	10	2
Day Totals	**9211**	**39.0**	**6997**	**963**	**411**	**840**	**4776**	**4435**	**37.8**	**40.4**	**3171**	**3826**	**537**	**426**	**339**	**72**	**729**	**111**
AM Peak Hr	**11:45**																	
AM Peak Vol	**698**																	
AM PHF	**0.9803**																	
PM Peak Hr	**14:45**																	
PM Peak Vol	**867**																	
PM PHF	**0.9764**																	

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/9/2019	22	39.1	5	2	2	13	12	10	37.6	40.9	1	4	1	1	1	1	9	4
1/9/2019 0:15	20	40.1	10	1	1	8	14	6	39.1	42.4	5	5	1	0	0	1	8	0
1/9/2019 0:30	18	41.8	7	1	2	8	11	7	39.7	45	4	3	0	1	1	1	6	2
1/9/2019 0:45	14	39.4	4	1	3	6	9	5	37.5	42.9	1	3	1	0	2	1	5	1
1/9/2019 1:00	21	36.1	7	1	1	12	16	5	35.3	38.8	3	4	1	0	1	0	11	1
1/9/2019 1:15	20	35.9	10	0	0	10	14	6	34.1	40	5	5	0	0	0	0	9	1
1/9/2019 1:30	17	43.0	8	3	1	5	8	9	41.3	44.5	2	6	2	1	0	1	4	1
1/9/2019 1:45	20	40.1	13	2	1	4	8	12	40.2	40	3	10	1	1	1	0	3	1
1/9/2019 2:00	11	38.6	5	0	0	6	7	4	35.5	44.1	2	3	0	0	0	0	5	1
1/9/2019 2:15	16	42.4	12	0	1	3	9	7	39.9	45.5	6	6	0	0	1	0	2	1
1/9/2019 2:30	21	38.5	10	3	2	6	13	8	37	40.9	4	6	2	1	2	0	5	1
1/9/2019 2:45	11	34.2	5	1	2	3	7	4	35.4	32.2	2	3	1	0	1	1	3	0
1/9/2019 3:00	11	37.3	5	1	1	4	9	2	37.4	36.8	4	1	1	0	0	1	4	0
1/9/2019 3:15	6	39.2	4	0	0	2	4	2	38.6	40.5	3	1	0	0	0	0	1	1
1/9/2019 3:30	23	37.7	13	1	4	5	15	8	38.6	36	9	4	0	1	3	1	3	2
1/9/2019 3:45	17	36.5	10	1	1	5	8	9	35	37.9	3	7	1	0	0	1	4	1
1/9/2019 4:00	17	37.6	11	0	0	6	11	6	37.7	37.5	5	6	0	0	0	0	6	0
1/9/2019 4:15	14	40.1	10	0	0	4	6	8	39.7	40.4	4	6	0	0	0	0	2	2
1/9/2019 4:30	27	40.1	18	2	1	6	13	14	39.7	40.4	8	10	1	1	1	0	3	3
1/9/2019 4:45	25	39.1	14	3	3	5	15	10	39.3	38.7	6	8	2	1	3	0	4	1
1/9/2019 5:00	50	37.9	31	5	5	9	28	22	36.8	39.2	13	18	3	2	4	1	8	1
1/9/2019 5:15	52	37.9	30	3	1	18	31	21	36.4	40.1	12	18	3	0	1	0	15	3
1/9/2019 5:30	49	38.6	34	2	5	8	29	20	37.9	39.5	15	19	1	1	5	0	8	0
1/9/2019 5:45	39	37.9	23	6	3	7	26	13	37.6	38.6	13	10	5	1	3	0	5	2
1/9/2019 6:00	51	39.1	42	4	1	4	27	24	37.3	41.1	19	23	3	1	1	0	4	0
1/9/2019 6:15	63	37.6	41	7	3	12	31	32	37.4	37.7	15	26	4	3	3	0	9	3
1/9/2019 6:30	62	37.9	48	5	0	9	37	25	37.5	38.5	25	23	3	2	0	0	9	0
1/9/2019 6:45	74	38.0	58	9	3	4	43	31	36.6	40	33	25	5	4	3	0	2	2
1/9/2019 7:00	86	37.1	61	12	4	9	51	35	35.7	39.1	31	30	8	4	4	0	8	1
1/9/2019 7:15	87	37.8	59	10	6	12	49	38	36.6	39.4	28	31	5	5	5	1	11	1
1/9/2019 7:30	101	36.3	75	13	6	7	58	43	35.4	37.6	40	35	6	7	5	1	7	0
1/9/2019 7:45	108	38.7	88	11	3	6	61	47	36.9	41	45	43	7	4	3	0	6	0
1/9/2019 8:00	127	38.5	102	7	7	11	74	53	37.2	40.3	51	51	5	2	7	0	11	0
1/9/2019 8:15	109	39.0	73	22	6	8	64	45	37.7	40.8	41	32	12	10	5	1	6	2
1/9/2019 8:30	102	39.5	75	10	3	14	55	47	37.2	42.2	33	42	7	3	2	1	13	1
1/9/2019 8:45	139	39.0	89	24	15	11	77	62	37.5	40.8	42	47	15	9	12	3	8	3
1/9/2019 9:00	144	38.3	114	15	5	10	79	65	37.2	39.6	60	54	5	10	4	1	10	0
1/9/2019 9:15	140	37.8	108	17	3	12	72	68	36	39.7	52	56	10	7	1	2	9	3
1/9/2019 9:30	128	38.7	91	16	5	16	73	55	37.9	39.8	44	47	13	3	3	2	13	3
1/9/2019 9:45	128	38.2	90	18	10	10	74	54	37.6	39	51	39	9	9	8	2	6	4
1/9/2019 10:00	154	39.1	104	27	13	10	84	70	38.1	40.4	50	54	18	9	9	4	7	3
1/9/2019 10:15	134	37.8	95	23	2	14	72	62	36.5	39.3	44	51	13	10	2	0	13	1
1/9/2019 10:30	148	38.9	107	13	7	21	79	69	37	41.1	46	61	7	6	6	1	20	1
1/9/2019 10:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/9/2019 11:00	149	37.1	109	19	6	15	85	64	36	38.5	55	54	10	9	5	1	15	0
1/9/2019 11:15	153	39.7	115	18	3	17	72	81	38.5	40.8	48	67	9	9	3	0	12	5
1/9/2019 11:30	162	37.7	116	18	9	19	81	81	36.8	38.6	55	61	7	11	3	6	16	3
1/9/2019 11:45	157	37.0	116	26	3	12	84	73	35.9	38.2	54	62	16	10	3	0	11	1
1/9/2019 12:00	196	38.2	134	35	10	17	90	106	36.8	39.3	48	86	19	16	7	3	16	1
1/9/2019 12:15	157	36.7	106	23	10	18	75	82	35.3	38	45	61	11	12	9	1	10	8
1/9/2019 12:30	179	37.3	138	18	6	17	101	78	36.4	38.5	69	69	13	5	5	1	14	3
1/9/2019 12:45	159	39.3	127	14	6	12	85	74	38.3	40.5	60	67	7	7	6	0	12	0
1/9/2019 13:00	155	38.7	122	16	4	13	75	80	37	40.2	53	69	7	9	4	0	11	2
1/9/2019 13:15	193	38.3	149	20	4	20	105	88	36.8	40.1	71	78	11	9	4	0	19	1
1/9/2019 13:30	179	38.1	143	20	5	11	90	89	36.6	39.7	66	77	10	10	3	2	11	0
1/9/2019 13:45	182	38.7	135	22	10	15	93	89	36.7	40.8	64	71	13	9	5	5	11	4

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/9/2019 14:00	192	37.5	142	22	13	15	104	88	35.8	39.6	63	79	15	7	12	1	14	1
1/9/2019 14:15	217	39.5	173	22	10	12	105	112	38.7	40.3	77	96	10	12	9	1	9	3
1/9/2019 14:30	221	39.8	174	20	9	18	108	113	38.8	40.7	73	101	11	9	8	1	16	2
1/9/2019 14:45	214	39.4	160	24	13	17	101	113	37.7	40.9	69	91	10	14	10	3	12	5
1/9/2019 15:00	195	38.4	152	23	5	15	95	100	37.6	39.2	72	80	8	15	2	3	13	2
1/9/2019 15:15	231	38.8	176	33	6	16	108	123	36.6	40.7	68	108	20	13	6	0	14	2
1/9/2019 15:30	208	39.6	163	29	4	12	94	114	38.3	40.7	66	97	14	15	3	1	11	1
1/9/2019 15:45	190	38.9	157	16	4	13	86	104	37.5	40	66	91	6	10	2	2	12	1
1/9/2019 16:00	226	39.5	180	20	6	20	109	117	38.1	40.8	75	105	8	12	6	0	20	0
1/9/2019 16:15	194	39.8	151	21	9	13	91	103	38.3	41.2	61	90	11	10	7	2	12	1
1/9/2019 16:30	178	40.2	150	19	3	6	85	93	39.1	41.2	67	83	10	9	2	1	6	0
1/9/2019 16:45	212	39.4	175	15	9	13	103	109	38	40.7	79	96	8	7	6	3	10	3
1/9/2019 17:00	207	39.2	162	26	7	12	108	99	37.8	40.8	75	87	15	11	6	1	12	0
1/9/2019 17:15	169	40.2	142	8	6	13	84	85	39.4	40.9	67	75	2	6	4	2	11	2
1/9/2019 17:30	168	37.7	129	12	7	20	96	72	36.7	39	65	64	7	5	5	2	19	1
1/9/2019 17:45	144	38.0	110	15	3	16	65	79	35.9	39.8	38	72	9	6	3	0	15	1
1/9/2019 18:00	145	37.7	108	19	8	10	64	81	37.5	37.9	43	65	6	13	6	2	9	1
1/9/2019 18:15	123	37.7	99	14	3	7	53	70	36.1	38.9	38	61	8	6	3	0	4	3
1/9/2019 18:30	103	37.3	83	5	5	10	51	52	36.5	38	34	49	3	2	4	1	10	0
1/9/2019 18:45	95	37.6	71	4	7	13	55	40	37.1	38.3	37	34	1	3	6	1	11	2
1/9/2019 19:00	83	37.3	68	3	4	8	46	37	35.5	39.6	33	35	2	1	4	0	7	1
1/9/2019 19:15	96	36.8	72	11	6	7	41	55	36.3	37.1	25	47	5	6	4	2	7	0
1/9/2019 19:30	91	38.2	75	5	3	8	40	51	37	39.1	30	45	2	3	2	1	6	2
1/9/2019 19:45	66	37.9	52	5	1	8	35	31	37.4	38.4	24	28	4	1	1	0	6	2
1/9/2019 20:00	89	37.7	67	6	1	15	43	46	36.7	38.7	30	37	2	4	1	0	10	5
1/9/2019 20:15	85	37.7	64	4	1	16	46	39	36.8	38.8	28	36	3	1	0	1	15	1
1/9/2019 20:30	54	37.8	45	3	2	4	24	30	36.1	39.1	17	28	1	2	2	0	4	0
1/9/2019 20:45	70	36.2	53	6	4	7	31	39	34.9	37.3	20	33	3	3	2	2	6	1
1/9/2019 21:00	58	37.3	49	2	3	4	25	33	35.9	38.3	16	33	2	0	3	0	4	0
1/9/2019 21:15	45	35.5	26	5	7	7	23	22	34.7	36.4	10	16	2	3	4	3	7	0
1/9/2019 21:30	42	37.2	33	4	0	5	22	20	36.7	37.8	15	18	3	1	0	0	4	1
1/9/2019 21:45	42	36.8	27	1	5	9	20	22	34.9	38.6	10	17	0	1	4	1	6	3
1/9/2019 22:00	44	39.8	32	2	4	6	22	22	36.6	42.9	13	19	0	2	4	0	5	1
1/9/2019 22:15	37	39.2	23	5	2	7	22	15	37	42.5	10	13	4	1	2	0	6	1
1/9/2019 22:30	36	37.9	23	3	1	9	22	14	37.5	38.6	12	11	1	2	1	0	8	1
1/9/2019 22:45	29	37.1	16	3	0	10	14	15	35.4	38.7	5	11	2	1	0	0	7	3
1/9/2019 23:00	34	38.9	21	1	3	9	19	15	37.9	40.2	10	11	1	0	2	1	6	3
1/9/2019 23:15	23	38.6	8	2	2	11	14	9	36.4	42	3	5	2	0	2	0	7	4
1/9/2019 23:30	29	38.7	17	2	1	9	13	16	37.5	39.6	5	12	0	2	0	1	8	1
1/9/2019 23:45	22	39.6	11	1	0	10	11	11	37.7	41.4	3	8	0	1	0	0	8	2
Day Totals	**9354**	**38.5**	**6968**	**992**	**405**	**989**	**4817**	**4537**	**37.2**	**39.8**	**3123**	**3845**	**536**	**456**	**318**	**87**	**840**	**149**
AM Peak Hr	**11:45**																	
AM Peak Vol	**689**																	
AM PHF	**0.8788**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**861**																	
PM PHF	**0.9318**																	

Client:	HDR																Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/10/2019	24	39.6	15	1	0	8	14	10	39.8	39.4	8	7	0	1	0	0	6	2
1/10/2019 0:15	17	40.7	12	4	0	1	8	9	36.2	44.7	5	7	2	2	0	0	1	0
1/10/2019 0:30	13	36.8	2	1	2	8	9	4	37.1	36.2	0	2	1	0	2	0	6	2
1/10/2019 0:45	21	42.8	11	1	1	8	12	9	40.9	45.4	5	6	0	1	1	0	6	2
1/10/2019 1:00	19	38.5	10	3	1	5	11	8	38	39.2	4	6	1	2	1	0	5	0
1/10/2019 1:15	18	37.3	6	2	1	9	14	4	36.1	41.3	4	2	1	1	0	1	9	0
1/10/2019 1:30	11	35.4	3	0	2	6	8	3	35	36.3	2	1	0	0	1	1	5	1
1/10/2019 1:45	15	37.1	5	0	2	8	9	6	35.2	40	2	3	0	0	1	1	6	2
1/10/2019 2:00	25	35.0	7	2	2	14	18	7	33.6	38.6	3	4	2	0	2	0	11	3
1/10/2019 2:15	13	36.4	5	0	2	6	6	7	36.7	36.2	0	5	0	0	1	1	5	1
1/10/2019 2:30	13	38.4	2	1	0	10	8	5	38.5	38.3	0	2	0	1	0	0	8	2
1/10/2019 2:45	12	40.6	3	2	3	4	8	4	39.5	42.7	2	1	1	1	2	1	3	1
1/10/2019 3:00	12	38.4	6	1	0	5	8	4	37.4	40.3	4	2	0	1	0	0	4	1
1/10/2019 3:15	12	37.3	8	0	0	4	8	4	37	37.9	5	3	0	0	0	0	3	1
1/10/2019 3:30	14	40.6	9	1	1	3	7	7	41.4	39.7	4	5	1	0	1	0	1	2
1/10/2019 3:45	15	39.1	7	1	0	7	10	5	39	39.4	4	3	1	0	0	0	5	2
1/10/2019 4:00	15	39.5	11	1	0	3	8	7	37.6	41.7	5	6	1	0	0	0	2	1
1/10/2019 4:15	25	37.3	15	1	3	6	11	14	35.6	38.7	3	12	1	0	2	1	5	1
1/10/2019 4:30	30	37.5	17	1	1	11	21	9	35.4	42.3	10	7	1	0	1	0	9	2
1/10/2019 4:45	29	37.5	13	2	6	8	15	14	36.5	38.5	4	9	0	2	4	2	7	1
1/10/2019 5:00	46	39.5	33	3	4	6	27	19	38.8	40.4	17	16	3	0	3	1	4	2
1/10/2019 5:15	38	38.5	24	2	6	6	22	16	37.8	39.4	10	14	1	1	6	0	5	1
1/10/2019 5:30	39	38.5	25	5	2	7	19	20	37.3	39.6	8	17	3	2	2	0	6	1
1/10/2019 5:45	52	38.3	41	2	1	8	27	25	36.1	40.6	19	22	0	2	0	1	8	0
1/10/2019 6:00	70	37.3	46	8	1	15	33	37	36.7	37.9	16	30	4	4	1	0	12	3
1/10/2019 6:15	63	39.2	44	6	4	9	32	31	38.6	39.9	15	29	5	1	4	0	8	1
1/10/2019 6:30	61	39.2	42	7	3	9	33	28	37.9	40.7	18	24	4	3	3	0	8	1
1/10/2019 6:45	61	37.4	46	7	0	8	34	27	37.3	37.5	24	22	4	3	0	0	6	2
1/10/2019 7:00	77	37.8	54	7	4	12	47	30	36.1	40.5	31	23	4	3	3	1	9	3
1/10/2019 7:15	75	38.0	59	6	3	7	42	33	37.2	39.1	28	31	4	2	3	0	7	0
1/10/2019 7:30	83	38.2	63	6	3	11	46	37	36.4	40.4	31	32	2	4	3	0	10	1
1/10/2019 7:45	125	37.8	99	10	7	9	67	58	36.5	39.3	49	50	5	5	4	3	9	0
1/10/2019 8:00	109	37.4	91	5	6	7	59	50	36.5	38.4	44	47	3	2	5	1	7	0
1/10/2019 8:15	132	37.0	92	19	5	16	76	56	35.3	39.2	42	50	14	5	5	0	15	1
1/10/2019 8:30	115	38.9	77	17	6	15	60	55	37.3	40.7	35	42	7	10	6	0	12	3
1/10/2019 8:45	132	37.2	81	20	12	19	78	54	36.3	38.4	39	42	11	9	9	3	19	0
1/10/2019 9:00	129	37.1	88	18	7	16	68	61	35.3	39.1	36	52	11	7	6	1	15	1
1/10/2019 9:15	141	38.0	94	17	11	19	79	62	36.5	39.8	43	51	11	6	8	3	17	2
1/10/2019 9:30	137	39.6	97	21	9	10	72	65	38.3	41.1	47	50	11	10	7	2	7	3
1/10/2019 9:45	127	37.5	87	16	8	16	68	59	35.5	39.9	35	52	12	4	6	2	15	1
1/10/2019 10:00	139	37.9	110	17	4	8	69	70	36.4	39.4	52	58	8	9	1	3	8	0
1/10/2019 10:15	145	37.7	106	17	6	16	72	73	36.6	38.8	42	64	12	5	5	1	13	3
1/10/2019 10:30	149	38.4	107	17	10	15	92	57	37.6	39.7	59	48	13	4	7	3	13	2
1/10/2019 10:45	158	38.2	130	12	6	10	84	74	37.2	39.4	63	67	5	7	6	0	10	0
1/10/2019 11:00	162	38.7	114	22	8	18	86	76	37.7	39.8	50	64	14	8	8	0	14	4
1/10/2019 11:15	147	38.5	109	12	9	17	81	66	36.7	40.8	51	58	11	1	6	3	13	4
1/10/2019 11:30	176	38.0	130	19	8	19	87	89	36.8	39.1	58	72	10	9	4	4	15	4
1/10/2019 11:45	200	38.4	152	23	12	13	101	99	36.4	40.5	69	83	13	10	11	1	8	5
1/10/2019 12:00	187	37.6	135	25	11	16	75	112	35.7	38.8	46	89	11	14	6	5	12	4
1/10/2019 12:15	168	39.5	138	13	5	12	93	75	38.6	40.7	70	68	9	4	5	0	9	3
1/10/2019 12:30	198	38.8	156	19	9	14	91	107	36.9	40.4	60	96	11	8	8	1	12	2
1/10/2019 12:45	199	37.1	145	32	6	16	110	89	35	39.7	70	75	19	13	5	1	16	0
1/10/2019 13:00	191	37.4	135	23	13	20	99	92	35.5	39.5	62	73	12	11	8	5	17	3
1/10/2019 13:15	193	38.1	141	24	10	18	106	87	36.8	39.6	67	74	17	7	5	5	17	1
1/10/2019 13:30	202	39.2	158	27	5	12	87	115	38.7	39.5	61	97	13	14	4	1	9	3
1/10/2019 13:45	208	38.5	161	22	9	16	95	113	36.8	39.9	61	100	12	10	6	3	16	0

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/10/2019 14:00	201	37.8	146	28	13	14	98	103	36.8	38.7	62	84	16	12	9	4	11	3
1/10/2019 14:15	216	37.9	155	31	10	20	109	107	36.3	39.5	61	94	24	7	9	1	15	5
1/10/2019 14:30	244	39.2	180	37	9	18	126	118	38.4	40.1	79	101	24	13	5	4	18	0
1/10/2019 14:45	224	38.8	172	25	11	16	104	120	37.2	40.1	71	101	15	10	6	5	12	4
1/10/2019 15:00	208	39.3	175	15	11	7	107	101	38.3	40.3	83	92	7	8	11	0	6	1
1/10/2019 15:15	257	39.6	211	25	7	14	116	141	38	40.9	81	130	16	9	6	1	13	1
1/10/2019 15:30	209	40.2	174	21	10	4	101	108	38.8	41.6	77	97	13	8	8	2	3	1
1/10/2019 15:45	214	39.5	180	17	7	10	101	113	38.5	40.3	75	105	11	6	5	2	10	0
1/10/2019 16:00	232	40.0	189	27	6	10	101	131	38.8	41	73	116	15	12	5	1	8	2
1/10/2019 16:15	183	39.7	149	15	7	12	83	100	38.5	40.7	61	88	7	8	3	4	12	0
1/10/2019 16:30	248	38.8	208	33	5	2	117	131	36.7	40.6	90	118	22	11	4	1	1	1
1/10/2019 16:45	199	39.3	152	19	9	19	94	105	37.3	41.1	57	95	11	8	9	0	17	2
1/10/2019 17:00	218	38.6	169	24	8	17	99	119	36.6	40.3	63	106	17	7	4	4	15	2
1/10/2019 17:15	182	39.3	143	17	5	17	90	92	37.8	40.7	63	80	11	6	4	1	12	5
1/10/2019 17:30	158	38.5	126	15	6	11	65	93	37.9	39	42	84	10	5	3	3	10	1
1/10/2019 17:45	162	38.6	122	16	8	16	80	82	37.2	40	49	73	11	5	5	3	15	1
1/10/2019 18:00	171	37.6	148	9	3	11	75	96	35.6	39.1	57	91	5	4	2	1	11	0
1/10/2019 18:15	129	37.3	85	23	6	15	63	66	35.9	38.7	27	58	16	7	6	0	14	1
1/10/2019 18:30	140	38.3	110	12	10	8	70	70	36.5	40.1	47	63	7	5	10	0	6	2
1/10/2019 18:45	109	36.8	89	5	4	11	50	59	36.2	37.3	36	53	3	2	2	2	9	2
1/10/2019 19:00	106	39.6	87	9	2	8	54	52	38.5	40.8	39	48	5	4	2	0	8	0
1/10/2019 19:15	111	38.3	85	11	2	13	57	54	36.5	40.1	37	48	8	3	2	0	10	3
1/10/2019 19:30	100	38.1	72	8	9	11	49	51	36.9	39.3	29	43	6	2	4	5	10	1
1/10/2019 19:45	97	38.3	82	2	4	9	47	50	37.1	39.5	35	47	1	1	3	1	8	1
1/10/2019 20:00	94	36.6	71	7	1	15	41	53	34.2	38.4	22	49	5	2	1	0	13	2
1/10/2019 20:15	72	37.2	44	9	4	15	45	27	34.9	41.1	23	21	6	3	4	0	12	3
1/10/2019 20:30	54	38.6	42	3	4	5	30	24	38	39.3	19	23	3	0	4	0	4	1
1/10/2019 20:45	66	37.1	47	3	3	13	37	29	35.9	38.7	21	26	2	1	3	0	11	2
1/10/2019 21:00	67	36.3	49	10	1	7	33	34	36.1	36.4	23	26	6	4	1	0	3	4
1/10/2019 21:15	58	39.0	44	3	1	10	32	26	37.8	40.4	20	24	2	1	1	0	9	1
1/10/2019 21:30	42	39.0	28	4	2	8	24	18	38.6	39.5	11	17	4	0	1	1	8	0
1/10/2019 21:45	61	38.1	45	2	5	9	30	31	37.1	39	16	29	1	1	5	0	8	1
1/10/2019 22:00	40	38.6	32	1	2	5	17	23	36.9	39.8	11	21	0	1	2	0	4	1
1/10/2019 22:15	44	39.5	28	6	5	5	23	21	36.6	42.6	9	19	4	2	5	0	5	0
1/10/2019 22:30	42	38.2	28	5	4	5	20	22	36.9	39.3	10	18	2	3	4	0	4	1
1/10/2019 22:45	44	38.2	28	6	4	6	23	21	35.1	41.5	13	15	1	5	4	0	5	1
1/10/2019 23:00	33	36.5	15	5	2	11	21	12	36.5	36.6	8	7	3	2	1	1	9	2
1/10/2019 23:15	23	39.0	17	1	1	4	14	9	38.1	40.3	9	8	0	1	1	0	4	0
1/10/2019 23:30	31	36.2	16	2	2	11	22	9	35.4	38.1	9	7	1	1	1	1	11	0
1/10/2019 23:45	25	38.3	10	2	4	9	16	9	38	38.9	4	6	2	0	3	1	7	2
Day Totals	**10101**	**38.4**	**7530**	**1064**	**477**	**1030**	**5114**	**4987**	**37.0**	**39.9**	**3224**	**4306**	**645**	**419**	**366**	**111**	**879**	**151**
AM Peak Hr	**11:45**																	
AM Peak Vol	**753**																	
AM PHF	**0.9413**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**933**																	
PM PHF	**0.9076**																	

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/11/2019	24	39.1	15	1	2	6	13	11	37.7	40.8	5	10	0	1	2	0	6	0
1/11/2019 0:15	39	41.6	23	2	0	14	26	13	39.9	44.9	11	12	1	1	0	0	14	0
1/11/2019 0:30	23	35.6	13	0	2	8	13	10	35.1	36.2	5	8	0	0	2	0	6	2
1/11/2019 0:45	18	37.1	7	3	1	7	9	9	36.3	37.8	3	4	1	2	1	0	4	3
1/11/2019 1:00	16	38.4	11	1	1	3	9	7	36	41.5	4	7	1	0	1	0	3	0
1/11/2019 1:15	15	38.0	6	2	2	5	10	5	38.7	36.7	3	3	1	1	2	0	4	1
1/11/2019 1:30	20	39.0	8	3	0	9	12	8	36.7	42.4	1	7	2	1	0	0	9	0
1/11/2019 1:45	21	37.8	10	2	0	9	14	7	36	41.4	5	5	1	1	0	0	8	1
1/11/2019 2:00	6	36.6	2	0	2	2	5	1	35.8	40.5	1	1	0	0	2	0	2	0
1/11/2019 2:15	15	37.9	7	0	3	5	11	4	37.2	39.7	4	3	0	0	3	0	4	1
1/11/2019 2:30	11	34.7	6	0	2	3	6	5	33.7	35.9	2	4	0	0	1	1	3	0
1/11/2019 2:45	12	36.6	4	0	0	8	8	4	35.7	38.5	1	3	0	0	0	0	7	1
1/11/2019 3:00	12	38.9	5	1	0	6	7	5	36.7	42	3	2	1	0	0	0	3	3
1/11/2019 3:15	22	38.7	10	2	2	8	15	7	38.5	39	6	4	2	0	1	1	6	2
1/11/2019 3:30	17	37.9	8	0	2	7	11	6	37	39.6	4	4	0	0	1	1	6	1
1/11/2019 3:45	24	38.8	15	0	3	6	13	11	35.8	42.3	6	9	0	0	3	0	4	2
1/11/2019 4:00	19	37.6	11	1	2	5	10	9	37.3	38	6	5	0	1	1	1	3	2
1/11/2019 4:15	28	38.8	20	2	0	6	15	13	36	42	8	12	1	1	0	0	6	0
1/11/2019 4:30	18	40.4	12	1	2	3	10	8	39	42.2	5	7	1	0	2	0	2	1
1/11/2019 4:45	36	37.2	22	6	4	4	23	13	36.3	38.8	13	9	4	2	3	1	3	1
1/11/2019 5:00	50	40.9	38	2	5	5	28	22	39.8	42.4	18	20	2	0	4	1	4	1
1/11/2019 5:15	37	40.0	23	6	3	5	20	17	38	42.4	12	11	4	2	1	2	3	2
1/11/2019 5:30	43	39.2	30	2	2	9	21	22	37	41.3	13	17	0	2	1	1	7	2
1/11/2019 5:45	49	37.8	34	2	7	6	30	19	36.8	39.4	16	18	2	0	7	0	5	1
1/11/2019 6:00	59	38.9	42	10	3	4	32	27	37.3	40.7	22	20	4	6	2	1	4	0
1/11/2019 6:15	64	39.0	42	8	4	10	38	26	36.8	42.2	23	19	2	6	4	0	9	1
1/11/2019 6:30	51	37.5	41	2	4	4	27	24	35.8	39.4	18	23	1	1	4	0	4	0
1/11/2019 6:45	63	37.5	46	5	4	8	40	23	36.4	39.3	28	18	4	1	2	2	6	2
1/11/2019 7:00	96	38.1	67	10	6	13	57	39	37.4	39.2	33	34	7	3	4	2	13	0
1/11/2019 7:15	74	38.2	48	11	4	11	44	30	37.3	39.5	30	18	4	7	1	3	9	2
1/11/2019 7:30	77	39.1	61	4	2	10	42	35	38.6	39.7	30	31	2	2	2	0	8	2
1/11/2019 7:45	115	38.8	90	8	5	12	64	51	38	39.8	45	45	3	5	4	1	12	0
1/11/2019 8:00	131	38.7	99	12	6	14	65	66	37.3	40	45	54	7	5	4	2	9	5
1/11/2019 8:15	120	39.0	81	14	11	14	60	60	37.9	40.1	31	50	5	9	11	0	13	1
1/11/2019 8:30	97	38.6	69	13	4	11	51	46	37	40.4	30	39	7	6	4	0	10	1
1/11/2019 8:45	114	39.7	78	19	4	13	61	53	38.8	40.7	38	40	9	10	3	1	11	2
1/11/2019 9:00	141	38.4	109	22	0	10	79	62	38.3	38.6	54	55	16	6	0	0	9	1
1/11/2019 9:15	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 9:30	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 9:45	152	39.0	115	16	5	16	81	71	37.4	40.8	59	56	8	8	1	4	13	3
1/11/2019 10:00	175	39.1	124	23	10	18	83	92	38	40.1	49	75	15	8	5	5	14	4
1/11/2019 10:15	147	39.3	119	14	6	8	78	69	38.7	39.9	60	59	7	7	4	2	7	1
1/11/2019 10:30	151	38.8	120	15	5	11	83	68	37.8	40.1	60	60	9	6	4	1	10	1
1/11/2019 10:45	163	38.1	123	17	6	17	81	82	36.8	39.4	56	67	6	11	6	0	13	4
1/11/2019 11:00	183	38.8	138	23	5	17	94	89	37.1	40.6	59	79	15	8	4	1	16	1
1/11/2019 11:15	187	38.1	125	32	10	20	107	80	36.6	40	64	61	18	14	8	2	17	3
1/11/2019 11:30	170	38.7	125	24	7	14	95	75	38.3	39.3	64	61	14	10	5	2	12	2
1/11/2019 11:45	210	37.9	153	29	11	17	106	104	36.5	39.4	76	77	10	19	7	4	13	4
1/11/2019 12:00	202	39.7	151	31	9	11	107	95	39.1	40.3	73	78	16	15	8	1	10	1
1/11/2019 12:15	213	38.3	167	28	7	11	97	116	37.1	39.3	72	95	9	19	5	2	11	0
1/11/2019 12:30	196	38.7	147	31	5	13	103	93	36.2	41.4	66	81	20	11	5	0	12	1
1/11/2019 12:45	207	38.3	168	22	4	13	93	114	36.3	39.9	64	104	14	8	4	0	11	2
1/11/2019 13:00	215	38.3	156	27	8	24	96	119	36.6	39.6	52	104	15	12	7	1	22	2
1/11/2019 13:15	222	38.4	177	23	10	12	101	121	36.5	39.9	67	110	16	7	8	2	10	2
1/11/2019 13:30	188	38.4	142	22	6	18	99	89	37.5	39.5	68	74	12	10	5	1	14	4
1/11/2019 13:45	239	40.1	191	23	11	14	106	133	38.4	41.5	77	114	9	14	7	4	13	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/11/2019 14:00	232	38.9	184	23	8	17	105	127	37.9	39.7	71	113	15	8	6	2	13	4
1/11/2019 14:15	218	40.0	174	23	9	12	113	105	39.2	40.9	80	94	14	9	7	2	12	0
1/11/2019 14:30	235	40.0	197	20	4	14	103	132	38.3	41.4	74	123	14	6	3	1	12	2
1/11/2019 14:45	258	39.8	212	25	6	15	129	129	37.7	41.8	97	115	12	13	5	1	15	0
1/11/2019 15:00	208	40.7	169	24	3	12	93	115	38.4	42.5	68	101	11	13	2	1	12	0
1/11/2019 15:15	229	40.2	181	28	8	12	102	127	37.6	42.3	67	114	17	11	7	1	11	1
1/11/2019 15:30	216	40.3	172	26	9	9	107	109	39.1	41.5	79	93	15	11	5	4	8	1
1/11/2019 15:45	192	39.7	149	26	8	9	96	96	37.5	41.8	66	83	16	10	6	2	8	1
1/11/2019 16:00	232	40.6	190	20	5	17	110	122	38.9	42.2	83	107	9	11	4	1	14	3
1/11/2019 16:15	209	40.6	174	17	4	14	95	114	39.1	41.8	68	106	11	6	4	0	12	2
1/11/2019 16:30	207	40.0	168	17	6	16	93	114	38.4	41.3	67	101	7	10	4	2	15	1
1/11/2019 16:45	219	40.0	184	16	8	11	90	129	38.5	41	66	118	12	4	3	5	9	2
1/11/2019 17:00	227	39.8	189	19	6	13	104	123	37.7	41.6	81	108	9	10	5	1	9	4
1/11/2019 17:15	233	38.8	195	22	5	11	103	130	37.7	39.6	81	114	10	12	4	1	8	3
1/11/2019 17:30	208	39.8	170	22	3	13	82	126	38.2	40.8	59	111	10	12	1	2	12	1
1/11/2019 17:45	167	38.8	134	11	5	17	73	94	37.2	40	47	87	8	3	4	1	14	3
1/11/2019 18:00	185	37.4	138	20	7	20	81	104	35.4	39	47	91	12	8	5	2	17	3
1/11/2019 18:15	172	37.7	132	25	6	9	77	95	35.4	39.6	49	83	13	12	6	0	9	0
1/11/2019 18:30	125	37.9	100	11	4	10	61	64	36.4	39.4	41	59	8	3	2	2	10	0
1/11/2019 18:45	115	37.9	84	13	7	11	45	70	36	39.2	23	61	8	5	6	1	8	3
1/11/2019 19:00	131	37.7	100	16	3	12	70	61	35	40.7	45	55	11	5	3	0	11	1
1/11/2019 19:15	123	38.5	96	10	5	12	60	63	37.2	39.8	39	57	7	3	4	1	10	2
1/11/2019 19:30	123	38.4	103	9	4	7	53	70	35.8	40.4	39	64	4	5	4	0	6	1
1/11/2019 19:45	107	38.0	86	14	1	6	52	55	36.6	39.4	37	49	8	6	1	0	6	0
1/11/2019 20:00	111	36.8	90	9	1	11	56	55	35.7	38	42	48	4	5	1	0	9	2
1/11/2019 20:15	99	37.8	76	8	3	12	49	50	36.4	39.2	30	46	4	4	3	0	12	0
1/11/2019 20:30	111	36.7	94	7	1	9	56	55	35.5	37.9	44	50	3	4	1	0	8	1
1/11/2019 20:45	89	38.6	78	3	1	7	42	47	37.6	39.4	33	45	3	0	1	0	5	2
1/11/2019 21:00	91	38.9	76	7	2	6	46	45	38	39.8	34	42	4	3	2	0	6	0
1/11/2019 21:15	72	38.3	62	0	1	9	35	37	37.7	38.9	27	35	0	0	1	0	7	2
1/11/2019 21:30	86	38.8	78	4	2	2	33	53	37.3	39.8	28	50	2	2	2	0	1	1
1/11/2019 21:45	113	37.4	92	4	6	11	69	44	36.6	38.7	52	40	3	1	4	2	10	1
1/11/2019 22:00	144	38.2	132	3	2	7	96	48	37	40.5	87	45	0	3	2	0	7	0
1/11/2019 22:15	58	38.2	45	7	3	3	25	33	36.4	39.5	17	28	3	4	2	1	3	0
1/11/2019 22:30	66	37.0	51	4	3	8	29	37	35.3	38.4	18	33	3	1	2	1	6	2
1/11/2019 22:45	47	39.2	35	10	1	1	23	24	37.4	40.9	15	20	6	4	1	0	1	0
1/11/2019 23:00	34	40.9	26	3	1	4	13	21	37.6	43	7	19	1	2	1	0	4	0
1/11/2019 23:15	37	39.3	27	2	1	7	18	19	37	41.4	9	18	1	1	1	0	7	0
1/11/2019 23:30	43	38.8	31	2	1	9	21	22	35.8	41.6	10	21	2	0	1	0	8	1
1/11/2019 23:45	31	38.7	24	3	1	3	12	19	39.4	38.3	7	17	2	1	1	0	2	1
Day Totals	**10800**	**38.9**	**8352**	**1110**	**393**	**945**	**5329**	**5471**	**37.4**	**40.4**	**3602**	**4750**	**610**	**500**	**303**	**90**	**814**	**131**
AM Peak Hr	**11:45**																	
AM Peak Vol	**821**																	
AM PHF	**0.9636**																	
PM Peak Hr	**14:00**																	
PM Peak Vol	**943**																	
PM PHF	**0.9138**																	

Client:	HDR																Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/12/2019	25	36.2	14	3	2	6	14	11	36.2	36.2	4	10	3	0	1	1	6	0
1/12/2019 0:15	26	39.0	21	2	0	3	19	7	37.7	42.7	15	6	1	1	0	0	3	0
1/12/2019 0:30	26	40.9	17	3	1	5	12	14	38.5	43	7	10	0	3	0	1	5	0
1/12/2019 0:45	28	39.6	20	4	0	4	9	19	37.4	40.7	7	13	1	3	0	0	1	3
1/12/2019 1:00	16	41.2	11	0	2	3	10	6	40.2	42.9	6	5	0	0	2	0	2	1
1/12/2019 1:15	14	38.0	8	2	2	2	11	3	38.5	36.2	6	2	2	0	1	1	2	0
1/12/2019 1:30	20	39.2	8	1	0	11	10	10	39.6	38.7	2	6	1	0	0	0	7	4
1/12/2019 1:45	22	36.1	10	2	2	8	16	6	35	39	6	4	1	1	2	0	7	1
1/12/2019 2:00	15	40.7	10	1	2	2	6	9	38.3	42.3	2	8	1	0	1	1	2	0
1/12/2019 2:15	16	41.4	9	2	2	3	8	8	41.9	40.8	3	6	1	1	1	1	3	0
1/12/2019 2:30	15	38.6	10	1	2	2	6	9	38.8	38.4	3	7	0	1	2	0	1	1
1/12/2019 2:45	13	37.8	7	0	0	6	6	7	37	38.4	2	5	0	0	0	0	4	2
1/12/2019 3:00	15	40.0	9	0	0	6	8	7	37.4	42.9	4	5	0	0	0	0	4	2
1/12/2019 3:15	14	37.0	11	0	0	3	10	4	38.4	33.6	7	4	0	0	0	0	3	0
1/12/2019 3:30	17	40.2	10	2	2	3	9	8	37.5	43.3	4	6	2	0	1	1	2	1
1/12/2019 3:45	13	39.7	7	0	2	4	6	7	40.6	39	3	4	0	0	1	1	2	2
1/12/2019 4:00	17	38.2	10	3	1	3	10	7	37.1	39.8	5	5	1	2	1	0	3	0
1/12/2019 4:15	21	38.8	12	1	1	7	13	8	38.6	39.1	7	5	1	0	0	1	5	2
1/12/2019 4:30	14	38.0	7	0	1	6	8	6	37.2	39.1	2	5	0	0	1	0	5	1
1/12/2019 4:45	17	38.8	10	1	2	4	12	5	36.4	44.4	6	4	0	1	2	0	4	0
1/12/2019 5:00	28	38.1	14	5	1	8	14	14	35.9	40.3	5	9	3	2	0	1	6	2
1/12/2019 5:15	12	39.5	5	1	0	6	7	5	39.6	39.3	3	2	1	0	0	0	3	3
1/12/2019 5:30	18	40.0	11	2	2	3	10	8	38.4	42	5	6	0	2	2	0	3	0
1/12/2019 5:45	26	39.7	16	1	3	6	6	20	37.3	40.4	2	14	0	1	0	3	4	2
1/12/2019 6:00	36	39.0	28	3	2	3	17	19	37.2	40.7	13	15	1	2	1	1	2	1
1/12/2019 6:15	28	38.3	22	3	1	2	15	13	36	40.9	11	11	1	2	1	0	2	0
1/12/2019 6:30	47	37.7	33	8	1	5	19	28	38.2	37.4	13	20	3	5	1	0	2	3
1/12/2019 6:45	48	38.2	36	1	3	8	27	21	37.2	39.5	20	16	0	1	2	1	5	3
1/12/2019 7:00	63	39.5	44	10	1	8	38	25	38.9	40.5	24	20	6	4	1	0	7	1
1/12/2019 7:15	69	38.8	48	8	3	10	30	39	38.1	39.3	15	33	5	3	2	1	8	2
1/12/2019 7:30	59	39.6	46	3	2	8	32	27	38.5	41	22	24	0	3	2	0	8	0
1/12/2019 7:45	68	40.5	55	8	1	4	38	30	41	39.8	28	27	7	1	1	0	2	2
1/12/2019 8:00	76	39.6	56	7	3	10	37	39	38.7	40.4	21	35	5	2	2	1	9	1
1/12/2019 8:15	90	37.7	61	14	3	12	53	37	36.5	39.3	31	30	8	6	3	0	11	1
1/12/2019 8:30	100	40.4	87	7	3	3	52	48	38.5	42.4	41	46	5	2	3	0	3	0
1/12/2019 8:45	100	39.0	76	13	5	6	51	49	37.3	40.7	34	42	9	4	2	3	6	0
1/12/2019 9:00	122	39.1	94	14	3	11	68	54	38.2	40.3	48	46	7	7	3	0	10	1
1/12/2019 9:15	114	40.3	87	15	2	10	60	54	39.2	41.5	44	43	7	8	0	2	9	1
1/12/2019 9:30	140	39.4	107	14	4	15	82	58	37.8	41.6	57	50	7	7	3	1	15	0
1/12/2019 9:45	134	38.7	106	16	2	10	67	67	37.4	39.9	48	58	11	5	0	2	8	2
1/12/2019 10:00	166	39.2	136	15	3	12	83	83	38	40.4	66	70	7	8	1	2	9	3
1/12/2019 10:15	166	39.6	128	20	7	11	77	89	37.9	41.1	54	74	11	9	5	2	7	4
1/12/2019 10:30	157	40.0	133	12	4	8	74	83	37.6	42.1	54	79	9	3	4	0	7	1
1/12/2019 10:45	191	39.8	162	14	1	14	100	91	38.8	40.9	77	85	9	5	0	1	14	0
1/12/2019 11:00	168	38.8	125	19	12	12	83	85	37.5	40.1	53	72	10	9	9	3	11	1
1/12/2019 11:15	192	38.4	150	23	8	11	99	93	36.7	40.2	69	81	15	8	7	1	8	3
1/12/2019 11:30	178	39.2	143	17	8	10	93	85	38.2	40.2	70	73	9	8	7	1	7	3
1/12/2019 11:45	175	38.8	140	17	7	11	96	79	37.5	40.4	73	67	9	8	4	3	10	1
1/12/2019 12:00	165	38.7	130	23	4	8	81	84	38.3	39	56	74	13	10	4	0	8	0
1/12/2019 12:15	217	39.1	190	13	2	12	99	118	37.8	40.1	78	112	8	5	2	0	11	1
1/12/2019 12:30	195	39.4	165	15	5	10	99	96	38.6	40.2	80	85	7	8	2	3	10	0
1/12/2019 12:45	201	38.8	164	20	4	13	94	107	37.4	40.1	70	94	9	11	4	0	11	2
1/12/2019 13:00	182	39.5	146	21	6	9	91	91	38.1	40.9	71	75	11	10	3	3	6	3
1/12/2019 13:15	200	38.2	169	15	5	11	86	114	37.5	38.7	65	104	7	8	3	2	11	0
1/12/2019 13:30	205	38.3	164	21	6	14	89	116	37.2	39.2	65	99	11	10	3	3	10	4
1/12/2019 13:45	235	38.1	198	13	7	17	104	131	36.8	39.1	75	123	8	5	6	1	15	2

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/12/2019 14:00	211	39.8	158	27	8	18	114	97	38.3	41.5	76	82	17	10	7	1	14	4
1/12/2019 14:15	226	39.7	186	28	4	8	112	114	38.4	40.9	82	104	19	9	3	1	8	0
1/12/2019 14:30	213	39.2	172	22	7	12	97	116	37	41	75	97	9	13	6	1	7	5
1/12/2019 14:45	190	37.0	144	30	5	11	96	94	35.9	38.2	71	73	13	17	2	3	10	1
1/12/2019 15:00	187	39.0	163	12	2	10	96	91	36.9	41.3	80	83	6	6	2	0	8	2
1/12/2019 15:15	189	40.1	160	21	1	7	95	94	39.4	40.8	75	85	14	7	1	0	5	2
1/12/2019 15:30	179	40.3	145	19	2	13	83	96	38.9	41.5	57	88	12	7	1	1	13	0
1/12/2019 15:45	201	39.8	157	25	7	12	99	102	37.9	41.7	69	88	14	11	5	2	11	1
1/12/2019 16:00	182	38.8	154	17	6	5	81	101	37	40.2	61	93	10	7	5	1	5	0
1/12/2019 16:15	189	39.5	168	11	6	4	92	97	38.1	40.9	79	89	5	6	4	2	4	0
1/12/2019 16:30	183	39.3	152	17	3	11	78	105	39	39.6	58	94	10	7	2	1	8	3
1/12/2019 16:45	196	40.5	166	18	5	7	90	106	39.7	41.2	76	90	7	11	2	3	5	2
1/12/2019 17:00	162	38.6	126	27	4	5	83	79	37.6	39.7	65	61	12	15	3	1	3	2
1/12/2019 17:15	176	38.8	147	22	4	3	77	99	37.4	39.9	62	85	10	12	2	2	3	0
1/12/2019 17:30	177	37.6	118	44	4	11	81	96	36.9	38.2	51	67	18	26	2	2	10	1
1/12/2019 17:45	135	38.2	107	22	2	4	68	67	38.5	37.9	55	52	10	12	1	1	2	2
1/12/2019 18:00	136	37.7	114	14	3	5	52	84	36.3	38.5	42	72	8	6	1	2	1	4
1/12/2019 18:15	124	38.9	99	14	5	6	56	68	37.7	39.8	37	62	9	5	4	1	6	0
1/12/2019 18:30	107	36.9	86	15	2	4	47	60	36.3	37.3	33	53	9	6	2	0	3	1
1/12/2019 18:45	85	37.9	70	12	3	0	42	43	36.2	39.5	35	35	4	8	3	0	0	0
1/12/2019 19:00	85	40.0	75	7	0	3	39	46	40.6	39.4	32	43	4	3	0	0	3	0
1/12/2019 19:15	96	39.1	80	11	2	3	37	59	37.7	40	26	54	8	3	1	1	2	1
1/12/2019 19:30	68	38.0	52	5	1	10	34	34	37.7	38.2	20	32	4	1	1	0	9	1
1/12/2019 19:45	58	39.0	52	2	2	2	30	28	37.5	40.7	24	28	2	0	2	0	2	0
1/12/2019 20:00	64	38.5	51	7	2	4	29	35	39.4	37.8	21	30	2	5	2	0	4	0
1/12/2019 20:15	69	37.3	61	5	0	3	27	42	35.4	38.5	21	40	3	2	0	0	3	0
1/12/2019 20:30	63	39.5	54	5	1	3	31	32	38.2	40.7	24	30	3	2	1	0	3	0
1/12/2019 20:45	68	37.5	61	4	2	1	34	34	36.1	38.8	28	33	4	0	1	1	1	0
1/12/2019 21:00	69	36.6	62	3	0	4	37	32	35.7	37.7	32	30	3	0	0	0	2	2
1/12/2019 21:15	56	38.5	46	5	1	4	28	28	36.9	40	22	24	1	4	1	0	4	0
1/12/2019 21:30	63	36.8	51	6	2	4	22	41	36.7	36.8	16	35	1	5	2	0	3	1
1/12/2019 21:45	44	36.7	39	0	0	5	21	23	35.2	38	16	23	0	0	0	0	5	0
1/12/2019 22:00	41	37.9	33	2	2	4	23	18	37.9	37.8	17	16	1	1	2	0	3	1
1/12/2019 22:15	32	39.4	28	1	1	2	12	20	38.3	40.1	9	19	0	1	1	0	2	0
1/12/2019 22:30	41	38.4	30	7	3	1	17	24	35.4	40.6	9	21	5	2	2	1	1	0
1/12/2019 22:45	28	36.5	19	4	2	3	12	16	35.6	37.1	5	14	2	2	2	0	3	0
1/12/2019 23:00	28	36.2	22	2	1	3	15	13	37.2	35	10	12	1	1	1	0	3	0
1/12/2019 23:15	24	38.2	20	3	0	1	8	16	35.3	39.6	6	14	1	2	0	0	1	0
1/12/2019 23:30	21	39.8	17	2	1	1	13	8	37.9	42.9	10	7	2	0	1	0	0	1
1/12/2019 23:45	24	37.7	20	1	0	3	12	12	36.8	38.5	10	10	0	1	0	0	2	1
Day Totals	**9225**	**38.9**	**7361**	**958**	**264**	**642**	**4494**	**4731**	**37.8**	**40.0**	**3259**	**4102**	**517**	**441**	**187**	**77**	**531**	**111**
AM Peak Hr	**11:45**																	
AM Peak Vol	**752**																	
AM PHF	**0.8664**																	
PM Peak Hr	**13:45**																	
PM Peak Vol	**885**																	
PM PHF	**0.9415**																	

Client:	HDR																Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/13/2019	25	39.5	18	2	1	4	9	16	39.1	39.7	6	12	0	2	1	0	2	2
1/13/2019 0:15	16	38.9	12	2	1	1	7	9	38.3	39.3	4	8	1	1	1	0	1	0
1/13/2019 0:30	10	35.7	7	1	1	1	7	3	35.1	37.2	4	3	1	0	1	0	1	0
1/13/2019 0:45	11	36.9	9	0	0	2	3	8	38.1	36.5	1	8	0	0	0	0	2	0
1/13/2019 1:00	20	37.0	13	0	2	5	11	9	38	35.8	5	8	0	0	1	1	5	0
1/13/2019 1:15	11	38.5	8	0	0	3	5	6	37.1	39.7	2	6	0	0	0	0	3	0
1/13/2019 1:30	6	38.8	3	2	0	1	2	4	37.5	39.5	1	2	0	2	0	0	1	0
1/13/2019 1:45	21	39.1	19	1	0	1	6	15	35.5	40.6	5	14	1	0	0	0	0	1
1/13/2019 2:00	18	40.1	9	3	2	4	9	9	35.9	44.2	1	8	3	0	2	0	3	1
1/13/2019 2:15	14	39.1	8	1	1	4	10	4	39.2	38.7	5	3	1	0	1	0	3	1
1/13/2019 2:30	8	38.5	7	0	0	1	5	3	39.8	36.2	5	2	0	0	0	0	0	1
1/13/2019 2:45	19	39.4	12	1	3	3	14	5	38.4	42.2	9	3	0	1	3	0	2	1
1/13/2019 3:00	15	38.4	11	1	1	2	9	6	38	38.9	6	5	1	0	0	1	2	0
1/13/2019 3:15	8	41.2	8	0	0	0	4	4	38.9	43.5	4	4	0	0	0	0	0	0
1/13/2019 3:30	18	38.7	10	3	2	3	11	7	34.9	44.6	5	5	1	2	2	0	3	0
1/13/2019 3:45	8	35.9	4	1	1	2	7	1	35.5	38.4	3	1	1	0	1	0	2	0
1/13/2019 4:00	10	37.9	7	1	0	2	4	6	35.1	39.7	1	6	1	0	0	0	2	0
1/13/2019 4:15	10	40.2	6	1	1	2	5	5	37.4	43	3	3	0	1	0	1	2	0
1/13/2019 4:30	8	39.6	5	2	0	1	4	4	34.7	44.5	2	3	1	1	0	0	1	0
1/13/2019 4:45	12	37.7	11	0	0	1	9	3	36.5	41.1	8	3	0	0	0	0	1	0
1/13/2019 5:00	8	40.9	7	0	1	0	6	2	40.1	43.1	5	2	0	0	1	0	0	0
1/13/2019 5:15	19	38.7	16	0	0	3	12	7	39.4	37.6	9	7	0	0	0	0	3	0
1/13/2019 5:30	12	38.1	9	1	0	2	8	4	35.7	42.8	5	4	1	0	0	0	2	0
1/13/2019 5:45	17	37.7	11	2	1	3	8	9	34.3	40.8	3	8	2	0	1	0	2	1
1/13/2019 6:00	23	39.7	20	2	1	0	10	13	37.9	41	8	12	1	1	1	0	0	0
1/13/2019 6:15	24	39.1	12	8	1	3	13	11	37.5	41	4	8	5	3	1	0	3	0
1/13/2019 6:30	18	38.9	10	4	2	2	6	12	36.3	40.2	2	8	1	3	2	0	1	1
1/13/2019 6:45	21	36.5	18	1	1	1	11	10	35.5	37.5	9	9	0	1	1	0	1	0
1/13/2019 7:00	33	37.8	23	4	1	5	20	13	36.1	40.3	13	10	1	3	1	0	5	0
1/13/2019 7:15	39	35.6	32	2	2	3	18	21	36.6	34.8	13	19	1	1	1	1	3	0
1/13/2019 7:30	37	38.3	27	5	1	4	19	18	39.1	37.5	11	16	4	1	0	1	4	0
1/13/2019 7:45	51	39.1	40	6	1	4	25	26	39.2	39.1	18	22	4	2	1	0	2	2
1/13/2019 8:00	58	39.3	47	3	1	7	27	31	39	39.6	20	27	1	2	0	1	6	1
1/13/2019 8:15	62	38.5	47	10	2	3	38	24	37.4	40.2	25	22	8	2	2	0	3	0
1/13/2019 8:30	66	41.0	46	13	2	5	37	29	39.6	42.8	24	22	7	6	2	0	4	1
1/13/2019 8:45	69	39.2	50	11	2	6	37	32	38	40.5	26	24	6	5	1	1	4	2
1/13/2019 9:00	83	37.8	66	9	3	5	50	33	37.8	37.9	39	27	5	4	2	1	4	1
1/13/2019 9:15	88	37.4	63	15	2	8	39	49	35.1	39.3	29	34	5	10	0	2	5	3
1/13/2019 9:30	112	38.5	88	10	3	11	56	56	36.5	40.4	40	48	6	4	1	2	9	2
1/13/2019 9:45	103	37.8	81	14	1	7	57	46	36.3	39.7	41	40	8	6	1	0	7	0
1/13/2019 10:00	114	38.2	85	12	4	13	62	52	37	39.6	41	44	10	2	1	3	10	3
1/13/2019 10:15	121	38.9	103	7	3	8	68	53	38.5	39.4	52	51	6	1	2	1	8	0
1/13/2019 10:30	129	38.3	102	14	4	9	78	51	37	40.2	62	40	6	8	2	2	8	1
1/13/2019 10:45	140	39.3	117	10	5	8	66	74	38.1	40.3	51	66	4	6	3	2	8	0
1/13/2019 11:00	156	40.0	116	23	5	12	74	82	38.6	41.2	48	68	13	10	4	1	9	3
1/13/2019 11:15	158	37.7	123	18	7	10	79	79	35.9	39.4	51	72	12	6	7	0	9	1
1/13/2019 11:30	170	38.4	130	20	8	12	81	89	36.2	40.4	50	80	12	8	7	1	12	0
1/13/2019 11:45	155	38.8	133	9	3	10	82	73	37.9	39.9	65	68	5	4	3	0	9	1
1/13/2019 12:00	202	37.8	160	17	9	16	100	102	35.9	39.7	71	89	8	9	5	4	16	0
1/13/2019 12:15	193	37.5	164	11	6	12	102	91	36.2	39	79	85	9	2	4	2	10	2
1/13/2019 12:30	209	39.0	170	19	7	13	104	105	36.6	41.3	71	99	16	3	6	1	11	2
1/13/2019 12:45	178	40.2	146	18	5	9	89	89	39.8	40.5	69	77	10	8	3	2	7	2
1/13/2019 13:00	225	39.0	173	26	12	14	101	124	37.9	39.9	69	104	12	14	11	1	9	5
1/13/2019 13:15	205	37.9	165	28	5	7	100	105	36.1	39.7	78	87	14	14	4	1	4	3
1/13/2019 13:30	242	38.4	190	20	18	14	123	119	37.1	39.7	92	98	6	14	13	5	12	2
1/13/2019 13:45	224	39.7	184	17	9	14	101	123	38.1	41	71	113	12	5	5	4	13	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/13/2019 14:00	234	39.7	210	11	8	5	109	125	39.2	40.2	98	112	4	7	3	5	4	1
1/13/2019 14:15	232	40.0	204	16	1	11	104	128	37.8	41.7	86	118	7	9	1	0	10	1
1/13/2019 14:30	218	39.3	192	14	4	8	102	116	38.2	40.2	82	110	9	5	3	1	8	0
1/13/2019 14:45	251	39.8	204	23	10	14	111	140	39	40.5	79	125	13	10	5	5	14	0
1/13/2019 15:00	278	40.0	241	19	7	11	123	155	38	41.6	93	148	15	4	5	2	10	1
1/13/2019 15:15	244	40.2	214	11	2	17	108	136	39	41.1	82	132	7	4	2	0	17	0
1/13/2019 15:30	226	39.9	192	16	6	12	92	134	37.5	41.5	69	123	9	7	4	2	10	2
1/13/2019 15:45	288	39.9	245	25	3	15	112	176	38.4	40.9	87	158	9	16	1	2	15	0
1/13/2019 16:00	261	39.9	226	17	5	13	108	153	37.8	41.4	77	149	14	3	5	0	12	1
1/13/2019 16:15	246	40.4	220	15	3	8	103	143	37.6	42.4	83	137	11	4	2	1	7	1
1/13/2019 16:30	210	40.0	183	13	1	13	89	121	38.9	40.8	71	112	8	5	0	1	10	3
1/13/2019 16:45	244	40.7	212	17	1	14	97	147	38.5	42.1	73	139	11	6	0	1	13	1
1/13/2019 17:00	226	40.7	205	12	3	6	105	121	41	40.4	93	112	5	7	2	1	5	1
1/13/2019 17:15	230	40.7	206	10	6	8	98	132	39.8	41.4	81	125	6	4	5	1	6	2
1/13/2019 17:30	218	41.2	205	7	1	5	89	129	39.2	42.6	81	124	3	4	0	1	5	0
1/13/2019 17:45	197	38.7	175	13	3	6	81	116	37.7	39.4	69	106	5	8	2	1	5	1
1/13/2019 18:00	193	37.4	163	13	2	15	81	112	36.3	38.2	60	103	5	8	2	0	14	1
1/13/2019 18:15	171	36.8	156	11	0	4	68	103	36.2	37.2	60	96	5	6	0	0	3	1
1/13/2019 18:30	178	38.8	152	12	1	13	74	104	36.8	40.2	52	100	9	3	1	0	12	1
1/13/2019 18:45	175	38.3	153	13	1	8	86	89	37.2	39.4	71	82	8	5	1	0	6	2
1/13/2019 19:00	156	39.7	130	14	3	9	62	94	37.2	41.4	45	85	6	8	3	0	8	1
1/13/2019 19:15	170	40.1	152	9	1	8	66	104	37.5	41.8	54	98	4	5	0	1	8	0
1/13/2019 19:30	119	38.3	107	9	1	2	54	65	35.2	40.9	46	61	6	3	0	1	2	0
1/13/2019 19:45	152	38.7	117	15	8	12	68	84	36.4	40.6	43	74	8	7	7	1	10	2
1/13/2019 20:00	140	41.2	125	6	2	7	58	82	40.4	41.8	48	77	2	4	2	0	6	1
1/13/2019 20:15	128	39.0	108	7	2	11	62	66	38.2	39.8	47	61	3	4	2	0	10	1
1/13/2019 20:30	117	40.5	97	13	1	6	51	66	39.1	41.5	38	59	7	6	0	1	6	0
1/13/2019 20:45	109	40.5	86	7	3	13	51	58	39.8	41.1	33	53	3	4	3	0	12	1
1/13/2019 21:00	113	38.5	97	9	1	6	54	59	37.6	39.4	43	54	4	5	1	0	6	0
1/13/2019 21:15	83	38.8	70	6	2	5	40	43	37.1	40.4	29	41	4	2	2	0	5	0
1/13/2019 21:30	97	41.0	86	6	2	3	42	55	38.9	42.6	34	52	3	3	2	0	3	0
1/13/2019 21:45	71	40.2	61	3	1	6	24	47	37.7	41.5	16	45	2	1	1	0	5	1
1/13/2019 22:00	53	38.8	44	6	1	2	19	34	38.2	39.2	16	28	1	5	1	0	1	1
1/13/2019 22:15	71	37.6	58	6	4	3	39	32	36.9	38.5	31	27	3	3	3	1	2	1
1/13/2019 22:30	86	37.2	81	0	1	4	43	43	36.2	38.2	39	42	0	0	0	1	4	0
1/13/2019 22:45	41	38.3	30	4	1	6	20	21	37.3	39.3	11	19	3	1	1	0	5	1
1/13/2019 23:00	56	40.0	47	3	2	4	22	34	37.7	41.5	16	31	2	1	2	0	2	2
1/13/2019 23:15	38	40.0	27	5	2	4	18	20	39.5	40.5	12	15	3	2	0	2	3	1
1/13/2019 23:30	26	41.8	19	1	0	6	9	17	40.5	42.5	7	12	0	1	0	0	2	4
1/13/2019 23:45	36	38.4	23	4	0	9	16	20	34.5	41.5	6	17	3	1	0	0	7	2
Day Totals	**10414**	**39.3**	**8684**	**832**	**260**	**638**	**4806**	**5608**	**37.8**	**40.5**	**3605**	**5079**	**463**	**369**	**186**	**74**	**552**	**86**
AM Peak Hr	**11:45**																	
AM Peak Vol	**759**																	
AM PHF	**0.9079**																	
PM Peak Hr	**15:00**																	
PM Peak Vol	**1036**																	
PM PHF	**0.8993**																	

Client:	HDR																Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/14/2019	29	41.5	23	1	1	4	12	17	39	43.2	7	16	0	1	1	0	4	0
1/14/2019 0:15	25	39.5	20	1	1	3	11	14	34.7	43.3	7	13	0	1	1	0	3	0
1/14/2019 0:30	28	40.1	16	3	1	8	11	17	40.3	39.9	7	9	0	3	1	0	3	5
1/14/2019 0:45	10	39.2	7	0	1	2	6	4	38.6	40.2	4	3	0	0	1	0	1	1
1/14/2019 1:00	16	38.8	12	0	0	4	6	10	35	41.1	2	10	0	0	0	0	4	0
1/14/2019 1:15	19	40.4	11	0	3	5	10	9	37.7	43.3	4	7	0	0	2	1	4	1
1/14/2019 1:30	18	38.8	10	2	1	5	13	5	38	40.7	6	4	1	1	1	0	5	0
1/14/2019 1:45	16	37.7	7	1	1	7	9	7	36.8	38.8	4	3	1	0	0	1	4	3
1/14/2019 2:00	14	39.6	8	1	1	4	7	7	38.9	40.2	3	5	0	1	1	0	3	1
1/14/2019 2:15	7	38.0	2	2	1	2	6	1	38.3	36.3	2	0	2	0	0	1	2	0
1/14/2019 2:30	17	38.4	10	1	2	4	12	5	38.1	39.1	6	4	1	0	2	0	3	1
1/14/2019 2:45	11	38.4	6	0	1	4	8	3	37.3	41.5	3	3	0	0	1	0	4	0
1/14/2019 3:00	11	40.5	8	0	1	2	4	7	37.6	42.1	3	5	0	0	1	0	0	2
1/14/2019 3:15	12	38.5	8	0	2	2	7	5	39	37.8	5	3	0	0	0	2	2	0
1/14/2019 3:30	12	39.3	8	1	2	1	7	5	40	38.4	5	3	1	0	1	1	0	1
1/14/2019 3:45	16	37.9	9	0	1	6	11	5	36.8	40.3	6	3	0	0	1	0	4	2
1/14/2019 4:00	15	39.7	11	0	1	3	9	6	39.6	39.9	7	4	0	0	0	1	2	1
1/14/2019 4:15	25	38.7	23	1	1	0	12	13	37.6	39.7	11	12	0	1	1	0	0	0
1/14/2019 4:30	21	39.3	15	3	1	2	14	7	39.2	39.6	10	5	1	2	1	0	2	0
1/14/2019 4:45	29	38.6	19	3	3	4	20	9	38.1	39.7	12	7	2	1	3	0	3	1
1/14/2019 5:00	51	40.4	40	2	3	6	21	30	39	41.3	12	28	2	0	2	1	5	1
1/14/2019 5:15	36	40.0	27	3	4	2	18	18	39.7	40.2	12	15	2	1	3	1	1	1
1/14/2019 5:30	38	41.0	30	1	3	4	19	19	39.1	42.8	12	18	0	1	3	0	4	0
1/14/2019 5:45	47	38.3	37	2	2	6	23	24	36.1	40.4	16	21	1	1	1	1	5	1
1/14/2019 6:00	72	39.5	59	6	4	3	38	34	38.8	40.3	31	28	2	4	3	1	2	1
1/14/2019 6:15	64	39.7	49	3	5	7	36	28	39	40.5	21	28	3	0	5	0	7	0
1/14/2019 6:30	65	38.0	42	9	3	11	36	29	35.2	41.5	18	24	6	3	3	0	9	2
1/14/2019 6:45	63	36.4	46	8	2	7	34	29	34.7	38.5	19	27	7	1	2	0	6	1
1/14/2019 7:00	79	38.2	65	8	1	5	42	37	37.4	39.1	31	34	5	3	1	0	5	0
1/14/2019 7:15	87	38.2	66	10	5	6	38	49	37.5	38.7	25	41	5	5	4	1	4	2
1/14/2019 7:30	93	39.1	72	5	7	9	57	36	37.9	41	38	34	5	0	7	0	7	2
1/14/2019 7:45	131	37.9	104	18	2	7	68	63	36.8	39.1	49	55	11	7	1	1	7	0
1/14/2019 8:00	121	38.6	98	12	5	6	64	57	37.3	40.1	51	47	4	8	4	1	5	1
1/14/2019 8:15	104	39.8	86	6	5	7	62	42	38.2	42.1	47	39	4	2	4	1	7	0
1/14/2019 8:30	105	39.9	77	12	8	8	58	47	38.2	42	36	41	7	5	8	0	7	1
1/14/2019 8:45	125	37.5	96	9	7	13	73	52	35.9	39.8	50	46	7	2	5	2	11	2
1/14/2019 9:00	142	38.0	100	23	4	15	78	64	36.2	40.2	51	49	11	12	3	1	13	2
1/14/2019 9:15	136	39.3	101	20	8	7	78	58	37.8	41.4	51	50	13	7	7	1	7	0
1/14/2019 9:30	146	38.8	113	14	8	11	76	70	36.9	40.9	51	62	8	6	7	1	10	1
1/14/2019 9:45	166	38.3	120	24	9	13	87	79	37.3	39.4	57	63	11	13	7	2	12	1
1/14/2019 10:00	137	40.0	112	11	6	8	75	62	38.3	42	58	54	4	7	6	0	7	1
1/14/2019 10:15	156	38.9	129	9	3	15	94	62	38.1	40.1	75	54	4	5	2	1	13	2
1/14/2019 10:30	145	38.6	116	13	5	11	70	75	37.3	39.9	49	67	7	6	4	1	10	1
1/14/2019 10:45	170	39.6	139	15	5	11	84	86	38.2	40.9	57	82	13	2	4	1	10	1
1/14/2019 11:00	157	38.5	111	26	5	15	77	80	37.4	39.6	50	61	11	15	3	2	13	2
1/14/2019 11:15	170	39.1	127	22	10	11	86	84	37.8	40.5	56	71	11	11	9	1	10	1
1/14/2019 11:30	164	39.7	130	16	9	9	83	81	38.6	40.8	56	74	11	5	8	1	8	1
1/14/2019 11:45	164	39.2	129	18	2	15	84	80	38.3	40.1	58	71	10	8	1	1	15	0
1/14/2019 12:00	177	39.2	147	14	8	8	83	94	37.7	40.5	64	83	8	6	6	2	5	3
1/14/2019 12:15	184	38.9	143	23	9	9	83	101	37.6	39.9	53	90	15	8	7	2	8	1
1/14/2019 12:30	186	38.5	144	26	5	11	109	77	37.3	40.3	78	66	17	9	5	0	9	2
1/14/2019 12:45	186	39.2	152	15	7	12	94	92	37.8	40.7	72	80	9	6	4	3	9	3
1/14/2019 13:00	192	38.3	138	25	8	21	89	103	36.4	39.9	51	87	13	12	7	1	18	3
1/14/2019 13:15	200	39.0	155	24	9	12	97	103	37.7	40.3	70	85	10	14	8	1	9	3
1/14/2019 13:30	195	37.7	147	25	8	15	92	103	36.7	38.5	59	88	14	11	5	3	14	1
1/14/2019 13:45	215	38.6	174	21	4	16	113	102	37.4	40	84	90	11	10	4	0	14	2

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/14/2019 14:00	217	38.9	178	24	6	9	103	114	37.1	40.6	75	103	17	7	5	1	6	3
1/14/2019 14:15	185	39.2	143	22	9	11	85	100	37.4	40.7	61	82	9	13	7	2	8	3
1/14/2019 14:30	233	38.6	181	31	11	10	117	116	37	40.2	75	106	23	8	9	2	10	0
1/14/2019 14:45	210	38.2	150	43	9	8	107	103	36.8	39.6	70	80	23	20	6	3	8	0
1/14/2019 15:00	214	39.2	176	27	5	6	101	113	38.3	40	78	98	15	12	4	1	4	2
1/14/2019 15:15	258	38.8	210	26	3	19	115	143	36.6	40.5	78	132	16	10	3	0	18	1
1/14/2019 15:30	225	39.2	179	22	8	16	105	120	37.9	40.4	76	103	10	12	5	3	14	2
1/14/2019 15:45	225	39.3	183	25	7	10	114	111	38.1	40.6	85	98	15	10	5	2	9	1
1/14/2019 16:00	257	38.8	206	32	4	15	114	143	37.2	40.1	79	127	21	11	2	2	12	3
1/14/2019 16:15	273	38.7	223	31	8	11	136	137	37.2	40.2	107	116	13	18	5	3	11	0
1/14/2019 16:30	216	39.4	182	21	1	12	99	117	38.4	40.3	81	101	7	14	1	0	10	2
1/14/2019 16:45	238	39.2	198	13	10	17	113	125	38.2	40.1	86	112	6	7	6	4	15	2
1/14/2019 17:00	187	40.5	151	14	6	16	98	89	39.5	41.6	72	79	7	7	5	1	14	2
1/14/2019 17:15	201	39.7	164	14	11	12	90	111	38.7	40.5	59	105	8	6	11	0	12	0
1/14/2019 17:30	153	40.5	130	9	4	10	61	92	39.2	41.4	42	88	6	3	4	0	9	1
1/14/2019 17:45	153	38.1	129	12	7	5	65	88	37	38.9	48	81	7	5	5	2	5	0
1/14/2019 18:00	118	36.9	89	11	1	17	60	58	35.5	38.4	36	53	8	3	1	0	15	2
1/14/2019 18:15	132	36.7	98	14	7	13	61	71	35.7	37.6	33	65	10	4	7	0	11	2
1/14/2019 18:30	123	37.4	93	14	3	13	51	72	35.8	38.5	32	61	6	8	3	0	10	3
1/14/2019 18:45	126	36.5	100	7	2	17	47	79	35.5	37.1	30	70	3	4	2	0	12	5
1/14/2019 19:00	96	38.1	75	5	4	12	45	51	36.4	39.6	30	45	1	4	2	2	12	0
1/14/2019 19:15	101	38.0	83	3	2	13	44	57	38.7	37.5	32	51	1	2	1	1	10	3
1/14/2019 19:30	78	37.2	58	5	1	14	39	39	35.6	38.7	22	36	3	2	1	0	13	1
1/14/2019 19:45	73	36.8	50	5	3	15	29	44	33.2	39.1	13	37	1	4	3	0	12	3
1/14/2019 20:00	76	36.9	60	7	1	8	41	35	35.6	38.4	31	29	4	3	1	0	5	3
1/14/2019 20:15	66	37.3	45	12	4	5	34	32	36.9	37.7	19	26	7	5	3	1	5	0
1/14/2019 20:30	54	38.4	43	5	0	6	27	27	37.9	38.8	19	24	3	2	0	0	5	1
1/14/2019 20:45	63	38.0	46	3	4	10	30	33	37.3	38.6	15	31	3	0	3	1	9	1
1/14/2019 21:00	49	37.5	36	2	4	7	24	25	36.8	38.2	15	21	0	2	3	1	6	1
1/14/2019 21:15	44	37.1	29	5	2	8	24	20	35.4	39.2	13	16	3	2	2	0	6	2
1/14/2019 21:30	35	39.3	29	3	1	2	18	17	38	40.6	14	15	2	1	1	0	1	1
1/14/2019 21:45	38	35.2	22	5	4	7	19	19	35.7	34.6	9	13	4	1	2	2	4	3
1/14/2019 22:00	43	39.1	27	4	5	7	24	19	35.5	43.7	10	17	4	0	5	0	5	2
1/14/2019 22:15	35	39.8	23	3	2	7	16	19	39.5	40	6	17	3	0	2	0	5	2
1/14/2019 22:30	28	37.7	17	1	3	7	16	12	37.1	38.4	5	12	1	0	3	0	7	0
1/14/2019 22:45	41	38.2	29	2	2	8	23	18	36.4	40.4	15	14	0	2	2	0	6	2
1/14/2019 23:00	28	34.0	12	5	2	9	14	14	31.7	36.2	5	7	2	3	1	1	6	3
1/14/2019 23:15	26	37.9	15	1	1	9	18	8	38.3	36.9	8	7	1	0	1	0	8	1
1/14/2019 23:30	24	38.2	10	4	3	7	7	17	37.9	38.3	3	7	1	3	3	0	0	7
1/14/2019 23:45	34	38.1	17	3	0	14	19	15	34.9	42.2	7	10	1	2	0	0	11	3
Day Totals	**9996**	**38.7**	**7743**	**1013**	**394**	**846**	**4967**	**5029**	**37.4**	**40.0**	**3376**	**4367**	**566**	**447**	**317**	**77**	**708**	**138**
AM Peak Hr	**11:45**																	
AM Peak Vol	**711**																	
AM PHF	**0.9556**																	
PM Peak Hr	**16:00**																	
PM Peak Vol	**984**																	
PM PHF	**0.9011**																	

Client:	HDR						Site 1 Westbound Average Traffic Count										Site Ref:	1
File Number:	1805552																Direction:	EB
Route:	US HWY 60																Latitude:	33.97134
Location:	At MP 111																Longitude:	-112.72207
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
0:00	25	40.0	14	2	2	7	13	12	38.3	40.4	5	9	1	1	1	0	6	1
0:15	23	40.1	16	2	1	5	14	9	38.2	42.5	8	8	1	1	0	0	4	0
0:30	20	39.9	10	2	2	7	12	9	37.7	40.4	5	6	0	1	1	0	5	2
0:45	16	38.9	9	1	1	5	8	8	38.1	40.3	3	6	1	1	1	0	3	1
1:00	19	38.1	11	1	2	6	11	8	37.6	40.1	4	7	0	1	1	0	5	0
1:15	16	38.5	8	1	1	5	11	5	37.3	40.2	4	4	1	0	1	0	5	0
1:30	16	39.8	7	2	1	5	9	7	38.3	40.9	2	5	1	1	1	1	5	1
1:45	18	36.6	10	1	1	6	9	8	36.4	40.1	4	6	1	0	1	0	4	2
2:00	15	39.3	7	1	1	5	9	6	35.9	41.5	2	5	1	0	1	0	4	1
2:15	13	38.9	7	1	2	4	8	5	39.1	40.8	3	4	1	0	1	0	3	1
2:30	14	38.9	7	1	1	4	8	6	37.7	38.7	3	4	0	1	1	0	3	1
2:45	13	35.8	6	1	2	5	8	4	37.4	39.3	3	3	0	0	1	0	4	1
3:00	12	38.7	7	1	0	4	7	5	37.5	41.3	4	3	0	0	0	0	3	1
3:15	13	36.1	8	1	1	3	8	4	38.6	39.0	5	3	0	0	0	0	3	1
3:30	17	39.4	10	1	2	4	10	7	37.9	40.0	5	5	1	0	1	1	2	1
3:45	16	37.9	9	1	2	5	9	7	37.1	40.3	4	5	1	0	1	1	3	2
4:00	16	38.8	10	1	1	4	9	7	37.2	39.4	5	5	0	0	1	0	3	1
4:15	20	39.6	13	1	1	4	10	10	37.3	40.3	5	8	1	0	1	0	3	1
4:30	21	38.8	13	2	1	5	13	8	37.9	40.4	7	6	1	1	1	0	4	1
4:45	24	37.7	15	2	3	4	15	9	37.3	39.7	8	7	1	1	2	1	4	1
5:00	38	39.9	26	3	3	6	21	17	38.3	40.9	12	14	2	1	2	1	4	1
5:15	34	39.5	22	3	3	7	19	15	38.4	40.2	10	12	2	1	2	1	5	2
5:30	34	38.6	24	2	2	6	18	15	38.0	40.9	11	13	1	1	2	0	5	1
5:45	41	38.6	30	3	3	6	21	20	36.9	40.2	12	18	2	1	2	1	5	1
6:00	53	38.3	40	5	2	5	26	26	37.4	40.1	18	22	2	3	1	1	4	1
6:15	54	38.9	37	6	4	7	29	25	37.8	40.0	16	21	3	2	3	0	6	1
6:30	52	38.2	38	6	3	6	27	25	36.9	39.8	17	21	3	3	2	0	5	1
6:45	58	37.6	45	6	2	5	32	26	36.4	39.1	22	22	4	2	2	0	4	1
7:00	71	38.0	52	8	3	8	42	29	37.0	39.6	28	24	5	3	2	0	7	1
7:15	73	37.9	53	8	4	8	37	36	37.2	39.1	23	30	4	4	3	1	7	1
7:30	78	38.4	61	6	3	8	44	34	37.4	39.8	31	30	3	3	3	0	7	1
7:45	103	38.9	83	9	4	7	56	47	37.9	40.1	40	43	6	3	3	1	6	1
8:00	106	38.8	84	8	5	9	56	50	37.5	40.0	40	44	5	3	4	1	7	1
8:15	103	38.7	75	13	5	9	59	45	37.2	40.0	37	38	8	5	5	0	9	1
8:30	97	39.4	71	14	4	9	52	45	37.7	41.6	33	37	7	7	4	0	8	1
8:45	112	38.7	78	16	7	11	63	50	37.2	40.1	38	40	9	6	6	2	10	1
9:00	125	38.4	93	16	4	12	69	56	37.2	39.7	46	46	9	8	3	1	11	1
9:15	126	38.5	92	18	5	12	67	60	36.8	40.4	43	49	10	8	4	2	10	2
9:30	129	39.1	96	14	5	13	71	58	37.5	40.8	48	49	9	5	4	2	11	2
9:45	136	38.5	101	17	6	12	74	62	37.1	40.0	49	51	10	7	4	2	10	2
10:00	145	38.8	109	18	7	12	75	69	37.8	40.2	52	57	10	7	4	3	9	2
10:15	145	38.8	111	17	5	12	78	68	37.8	39.7	54	57	9	7	4	1	10	2
10:30	145	38.5	111	15	6	12	78	66	37.2	40.3	53	58	9	6	5	1	11	1
10:45	161	38.7	131	15	4	11	81	80	37.5	40.0	59	72	9	7	4	1	10	1
11:00	160	38.7	117	20	7	15	83	77	37.3	39.9	52	65	11	9	6	1	13	2
11:15	166	38.6	124	21	7	14	87	79	37.0	40.3	57	67	12	8	6	1	11	3
11:30	166	38.7	125	19	8	14	84	82	37.5	39.8	56	70	11	8	6	2	12	2
11:45	176	38.3	137	20	6	13	91	85	37.0	39.9	65	72	11	10	5	1	11	2
12:00	186	38.6	142	23	8	12	89	96	37.5	39.8	60	82	12	11	6	2	11	1
12:15	187	38.4	149	19	6	13	93	94	37.2	39.6	67	82	10	9	5	1	11	2
12:30	191	38.7	152	21	6	12	100	92	37.1	40.2	71	81	14	7	5	1	10	2
12:45	191	38.7	149	22	6	14	96	95	37.3	40.1	67	83	13	9	4	1	12	2
13:00	193	38.7	144	23	9	18	93	100	37.1	40.2	60	84	12	11	7	2	15	3
13:15	196	38.3	154	22	7	13	98	98	37.0	39.7	69	85	13	10	5	2	12	1
13:30	200	38.5	155	23	9	13	96	104	37.3	39.7	67	88	12	11	6	2	11	2
13:45	211	39.0	168	19	8	15	101	110	37.4	40.4	71	98	11	9	6	2	14	2

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805552**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.97134**
Location:	**At MP 111**																Longitude:	**-112.72207**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
14:00	210	38.9	164	24	10	13	103	107	37.6	40.2	71	93	15	9	8	2	10	3
14:15	213	39.2	167	25	8	13	104	109	37.9	40.6	72	95	15	10	6	2	11	2
14:30	220	39.5	177	23	7	13	108	112	38.0	40.8	76	101	15	8	6	1	12	1
14:45	224	39.0	173	29	8	14	109	115	37.5	40.3	76	97	15	14	5	3	12	2
15:00	215	39.6	177	20	6	11	103	112	38.0	41.1	78	99	11	10	5	1	10	1
15:15	231	39.6	189	24	4	14	107	124	37.9	41.0	76	113	15	9	4	1	13	1
15:30	212	39.9	171	22	7	12	99	113	38.5	41.2	72	100	12	10	5	2	11	1
15:45	213	39.5	176	21	6	11	99	114	38.1	40.9	74	101	11	10	4	2	10	1
16:00	226	39.6	187	21	5	13	102	124	38.1	40.9	74	113	12	9	4	1	12	1
16:15	213	39.8	179	18	6	10	99	114	38.2	41.2	76	103	10	8	4	2	9	1
16:30	206	39.7	173	20	3	10	94	112	38.4	40.7	73	100	10	10	2	1	8	2
16:45	216	39.9	179	17	7	13	99	117	38.4	41.1	73	106	10	7	4	2	12	2
17:00	204	39.5	167	20	6	12	99	105	38.3	40.6	74	93	10	9	4	1	10	2
17:15	195	39.6	164	15	6	10	89	106	38.5	40.6	68	96	7	7	5	1	9	2
17:30	178	39.4	145	17	5	12	79	99	38.0	40.4	57	87	8	9	3	2	11	1
17:45	157	38.6	127	14	5	11	72	85	37.5	39.5	51	76	8	6	4	1	9	1
18:00	155	37.5	123	15	5	12	69	85	36.3	38.6	48	75	8	7	3	1	10	2
18:15	140	37.5	112	16	4	9	62	78	36.3	38.7	42	70	9	7	4	0	8	1
18:30	126	37.8	100	12	4	9	57	68	36.4	39.2	39	62	7	5	4	0	8	1
18:45	116	37.9	91	10	4	10	53	63	36.7	38.8	37	55	5	5	3	1	8	2
19:00	107	39.0	86	9	3	10	52	56	37.0	40.5	36	50	4	4	2	0	9	1
19:15	111	38.7	89	9	3	9	50	61	37.3	39.5	35	54	5	4	2	1	8	1
19:30	95	38.1	77	6	3	9	44	51	36.3	39.6	31	46	4	3	2	1	8	1
19:45	89	38.1	71	7	3	8	42	46	36.8	40.0	29	42	4	3	3	0	7	1
20:00	91	38.1	74	7	1	9	42	49	37.2	39.2	30	44	3	4	1	0	7	2
20:15	82	38.2	63	7	2	10	42	41	36.8	39.0	27	37	4	3	2	0	9	1
20:30	71	38.7	59	5	2	5	34	37	37.5	39.7	25	33	3	3	1	0	5	0
20:45	74	38.0	59	4	3	8	36	38	37.2	39.1	25	35	3	2	2	1	7	1
21:00	71	37.9	58	5	2	6	34	37	36.8	38.4	25	33	3	2	2	0	4	1
21:15	60	37.6	45	4	3	7	30	29	36.6	39.4	20	25	2	2	2	1	7	1
21:30	58	38.7	47	5	2	4	27	31	37.6	39.7	19	29	3	2	2	0	4	1
21:45	58	37.7	44	3	3	8	29	29	36.3	39.0	18	26	2	1	2	1	6	2
22:00	58	38.2	47	3	3	6	32	26	36.8	40.3	24	23	1	2	3	0	4	1
22:15	44	38.8	32	4	3	5	23	21	37.1	40.1	13	19	3	2	3	0	4	1
22:30	48	37.3	37	4	3	5	23	25	36.4	38.8	15	22	2	2	2	1	5	1
22:45	39	38.2	26	4	2	6	19	20	36.2	39.7	10	16	2	2	2	0	5	1
23:00	35	37.5	23	3	2	7	17	17	36.4	39.8	9	14	2	1	2	0	5	2
23:15	28	38.6	18	3	1	6	15	13	37.5	40.3	7	11	1	1	1	0	5	1
23:30	28	38.9	17	2	1	7	14	14	36.7	40.4	7	10	1	1	1	0	5	3
23:45	28	38.4	17	2	1	9	14	14	37.0	40.2	6	11	1	1	1	0	7	2
Day Totals	**9931**	**38.8**	**7708**	**997**	**374**	**852**	**4932**	**4999**	**37.5**	**40.2**	**3359**	**4349**	**557**	**440**	**290**	**85**	**726**	**126**
AM Peak Hr	**11:45**																	
AM Peak Vol	**740**																	
AM PHF	**0.9686**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**890**																	
PM PHF	**0.9632**																	

Client:	HDR					Site 1 Westbound 7 Day Traffic Count												Site Ref:	1
File Number:	1805551																	Direction:	WB
Route:	US HWY 60																	Latitude:	33.97137
Location:	At MP 111																	Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/8/2019	21	42.0	10	2	2	7	16	5	39.9	48.7	5	5	2	0	2	0	7	0
1/8/2019 0:15	11	36.3	4	0	4	3	11	0	36.3	48.7	4	0	0	0	4	0	3	0
1/8/2019 0:30	16	39.1	5	3	4	4	13	3	39.7	36.6	3	2	3	0	3	1	4	0
1/8/2019 0:45	19	37.2	8	0	4	7	16	3	36.7	39.9	5	3	0	0	4	0	7	0
1/8/2019 1:00	23	38.2	9	1	5	8	17	6	37.8	39.3	6	3	1	0	4	1	6	2
1/8/2019 1:15	15	47.6	7	0	2	6	12	3	48.7	43.1	4	3	0	0	2	0	6	0
1/8/2019 1:30	19	35.8	4	1	4	10	15	4	35.7	36.3	2	2	1	0	4	0	8	2
1/8/2019 1:45	34	35.2	11	1	7	15	25	9	35.3	35	4	7	1	0	6	1	14	1
1/8/2019 2:00	17	37.6	7	1	2	7	14	3	38.7	32.3	4	3	1	0	2	0	7	0
1/8/2019 2:15	20	38.6	6	2	6	6	14	6	36.5	43.4	3	3	2	0	5	1	4	2
1/8/2019 2:30	13	36.5	5	1	4	3	10	3	35.6	39.6	3	2	0	1	4	0	3	0
1/8/2019 2:45	27	35.9	5	3	5	14	22	5	35.2	38.9	2	3	3	0	4	1	13	1
1/8/2019 3:00	24	36.5	5	2	9	8	18	6	36.1	37.6	3	2	0	2	9	0	6	2
1/8/2019 3:15	18	39.1	8	1	4	5	13	5	36.7	45.2	3	5	1	0	4	0	5	0
1/8/2019 3:30	27	38.1	13	4	1	9	22	5	37.3	41.5	9	4	3	1	1	0	9	0
1/8/2019 3:45	26	40.1	11	2	7	6	19	7	38.7	44	6	5	2	0	7	0	4	2
1/8/2019 4:00	24	36.0	8	2	5	9	21	3	36.8	30.1	6	2	2	0	5	0	8	1
1/8/2019 4:15	34	37.8	12	3	10	9	28	6	37	41.4	7	5	2	1	10	0	9	0
1/8/2019 4:30	45	38.8	23	3	7	12	30	15	38.1	40.1	10	13	2	1	7	0	11	1
1/8/2019 4:45	50	40.6	25	6	6	13	40	10	38.7	48.2	17	8	5	1	6	0	12	1
1/8/2019 5:00	40	39.4	22	5	4	9	30	10	37.8	44.2	14	8	3	2	4	0	9	0
1/8/2019 5:15	46	37.8	28	2	10	6	33	13	36.8	40.3	17	11	1	1	9	1	6	0
1/8/2019 5:30	60	39.0	34	10	8	8	47	13	38	42.6	22	12	9	1	8	0	8	0
1/8/2019 5:45	82	39.4	47	13	8	14	57	25	37.6	43.4	27	20	10	3	8	0	12	2
1/8/2019 6:00	72	40.9	44	11	6	11	49	23	40.5	41.9	25	19	8	3	6	0	10	1
1/8/2019 6:15	84	40.5	57	14	7	6	60	24	39.6	42.8	37	20	10	4	7	0	6	0
1/8/2019 6:30	114	40.6	90	15	3	6	75	39	38.6	44.4	55	35	12	3	3	0	5	1
1/8/2019 6:45	148	39.8	111	22	4	11	94	54	39	41.3	63	48	17	5	3	1	11	0
1/8/2019 7:00	144	38.7	116	20	5	3	93	51	37.3	41.3	73	43	14	6	4	1	2	1
1/8/2019 7:15	169	37.7	118	36	7	8	106	63	36.1	40.5	69	49	24	12	6	1	7	1
1/8/2019 7:30	207	39.5	157	39	4	7	126	81	38.6	40.9	95	62	22	17	2	2	7	0
1/8/2019 7:45	220	40.0	161	38	13	8	130	90	37.7	43.3	84	77	26	12	13	0	7	1
1/8/2019 8:00	167	41.0	125	28	4	10	96	71	39.9	42.6	63	62	20	8	3	1	10	0
1/8/2019 8:15	139	38.9	91	28	9	11	90	49	38.1	40.4	55	36	19	9	7	2	9	2
1/8/2019 8:30	137	38.0	95	25	9	8	89	48	36.8	40.1	58	37	16	9	8	1	7	1
1/8/2019 8:45	125	38.3	91	22	5	7	90	35	38.1	38.8	65	26	15	7	4	1	6	1
1/8/2019 9:00	132	39.5	94	21	4	13	82	50	38.3	41.4	57	37	14	7	1	3	10	3
1/8/2019 9:15	134	39.4	96	23	4	11	80	54	38.6	40.6	56	40	12	11	3	1	9	2
1/8/2019 9:30	138	37.4	87	31	9	11	99	39	36.3	40.2	60	27	21	10	8	1	10	1
1/8/2019 9:45	154	38.2	109	27	3	15	108	46	36.6	42	76	33	15	12	2	1	15	0
1/8/2019 10:00	187	38.7	132	28	11	16	117	70	37.5	40.6	74	58	19	9	9	2	15	1
1/8/2019 10:15	169	40.1	112	25	11	21	107	62	37.3	44.9	66	46	11	14	10	1	20	1
1/8/2019 10:30	161	37.2	123	23	6	9	100	61	35.9	39.2	74	49	13	10	4	2	9	0
1/8/2019 10:45	184	38.3	129	33	4	18	128	56	37.8	39.3	84	45	22	11	4	0	18	0
1/8/2019 11:00	159	38.8	117	22	8	12	108	51	38.1	40.3	74	43	17	5	6	2	11	1
1/8/2019 11:15	199	37.3	136	35	13	15	130	69	36.8	38.2	83	53	23	12	11	2	13	2
1/8/2019 11:30	193	38.6	140	34	7	12	116	77	37.4	40.3	80	60	20	14	5	2	11	1
1/8/2019 11:45	180	38.8	134	24	7	15	112	68	38	40.1	78	56	14	10	7	0	13	2
1/8/2019 12:00	171	38.4	135	21	5	10	108	63	37.9	39.2	84	51	13	8	4	1	7	3
1/8/2019 12:15	180	38.1	129	26	13	12	102	78	36	40.8	72	57	10	16	11	2	9	3
1/8/2019 12:30	168	37.9	118	34	8	8	98	70	37.2	38.8	66	52	18	16	7	1	7	1
1/8/2019 12:45	169	38.1	126	23	5	15	107	62	37.8	38.5	78	48	15	8	4	1	10	5
1/8/2019 13:00	193	38.6	149	25	7	12	123	70	37.6	40.3	93	56	13	12	6	1	11	1
1/8/2019 13:15	149	38.9	106	30	7	6	95	54	38.4	39.8	64	42	21	9	6	1	4	2
1/8/2019 13:30	192	37.9	142	30	7	13	117	75	37	39.2	81	61	18	12	7	0	11	2
1/8/2019 13:45	150	38.0	107	26	7	10	107	43	37.5	39.1	73	34	20	6	5	2	9	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/8/2019 14:00	157	38.3	118	20	8	11	110	47	38.3	38.2	77	41	17	3	5	3	11	0
1/8/2019 14:15	161	38.6	116	25	3	17	98	63	37.9	39.7	66	50	18	7	1	2	13	4
1/8/2019 14:30	161	38.9	114	24	10	13	102	59	38.6	39.5	64	50	18	6	9	1	11	2
1/8/2019 14:45	168	38.7	124	17	15	12	116	52	38	40.4	79	45	11	6	14	1	12	0
1/8/2019 15:00	167	38.2	125	27	7	8	101	66	37.4	39.4	71	54	17	10	5	2	8	0
1/8/2019 15:15	162	37.0	123	20	9	10	104	58	36.1	38.6	75	48	11	9	8	1	10	0
1/8/2019 15:30	157	37.9	116	21	9	11	94	63	37.8	38.1	67	49	13	8	6	3	8	3
1/8/2019 15:45	157	39.5	121	18	8	10	86	71	38.9	40.3	61	60	10	8	7	1	8	2
1/8/2019 16:00	161	38.2	132	16	5	8	79	82	37.1	39.3	59	73	10	6	3	2	7	1
1/8/2019 16:15	158	39.3	129	19	1	9	99	59	38.1	41.2	79	50	11	8	1	0	8	1
1/8/2019 16:30	156	38.9	116	28	6	6	92	64	38.9	39	60	56	21	7	6	0	5	1
1/8/2019 16:45	157	38.8	111	25	9	12	94	63	38.2	39.7	63	48	12	13	8	1	11	1
1/8/2019 17:00	172	36.8	135	21	9	7	99	73	35.7	38.4	75	60	10	11	8	1	6	1
1/8/2019 17:15	151	38.2	122	20	2	7	78	73	37.2	39.3	57	65	13	7	2	0	6	1
1/8/2019 17:30	118	39.4	96	12	4	6	66	52	37.6	41.7	51	45	6	6	4	0	5	1
1/8/2019 17:45	127	38.4	102	16	5	4	76	51	37.4	39.8	57	45	10	6	5	0	4	0
1/8/2019 18:00	139	36.8	103	16	7	13	75	64	36.3	37.3	47	56	11	5	5	2	12	1
1/8/2019 18:15	96	37.3	73	6	2	15	61	35	36.5	38.6	39	34	5	1	2	0	15	0
1/8/2019 18:30	108	36.3	87	8	4	9	73	35	35.6	37.7	60	27	2	6	2	2	9	0
1/8/2019 18:45	108	36.3	78	14	7	9	78	30	35.4	38.7	52	26	10	4	7	0	9	0
1/8/2019 19:00	92	38.3	66	11	9	6	59	33	36.8	41	40	26	8	3	5	4	6	0
1/8/2019 19:15	74	36.5	56	5	7	6	50	24	35.7	38.3	37	19	3	2	5	2	5	1
1/8/2019 19:30	77	36.6	58	5	4	10	60	17	36.3	37.6	44	14	3	2	4	0	9	1
1/8/2019 19:45	72	38.3	53	10	5	4	44	28	37.9	39	29	24	7	3	4	1	4	0
1/8/2019 20:00	65	36.8	36	11	3	15	48	17	36.4	38	23	13	8	3	3	0	14	1
1/8/2019 20:15	47	38.0	41	3	2	1	34	13	38.2	37.5	28	13	3	0	2	0	1	0
1/8/2019 20:30	51	37.6	34	3	2	12	33	18	36.4	39.9	16	18	3	0	2	0	12	0
1/8/2019 20:45	52	36.5	35	5	4	8	32	20	35.7	37.7	17	18	4	1	4	0	7	1
1/8/2019 21:00	51	36.9	32	5	5	9	36	15	36.3	38.2	20	12	3	2	4	1	9	0
1/8/2019 21:15	48	37.0	32	7	2	7	34	14	36.6	38	19	13	6	1	2	0	7	0
1/8/2019 21:30	46	37.4	35	3	5	3	36	10	37.2	38	26	9	3	0	4	1	3	0
1/8/2019 21:45	36	37.3	23	2	3	8	21	15	37.2	37.4	11	12	1	1	2	1	7	1
1/8/2019 22:00	35	36.2	25	1	3	6	23	12	35.5	37.6	13	12	1	0	3	0	6	0
1/8/2019 22:15	26	36.5	20	4	2	0	20	6	36	38.1	16	4	2	2	2	0	0	0
1/8/2019 22:30	27	38.1	16	3	4	4	22	5	37.5	40.5	12	4	3	0	3	1	4	0
1/8/2019 22:45	27	36.2	16	4	4	3	22	5	36.1	36.5	13	3	2	2	4	0	3	0
1/8/2019 23:00	13	46.4	11	0	1	1	12	1	46.8	42.2	10	1	0	0	1	0	1	0
1/8/2019 23:15	17	34.9	9	2	5	1	13	4	36	31.2	6	3	2	0	4	1	1	0
1/8/2019 23:30	16	37.6	10	0	0	6	12	4	36.1	41.9	6	4	0	0	0	0	6	0
1/8/2019 23:45	13	36.9	9	0	0	4	10	3	35.8	40.7	6	3	0	0	0	0	4	0
Day Totals	**9625**	**38.4**	**6852**	**1364**	**550**	**859**	**6187**	**3438**	**37.5**	**40.0**	**4052**	**2800**	**884**	**480**	**474**	**76**	**777**	**82**
AM Peak Hr	**7:15**																	
AM Peak Vol	**763**																	
AM PHF	**0.8670**																	
PM Peak Hr	**12:15**																	
PM Peak Vol	**710**																	
PM PHF	**0.9197**																	

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/9/2019	14	36.8	8	1	2	3	12	2	36.7	37.3	6	2	1	0	2	0	3	0
1/9/2019 0:15	24	40.1	14	0	5	5	17	7	38.4	44.3	9	5	0	0	3	2	5	0
1/9/2019 0:30	26	38.4	9	1	4	12	23	3	38.7	36.3	7	2	1	0	4	0	11	1
1/9/2019 0:45	17	36.9	7	2	2	6	16	1	36.4	45.3	6	1	2	0	2	0	6	0
1/9/2019 1:00	18	39.8	6	2	4	6	14	4	37.9	46.4	4	2	1	1	4	0	5	1
1/9/2019 1:15	17	43.0	7	2	3	5	12	5	44.7	39	4	3	1	1	2	1	5	0
1/9/2019 1:30	23	37.4	7	2	5	9	20	3	36.7	42.4	5	2	2	0	4	1	9	0
1/9/2019 1:45	15	39.3	3	3	3	6	13	2	40.3	33	2	1	3	0	3	0	5	1
1/9/2019 2:00	17	39.0	5	0	4	8	15	2	37.1	53.5	4	1	0	0	3	1	8	0
1/9/2019 2:15	13	37.6	3	0	5	5	12	1	37.1	43.3	2	1	0	0	5	0	5	0
1/9/2019 2:30	19	47.0	3	5	4	7	17	2	48.4	35	2	1	4	1	4	0	7	0
1/9/2019 2:45	24	37.9	10	1	7	6	18	6	38.3	36.7	5	5	1	0	7	0	5	1
1/9/2019 3:00	22	39.1	3	5	4	10	21	1	39.1	39.3	3	0	4	1	4	0	10	0
1/9/2019 3:15	15	38.5	6	2	2	5	12	3	37.9	40.7	4	2	2	0	2	0	4	1
1/9/2019 3:30	24	36.7	5	3	4	12	20	4	37	35.4	3	2	1	2	4	0	12	0
1/9/2019 3:45	41	39.7	21	3	1	16	26	15	37.9	42.8	10	11	0	3	1	0	15	1
1/9/2019 4:00	38	37.5	13	6	9	10	29	9	36.5	40.7	7	6	3	3	9	0	10	0
1/9/2019 4:15	39	37.4	17	4	8	10	31	8	36.8	39.8	11	6	3	1	8	0	9	1
1/9/2019 4:30	38	38.2	21	4	5	8	30	8	37.6	40.6	14	7	3	1	5	0	8	0
1/9/2019 4:45	49	40.3	31	5	6	7	38	11	40	41.3	23	8	3	2	5	1	7	0
1/9/2019 5:00	34	38.3	20	4	3	7	24	10	36.1	43.7	11	9	4	0	3	0	6	1
1/9/2019 5:15	42	39.4	23	4	10	5	30	12	38.6	41.3	13	10	3	1	9	1	5	0
1/9/2019 5:30	52	37.4	29	3	9	11	40	12	37	38.8	20	9	2	1	7	2	11	0
1/9/2019 5:45	86	40.4	54	14	7	11	60	26	39.4	42.6	34	20	10	4	7	0	9	2
1/9/2019 6:00	57	39.7	36	6	5	10	37	20	37.9	42.9	18	18	5	1	5	0	9	1
1/9/2019 6:15	88	40.0	62	11	6	9	64	24	39.3	41.9	44	18	7	4	5	1	8	1
1/9/2019 6:30	141	38.4	112	16	8	5	98	43	37	41.5	75	37	10	6	8	0	5	0
1/9/2019 6:45	132	39.7	101	24	3	4	90	42	38.4	42.6	71	30	14	10	2	1	3	1
1/9/2019 7:00	142	38.1	111	21	3	7	90	52	36.5	40.8	70	41	10	11	3	0	7	0
1/9/2019 7:15	146	37.5	102	33	5	6	95	51	36.7	38.9	60	42	25	8	4	1	6	0
1/9/2019 7:30	182	35.8	152	20	6	4	92	90	35.4	36.3	74	78	13	7	2	4	3	1
1/9/2019 7:45	203	39.4	165	30	1	7	119	84	38.2	41	96	69	16	14	0	1	7	0
1/9/2019 8:00	172	39.0	138	20	7	7	110	62	38.6	39.7	86	52	13	7	5	2	6	1
1/9/2019 8:15	147	38.9	100	29	8	10	94	53	37.8	40.8	61	39	18	11	7	1	8	2
1/9/2019 8:30	146	39.9	106	23	7	10	91	55	39	41.5	60	46	14	9	7	0	10	0
1/9/2019 8:45	175	38.4	139	23	6	7	118	57	36.7	42	91	48	14	9	6	0	7	0
1/9/2019 9:00	146	38.6	96	28	15	7	96	50	38.2	39.5	63	33	17	11	12	3	4	3
1/9/2019 9:15	142	38.6	103	27	7	5	102	40	38.2	39.7	70	33	20	7	7	0	5	0
1/9/2019 9:30	132	38.6	88	21	12	11	78	54	36.6	41.5	45	43	13	8	10	2	10	1
1/9/2019 9:45	161	37.8	119	26	4	12	111	50	37.1	39.5	79	40	16	10	4	0	12	0
1/9/2019 10:00	139	39.2	102	17	9	11	95	44	38.3	41.2	67	35	10	7	8	1	10	1
1/9/2019 10:15	178	38.8	126	30	7	15	102	76	38.2	39.7	61	65	19	11	7	0	15	0
1/9/2019 10:30	148	37.5	110	17	10	11	106	42	36.7	39.6	73	37	15	2	7	3	11	0
1/9/2019 10:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/9/2019 11:00	176	37.1	126	26	12	12	121	55	36.3	38.9	85	41	15	11	11	1	10	2
1/9/2019 11:15	178	38.9	133	21	8	16	118	60	37.7	41.4	89	44	6	15	8	0	15	1
1/9/2019 11:30	166	37.4	105	28	15	18	106	60	36.2	39.4	56	49	20	8	14	1	16	2
1/9/2019 11:45	177	37.1	132	25	9	11	115	62	36.3	38.7	80	52	15	10	9	0	11	0
1/9/2019 12:00	172	38.8	131	14	15	12	122	50	38.5	39.4	90	41	11	3	10	5	11	1
1/9/2019 12:15	172	36.7	132	25	7	8	102	70	35.6	38.4	77	55	11	14	6	1	8	0
1/9/2019 12:30	171	38.0	114	29	12	16	113	58	37.9	38.1	67	47	19	10	12	0	15	1
1/9/2019 12:45	174	37.5	135	20	9	10	117	57	36.9	38.6	86	49	13	7	9	0	9	1
1/9/2019 13:00	167	38.2	134	13	11	9	103	64	37.7	39	82	52	6	7	7	4	8	1
1/9/2019 13:15	147	37.8	103	19	10	15	93	54	36.3	40.3	61	42	9	10	9	1	14	1
1/9/2019 13:30	162	38.7	125	19	11	7	104	58	37.1	41.7	78	47	10	9	10	1	6	1
1/9/2019 13:45	175	38.5	134	17	9	15	113	62	37.4	40.6	82	52	9	8	8	1	14	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/9/2019 14:00	165	38.8	128	19	8	10	104	61	38.3	39.7	74	54	12	7	8	0	10	0
1/9/2019 14:15	172	37.2	134	18	8	12	104	68	36.1	38.8	75	59	11	7	7	1	11	1
1/9/2019 14:30	175	38.7	136	22	5	12	101	74	38.1	39.5	73	63	14	8	3	2	11	1
1/9/2019 14:45	171	37.3	118	26	7	20	97	74	36.4	38.4	57	61	19	7	6	1	15	5
1/9/2019 15:00	166	38.4	116	22	16	12	102	64	37.2	40.3	62	54	15	7	13	3	12	0
1/9/2019 15:15	190	38.1	148	25	9	8	107	83	37.1	39.5	78	70	13	12	8	1	8	0
1/9/2019 15:30	166	39.2	119	26	11	10	96	70	38.2	40.6	64	55	17	9	8	3	7	3
1/9/2019 15:45	172	37.9	129	22	8	13	98	74	37.1	39	67	62	13	9	6	2	12	1
1/9/2019 16:00	172	37.8	129	22	9	12	101	71	37.1	38.7	73	56	9	13	7	2	12	0
1/9/2019 16:15	144	38.2	105	26	3	10	87	57	37.3	39.6	60	45	14	12	3	0	10	0
1/9/2019 16:30	159	38.9	126	18	11	4	95	64	38	40.2	72	54	9	9	10	1	4	0
1/9/2019 16:45	157	39.0	124	25	1	7	85	72	38.6	39.5	65	59	12	13	1	0	7	0
1/9/2019 17:00	165	38.1	128	15	7	15	96	69	37.6	38.9	64	64	11	4	6	1	15	0
1/9/2019 17:15	150	36.9	115	20	5	10	93	57	36.3	38	68	47	11	9	4	1	10	0
1/9/2019 17:30	143	37.6	113	12	5	13	85	58	37.2	38.2	62	51	6	6	4	1	13	0
1/9/2019 17:45	126	36.9	111	10	1	4	80	46	36.1	38.2	69	42	6	4	1	0	4	0
1/9/2019 18:00	112	36.8	90	11	2	9	69	43	36.1	37.9	52	38	7	4	1	1	9	0
1/9/2019 18:15	109	35.9	73	13	9	14	68	41	36.2	35.4	42	31	6	7	7	2	13	1
1/9/2019 18:30	113	36.1	87	5	9	12	70	43	35.3	37.4	46	41	3	2	9	0	12	0
1/9/2019 18:45	108	37.7	82	15	6	5	64	44	36.3	39.8	49	33	5	10	5	1	5	0
1/9/2019 19:00	75	36.5	54	11	7	3	54	21	34.7	41	39	15	6	5	6	1	3	0
1/9/2019 19:15	85	34.9	56	10	7	12	67	18	34.4	36.8	41	15	8	2	7	0	11	1
1/9/2019 19:30	82	36.0	62	8	4	8	53	29	35.7	36.5	36	26	6	2	3	1	8	0
1/9/2019 19:45	64	37.0	38	6	11	9	39	25	36.9	37.1	21	17	2	4	9	2	7	2
1/9/2019 20:00	71	36.9	57	2	4	8	43	28	37.3	36.3	32	25	1	1	4	0	6	2
1/9/2019 20:15	55	34.9	37	7	4	7	38	17	35.3	34	24	13	4	3	3	1	7	0
1/9/2019 20:30	57	36.0	48	2	2	5	39	18	35.2	37.8	31	17	1	1	2	0	5	0
1/9/2019 20:45	43	37.0	36	1	0	6	26	17	36.4	37.8	19	17	1	0	0	0	6	0
1/9/2019 21:00	48	37.0	36	3	4	5	34	14	36.8	37.4	23	13	2	1	4	0	5	0
1/9/2019 21:15	40	36.1	26	4	3	7	20	20	37.4	34.8	9	17	3	1	2	1	6	1
1/9/2019 21:30	34	36.6	22	3	5	4	29	5	37.3	32.6	18	4	2	1	5	0	4	0
1/9/2019 21:45	30	36.6	21	4	4	1	23	7	35.6	39.7	14	7	4	0	4	0	1	0
1/9/2019 22:00	35	36.4	30	2	2	1	22	13	36.1	36.8	17	13	2	0	2	0	1	0
1/9/2019 22:15	22	35.4	14	3	1	4	19	3	35	38.2	11	3	3	0	1	0	4	0
1/9/2019 22:30	20	35.9	10	6	3	1	14	6	34.8	38.4	4	6	6	0	3	0	1	0
1/9/2019 22:45	18	42.5	9	2	3	4	14	4	40.3	50.4	5	4	2	0	3	0	4	0
1/9/2019 23:00	17	35.8	11	2	2	2	11	6	35.6	36.1	6	5	1	1	2	0	2	0
1/9/2019 23:15	13	37.2	8	1	2	2	10	3	36.1	40.7	6	2	1	0	2	0	1	1
1/9/2019 23:30	16	39.8	11	0	0	5	12	4	40.7	37.1	8	3	0	0	0	0	4	1
1/9/2019 23:45	13	37.2	7	2	3	1	11	2	35.6	46.1	5	2	2	0	3	0	1	0
Day Totals	**9394**	**38.0**	**6801**	**1205**	**584**	**804**	**6045**	**3349**	**37.2**	**39.5**	**4047**	**2754**	**737**	**468**	**511**	**73**	**750**	**54**
AM Peak Hr	**7:30**																	
AM Peak Vol	**704**																	
AM PHF	**0.8670**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**702**																	
PM PHF	**0.9237**																	

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/10/2019	23	35.5	14	3	3	3	14	9	34.8	36.5	8	6	1	2	3	0	2	1
1/10/2019 0:15	15	34.8	6	1	4	4	12	3	34.3	37	4	2	1	0	3	1	4	0
1/10/2019 0:30	20	39.6	10	0	3	7	16	4	39	42	6	4	0	0	3	0	7	0
1/10/2019 0:45	35	37.5	14	2	8	11	28	7	36.8	40.2	9	5	2	0	8	0	9	2
1/10/2019 1:00	19	38.8	9	1	5	4	16	3	37.3	46.9	7	2	0	1	5	0	4	0
1/10/2019 1:15	20	38.0	6	3	4	7	15	5	36.8	41.7	3	3	3	0	2	2	7	0
1/10/2019 1:30	15	37.6	1	4	2	8	15	0	37.6	41.7	1	0	4	0	2	0	8	0
1/10/2019 1:45	18	37.4	4	2	2	10	14	4	38.2	34.4	0	4	2	0	2	0	10	0
1/10/2019 2:00	18	31.8	6	3	4	5	11	7	31.5	32.2	4	2	3	0	2	2	2	3
1/10/2019 2:15	13	38.3	3	4	0	6	8	5	39.4	36.5	2	1	1	3	0	0	5	1
1/10/2019 2:30	28	36.2	4	3	10	11	25	3	35.8	39.7	3	1	2	1	10	0	10	1
1/10/2019 2:45	19	35.1	2	2	3	12	16	3	33.6	42.9	1	1	2	0	3	0	10	2
1/10/2019 3:00	14	34.8	4	1	5	4	12	2	34.8	35	2	2	1	0	5	0	4	0
1/10/2019 3:15	26	37.6	5	3	6	12	20	6	37.3	38.5	1	4	1	2	6	0	12	0
1/10/2019 3:30	25	38.6	9	2	4	10	22	3	37.9	44	6	3	2	0	4	0	10	0
1/10/2019 3:45	21	35.7	8	1	7	5	18	3	35.2	38.5	5	3	1	0	7	0	5	0
1/10/2019 4:00	23	39.2	12	1	4	6	18	5	40.3	35.2	7	5	1	0	4	0	6	0
1/10/2019 4:15	29	38.9	16	0	6	7	22	7	39.4	37.4	10	6	0	0	5	1	7	0
1/10/2019 4:30	45	36.4	25	4	10	6	32	13	35.3	39	14	11	2	2	10	0	6	0
1/10/2019 4:45	51	39.1	33	6	5	7	41	10	38.6	41	24	9	5	1	5	0	7	0
1/10/2019 5:00	29	38.8	13	1	8	7	24	5	37.9	43.3	10	3	0	1	7	1	7	0
1/10/2019 5:15	41	38.3	18	11	7	5	37	4	37.4	46.8	15	3	11	0	7	0	4	1
1/10/2019 5:30	39	40.0	29	1	4	5	29	10	39.2	42.2	20	9	1	0	4	0	4	1
1/10/2019 5:45	73	39.9	50	11	5	7	50	23	39.4	41	32	18	6	5	5	0	7	0
1/10/2019 6:00	75	38.5	50	8	11	6	53	22	37.6	40.6	31	19	5	3	11	0	6	0
1/10/2019 6:15	98	38.6	70	11	11	6	77	21	37.5	42.8	51	19	9	2	11	0	6	0
1/10/2019 6:30	126	38.9	89	19	12	6	91	35	38	41.1	61	28	13	6	11	1	6	0
1/10/2019 6:45	138	39.2	111	19	4	4	88	50	38.1	41	72	39	9	10	3	1	4	0
1/10/2019 7:00	137	37.2	101	29	3	4	87	50	37.1	37.5	63	38	18	11	3	0	3	1
1/10/2019 7:15	158	39.2	124	18	8	8	91	67	38.1	40.6	66	58	10	8	7	1	8	0
1/10/2019 7:30	209	39.5	166	24	16	3	118	91	38.8	40.3	88	78	14	10	13	3	3	0
1/10/2019 7:45	229	39.2	187	29	9	4	136	93	38.5	40.3	114	73	17	12	4	5	1	3
1/10/2019 8:00	151	37.8	125	14	5	7	101	50	37.7	38	81	44	9	5	5	0	6	1
1/10/2019 8:15	141	37.6	113	15	7	6	98	43	36.5	40	75	38	11	4	6	1	6	0
1/10/2019 8:30	175	36.0	138	22	8	7	111	64	35.3	37.3	83	55	15	7	6	2	7	0
1/10/2019 8:45	175	37.8	138	23	5	9	113	62	37.4	38.6	84	54	17	6	4	1	8	1
1/10/2019 9:00	138	37.4	99	24	5	10	83	55	36.8	38.3	56	43	14	10	4	1	9	1
1/10/2019 9:15	166	38.8	112	28	15	11	113	53	38.7	39	79	33	15	13	10	5	9	2
1/10/2019 9:30	166	38.1	113	33	12	8	99	67	37	39.8	66	47	15	18	11	1	7	1
1/10/2019 9:45	166	39.4	125	25	4	12	108	58	38.8	40.6	78	47	15	10	4	0	11	1
1/10/2019 10:00	154	37.7	105	27	10	12	112	42	37.1	39.3	75	30	19	8	6	4	12	0
1/10/2019 10:15	183	38.5	143	22	5	13	113	70	38.2	38.9	88	55	10	12	4	1	11	2
1/10/2019 10:30	167	38.5	117	21	14	15	110	57	37.3	40.9	73	44	11	10	12	2	14	1
1/10/2019 10:45	205	37.5	148	34	16	7	129	76	36.3	39.5	88	60	21	13	14	2	6	1
1/10/2019 11:00	168	37.5	124	18	15	11	105	63	36	40	71	53	11	7	14	1	9	2
1/10/2019 11:15	192	39.3	160	13	9	10	124	68	38.3	41	99	61	6	7	9	0	10	0
1/10/2019 11:30	178	37.8	142	21	5	10	117	61	37.7	37.9	88	54	14	7	5	0	10	0
1/10/2019 11:45	208	38.0	157	35	8	8	126	82	36.9	39.6	93	64	17	18	8	0	8	0
1/10/2019 12:00	186	37.8	129	34	15	8	129	57	36.7	40.3	89	40	18	16	14	1	8	0
1/10/2019 12:15	187	36.5	145	28	6	8	121	66	35.4	38.6	91	54	17	11	6	0	7	1
1/10/2019 12:30	192	38.5	148	26	10	8	113	79	36.9	40.9	84	64	15	11	7	3	7	1
1/10/2019 12:45	178	38.6	150	15	7	6	103	75	38.4	38.9	82	68	10	5	5	2	6	0
1/10/2019 13:00	189	37.0	144	18	17	10	131	58	36.1	39	94	50	13	5	14	3	10	0
1/10/2019 13:15	182	37.9	143	19	10	10	106	76	36	40.5	81	62	11	8	7	3	7	3
1/10/2019 13:30	189	37.8	139	22	15	13	117	72	36.4	40.1	77	62	14	8	15	0	11	2
1/10/2019 13:45	188	38.8	142	24	11	11	111	77	38.3	39.4	80	62	12	12	8	3	11	0

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/10/2019 14:00	171	38.3	133	18	12	8	106	65	38.4	38.2	81	52	11	7	8	4	6	2
1/10/2019 14:15	178	37.8	142	18	3	15	112	66	36.7	39.8	86	56	9	9	3	0	14	1
1/10/2019 14:30	172	37.6	123	25	9	15	108	64	36.4	39.5	75	48	12	13	8	1	13	2
1/10/2019 14:45	160	38.3	124	20	5	11	98	62	36.8	40.6	70	54	13	7	5	0	10	1
1/10/2019 15:00	177	38.0	137	21	12	7	101	76	36.8	39.5	78	59	8	13	10	2	5	2
1/10/2019 15:15	177	38.2	127	27	11	12	110	67	37.4	39.5	76	51	15	12	10	1	9	3
1/10/2019 15:30	199	37.5	144	31	15	9	118	81	36.9	38.4	78	66	17	14	14	1	9	0
1/10/2019 15:45	160	39.5	129	14	11	6	105	55	38.3	41.9	85	44	6	8	9	2	5	1
1/10/2019 16:00	169	38.2	141	21	4	3	95	74	38	38.5	79	62	9	12	4	0	3	0
1/10/2019 16:15	176	37.6	130	22	12	12	112	64	35.9	40.5	77	53	16	6	11	1	8	4
1/10/2019 16:30	188	37.6	146	19	10	13	104	84	36.9	38.4	76	70	11	8	7	3	10	3
1/10/2019 16:45	169	39.4	133	19	9	8	102	67	37.9	41.8	78	55	10	9	7	2	7	1
1/10/2019 17:00	164	38.0	138	13	4	9	93	71	37.4	38.8	76	62	7	6	1	3	9	0
1/10/2019 17:15	162	38.1	117	20	13	12	113	49	37.2	40.1	80	37	10	10	12	1	11	1
1/10/2019 17:30	171	37.4	138	19	6	8	104	67	36.5	38.7	78	60	12	7	6	0	8	0
1/10/2019 17:45	151	38.8	124	13	6	8	84	67	37.8	40	61	63	11	2	5	1	7	1
1/10/2019 18:00	130	38.0	98	13	8	11	88	42	37.5	39	64	34	7	6	7	1	10	1
1/10/2019 18:15	135	36.6	114	14	5	2	89	46	36.3	37.3	75	39	8	6	4	1	2	0
1/10/2019 18:30	102	37.7	82	12	1	7	64	38	37.4	38.3	50	32	7	5	1	0	6	1
1/10/2019 18:45	116	37.2	89	9	8	10	72	44	36.6	38.3	50	39	6	3	6	2	10	0
1/10/2019 19:00	118	36.8	84	12	13	9	73	45	35.1	39.5	50	34	4	8	11	2	8	1
1/10/2019 19:15	75	36.5	63	6	2	4	51	24	36	37.5	42	21	3	3	2	0	4	0
1/10/2019 19:30	93	37.4	67	11	5	10	58	35	36.2	39.3	37	30	7	4	4	1	10	0
1/10/2019 19:45	74	36.4	59	6	3	6	51	23	36.1	37.2	42	17	1	5	2	1	6	0
1/10/2019 20:00	74	35.2	57	4	4	9	52	22	35.5	34.6	38	19	2	2	3	1	9	0
1/10/2019 20:15	76	36.7	56	7	8	5	60	16	36.6	37.2	43	13	5	2	7	1	5	0
1/10/2019 20:30	73	37.9	53	7	2	11	50	23	37.6	38.5	33	20	4	3	2	0	11	0
1/10/2019 20:45	52	38.4	40	3	4	5	33	19	38.1	39	24	16	1	2	4	0	4	1
1/10/2019 21:00	62	37.2	44	6	4	8	37	25	36.7	37.9	22	22	4	2	4	0	7	1
1/10/2019 21:15	60	37.7	48	6	3	3	39	21	36.1	40.7	29	19	4	2	3	0	3	0
1/10/2019 21:30	57	37.1	41	9	3	4	40	17	36.4	38.8	27	14	6	3	3	0	4	0
1/10/2019 21:45	38	39.1	22	6	4	6	31	7	37.4	46.4	18	4	4	2	4	0	5	1
1/10/2019 22:00	42	37.3	27	5	3	7	27	15	35.3	41	15	12	3	2	3	0	6	1
1/10/2019 22:15	36	39.9	23	4	4	5	24	12	36.7	46.2	12	11	3	1	4	0	5	0
1/10/2019 22:30	36	37.9	29	0	1	6	25	11	36.3	41.6	18	11	0	0	1	0	6	0
1/10/2019 22:45	30	35.1	15	3	6	6	26	4	34.5	38.8	11	4	3	0	6	0	6	0
1/10/2019 23:00	21	37.2	14	3	1	3	15	6	35.9	40.5	9	5	2	1	1	0	3	0
1/10/2019 23:15	20	38.8	16	1	0	3	14	6	38	40.7	11	5	0	1	0	0	3	0
1/10/2019 23:30	22	36.1	12	2	4	4	17	5	34.9	40.2	9	3	1	1	3	1	4	0
1/10/2019 23:45	14	37.2	11	1	1	1	12	2	37.7	34.5	9	2	1	0	1	0	1	0
Day Totals	**10353**	**38.0**	**7688**	**1258**	**666**	**741**	**6662**	**3691**	**37.1**	**39.5**	**4667**	**3021**	**740**	**518**	**579**	**87**	**676**	**65**
AM Peak Hr	**11:45**																	
AM Peak Vol	**773**																	
AM PHF	**0.9291**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**748**																	
PM PHF	**0.9894**																	

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/11/2019	22	40.2	14	0	5	3	17	5	38.2	47.2	9	5	0	0	5	0	3	0
1/11/2019 0:15	16	38.7	11	0	0	5	13	3	36.8	46.9	8	3	0	0	0	0	5	0
1/11/2019 0:30	28	35.2	10	1	10	7	24	4	34.1	42.1	7	3	0	1	10	0	7	0
1/11/2019 0:45	22	37.8	8	2	4	8	18	4	37.7	38	6	2	1	1	4	0	7	1
1/11/2019 1:00	23	34.5	9	3	3	8	16	7	35.1	33.1	3	6	3	0	3	0	7	1
1/11/2019 1:15	12	34.9	2	1	4	5	10	2	34.4	37.4	1	1	1	0	3	1	5	0
1/11/2019 1:30	26	36.0	9	2	3	12	22	4	35.5	38.7	7	2	2	0	2	1	11	1
1/11/2019 1:45	27	36.7	12	4	4	7	20	7	35.8	39.3	7	5	3	1	4	0	6	1
1/11/2019 2:00	18	37.7	5	1	6	6	15	3	36.9	41.8	3	2	1	0	6	0	5	1
1/11/2019 2:15	16	35.8	5	4	1	6	13	3	37.9	26.6	3	2	3	1	1	0	6	0
1/11/2019 2:30	13	39.5	7	1	0	5	12	1	40.6	26.6	6	1	1	0	0	0	5	0
1/11/2019 2:45	13	31.5	6	3	3	1	11	2	31.4	31.8	4	2	3	0	3	0	1	0
1/11/2019 3:00	27	38.1	8	3	6	10	18	9	38	38.4	2	6	2	1	5	1	9	1
1/11/2019 3:15	24	38.3	8	1	7	8	19	5	37.7	40.4	3	5	1	0	7	0	8	0
1/11/2019 3:30	26	38.5	12	1	0	13	20	6	38.3	39.3	7	5	1	0	0	0	12	1
1/11/2019 3:45	39	39.6	20	8	3	8	33	6	39.6	39.4	15	5	7	1	3	0	8	0
1/11/2019 4:00	23	36.4	6	2	3	12	21	2	34.7	54.1	4	2	2	0	3	0	12	0
1/11/2019 4:15	39	38.1	19	4	9	7	29	10	36.1	43.9	10	9	3	1	9	0	7	0
1/11/2019 4:30	54	38.9	34	5	11	4	37	17	38.2	40.4	19	15	3	2	11	0	4	0
1/11/2019 4:45	48	37.9	31	6	3	8	32	16	35.9	42	18	13	4	2	2	1	8	0
1/11/2019 5:00	37	41.0	19	10	3	5	27	10	40.5	42.3	13	6	8	2	1	2	5	0
1/11/2019 5:15	49	37.8	29	5	8	7	38	11	37.6	38.3	20	9	4	1	8	0	6	1
1/11/2019 5:30	33	38.8	19	6	6	2	26	7	37.4	43.9	14	5	5	1	5	1	2	0
1/11/2019 5:45	64	40.3	50	5	4	5	47	17	38.8	44.4	35	15	3	2	4	0	5	0
1/11/2019 6:00	66	39.2	52	5	3	6	43	23	38.2	41.1	32	20	4	1	3	0	4	2
1/11/2019 6:15	105	38.3	69	18	11	7	79	26	37.9	39.7	48	21	15	3	9	2	7	0
1/11/2019 6:30	125	38.5	102	14	2	7	87	38	38.2	39.1	70	32	8	6	2	0	7	0
1/11/2019 6:45	139	39.0	113	16	3	7	92	47	38	40.9	69	44	13	3	3	0	7	0
1/11/2019 7:00	150	37.8	109	31	9	1	91	59	37.1	39	62	47	20	11	8	1	1	0
1/11/2019 7:15	174	38.4	126	19	13	16	103	71	37.3	40.1	63	63	13	6	13	0	14	2
1/11/2019 7:30	164	38.3	127	22	9	6	109	55	37.5	39.9	78	49	17	5	8	1	6	0
1/11/2019 7:45	216	41.0	182	26	5	3	126	90	40.1	42.2	105	77	13	13	5	0	3	0
1/11/2019 8:00	152	41.0	129	15	6	2	97	55	40.3	42.2	82	47	8	7	5	1	2	0
1/11/2019 8:15	155	39.5	110	29	9	7	108	47	38.8	41	73	37	21	8	8	1	6	1
1/11/2019 8:30	141	38.8	108	15	7	11	99	42	38	40.7	72	36	12	3	6	1	9	2
1/11/2019 8:45	189	38.7	153	22	5	9	131	58	37.7	41.1	108	45	10	12	5	0	8	1
1/11/2019 9:00	171	38.4	136	18	6	11	109	62	37	40.8	79	57	15	3	4	2	11	0
1/11/2019 9:15	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 9:30	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 9:45	202	38.6	149	33	9	11	136	66	37.8	40.3	92	57	25	8	8	1	11	0
1/11/2019 10:00	214	39.6	162	30	7	15	134	80	38.7	41	93	69	21	9	5	2	15	0
1/11/2019 10:15	222	38.9	171	27	9	15	135	87	37.9	40.5	100	71	14	13	7	2	14	1
1/11/2019 10:30	233	37.8	177	27	12	17	144	89	36.7	39.7	106	71	13	14	11	1	14	3
1/11/2019 10:45	228	39.8	182	32	6	8	151	77	38.5	42.4	119	63	19	13	6	0	7	1
1/11/2019 11:00	241	38.4	188	31	13	9	144	97	37.1	40.4	116	72	9	22	11	2	8	1
1/11/2019 11:15	244	39.2	198	25	13	8	161	83	38.6	40.4	126	72	14	11	13	0	8	0
1/11/2019 11:30	242	39.5	191	34	7	10	155	87	39.2	39.9	117	74	24	10	6	1	8	2
1/11/2019 11:45	256	38.5	204	32	9	11	149	107	37.4	40	113	91	17	15	8	1	11	0
1/11/2019 12:00	247	37.6	203	30	7	7	152	95	37.2	38.3	124	79	16	14	7	0	5	2
1/11/2019 12:15	208	36.8	159	27	10	12	127	81	35.7	38.4	94	65	14	13	8	2	11	1
1/11/2019 12:30	66	37.0	56	7	1	2	44	22	36.9	37.1	36	20	6	1	0	1	2	0
1/11/2019 12:45	38	38.0	33	4	1	0	19	19	35.3	40.7	17	16	2	2	0	1	0	0
1/11/2019 13:00	432	31.4	302	86	20	24	227	205	29.4	33.6	158	144	35	51	14	6	20	4
1/11/2019 13:15	369	33.0	252	86	11	20	197	172	31.9	34.3	131	121	39	47	8	3	19	1
1/11/2019 13:30	254	38.2	196	36	11	11	151	103	36.2	41.1	124	72	12	24	8	3	7	4
1/11/2019 13:45	240	39.1	196	33	3	8	153	87	38	41	125	71	20	13	2	1	6	2

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/11/2019 14:00	233	38.5	175	40	10	8	135	98	37.9	39.4	98	77	22	18	10	0	5	3
1/11/2019 14:15	263	39.3	184	61	8	10	152	111	38.2	40.9	107	77	40	21	2	6	3	7
1/11/2019 14:30	243	39.1	183	47	9	4	153	90	37.6	41.6	121	62	30	17	2	7	0	4
1/11/2019 14:45	280	39.7	196	69	4	11	163	117	39.1	40.5	122	74	39	30	1	3	1	10
1/11/2019 15:00	229	38.8	168	43	10	8	144	85	38.4	39.6	114	54	30	13	0	10	0	8
1/11/2019 15:15	244	39.7	186	35	8	15	141	103	38.9	40.7	104	82	20	15	6	2	11	4
1/11/2019 15:30	187	38.8	140	29	9	9	108	79	38.5	39.2	78	62	18	11	3	6	9	0
1/11/2019 15:45	252	38.7	176	60	9	7	141	111	37.6	40	100	76	32	28	4	5	5	2
1/11/2019 16:00	247	39.7	192	44	9	2	143	104	38.5	41.3	118	74	23	21	2	7	0	2
1/11/2019 16:15	215	40.1	174	31	5	5	130	85	39.3	41.2	105	69	17	14	3	2	5	0
1/11/2019 16:30	241	39.5	199	25	6	11	147	94	38.4	41.2	119	80	13	12	5	1	10	1
1/11/2019 16:45	225	38.1	173	31	15	6	134	91	37.7	38.7	102	71	16	15	12	3	4	2
1/11/2019 17:00	216	37.1	175	31	6	4	132	84	36.9	37.4	106	69	20	11	2	4	4	0
1/11/2019 17:15	257	36.8	213	31	5	8	137	120	36.8	36.9	108	105	18	13	4	1	7	1
1/11/2019 17:30	228	38.9	196	17	8	7	127	101	38.4	39.5	107	89	7	10	7	1	6	1
1/11/2019 17:45	203	37.4	163	26	4	10	117	86	36.7	38.3	93	70	14	12	2	2	8	2
1/11/2019 18:00	206	35.7	165	19	6	16	128	78	34.6	37.5	100	65	12	7	5	1	11	5
1/11/2019 18:15	184	38.6	150	26	3	5	118	66	38	39.7	92	58	19	7	2	1	5	0
1/11/2019 18:30	166	37.1	141	14	6	5	111	55	36.6	38.2	94	47	6	8	6	0	5	0
1/11/2019 18:45	165	37.0	150	10	3	2	104	61	37	36.9	93	57	7	3	2	1	2	0
1/11/2019 19:00	144	37.6	112	18	7	7	86	58	37.6	37.6	62	50	11	7	6	1	7	0
1/11/2019 19:15	122	39.6	107	11	0	4	85	37	39.8	39	71	36	10	1	0	0	4	0
1/11/2019 19:30	99	37.5	83	14	0	2	72	27	36.7	39.7	57	26	13	1	0	0	2	0
1/11/2019 19:45	142	39.6	109	21	7	5	96	46	38	42.9	69	40	15	6	7	0	5	0
1/11/2019 20:00	117	37.9	88	15	7	7	86	31	37.3	39.6	62	26	11	4	6	1	7	0
1/11/2019 20:15	106	38.3	82	7	4	13	68	38	38.5	38	48	34	5	2	3	1	12	1
1/11/2019 20:30	97	37.0	72	20	4	1	73	24	36.2	39.3	53	19	15	5	4	0	1	0
1/11/2019 20:45	72	38.8	58	9	3	2	53	19	38.7	39.2	40	18	8	1	3	0	2	0
1/11/2019 21:00	93	38.5	69	13	3	8	58	35	38	39.2	43	26	7	6	1	2	7	1
1/11/2019 21:15	62	39.0	49	6	2	5	43	19	37.3	42.7	33	16	4	2	2	0	4	1
1/11/2019 21:30	75	37.0	53	10	6	6	55	20	36.9	37.1	35	18	9	1	6	0	5	1
1/11/2019 21:45	63	37.4	48	9	1	5	46	17	37.3	37.7	35	13	5	4	1	0	5	0
1/11/2019 22:00	56	37.7	40	7	5	4	36	20	37.1	38.9	22	18	5	2	5	0	4	0
1/11/2019 22:15	51	36.9	44	4	1	2	36	15	36.2	38.7	30	14	3	1	1	0	2	0
1/11/2019 22:30	29	37.7	24	4	1	0	21	8	36.4	41	17	7	4	0	0	1	0	0
1/11/2019 22:45	32	40.4	26	4	1	1	23	9	41.4	37.8	18	8	3	1	1	0	1	0
1/11/2019 23:00	49	38.2	34	3	2	10	32	17	37.1	40.3	18	16	2	1	2	0	10	0
1/11/2019 23:15	25	38.5	16	3	2	4	18	7	35.6	45.8	11	5	2	1	2	0	3	1
1/11/2019 23:30	20	38.8	15	2	0	3	16	4	39.7	35.3	11	4	2	0	0	0	3	0
1/11/2019 23:45	32	39.6	21	0	5	6	25	7	39.8	39.1	16	5	0	0	3	2	6	0
Day Totals	**12552**	**38.1**	**9537**	**1777**	**547**	**691**	**7884**	**4668**	**37.4**	**39.4**	**5788**	**3749**	**1067**	**710**	**433**	**114**	**596**	**95**
AM Peak Hr	**11:15**																	
AM Peak Vol	**989**																	
AM PHF	**0.9658**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**1295**																	
PM PHF	**0.7494**																	

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/12/2019	26	38.4	20	2	2	2	18	8	38.4	38.4	13	7	2	0	1	1	2	0
1/12/2019 0:15	17	41.6	14	0	1	2	14	3	42.3	38.4	11	3	0	0	1	0	2	0
1/12/2019 0:30	19	37.0	8	5	2	4	16	3	37.1	36.3	6	2	4	1	2	0	4	0
1/12/2019 0:45	24	37.8	12	0	5	7	22	2	37.6	39.5	10	2	0	0	5	0	7	0
1/12/2019 1:00	19	39.7	9	1	0	9	14	5	38.8	42.4	4	5	1	0	0	0	9	0
1/12/2019 1:15	18	37.7	9	1	2	6	13	5	37.8	37.4	5	4	1	0	1	1	6	0
1/12/2019 1:30	24	36.9	12	1	6	5	16	8	36.2	38.3	5	7	0	1	6	0	5	0
1/12/2019 1:45	20	36.6	12	1	3	4	16	4	35.7	40.3	9	3	1	0	2	1	4	0
1/12/2019 2:00	17	35.5	4	3	3	7	14	3	35.4	36.1	1	3	3	0	3	0	7	0
1/12/2019 2:15	19	38.0	10	1	4	4	16	3	38.4	36.1	7	3	1	0	4	0	4	0
1/12/2019 2:30	20	40.9	7	2	2	9	15	5	40.2	43.1	4	3	2	0	2	0	7	2
1/12/2019 2:45	15	38.1	8	0	1	6	10	5	37.9	38.6	5	3	0	0	1	0	4	2
1/12/2019 3:00	18	47.1	7	3	2	6	14	4	35.1	88.9	5	2	1	2	2	0	6	0
1/12/2019 3:15	18	38.1	7	6	2	3	14	4	38.4	37.2	4	3	6	0	2	0	2	1
1/12/2019 3:30	16	35.4	7	1	1	7	10	6	36	34.4	2	5	0	1	1	0	7	0
1/12/2019 3:45	27	36.0	15	2	2	8	22	5	35.6	37.7	10	5	2	0	2	0	8	0
1/12/2019 4:00	23	39.2	10	4	4	5	19	4	38.1	44.4	8	2	3	1	3	1	5	0
1/12/2019 4:15	20	39.9	9	3	3	5	18	2	39.5	43.6	8	1	2	1	3	0	5	0
1/12/2019 4:30	36	40.9	28	2	2	4	23	13	39.8	42.8	16	12	1	1	2	0	4	0
1/12/2019 4:45	27	41.9	18	3	1	5	22	5	41.4	44.2	14	4	3	0	1	0	4	1
1/12/2019 5:00	31	36.9	15	8	4	4	24	7	37.8	33.8	10	5	7	1	4	0	3	1
1/12/2019 5:15	30	43.0	21	6	1	2	19	11	41.7	45.2	11	10	5	1	1	0	2	0
1/12/2019 5:30	47	39.4	35	3	3	6	39	8	40.2	35.7	29	6	3	0	1	2	6	0
1/12/2019 5:45	69	41.0	55	9	2	3	49	20	40.2	42.9	37	18	7	2	2	0	3	0
1/12/2019 6:00	67	40.5	53	6	4	4	54	13	39.9	42.9	43	10	5	1	3	1	3	1
1/12/2019 6:15	81	40.3	59	12	4	6	65	16	40.1	41.3	46	13	11	1	2	2	6	0
1/12/2019 6:30	85	39.6	63	10	5	7	61	24	39.3	40.3	42	21	7	3	5	0	7	0
1/12/2019 6:45	122	38.7	88	23	7	4	84	38	37.9	40.4	57	31	16	7	7	0	4	0
1/12/2019 7:00	94	39.1	79	11	0	4	54	40	38	40.5	45	34	5	6	0	0	4	0
1/12/2019 7:15	124	40.0	94	26	2	2	90	34	38.5	43.8	71	23	16	10	2	0	1	1
1/12/2019 7:30	108	39.9	88	15	2	3	72	36	38.8	42.1	52	36	15	0	2	0	3	0
1/12/2019 7:45	133	40.2	100	25	5	3	87	46	39.7	41.1	65	35	16	9	4	1	2	1
1/12/2019 8:00	138	39.9	109	20	6	3	97	41	39.2	41.5	75	34	14	6	5	1	3	0
1/12/2019 8:15	132	39.6	97	23	4	8	94	38	39	41.2	68	29	15	8	4	0	7	1
1/12/2019 8:30	202	39.5	155	38	4	5	121	81	39	40.2	92	63	23	15	3	1	3	2
1/12/2019 8:45	190	38.3	151	30	3	6	131	59	37.7	39.6	99	52	24	6	3	0	5	1
1/12/2019 9:00	205	38.5	149	44	8	4	136	69	38.1	39.4	90	59	35	9	7	1	4	0
1/12/2019 9:15	172	39.7	132	31	4	5	116	56	39.3	40.4	87	45	20	11	4	0	5	0
1/12/2019 9:30	188	40.3	155	25	2	6	118	70	40.2	40.6	96	59	16	9	0	2	6	0
1/12/2019 9:45	198	39.4	161	24	7	6	138	60	37.4	44	116	45	13	11	3	4	6	0
1/12/2019 10:00	184	40.7	147	31	4	2	115	69	39	43.5	93	54	17	14	3	1	2	0
1/12/2019 10:15	206	39.8	165	30	6	5	130	76	40.5	38.6	103	62	18	12	4	2	5	0
1/12/2019 10:30	199	41.4	165	27	3	4	128	71	40.8	42.6	104	61	17	10	3	0	4	0
1/12/2019 10:45	184	39.6	154	18	6	6	123	61	38.3	42.2	102	52	11	7	4	2	6	0
1/12/2019 11:00	209	39.3	159	28	5	17	130	79	38.4	40.7	92	67	19	9	5	0	14	3
1/12/2019 11:15	185	39.9	137	32	4	12	115	70	38.5	42.1	86	51	16	16	4	0	9	3
1/12/2019 11:30	213	39.2	170	29	9	5	133	80	38	41.1	101	69	19	10	8	1	5	0
1/12/2019 11:45	190	39.6	144	36	3	7	117	73	38.7	41.1	83	61	25	11	3	0	6	1
1/12/2019 12:00	191	38.6	161	20	2	8	114	77	37.6	40.1	90	71	14	6	2	0	8	0
1/12/2019 12:15	152	38.2	116	22	7	7	97	55	37.2	39.9	72	44	13	9	6	1	6	1
1/12/2019 12:30	161	37.9	136	19	4	2	101	60	37.3	39	88	48	8	11	3	1	2	0
1/12/2019 12:45	179	38.4	152	20	3	4	112	67	37.5	40	93	59	12	8	3	0	4	0
1/12/2019 13:00	168	38.9	136	21	7	4	107	61	37.8	40.9	87	49	12	9	4	3	4	0
1/12/2019 13:15	182	37.5	143	26	8	5	124	58	36.6	39.3	97	46	15	11	7	1	5	0
1/12/2019 13:30	154	39.4	131	13	5	5	96	58	36.8	43.7	82	49	6	7	4	1	4	1
1/12/2019 13:45	153	37.6	129	18	5	1	108	45	36.1	41.2	92	37	12	6	3	2	1	0

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/12/2019 14:00	170	38.3	141	15	9	5	113	57	37.1	40.7	92	49	10	5	6	3	5	0
1/12/2019 14:15	161	38.2	131	25	1	4	106	55	37.4	39.7	84	47	17	8	1	0	4	0
1/12/2019 14:30	162	37.6	136	14	4	8	108	54	36.4	39.9	90	46	7	7	3	1	8	0
1/12/2019 14:45	153	38.1	122	25	1	5	99	54	38.1	38.1	72	50	21	4	1	0	5	0
1/12/2019 15:00	140	39.9	116	16	3	5	88	52	38.6	42.1	73	43	8	8	3	0	4	1
1/12/2019 15:15	143	39.4	118	13	4	8	85	58	38.2	41.2	65	53	8	5	4	0	8	0
1/12/2019 15:30	139	38.1	118	13	5	3	87	52	36.9	40	71	47	8	5	5	0	3	0
1/12/2019 15:45	153	37.4	122	19	5	7	93	60	36.7	38.5	73	49	9	10	4	1	7	0
1/12/2019 16:00	146	37.4	117	12	6	11	84	62	36.3	39	66	51	4	8	4	2	10	1
1/12/2019 16:15	137	38.8	108	19	2	8	87	50	38.1	40.1	66	42	12	7	2	0	7	1
1/12/2019 16:30	127	39.0	112	12	2	1	84	43	37.9	41.2	73	39	8	4	2	0	1	0
1/12/2019 16:45	166	37.9	140	18	3	5	102	64	37.1	39.1	81	59	13	5	3	0	5	0
1/12/2019 17:00	150	38.0	123	17	2	8	100	50	36.7	40.6	82	41	9	8	1	1	8	0
1/12/2019 17:15	110	38.9	86	17	3	4	72	38	37.5	41.5	54	32	12	5	2	1	4	0
1/12/2019 17:30	110	38.2	87	13	7	3	72	38	37.6	39.3	53	34	10	3	6	1	3	0
1/12/2019 17:45	134	37.8	113	14	3	4	90	44	36.8	39.7	73	40	11	3	2	1	4	0
1/12/2019 18:00	98	37.2	84	4	3	7	68	30	35.5	41.2	57	27	1	3	3	0	7	0
1/12/2019 18:15	122	35.1	111	6	4	1	77	45	34.3	36.6	68	43	4	2	4	0	1	0
1/12/2019 18:30	95	34.9	83	9	1	2	62	33	35.1	34.5	55	28	4	5	1	0	2	0
1/12/2019 18:45	89	35.5	82	2	2	3	53	36	34.9	36.5	47	35	1	1	2	0	3	0
1/12/2019 19:00	103	36.2	92	6	2	3	66	37	34.9	38.4	58	34	4	2	1	1	3	0
1/12/2019 19:15	82	36.8	69	11	1	1	60	22	35.9	39.3	49	20	9	2	1	0	1	0
1/12/2019 19:30	78	36.5	64	9	3	2	50	28	35.7	37.9	41	23	5	4	3	0	1	1
1/12/2019 19:45	67	36.9	58	6	2	1	45	22	36.2	38.4	39	19	4	2	2	0	0	1
1/12/2019 20:00	54	36.7	51	2	0	1	36	18	36.3	37.4	33	18	2	0	0	0	1	0
1/12/2019 20:15	66	36.6	56	2	5	3	45	21	35.7	38.4	38	18	2	0	3	2	2	1
1/12/2019 20:30	70	35.6	58	7	0	5	45	25	35.1	36.5	35	23	5	2	0	0	5	0
1/12/2019 20:45	65	37.2	58	3	2	2	43	22	37.6	36.5	37	21	3	0	2	0	1	1
1/12/2019 21:00	42	37.9	39	1	1	1	28	14	38	37.7	25	14	1	0	1	0	1	0
1/12/2019 21:15	53	36.8	46	3	0	4	40	13	36.8	36.9	34	12	2	1	0	0	4	0
1/12/2019 21:30	59	35.4	41	5	5	8	44	15	34.6	37.8	28	13	3	2	5	0	8	0
1/12/2019 21:45	33	35.7	25	2	2	4	24	9	34.7	38.3	16	9	2	0	2	0	4	0
1/12/2019 22:00	35	36.1	30	3	1	1	24	11	35.4	37.6	21	9	1	2	1	0	1	0
1/12/2019 22:15	33	38.4	28	1	3	1	24	9	37.9	39.6	20	8	0	1	3	0	1	0
1/12/2019 22:30	43	36.8	35	4	1	3	31	12	36.3	38	24	11	4	0	1	0	2	1
1/12/2019 22:45	32	36.8	24	4	1	3	17	15	36.8	36.9	12	12	1	3	1	0	3	0
1/12/2019 23:00	25	36.9	19	3	2	1	18	7	36.5	37.8	13	6	2	1	2	0	1	0
1/12/2019 23:15	40	39.1	27	9	2	2	26	14	38.5	40.3	17	10	6	3	1	1	2	0
1/12/2019 23:30	33	37.2	23	5	3	2	26	7	35.9	41.8	21	2	0	5	3	0	2	0
1/12/2019 23:45	25	37.7	20	1	1	3	15	10	37.4	38.2	13	7	0	1	0	1	2	1
Day Totals	**9492**	**38.6**	**7543**	**1190**	**313**	**446**	**6262**	**3230**	**37.8**	**40.3**	**4812**	**2731**	**773**	**417**	**263**	**50**	**414**	**32**
AM Peak Hr	**10:15**																	
AM Peak Vol	**798**																	
AM PHF	**0.9545**																	
PM Peak Hr	**12:30**																	
PM Peak Vol	**690**																	
PM PHF	**0.9478**																	

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/13/2019	28	39.4	19	6	2	1	22	6	38.1	44.1	16	3	3	3	2	0	1	0
1/13/2019 0:15	22	35.9	17	1	1	3	18	4	36.6	32.5	13	4	1	0	1	0	3	0
1/13/2019 0:30	12	36.7	1	7	0	4	7	5	36.4	37.1	1	0	3	4	0	0	3	1
1/13/2019 0:45	15	42.9	4	7	2	2	11	4	43.7	40.6	2	2	6	1	2	0	1	1
1/13/2019 1:00	17	38.2	9	3	1	4	13	4	36.8	42.7	7	2	1	2	1	0	4	0
1/13/2019 1:15	6	35.7	6	0	0	0	6	0	35.7	42.7	6	0	0	0	0	0	0	0
1/13/2019 1:30	14	35.5	8	4	0	2	13	1	35.6	34.2	7	1	4	0	0	0	2	0
1/13/2019 1:45	19	38.9	11	0	2	6	14	5	40.8	33.7	7	4	0	0	1	1	6	0
1/13/2019 2:00	16	38.6	10	1	4	1	13	3	37.1	45.1	7	3	1	0	4	0	1	0
1/13/2019 2:15	11	39.3	6	1	4	0	8	3	39.1	39.7	4	2	0	1	4	0	0	0
1/13/2019 2:30	10	37.9	7	0	1	2	7	3	37.1	39.9	4	3	0	0	1	0	2	0
1/13/2019 2:45	8	38.8	6	0	1	1	8	0	38.8	39.9	6	0	0	0	1	0	1	0
1/13/2019 3:00	11	39.5	3	3	2	3	7	4	38.9	40.6	2	1	1	2	2	0	2	1
1/13/2019 3:15	9	38.5	4	3	0	2	6	3	37	41.5	3	1	3	0	0	0	0	2
1/13/2019 3:30	4	38.9	3	0	0	1	2	2	36	41.8	1	2	0	0	0	0	1	0
1/13/2019 3:45	14	40.5	8	2	1	3	12	2	39.3	47.4	6	2	2	0	1	0	3	0
1/13/2019 4:00	12	31.8	5	1	2	4	11	1	31.3	37.1	4	1	1	0	2	0	4	0
1/13/2019 4:15	10	39.4	6	1	2	1	6	4	38.1	41.4	4	2	0	1	1	1	1	0
1/13/2019 4:30	24	37.3	16	3	1	4	15	9	35.2	40.9	11	5	1	2	1	0	2	2
1/13/2019 4:45	21	39.0	15	1	1	4	19	2	39	39.1	14	1	1	0	1	0	3	1
1/13/2019 5:00	23	37.0	13	4	1	5	16	7	38.3	33.9	7	6	4	0	0	1	5	0
1/13/2019 5:15	21	37.0	13	3	3	2	18	3	36.6	39.5	11	2	3	0	3	0	1	1
1/13/2019 5:30	31	41.4	22	6	0	3	25	6	42.3	37.9	19	3	3	3	0	0	3	0
1/13/2019 5:45	34	40.4	25	3	1	5	25	9	39.8	42	17	8	2	1	1	0	5	0
1/13/2019 6:00	44	42.7	34	7	1	2	31	13	43	42	24	10	5	2	1	0	1	1
1/13/2019 6:15	50	37.6	29	8	1	12	38	12	35.6	44	20	9	5	3	1	0	12	0
1/13/2019 6:30	53	39.9	43	7	0	3	42	11	39.6	41.2	34	9	6	1	0	0	2	1
1/13/2019 6:45	52	38.0	41	5	3	3	36	16	36.6	41.2	27	14	3	2	3	0	3	0
1/13/2019 7:00	54	38.7	40	6	4	4	38	16	39.1	37.6	27	13	4	2	3	1	4	0
1/13/2019 7:15	54	38.4	44	5	2	3	42	12	37.6	41.3	33	11	4	1	2	0	3	0
1/13/2019 7:30	77	39.1	66	9	1	1	59	18	38.9	39.8	51	15	6	3	1	0	1	0
1/13/2019 7:45	80	39.0	69	5	3	3	59	21	38.9	39.4	50	19	3	2	3	0	3	0
1/13/2019 8:00	78	41.7	58	18	1	1	49	29	40.9	43	32	26	15	3	1	0	1	0
1/13/2019 8:15	96	39.4	78	10	5	3	64	32	38.6	40.9	49	29	7	3	5	0	3	0
1/13/2019 8:30	95	39.4	79	11	4	1	65	30	39.1	40.2	53	26	8	3	3	1	1	0
1/13/2019 8:45	137	38.3	113	15	3	6	97	40	36.8	42.1	81	32	8	7	3	0	5	1
1/13/2019 9:00	107	38.9	79	19	5	4	74	33	38	41	58	21	8	11	5	0	3	1
1/13/2019 9:15	125	38.1	98	18	7	2	81	44	37.4	39.5	60	38	13	5	7	0	1	1
1/13/2019 9:30	185	39.4	142	27	6	10	124	61	38	42.1	93	49	16	11	5	1	10	0
1/13/2019 9:45	166	38.7	133	17	8	8	118	48	38.1	40.1	98	35	7	10	5	3	8	0
1/13/2019 10:00	173	39.7	134	25	5	9	112	61	39	40.9	85	49	13	12	5	0	9	0
1/13/2019 10:15	146	39.9	119	22	4	1	95	51	38.7	42.2	78	41	14	8	2	2	1	0
1/13/2019 10:30	174	39.0	148	19	3	4	120	54	38.8	39.3	103	45	12	7	1	2	4	0
1/13/2019 10:45	174	40.2	135	25	2	12	105	69	39.4	41.3	81	54	11	14	2	0	11	1
1/13/2019 11:00	157	40.6	128	18	3	8	118	39	40.2	41.9	99	29	10	8	2	1	7	1
1/13/2019 11:15	176	39.0	153	13	5	5	110	66	38	40.6	93	60	9	4	4	1	4	1
1/13/2019 11:30	178	39.3	145	14	8	11	116	62	38.3	41.1	92	53	9	5	8	0	7	4
1/13/2019 11:45	204	38.1	170	21	5	8	128	76	37.1	39.9	104	66	13	8	4	1	7	1
1/13/2019 12:00	199	37.7	173	15	5	6	132	67	36.9	39.2	112	61	11	4	5	0	4	2
1/13/2019 12:15	171	37.9	141	20	4	6	120	51	36.8	40.6	96	45	14	6	4	0	6	0
1/13/2019 12:30	164	38.3	136	18	5	5	101	63	38	38.7	85	51	7	11	4	1	5	0
1/13/2019 12:45	183	37.7	152	20	3	8	117	66	36.3	40.2	97	55	12	8	3	0	5	3
1/13/2019 13:00	160	38.5	140	12	3	5	112	48	37.8	40.1	97	43	7	5	3	0	5	0
1/13/2019 13:15	176	38.6	155	14	2	5	107	69	37.5	40.2	94	61	7	7	2	0	4	1
1/13/2019 13:30	190	37.6	153	16	10	11	125	65	36.4	39.9	96	57	12	4	7	3	10	1
1/13/2019 13:45	175	40.1	143	23	7	2	116	59	39.4	41.4	92	51	17	6	5	2	2	0

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/13/2019 14:00	180	38.6	152	16	8	4	113	67	37.6	40.3	93	59	11	5	5	3	4	0
1/13/2019 14:15	172	39.2	141	19	8	4	115	57	37.9	41.9	89	52	15	4	7	1	4	0
1/13/2019 14:30	163	38.9	132	19	3	9	109	54	38.2	40.4	86	46	13	6	2	1	8	1
1/13/2019 14:45	136	40.4	118	7	5	6	85	51	39.9	41.1	71	47	3	4	5	0	6	0
1/13/2019 15:00	203	40.1	170	20	6	7	134	69	39.4	41.6	111	59	13	7	4	2	6	1
1/13/2019 15:15	169	38.9	136	18	7	8	111	58	38.2	40.3	85	51	11	7	7	0	8	0
1/13/2019 15:30	137	39.5	118	10	4	5	88	49	39.2	40	77	41	3	7	3	1	5	0
1/13/2019 15:45	176	38.1	149	16	2	9	107	69	36.6	40.4	90	59	7	9	2	0	8	1
1/13/2019 16:00	154	39.0	129	12	7	6	107	47	38.4	40.4	85	44	9	3	7	0	6	0
1/13/2019 16:15	144	39.1	121	14	4	5	103	41	38.7	40	86	35	8	6	4	0	5	0
1/13/2019 16:30	148	38.9	123	11	7	7	96	52	37.9	40.8	78	45	7	4	6	1	5	2
1/13/2019 16:45	140	39.3	122	12	3	3	88	52	38.1	41.2	75	47	7	5	3	0	3	0
1/13/2019 17:00	150	39.9	129	13	3	5	98	52	38.7	42.2	79	50	11	2	3	0	5	0
1/13/2019 17:15	109	39.6	94	11	3	1	71	38	38.2	42.2	60	34	7	4	3	0	1	0
1/13/2019 17:30	130	38.2	116	7	3	4	79	51	37.2	39.8	67	49	5	2	3	0	4	0
1/13/2019 17:45	121	38.5	103	11	3	4	77	44	38.1	39.3	60	43	10	1	3	0	4	0
1/13/2019 18:00	110	38.8	96	10	3	1	79	31	38.1	40.6	67	29	9	1	2	1	1	0
1/13/2019 18:15	132	37.5	113	14	2	3	83	49	37.1	38.1	70	43	9	5	2	0	2	1
1/13/2019 18:30	123	37.3	108	6	6	3	77	46	36.4	38.7	64	44	5	1	5	1	3	0
1/13/2019 18:45	119	36.3	102	10	3	4	82	37	36	37	67	35	8	2	3	0	4	0
1/13/2019 19:00	86	38.1	72	11	3	0	60	26	37.8	38.7	48	24	9	2	3	0	0	0
1/13/2019 19:15	89	36.4	81	3	5	0	65	24	35.7	38.3	58	23	2	1	5	0	0	0
1/13/2019 19:30	86	37.5	69	14	1	2	61	25	36.9	38.8	51	18	7	7	1	0	2	0
1/13/2019 19:45	66	38.0	54	3	2	7	49	17	37.5	39.5	37	17	3	0	2	0	7	0
1/13/2019 20:00	76	38.6	58	9	5	4	45	31	36.4	41.7	32	26	5	4	4	1	4	0
1/13/2019 20:15	74	37.2	56	8	6	4	52	22	36.5	38.7	37	19	7	1	4	2	4	0
1/13/2019 20:30	64	37.7	58	3	3	0	43	21	36.3	40.5	38	20	2	1	3	0	0	0
1/13/2019 20:45	70	39.6	58	6	4	2	44	26	39.9	39.1	35	23	3	3	4	0	2	0
1/13/2019 21:00	50	37.7	42	5	1	2	34	16	37.2	38.9	26	16	5	0	1	0	2	0
1/13/2019 21:15	42	36.8	35	3	3	1	33	9	36.5	37.9	26	9	3	0	3	0	1	0
1/13/2019 21:30	50	39.0	40	4	1	5	36	14	39	39.1	27	13	3	1	1	0	5	0
1/13/2019 21:45	33	39.0	24	7	0	2	24	9	38.9	39.1	17	7	5	2	0	0	2	0
1/13/2019 22:00	33	38.6	23	4	2	4	26	7	36.4	46.8	18	5	3	1	1	1	4	0
1/13/2019 22:15	36	37.6	21	5	2	8	22	14	36.9	38.8	11	10	2	3	1	1	8	0
1/13/2019 22:30	20	39.2	14	1	3	2	17	3	39.3	38.8	11	3	1	0	3	0	2	0
1/13/2019 22:45	20	35.7	16	1	1	2	16	4	35.1	38.3	12	4	1	0	1	0	2	0
1/13/2019 23:00	20	37.0	13	1	0	6	12	8	37.8	35.8	6	7	1	0	0	0	5	1
1/13/2019 23:15	24	37.4	14	5	0	5	20	4	38.1	33.9	11	3	5	0	0	0	4	1
1/13/2019 23:30	16	34.1	9	4	2	1	15	1	34.3	31.5	9	0	4	0	2	0	0	1
1/13/2019 23:45	11	35.2	7	1	1	2	7	4	34.2	36.9	3	4	1	0	1	0	2	0
Day Totals	**8527**	**38.8**	**6944**	**896**	**295**	**392**	**5736**	**2791**	**38.0**	**40.3**	**4546**	**2398**	**579**	**317**	**257**	**38**	**354**	**38**
AM Peak Hr	**11:15**																	
AM Peak Vol	**757**																	
AM PHF	**0.9277**																	
PM Peak Hr	**13:15**																	
PM Peak Vol	**721**																	
PM PHF	**0.9487**																	

Client:	HDR																Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/14/2019	21	33.3	10	3	2	6	18	3	33.6	31.2	8	2	2	1	2	0	6	0
1/14/2019 0:15	13	36.3	6	1	4	2	9	4	37.1	34.6	4	2	1	0	2	2	2	0
1/14/2019 0:30	17	37.5	8	2	3	4	14	3	37.1	39.6	6	2	2	0	3	0	3	1
1/14/2019 0:45	16	40.8	9	1	1	5	15	1	40.4	46.9	8	1	1	0	1	0	5	0
1/14/2019 1:00	19	37.6	7	3	2	7	14	5	35.5	43.6	3	4	3	0	2	0	6	1
1/14/2019 1:15	15	38.8	5	1	6	3	11	4	37.8	41.4	1	4	1	0	6	0	3	0
1/14/2019 1:30	15	39.5	5	1	3	6	11	4	37.7	44.5	1	4	1	0	3	0	6	0
1/14/2019 1:45	17	36.4	6	3	2	6	13	4	35.4	39.7	3	3	2	1	2	0	6	0
1/14/2019 2:00	27	39.2	7	1	11	8	23	4	39.9	35.1	4	3	0	1	11	0	8	0
1/14/2019 2:15	10	37.8	3	0	3	4	9	1	37.7	39	3	0	0	0	3	0	3	1
1/14/2019 2:30	18	37.2	11	0	1	6	15	3	37.8	34	8	3	0	0	1	0	6	0
1/14/2019 2:45	20	41.4	9	3	2	6	13	7	41.7	40.7	4	5	2	1	2	0	5	1
1/14/2019 3:00	24	39.5	7	4	3	10	17	7	40.5	37.1	4	3	2	2	2	1	9	1
1/14/2019 3:15	23	40.6	13	2	4	4	18	5	39.6	44.3	8	5	2	0	4	0	4	0
1/14/2019 3:30	15	43.7	9	0	2	4	10	5	37.4	56.2	4	5	0	0	2	0	4	0
1/14/2019 3:45	21	40.4	14	3	2	2	14	7	38.7	43.8	8	6	2	1	2	0	2	0
1/14/2019 4:00	27	41.9	17	2	4	4	21	6	40.5	46.8	13	4	0	2	4	0	4	0
1/14/2019 4:15	24	39.5	11	2	5	6	17	7	37.6	44.1	4	7	2	0	5	0	6	0
1/14/2019 4:30	56	37.2	44	4	3	5	37	19	36.8	38.1	28	16	1	3	3	0	5	0
1/14/2019 4:45	41	40.5	30	6	3	2	33	8	40.1	42.3	23	7	5	1	3	0	2	0
1/14/2019 5:00	38	40.7	25	4	6	3	32	6	40.9	39.9	20	5	3	1	6	0	3	0
1/14/2019 5:15	47	37.5	24	12	3	8	37	10	36.6	41	16	8	10	2	3	0	8	0
1/14/2019 5:30	62	37.9	50	3	5	4	51	11	37.4	40.3	42	8	2	1	3	2	4	0
1/14/2019 5:45	85	40.8	62	9	6	8	57	28	39.8	42.8	38	24	5	4	6	0	8	0
1/14/2019 6:00	78	41.4	56	13	2	7	51	27	40.5	43.1	31	25	12	1	1	1	7	0
1/14/2019 6:15	110	38.4	74	15	8	13	77	33	37.9	39.4	46	28	11	4	7	1	13	0
1/14/2019 6:30	142	39.9	112	20	3	7	99	43	39.2	41.5	76	36	14	6	3	0	6	1
1/14/2019 6:45	147	38.8	107	25	6	9	106	41	38.1	40.6	75	32	19	6	6	0	6	3
1/14/2019 7:00	161	38.4	136	19	4	2	100	61	37.5	40	79	57	15	4	4	0	2	0
1/14/2019 7:15	166	38.5	131	25	6	4	105	61	37.8	39.7	82	49	16	9	4	2	3	1
1/14/2019 7:30	197	38.3	159	31	3	4	116	81	36.9	40.2	90	69	20	11	2	1	4	0
1/14/2019 7:45	187	40.0	156	22	5	4	110	77	38.7	41.9	87	69	14	8	5	0	4	0
1/14/2019 8:00	169	38.3	137	23	4	5	111	58	37.2	40.3	87	50	15	8	4	0	5	0
1/14/2019 8:15	138	37.7	105	19	10	4	91	47	37.2	38.6	66	39	12	7	10	0	3	1
1/14/2019 8:30	170	37.2	121	21	12	16	107	63	35.9	39.4	68	53	13	8	11	1	15	1
1/14/2019 8:45	167	38.8	124	31	6	6	104	63	38.5	39.2	77	47	18	13	3	3	6	0
1/14/2019 9:00	155	37.9	108	27	13	7	102	53	37.1	39.4	71	37	14	13	11	2	6	1
1/14/2019 9:15	174	39.6	123	36	8	7	105	69	39	40.6	72	51	21	15	6	2	6	1
1/14/2019 9:30	198	38.0	136	43	16	3	133	65	37.4	39.1	89	47	29	14	13	3	2	1
1/14/2019 9:45	184	37.3	124	40	9	11	115	69	35.9	39.7	79	45	21	19	7	2	8	3
1/14/2019 10:00	189	36.6	126	33	10	20	123	66	35.6	38.6	75	51	22	11	8	2	18	2
1/14/2019 10:15	178	38.5	120	30	10	18	129	49	38	39.8	83	37	20	10	9	1	17	1
1/14/2019 10:30	189	37.7	154	19	7	9	124	65	37	39	98	56	11	8	7	0	8	1
1/14/2019 10:45	191	39.3	148	25	10	8	125	66	38.4	41.1	96	52	12	13	9	1	8	0
1/14/2019 11:00	194	39.3	157	20	9	8	124	70	38.4	40.9	105	52	8	12	5	4	6	2
1/14/2019 11:15	217	37.4	166	29	12	10	143	74	36.2	39.7	105	61	18	11	11	1	9	1
1/14/2019 11:30	177	37.5	142	14	9	12	121	56	36.2	40.3	89	53	12	2	8	1	12	0
1/14/2019 11:45	191	37.8	143	24	15	9	121	70	37.1	38.9	85	58	16	8	12	3	8	1
1/14/2019 12:00	208	36.6	155	23	11	19	140	68	35.9	38.1	97	58	18	5	9	2	16	3
1/14/2019 12:15	175	38.0	139	20	9	7	112	63	37.4	39	85	54	14	6	7	2	6	1
1/14/2019 12:30	187	38.2	146	22	10	9	120	67	37.3	39.8	89	57	13	9	9	1	9	0
1/14/2019 12:45	181	36.4	141	14	13	13	120	61	35.9	37.5	88	53	11	3	9	4	12	1
1/14/2019 13:00	191	37.8	145	20	11	15	127	64	36.3	40.7	98	47	7	13	9	2	13	2
1/14/2019 13:15	189	38.1	146	23	9	11	119	70	37.3	39.5	91	55	11	12	8	1	9	2
1/14/2019 13:30	164	37.8	132	16	5	11	102	62	37.1	38.9	79	53	8	8	4	1	11	0
1/14/2019 13:45	173	37.6	130	17	11	15	120	53	37	39	84	46	10	7	11	0	15	0

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/14/2019 14:00	180	36.9	135	16	11	18	122	58	36.8	37.2	85	50	11	5	10	1	16	2
1/14/2019 14:15	154	37.3	118	20	7	9	104	50	36.5	38.9	82	36	9	11	5	2	8	1
1/14/2019 14:30	147	40.0	111	18	10	8	93	54	40.1	39.7	66	45	12	6	8	2	7	1
1/14/2019 14:45	169	38.3	117	30	11	11	115	54	37.3	40.5	73	44	23	7	9	2	10	1
1/14/2019 15:00	170	37.5	140	21	4	5	111	59	36.3	39.7	90	50	14	7	4	0	3	2
1/14/2019 15:15	163	37.3	123	24	4	12	97	66	35.6	39.9	68	55	14	10	4	0	11	1
1/14/2019 15:30	181	36.4	140	24	9	8	108	73	35.1	38.2	77	63	15	9	8	1	8	0
1/14/2019 15:45	149	37.4	121	10	8	10	86	63	36.3	39	64	57	5	5	7	1	10	0
1/14/2019 16:00	160	38.4	123	19	4	14	105	55	37.7	39.8	77	46	11	8	3	1	14	0
1/14/2019 16:15	165	39.5	128	20	8	9	103	62	38.4	41.3	75	53	12	8	8	0	8	1
1/14/2019 16:30	135	38.2	117	8	2	8	86	49	37.5	39.4	70	47	6	2	2	0	8	0
1/14/2019 16:45	166	36.7	127	22	5	12	103	63	35.1	39.2	72	55	15	7	4	1	12	0
1/14/2019 17:00	162	37.8	129	12	7	14	100	62	37.4	38.4	73	56	9	3	4	3	14	0
1/14/2019 17:15	138	38.2	111	12	7	8	83	55	37.1	39.8	62	49	7	5	6	1	8	0
1/14/2019 17:30	127	38.4	102	9	7	9	80	47	37.4	40	60	42	5	4	7	0	8	1
1/14/2019 17:45	140	38.1	111	16	4	9	93	47	36.8	40.6	70	41	10	6	4	0	9	0
1/14/2019 18:00	120	36.6	93	15	4	8	77	43	35.8	38.1	57	36	10	5	3	1	7	1
1/14/2019 18:15	106	36.0	84	12	4	6	65	41	34.8	38	44	40	12	0	3	1	6	0
1/14/2019 18:30	92	35.9	65	12	6	9	67	25	35.5	36.9	42	23	10	2	6	0	9	0
1/14/2019 18:45	92	35.9	73	8	3	8	63	29	35.3	37.1	49	24	5	3	3	0	6	2
1/14/2019 19:00	74	35.0	59	9	2	4	50	24	33.7	37.6	39	20	5	4	2	0	4	0
1/14/2019 19:15	78	34.6	65	5	1	7	64	14	34.2	36.3	52	13	4	1	1	0	7	0
1/14/2019 19:30	75	36.4	55	11	2	7	46	29	35.8	37.4	32	23	6	5	2	0	6	1
1/14/2019 19:45	68	36.1	55	2	3	8	51	17	35.9	36.8	38	17	2	0	3	0	8	0
1/14/2019 20:00	61	34.9	46	7	2	6	42	19	35.1	34.3	30	16	6	1	1	1	5	1
1/14/2019 20:15	66	35.1	46	5	4	11	42	24	34.3	36.6	24	22	4	1	4	0	10	1
1/14/2019 20:30	57	35.8	34	6	10	7	44	13	35.7	36.3	25	9	3	3	9	1	7	0
1/14/2019 20:45	46	36.5	32	7	2	5	32	14	36.3	37.1	21	11	5	2	1	1	5	0
1/14/2019 21:00	44	35.0	36	3	3	2	27	17	33.1	37.9	19	17	3	0	3	0	2	0
1/14/2019 21:15	49	35.6	30	4	6	9	37	12	34.1	40.1	19	11	4	0	6	0	8	1
1/14/2019 21:30	45	36.6	35	2	5	3	32	13	36.7	36.5	23	12	1	1	5	0	3	0
1/14/2019 21:45	31	40.4	21	4	2	4	22	9	40.9	39.2	13	8	3	1	2	0	4	0
1/14/2019 22:00	35	37.7	26	3	2	4	23	12	35.8	41.2	15	11	2	1	2	0	4	0
1/14/2019 22:15	36	36.8	25	4	2	5	28	8	37.1	35.9	18	7	3	1	2	0	5	0
1/14/2019 22:30	29	38.0	14	4	4	7	18	11	36.4	40.6	5	9	4	0	3	1	6	1
1/14/2019 22:45	28	39.3	12	5	3	8	23	5	37.5	47.4	10	2	3	2	2	1	8	0
1/14/2019 23:00	22	34.6	10	3	5	4	20	2	34	40.1	9	1	2	1	5	0	4	0
1/14/2019 23:15	11	38.2	6	1	3	1	8	3	34.2	49	4	2	0	1	3	0	1	0
1/14/2019 23:30	29	36.3	18	1	4	6	21	8	35.7	37.8	11	7	1	0	3	1	6	0
1/14/2019 23:45	17	37.5	12	1	3	1	12	5	35.5	42.4	7	5	1	0	3	0	1	0
Day Totals	**10025**	**37.9**	**7496**	**1244**	**555**	**730**	**6614**	**3411**	**37.0**	**39.5**	**4653**	**2843**	**801**	**443**	**483**	**72**	**677**	**53**
AM Peak Hr	**11:15**																	
AM Peak Vol	**793**																	
AM PHF	**0.9136**																	
PM Peak Hr	**12:00**																	
PM Peak Vol	**751**																	
PM PHF	**0.9026**																	

Client:	HDR						Site 1 Westbound Average Traffic Count										Site Ref:	1
File Number:	1805551																Direction:	WB
Route:	US HWY 60																Latitude:	33.97137
Location:	At MP 111																Longitude:	-112.72208
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
0:00	22	37.7	14	2	3	4	17	5	37.2	40.7	9	4	2	1	2	0	3	0
0:15	17	36.0	10	0	3	3	13	3	37.5	39.4	8	3	0	0	2	1	3	0
0:30	20	38.2	7	3	4	6	16	4	37.3	38.7	5	2	2	1	4	0	6	0
0:45	21	38.1	9	2	4	7	18	3	38.0	40.3	7	2	2	0	4	0	6	1
1:00	20	38.6	8	2	3	7	15	5	37.0	41.0	5	3	1	1	3	0	6	1
1:15	15	37.9	6	1	3	5	11	3	39.7	40.0	3	3	1	0	2	1	5	0
1:30	19	36.0	7	2	3	7	16	3	36.4	39.4	4	3	2	0	3	0	7	0
1:45	21	36.2	8	2	3	8	16	5	37.0	36.6	5	4	2	0	3	0	7	0
2:00	19	38.0	6	1	5	6	15	4	37.1	37.5	4	2	1	0	4	0	5	1
2:15	15	36.4	5	2	3	4	11	3	37.9	37.8	3	2	1	1	3	0	4	1
2:30	17	38.7	6	2	3	6	14	3	39.5	38.6	4	2	1	0	3	0	6	0
2:45	18	37.0	7	2	3	7	14	4	36.5	38.7	4	3	2	0	3	0	6	1
3:00	20	39.3	5	3	4	7	15	5	37.6	44.2	3	2	2	1	4	0	7	1
3:15	19	38.6	7	3	4	6	15	4	37.9	41.2	4	4	2	0	4	0	5	1
3:30	20	37.2	8	2	2	8	15	4	37.4	41.5	5	4	1	1	2	0	8	0
3:45	27	38.8	14	3	3	7	21	6	37.9	42.0	9	5	2	1	3	0	6	0
4:00	24	37.4	10	3	4	7	20	4	37.2	41.2	7	3	2	1	4	0	7	0
4:15	28	38.6	13	2	6	6	22	6	37.5	41.6	8	5	2	1	6	0	6	0
4:30	43	37.7	27	4	6	6	29	13	37.3	40.1	16	11	2	2	6	0	6	0
4:45	41	39.8	26	5	4	7	32	9	39.0	42.8	19	7	4	1	3	0	6	0
5:00	33	38.9	18	5	4	6	25	8	38.6	40.6	12	6	4	1	4	1	5	0
5:15	39	38.1	22	6	6	5	30	9	37.7	41.5	15	8	5	1	6	0	5	0
5:30	46	39.5	31	5	5	6	37	10	38.6	40.4	24	7	4	1	4	1	5	0
5:45	70	40.0	49	9	5	8	49	21	39.2	42.7	31	18	6	3	5	0	7	1
6:00	66	40.0	46	8	5	7	45	20	39.5	42.0	29	17	6	2	4	0	6	1
6:15	88	39.1	60	13	7	8	66	22	38.4	41.4	42	18	10	3	6	1	8	0
6:30	112	39.2	87	14	5	6	79	33	38.4	41.4	59	28	10	4	5	0	5	0
6:45	125	39.0	96	19	4	6	84	41	38.2	41.1	62	34	13	6	4	0	5	1
7:00	126	38.2	99	20	4	4	79	47	37.3	39.7	60	39	12	7	4	0	3	0
7:15	142	38.3	106	23	6	7	90	51	37.4	40.4	63	42	15	8	5	1	6	1
7:30	163	38.7	131	23	6	4	99	65	37.8	39.7	75	55	15	8	4	2	4	0
7:45	181	40.1	146	25	6	5	110	72	38.8	41.6	86	60	15	10	5	1	4	1
8:00	147	39.5	117	20	5	5	94	52	38.9	41.0	72	45	13	6	4	1	5	0
8:15	135	38.6	99	22	7	7	91	44	38.0	40.4	64	35	15	7	7	1	6	1
8:30	152	38.5	115	22	7	8	98	55	37.5	39.8	69	45	14	8	6	1	7	1
8:45	165	38.3	130	24	5	7	112	53	37.5	40.2	86	43	15	9	4	1	6	1
9:00	151	38.3	109	26	8	8	97	53	37.6	39.9	68	41	17	9	6	2	7	1
9:15	152	39.3	111	27	8	7	100	53	38.6	40.0	71	40	17	10	6	1	6	1
9:30	168	38.5	120	30	10	8	108	59	37.7	40.5	75	45	18	12	8	2	8	1
9:45	176	38.6	131	27	6	11	119	57	37.4	40.9	88	43	16	11	5	2	10	1
10:00	177	38.9	130	27	8	12	115	62	37.9	40.8	80	49	17	10	6	2	12	1
10:15	183	39.2	137	27	7	13	116	67	38.4	40.5	83	54	15	11	6	1	12	1
10:30	182	38.6	142	22	8	10	119	63	37.7	40.1	90	52	13	9	6	1	9	1
10:45	194	39.0	149	28	7	10	127	67	38.1	41.0	95	54	16	12	7	1	9	1
11:00	186	38.7	143	23	9	11	121	65	37.8	40.4	92	51	13	11	8	2	9	2
11:15	199	38.7	155	24	9	11	129	70	37.7	40.5	97	57	13	11	9	1	10	1
11:30	192	38.4	148	25	9	11	123	69	37.7	40.0	89	59	17	8	8	1	10	1
11:45	201	38.3	155	28	8	10	124	77	37.3	39.8	91	64	17	11	7	1	9	1
12:00	196	37.8	155	22	9	10	128	68	37.2	39.2	98	57	14	8	7	1	8	2
12:15	178	37.4	137	24	8	9	112	66	36.3	39.3	84	53	13	11	7	1	8	1
12:30	158	38.2	122	22	7	7	99	60	37.4	39.2	74	48	12	10	6	1	7	0
12:45	157	37.7	127	17	6	8	99	58	37.0	39.1	77	50	11	6	5	1	7	1
13:00	214	36.1	164	28	11	11	133	81	35.3	37.7	101	63	13	15	8	3	10	1
13:15	199	36.7	150	31	8	10	120	79	35.8	38.2	88	61	16	15	7	1	9	1
13:30	186	38.1	145	22	9	10	116	70	36.7	40.6	88	57	11	10	8	1	9	2
13:45	179	38.5	140	23	8	9	118	61	37.7	40.3	90	50	14	8	6	2	8	1

Client:	**HDR**																Site Ref:	**1**
File Number:	**1805551**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.97137**
Location:	**At MP 111**																Longitude:	**-112.72208**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
14:00	179	38.4	140	21	9	9	115	65	37.8	39.2	86	55	13	7	7	2	8	1
14:15	180	38.3	138	27	5	10	113	67	37.3	40.0	84	54	17	10	4	2	8	2
14:30	175	38.7	134	24	7	10	111	64	37.8	40.1	82	51	15	9	5	2	8	2
14:45	177	38.6	131	28	7	11	110	66	38.0	40.0	78	54	18	9	6	1	8	2
15:00	179	38.7	139	24	8	7	112	67	37.8	40.2	86	53	15	9	6	3	5	2
15:15	178	38.4	137	23	7	10	108	70	37.4	40.0	79	59	13	10	7	1	9	1
15:30	167	38.2	128	22	9	8	100	67	37.5	39.1	73	55	13	9	7	2	7	1
15:45	174	38.4	135	23	7	9	102	72	37.4	39.9	77	58	12	11	6	2	8	1
16:00	173	38.6	138	21	6	8	102	71	37.7	39.6	80	58	11	10	4	2	7	1
16:15	163	39.0	128	22	5	8	103	60	38.0	40.6	78	50	13	9	5	0	7	1
16:30	165	38.8	134	17	6	7	101	64	38.0	40.0	78	56	11	7	5	1	6	1
16:45	169	38.3	133	22	6	8	101	67	37.5	39.8	77	56	12	10	5	1	7	1
17:00	168	38.0	137	17	5	9	103	66	37.2	39.0	79	57	11	6	4	2	9	0
17:15	154	37.7	123	19	5	7	92	61	37.1	39.1	70	53	11	8	5	1	7	0
17:30	147	38.4	121	13	6	7	88	59	37.4	39.5	68	53	7	5	5	0	7	0
17:45	143	37.9	118	15	4	6	88	55	37.1	39.3	69	49	10	5	3	1	6	0
18:00	131	36.8	104	13	5	9	83	47	36.2	38.4	63	41	8	4	4	1	8	1
18:15	126	36.8	103	13	4	7	80	46	36.3	37.8	61	41	9	4	3	1	6	0
18:30	114	36.5	93	9	5	7	75	39	36.0	37.5	59	35	5	4	4	0	7	0
18:45	114	36.7	94	10	5	6	74	40	36.0	37.7	58	36	6	4	4	1	6	0
19:00	99	37.0	77	11	6	5	64	35	35.9	38.9	48	29	7	4	5	1	4	0
19:15	86	36.5	71	7	3	5	63	23	36.1	38.1	50	21	6	2	3	0	5	0
19:30	84	36.7	65	10	3	6	57	27	36.2	38.2	43	23	7	4	2	0	5	0
19:45	79	37.7	61	8	5	6	54	25	37.0	39.3	39	22	5	3	4	1	5	0
20:00	74	36.9	56	7	4	7	50	24	36.4	37.8	36	20	5	2	3	1	7	1
20:15	70	36.8	53	6	5	6	48	22	36.6	37.4	35	19	4	1	4	1	6	0
20:30	67	36.8	51	7	3	6	47	20	36.1	38.5	33	18	5	2	3	0	6	0
20:45	57	38.5	45	5	3	4	38	20	37.8	38.1	28	18	4	1	3	0	4	0
21:00	56	36.8	43	5	3	5	36	19	36.8	38.3	25	17	4	2	3	0	5	0
21:15	51	36.7	38	5	3	5	35	15	36.4	38.9	24	14	4	1	3	0	5	0
21:30	52	36.8	38	5	4	5	39	13	36.8	37.6	26	12	4	1	4	0	5	0
21:45	38	37.1	26	5	2	4	27	10	37.4	39.1	18	9	3	1	2	0	4	0
22:00	39	37.5	29	4	3	4	26	13	36.0	39.5	17	11	2	1	2	0	4	0
22:15	34	38.3	25	4	2	4	25	10	36.6	39.8	17	8	2	1	2	0	4	0
22:30	29	37.4	20	3	2	3	21	8	36.7	40.0	13	7	3	0	2	0	3	0
22:45	27	38.3	17	3	3	4	20	7	37.3	39.6	12	5	2	1	3	0	4	0
23:00	24	37.9	16	2	2	4	17	7	37.2	38.7	10	6	1	1	2	0	4	0
23:15	21	39.0	14	3	2	3	16	6	37.0	40.5	9	4	2	1	2	0	2	0
23:30	22	37.6	14	2	2	4	17	5	36.5	38.9	11	3	1	1	2	0	4	0
23:45	18	38.1	12	1	2	3	13	5	37.2	39.4	8	4	1	0	2	0	2	0
Day Totals	**10069**	**38.2**	**7606**	**1288**	**505**	**670**	**6532**	**3537**	**37.4**	**39.8**	**4686**	**2919**	**805**	**484**	**431**	**73**	**610**	**60**
AM Peak Hr	**11:15**																	
AM Peak Vol	**788**																	
AM PHF	**0.9801**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**779**																	
PM PHF	**0.9100**																	

Client:	HDR						Site 2 Eastbound 7 Day Traffic Count										Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/8/2019	24	64.8	11	2	8	3	13	11	64.4	65.2	2	9	2	0	6	2	3	0
1/8/2019 0:15	15	64.4	9	0	3	3	11	4	62.1	70.9	6	3	0	0	2	1	3	0
1/8/2019 0:30	23	65.9	7	2	10	4	19	4	65.3	68.8	5	2	2	0	9	1	3	1
1/8/2019 0:45	12	62.4	6	0	4	2	11	1	62.2	64.4	5	1	0	0	4	0	2	0
1/8/2019 1:00	16	64.2	6	1	7	2	13	3	64.2	64.4	4	2	1	0	6	1	2	0
1/8/2019 1:15	18	66.4	9	2	3	4	15	3	65.9	68.6	6	3	2	0	3	0	4	0
1/8/2019 1:30	17	64.7	11	1	5	0	12	5	64.1	66.2	6	5	1	0	5	0	0	0
1/8/2019 1:45	6	64.2	0	2	1	3	6	0	64.2	66.2	0	0	2	0	1	0	3	0
1/8/2019 2:00	14	64.3	9	0	4	1	8	6	62	67.3	3	6	0	0	4	0	1	0
1/8/2019 2:15	9	63.2	4	0	2	3	7	2	64	60.5	2	2	0	0	2	0	3	0
1/8/2019 2:30	15	64.7	9	0	5	1	10	5	64.6	64.8	4	5	0	0	5	0	1	0
1/8/2019 2:45	10	63.9	4	1	4	1	8	2	61.7	72.5	2	2	1	0	4	0	1	0
1/8/2019 3:00	9	65.7	6	0	2	1	5	4	60.1	72.7	3	3	0	0	1	1	1	0
1/8/2019 3:15	9	64.2	3	1	3	2	8	1	63.6	69.1	2	1	1	0	3	0	2	0
1/8/2019 3:30	16	65.0	6	2	6	2	12	4	63.6	69.3	2	4	2	0	6	0	2	0
1/8/2019 3:45	18	66.3	12	2	2	2	14	4	64.1	74.1	10	2	1	1	2	0	1	1
1/8/2019 4:00	20	65.4	11	1	5	3	15	5	65.1	66.3	7	4	1	0	4	1	3	0
1/8/2019 4:15	15	61.1	10	0	4	1	11	4	62.7	56.6	6	4	0	0	4	0	1	0
1/8/2019 4:30	21	64.0	16	0	5	0	14	7	61.5	68.9	10	6	0	0	4	1	0	0
1/8/2019 4:45	25	64.6	10	5	8	2	18	7	64.2	65.8	6	4	4	1	7	1	1	1
1/8/2019 5:00	34	66.2	22	2	7	3	23	11	65.7	67.3	12	10	2	0	6	1	3	0
1/8/2019 5:15	34	67.1	22	1	9	2	19	15	63.8	71.2	9	13	0	1	8	1	2	0
1/8/2019 5:30	35	66.8	28	0	5	2	23	12	65.8	68.7	16	12	0	0	5	0	2	0
1/8/2019 5:45	39	68.2	32	2	4	1	25	14	66.7	71	20	12	1	1	3	1	1	0
1/8/2019 6:00	49	67.6	36	3	9	1	29	20	64.7	71.9	19	17	2	1	7	2	1	0
1/8/2019 6:15	67	65.0	52	3	7	5	37	30	62.9	67.7	26	26	3	0	5	2	3	2
1/8/2019 6:30	51	63.5	37	6	8	0	32	19	61.9	66.2	19	18	5	1	8	0	0	0
1/8/2019 6:45	62	63.9	50	8	4	0	40	22	63.8	64.1	32	18	5	3	3	1	0	0
1/8/2019 7:00	51	62.5	39	6	3	3	38	13	61.3	66	27	12	6	0	2	1	3	0
1/8/2019 7:15	56	64.3	39	5	11	1	36	20	63.4	65.9	20	19	4	1	11	0	1	0
1/8/2019 7:30	83	63.8	64	9	6	4	48	35	64.2	63.2	34	30	7	2	5	1	2	2
1/8/2019 7:45	85	65.6	65	9	10	1	51	34	64.9	66.7	37	28	4	5	9	1	1	0
1/8/2019 8:00	93	65.6	73	5	15	0	48	45	63.3	68	34	39	2	3	12	3	0	0
1/8/2019 8:15	95	65.1	75	8	12	0	57	38	64	66.7	41	34	5	3	11	1	0	0
1/8/2019 8:30	81	66.0	64	8	8	1	59	22	65.4	67.7	45	19	6	2	7	1	1	0
1/8/2019 8:45	79	65.8	57	10	11	1	49	30	64.2	68.3	34	23	4	6	11	0	0	1
1/8/2019 9:00	109	65.1	76	11	18	4	71	38	63	69.1	43	33	8	3	16	2	4	0
1/8/2019 9:15	113	66.0	87	11	12	3	70	43	63.9	69.3	52	35	9	2	7	5	2	1
1/8/2019 9:30	102	64.4	73	14	10	5	62	40	62.9	66.6	38	35	9	5	10	0	5	0
1/8/2019 9:45	111	66.5	83	11	13	4	66	45	65	68.7	43	40	8	3	11	2	4	0
1/8/2019 10:00	116	65.0	86	14	13	3	68	48	62.8	68.2	46	40	10	4	10	3	2	1
1/8/2019 10:15	114	65.7	73	27	9	5	73	41	64.2	68.3	44	29	18	9	7	2	4	1
1/8/2019 10:30	133	66.0	100	17	12	4	82	51	65.8	66.2	56	44	12	5	10	2	4	0
1/8/2019 10:45	109	64.1	89	12	5	3	69	40	63.1	65.8	52	37	10	2	4	1	3	0
1/8/2019 11:00	126	65.4	94	13	17	2	87	39	64.4	67.5	58	36	10	3	17	0	2	0
1/8/2019 11:15	124	65.2	101	12	9	2	74	50	63.2	68.2	55	46	10	2	8	1	1	1
1/8/2019 11:30	119	66.9	88	11	15	5	69	50	65.2	69.2	46	42	8	3	10	5	5	0
1/8/2019 11:45	117	64.9	87	14	13	3	73	44	62.6	68.6	49	38	10	4	12	1	2	1
1/8/2019 12:00	151	65.3	121	10	16	4	98	53	64.2	67.2	74	47	8	2	12	4	4	0
1/8/2019 12:15	142	64.8	112	12	14	4	78	64	62.5	67.7	59	53	8	4	9	5	2	2
1/8/2019 12:30	155	65.1	124	15	15	1	90	65	63.5	67.2	69	55	10	5	11	4	0	1
1/8/2019 12:45	165	65.7	135	12	15	3	93	72	64.7	67	66	69	11	1	13	2	3	0
1/8/2019 13:00	159	65.8	119	14	23	3	83	76	64.8	66.8	52	67	6	8	23	0	2	1
1/8/2019 13:15	147	65.0	119	12	12	4	87	60	63.6	67	70	49	7	5	8	4	2	2
1/8/2019 13:30	167	64.8	123	25	18	1	96	71	62.8	67.5	58	65	20	5	17	1	1	0
1/8/2019 13:45	143	65.3	114	15	10	4	77	66	64.2	66.5	56	58	9	6	9	1	3	1

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/8/2019 14:00	167	64.8	120	25	19	3	85	82	63.2	66.5	52	68	16	9	15	4	2	1
1/8/2019 14:15	170	63.5	122	26	19	3	90	80	61.9	65.3	54	68	19	7	15	4	2	1
1/8/2019 14:30	155	65.2	116	19	15	5	84	71	63	67.9	57	59	13	6	13	2	1	4
1/8/2019 14:45	187	66.1	145	20	19	3	94	93	64.2	68.1	67	78	12	8	15	4	0	3
1/8/2019 15:00	166	66.7	129	16	17	4	85	81	65.3	68.1	56	73	11	5	15	2	3	1
1/8/2019 15:15	202	64.5	159	29	11	3	113	89	63.2	66.1	82	77	19	10	9	2	3	0
1/8/2019 15:30	194	65.2	156	19	16	3	104	90	63.9	66.6	77	79	12	7	14	2	1	2
1/8/2019 15:45	169	65.3	144	8	12	5	89	80	64	66.8	69	75	3	5	12	0	5	0
1/8/2019 16:00	170	64.3	145	11	11	3	84	86	63.8	64.7	64	81	7	4	10	1	3	0
1/8/2019 16:15	165	66.8	145	10	10	0	81	84	65.4	68.2	68	77	6	4	7	3	0	0
1/8/2019 16:30	182	66.1	152	15	13	2	98	84	64.9	67.6	74	78	12	3	11	2	1	1
1/8/2019 16:45	181	66.1	150	17	9	5	92	89	65.1	67.2	66	84	13	4	9	0	4	1
1/8/2019 17:00	182	65.7	157	12	9	4	79	103	64.7	66.4	61	96	6	6	8	1	4	0
1/8/2019 17:15	173	66.0	149	11	11	2	92	81	64.2	68	73	76	8	3	9	2	2	0
1/8/2019 17:30	137	65.9	116	5	9	7	70	67	63.3	68.7	55	61	2	3	7	2	6	1
1/8/2019 17:45	131	65.9	113	2	14	2	65	66	64.6	67.2	51	62	0	2	13	1	1	1
1/8/2019 18:00	112	64.5	83	13	13	3	60	52	62.6	66.7	40	43	6	7	11	2	3	0
1/8/2019 18:15	107	66.3	88	9	5	5	61	46	65.4	67.4	45	43	7	2	4	1	5	0
1/8/2019 18:30	107	65.0	89	7	9	2	62	45	63.9	66.4	47	42	5	2	8	1	2	0
1/8/2019 18:45	91	65.5	71	5	12	3	45	46	63.3	67.6	27	44	4	1	11	1	3	0
1/8/2019 19:00	82	65.3	58	7	13	4	48	34	64.3	66.7	25	33	7	0	12	1	4	0
1/8/2019 19:15	67	64.3	50	3	10	4	39	28	63.6	65.3	26	24	2	1	8	2	3	1
1/8/2019 19:30	69	64.9	57	2	8	2	40	29	63.8	66.4	29	28	1	1	8	0	2	0
1/8/2019 19:45	67	64.4	52	4	9	2	40	27	62.5	67.2	27	25	2	2	9	0	2	0
1/8/2019 20:00	57	64.1	50	2	5	0	33	24	63.5	64.9	26	24	2	0	5	0	0	0
1/8/2019 20:15	52	64.0	38	2	10	2	30	22	62.7	65.7	16	22	2	0	10	0	2	0
1/8/2019 20:30	47	64.5	39	3	3	2	29	18	63	66.9	22	17	2	1	3	0	2	0
1/8/2019 20:45	34	63.3	26	0	5	3	18	16	61.8	65	13	13	0	0	3	2	2	1
1/8/2019 21:00	38	64.2	31	1	5	1	25	13	63.8	64.9	18	13	1	0	5	0	1	0
1/8/2019 21:15	45	60.4	28	2	12	3	31	14	60.3	60.6	17	11	1	1	10	2	3	0
1/8/2019 21:30	49	64.5	34	6	9	0	33	16	63.2	67.1	19	15	6	0	8	1	0	0
1/8/2019 21:45	32	63.9	17	5	8	2	20	12	61	68.8	8	9	5	0	5	3	2	0
1/8/2019 22:00	36	63.7	28	1	6	1	20	16	63.7	63.6	14	14	0	1	5	1	1	0
1/8/2019 22:15	30	62.5	17	1	11	1	21	9	61.9	63.8	8	9	1	0	11	0	1	0
1/8/2019 22:30	32	64.4	23	3	4	2	17	15	61.3	67.9	9	14	3	0	3	1	2	0
1/8/2019 22:45	37	65.3	23	0	12	2	21	16	63.4	67.8	8	15	0	0	11	1	2	0
1/8/2019 23:00	25	66.2	15	0	9	1	18	7	65.1	69.2	8	7	0	0	9	0	1	0
1/8/2019 23:15	26	66.2	14	3	6	3	17	9	66.1	66.5	6	8	3	0	5	1	3	0
1/8/2019 23:30	20	60.8	10	1	9	0	12	8	60.5	61.3	2	8	1	0	9	0	0	0
1/8/2019 23:45	24	64.0	14	0	6	4	16	8	62.7	66.5	9	5	0	0	4	2	3	1
Day Totals	**7945**	**65.2**	**6091**	**714**	**902**	**238**	**4571**	**3374**	**63.8**	**67.1**	**3097**	**2994**	**497**	**217**	**778**	**124**	**199**	**39**
AM Peak Hr	**11:45**																	
AM Peak Vol	**565**																	
AM PHF	**0.9113**																	
PM Peak Hr	**14:45**																	
PM Peak Vol	**749**																	
PM PHF	**0.9270**																	

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/9/2019	22	64.5	5	2	10	5	18	4	64.5	64.6	2	3	1	1	10	0	5	0
1/9/2019 0:15	18	66.4	6	1	4	7	14	4	66	67.8	2	4	1	0	4	0	7	0
1/9/2019 0:30	17	63.5	7	0	7	3	13	4	62.7	65.9	4	3	0	0	6	1	3	0
1/9/2019 0:45	11	59.2	4	1	4	2	9	2	59.3	58.7	2	2	1	0	4	0	2	0
1/9/2019 1:00	17	63.2	5	1	5	6	14	3	63.4	62.3	2	3	1	0	5	0	6	0
1/9/2019 1:15	16	64.1	4	0	6	6	13	3	61.6	74.8	1	3	0	0	6	0	6	0
1/9/2019 1:30	18	64.2	7	1	7	3	12	6	64.1	64.5	4	3	1	0	5	2	2	1
1/9/2019 1:45	17	66.1	13	1	1	2	11	6	65.1	67.8	7	6	1	0	1	0	2	0
1/9/2019 2:00	11	62.4	4	1	2	4	7	4	61.3	64.3	1	3	0	1	2	0	4	0
1/9/2019 2:15	10	65.9	9	0	0	1	2	8	59.2	67.6	1	8	0	0	0	0	1	0
1/9/2019 2:30	24	64.4	12	3	6	3	18	6	61.7	72.6	6	6	3	0	6	0	3	0
1/9/2019 2:45	9	61.5	1	0	6	2	8	1	61.8	59.2	0	1	0	0	6	0	2	0
1/9/2019 3:00	11	62.2	4	1	6	0	7	4	62.7	61.4	2	2	1	0	4	2	0	0
1/9/2019 3:15	7	60.9	5	0	1	1	5	2	61.6	59.2	3	2	0	0	1	0	1	0
1/9/2019 3:30	16	64.0	9	1	4	2	12	4	64.4	62.8	6	3	0	1	4	0	2	0
1/9/2019 3:45	18	65.7	11	0	5	2	14	4	64.1	71.3	7	4	0	0	5	0	2	0
1/9/2019 4:00	15	66.0	9	1	5	0	14	1	66	65.9	8	1	1	0	5	0	0	0
1/9/2019 4:15	16	60.4	11	0	3	2	13	3	59.6	63.7	8	3	0	0	3	0	2	0
1/9/2019 4:30	27	66.5	20	1	3	3	21	6	67.2	64.1	15	5	1	0	2	1	3	0
1/9/2019 4:45	22	64.3	12	2	7	1	15	7	63.4	66.3	6	6	2	0	6	1	1	0
1/9/2019 5:00	45	66.9	27	5	10	3	29	16	66	68.4	13	14	5	0	8	2	3	0
1/9/2019 5:15	45	65.8	27	2	9	7	33	12	64	70.6	16	11	2	0	8	1	7	0
1/9/2019 5:30	45	66.9	31	0	13	1	32	13	65.3	71	19	12	0	0	12	1	1	0
1/9/2019 5:45	40	66.2	27	3	9	1	27	13	64.5	69.6	17	10	2	1	7	2	1	0
1/9/2019 6:00	38	65.2	26	3	7	2	23	15	62.6	69.1	12	14	2	1	7	0	2	0
1/9/2019 6:15	57	64.8	44	3	8	2	36	21	64.3	65.7	26	18	1	2	7	1	2	0
1/9/2019 6:30	44	62.2	33	2	7	2	29	15	60.2	66.2	18	15	2	0	7	0	2	0
1/9/2019 6:45	63	63.9	52	4	6	1	40	23	62	67.2	30	22	3	1	6	0	1	0
1/9/2019 7:00	74	62.3	53	12	6	3	46	28	60.3	65.5	29	24	10	2	4	2	3	0
1/9/2019 7:15	74	64.3	51	8	9	6	48	26	63.4	66.1	31	20	4	4	8	1	5	1
1/9/2019 7:30	75	64.2	53	8	8	6	52	23	62.2	68.7	33	20	7	1	7	1	5	1
1/9/2019 7:45	80	64.9	66	5	9	0	46	34	63.1	67.3	36	30	3	2	7	2	0	0
1/9/2019 8:00	99	65.0	78	5	13	3	68	31	64	67.3	47	31	5	0	13	0	3	0
1/9/2019 8:15	92	65.6	67	14	10	1	59	33	63.8	68.9	36	31	12	2	10	0	1	0
1/9/2019 8:30	91	64.8	68	9	11	3	55	36	63.1	67.5	35	33	7	2	11	0	2	1
1/9/2019 8:45	108	66.7	70	16	16	6	65	43	64.7	69.6	34	36	13	3	13	3	5	1
1/9/2019 9:00	107	65.3	83	7	15	2	62	45	63.5	67.7	47	36	3	4	10	5	2	0
1/9/2019 9:15	114	65.5	88	13	10	3	64	50	63.8	67.7	46	42	9	4	6	4	3	0
1/9/2019 9:30	116	65.1	93	8	11	4	72	44	63.1	68.4	52	41	6	2	10	1	4	0
1/9/2019 9:45	119	65.9	84	16	15	4	71	48	64.9	67.4	46	38	12	4	9	6	4	0
1/9/2019 10:00	125	65.4	83	24	14	4	82	43	63.7	68.6	52	31	15	9	12	2	3	1
1/9/2019 10:15	125	64.5	96	13	12	4	75	50	62.7	67.2	50	46	11	2	10	2	4	0
1/9/2019 10:30	117	66.1	86	14	15	2	71	46	64.8	68.2	46	40	10	4	13	2	2	0
1/9/2019 10:45	115	64.5	89	10	14	2	70	45	63.1	66.8	49	40	6	4	13	1	2	0
1/9/2019 11:00	136	63.9	109	14	11	2	81	55	61.6	67.2	58	51	11	3	10	1	2	0
1/9/2019 11:15	119	65.0	93	10	14	2	80	39	63.7	67.7	58	35	7	3	13	1	2	0
1/9/2019 11:30	149	64.4	107	20	21	1	87	62	62.8	66.6	58	49	13	7	15	6	1	0
1/9/2019 11:45	111	64.2	87	14	8	2	66	45	63	65.9	45	42	11	3	8	0	2	0
1/9/2019 12:00	157	65.2	120	17	20	0	88	69	63.2	67.7	61	59	12	5	15	5	0	0
1/9/2019 12:15	126	64.5	88	19	17	2	71	55	63.3	66.1	42	46	17	2	11	6	1	1
1/9/2019 12:30	150	66.5	117	13	15	5	84	66	64.5	69	60	57	10	3	10	5	4	1
1/9/2019 12:45	144	65.5	109	17	16	2	81	63	64.1	67.2	50	59	14	3	15	1	2	0
1/9/2019 13:00	119	63.8	96	12	8	3	55	64	63	64.4	42	54	8	4	2	6	3	0
1/9/2019 13:15	152	65.9	121	15	11	5	82	70	63.5	68.7	59	62	8	7	11	0	4	1
1/9/2019 13:30	157	65.0	125	13	15	4	79	78	62.8	67.3	58	67	7	6	12	3	2	2
1/9/2019 13:45	163	63.9	129	21	13	0	86	77	62.3	65.6	64	65	14	7	8	5	0	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/9/2019 14:00	164	62.5	126	13	20	5	89	75	60	65.5	58	68	10	3	18	2	3	2
1/9/2019 14:15	171	64.5	136	18	12	5	87	84	63.3	65.7	61	75	13	5	11	1	2	3
1/9/2019 14:30	202	66.0	160	18	23	1	109	93	63.5	69	75	85	13	5	21	2	0	1
1/9/2019 14:45	181	63.7	141	18	18	4	94	87	61.7	65.8	67	74	10	8	14	4	3	1
1/9/2019 15:00	169	65.2	132	17	12	8	92	77	63.7	66.9	66	66	10	7	10	2	6	2
1/9/2019 15:15	187	65.1	153	17	14	3	89	98	62.8	67.1	66	87	9	8	12	2	2	1
1/9/2019 15:30	180	63.0	149	17	11	3	85	95	61.5	64.4	64	85	9	8	9	2	3	0
1/9/2019 15:45	162	65.0	139	10	11	2	86	76	63.8	66.4	69	70	7	3	9	2	1	1
1/9/2019 16:00	178	64.6	145	10	17	6	88	90	63.5	65.6	61	84	5	5	17	0	5	1
1/9/2019 16:15	184	66.3	152	15	16	1	95	89	64.7	68	73	79	9	6	12	4	1	0
1/9/2019 16:30	163	64.5	136	16	8	3	77	86	62.4	66.3	57	79	11	5	6	2	3	0
1/9/2019 16:45	166	64.9	146	8	9	3	73	93	62.4	66.8	61	85	4	4	5	4	3	0
1/9/2019 17:00	205	66.1	165	21	14	5	100	105	64.8	67.3	74	91	12	9	11	3	3	2
1/9/2019 17:15	152	65.4	120	16	12	4	82	70	63.6	67.5	57	63	10	6	11	1	4	0
1/9/2019 17:30	129	66.4	106	3	18	2	69	60	64.1	69.1	47	59	2	1	18	0	2	0
1/9/2019 17:45	153	64.1	126	8	13	6	84	69	63.1	65.3	63	63	6	2	11	2	4	2
1/9/2019 18:00	112	65.0	89	7	13	3	61	51	63.7	66.5	42	47	4	3	13	0	2	1
1/9/2019 18:15	118	64.6	104	5	7	2	65	53	63.2	66.4	53	51	4	1	6	1	2	0
1/9/2019 18:30	94	65.0	70	8	13	3	53	41	63	67.6	32	38	6	2	13	0	2	1
1/9/2019 18:45	76	64.4	55	3	13	5	50	26	62.1	68.9	30	25	3	0	12	1	5	0
1/9/2019 19:00	70	64.6	59	2	7	2	38	32	62.5	67	27	32	2	0	7	0	2	0
1/9/2019 19:15	70	63.8	53	5	9	3	41	29	64.8	62.3	27	26	4	1	7	2	3	0
1/9/2019 19:30	78	66.1	66	2	6	4	44	34	65.8	66.4	34	32	1	1	6	0	3	1
1/9/2019 19:45	75	65.0	59	4	11	1	51	24	64.3	66.6	36	23	3	1	11	0	1	0
1/9/2019 20:00	61	62.8	44	2	12	3	39	22	62.4	63.5	24	20	2	0	11	1	2	1
1/9/2019 20:15	72	64.2	58	3	10	1	41	31	63.6	65	28	30	3	0	9	1	1	0
1/9/2019 20:30	53	64.2	41	2	7	3	33	20	62.5	66.9	22	19	2	0	6	1	3	0
1/9/2019 20:45	60	63.9	48	5	6	1	32	28	62	66	24	24	1	4	6	0	1	0
1/9/2019 21:00	51	61.9	42	2	6	1	21	30	59.8	63.3	15	27	0	2	5	1	1	0
1/9/2019 21:15	31	65.3	23	0	5	3	14	17	61.5	68.5	8	15	0	0	4	1	2	1
1/9/2019 21:30	46	64.2	30	5	8	3	34	12	64.1	64.5	21	9	5	0	6	2	2	1
1/9/2019 21:45	34	62.7	20	2	8	4	21	13	61.6	64.5	8	12	2	0	8	0	3	1
1/9/2019 22:00	36	61.4	29	0	6	1	22	14	61.4	61.4	15	14	0	0	6	0	1	0
1/9/2019 22:15	34	63.1	20	3	9	2	19	15	62.3	64.2	9	11	1	2	7	2	2	0
1/9/2019 22:30	40	60.5	27	4	4	5	24	16	60.2	61	13	14	2	2	4	0	5	0
1/9/2019 22:45	22	59.5	15	2	4	1	12	10	58.7	60.4	6	9	2	0	3	1	1	0
1/9/2019 23:00	35	65.4	16	1	13	5	24	11	65.7	64.8	8	8	0	1	11	2	5	0
1/9/2019 23:15	30	63.4	16	1	8	5	20	10	62.1	65.9	9	7	1	0	5	3	5	0
1/9/2019 23:30	19	65.5	11	1	6	1	12	7	62.3	70.9	5	6	0	1	6	0	1	0
1/9/2019 23:45	26	65.4	13	1	9	3	17	9	64.7	66.6	6	7	1	0	7	2	3	0
Day Totals	**8102**	**64.8**	**6174**	**701**	**946**	**281**	**4622**	**3480**	**63.2**	**66.8**	**3083**	**3091**	**485**	**216**	**807**	**139**	**247**	**34**
AM Peak Hr	**11:45**																	
AM Peak Vol	**544**																	
AM PHF	**0.8662**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**739**																	
PM PHF	**0.9146**																	

Client:	HDR																Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/10/2019	19	67.0	11	1	5	2	13	6	65.5	70.4	6	5	1	0	4	1	2	0
1/10/2019 0:15	17	62.9	11	2	3	1	9	8	60.6	65.4	5	6	2	0	1	2	1	0
1/10/2019 0:30	17	64.2	5	2	6	4	13	4	64.1	64.4	1	4	2	0	6	0	4	0
1/10/2019 0:45	18	66.7	8	0	5	5	15	3	66.5	67.8	6	2	0	0	5	0	4	1
1/10/2019 1:00	18	66.5	13	1	4	0	11	7	63.1	71.9	6	7	1	0	4	0	0	0
1/10/2019 1:15	17	61.1	5	1	8	3	15	2	62	54.4	4	1	1	0	7	1	3	0
1/10/2019 1:30	12	67.4	4	1	5	2	9	3	67	68.5	2	2	0	1	5	0	2	0
1/10/2019 1:45	14	64.7	3	0	11	0	11	3	65.9	60.4	2	1	0	0	9	2	0	0
1/10/2019 2:00	13	63.5	3	1	8	1	9	4	59.6	72.4	1	2	0	1	7	1	1	0
1/10/2019 2:15	15	64.0	6	1	6	2	11	4	65.2	60.6	2	4	1	0	6	0	2	0
1/10/2019 2:30	20	63.2	4	2	10	4	14	6	62.5	64.8	1	3	1	1	8	2	4	0
1/10/2019 2:45	9	61.9	3	0	5	1	6	3	60.2	65.3	1	2	0	0	4	1	1	0
1/10/2019 3:00	9	64.7	5	0	4	0	6	3	64.7	64.8	2	3	0	0	4	0	0	0
1/10/2019 3:15	11	63.9	6	0	3	2	9	2	63.3	66.8	5	1	0	0	3	0	1	1
1/10/2019 3:30	14	69.5	8	0	4	2	10	4	67	75.6	5	3	0	0	3	1	2	0
1/10/2019 3:45	13	63.2	8	0	5	0	11	2	60.3	79.1	6	2	0	0	5	0	0	0
1/10/2019 4:00	15	66.3	10	2	1	2	13	2	66	68.6	9	1	1	1	1	0	2	0
1/10/2019 4:15	21	62.9	11	1	5	4	14	7	61.4	65.8	6	5	0	1	4	1	4	0
1/10/2019 4:30	31	65.6	19	0	9	3	22	9	63.7	70.4	11	8	0	0	8	1	3	0
1/10/2019 4:45	25	65.5	12	0	11	2	19	6	65.5	65.3	7	5	0	0	11	0	1	1
1/10/2019 5:00	36	67.0	26	3	6	1	23	13	65	70.4	14	12	3	0	6	0	0	1
1/10/2019 5:15	36	67.0	25	1	9	1	23	13	65.7	69.2	13	12	1	0	8	1	1	0
1/10/2019 5:30	34	65.3	24	1	6	3	22	12	65.8	64.3	13	11	1	0	6	0	2	1
1/10/2019 5:45	45	65.5	35	1	8	1	27	18	62.5	69.9	19	16	0	1	7	1	1	0
1/10/2019 6:00	61	66.4	43	2	9	7	37	24	64.4	69.5	20	23	2	0	8	1	7	0
1/10/2019 6:15	67	66.5	53	5	5	4	38	29	65.1	68.4	27	26	4	1	3	2	4	0
1/10/2019 6:30	52	66.2	32	6	13	1	37	15	64.2	71.1	19	13	5	1	12	1	1	0
1/10/2019 6:45	47	63.0	33	4	8	2	30	17	61.1	66.4	19	14	1	3	8	0	2	0
1/10/2019 7:00	68	62.3	48	7	8	5	42	26	59.9	66.2	26	22	5	2	6	2	5	0
1/10/2019 7:15	64	64.4	48	5	10	1	38	26	62.7	67	25	23	3	2	9	1	1	0
1/10/2019 7:30	69	64.0	53	1	12	3	39	30	62.7	65.8	24	29	1	0	11	1	3	0
1/10/2019 7:45	82	64.3	63	6	9	4	53	29	62.7	67.1	36	27	5	1	9	0	3	1
1/10/2019 8:00	89	63.3	68	9	8	4	50	39	61.7	65.3	33	35	5	4	8	0	4	0
1/10/2019 8:15	119	65.7	93	14	11	1	80	39	64.5	68.2	57	36	12	2	10	1	1	0
1/10/2019 8:30	92	63.4	65	7	15	5	54	38	61.7	65.8	35	30	4	3	11	4	4	1
1/10/2019 8:45	106	62.9	67	17	20	2	65	41	60.9	66.1	33	34	15	2	16	4	1	1
1/10/2019 9:00	105	62.6	74	12	13	6	69	36	61.4	64.8	43	31	8	4	12	1	6	0
1/10/2019 9:15	111	65.2	78	17	13	3	72	39	63.3	68.7	47	31	12	5	10	3	3	0
1/10/2019 9:30	122	65.4	85	14	19	4	68	54	63.4	68	42	43	8	6	14	5	4	0
1/10/2019 9:45	132	66.3	102	9	14	7	74	58	64.4	68.7	51	51	4	5	12	2	7	0
1/10/2019 10:00	96	64.4	80	4	11	1	59	37	63.1	66.5	44	36	3	1	11	0	1	0
1/10/2019 10:15	132	65.0	104	10	16	2	74	58	63.2	67.4	53	51	8	2	12	4	1	1
1/10/2019 10:30	131	64.4	94	13	21	3	81	50	63.3	66.1	47	47	12	1	19	2	3	0
1/10/2019 10:45	120	65.2	97	8	14	1	70	50	63.7	67.3	50	47	7	1	12	2	1	0
1/10/2019 11:00	137	64.7	104	13	19	1	83	54	64	65.9	59	45	9	4	15	4	0	1
1/10/2019 11:15	112	65.0	80	13	16	3	67	45	63.4	67.3	46	34	7	6	12	4	2	1
1/10/2019 11:30	150	65.9	123	10	14	3	91	59	64.2	68.6	70	53	5	5	14	0	2	1
1/10/2019 11:45	166	65.4	117	29	18	2	83	83	63.2	67.5	51	66	17	12	14	4	1	1
1/10/2019 12:00	150	66.1	114	13	22	1	81	69	65.5	66.7	49	65	10	3	21	1	1	0
1/10/2019 12:15	151	64.9	129	7	13	2	87	64	63.8	66.3	67	62	6	1	12	1	2	0
1/10/2019 12:30	150	64.4	115	15	16	4	78	72	62.5	66.4	52	63	11	4	11	5	4	0
1/10/2019 12:45	162	64.3	137	11	11	3	89	73	63.7	65	73	64	6	5	7	4	3	0
1/10/2019 13:00	173	65.3	133	19	17	4	97	76	63.1	68	65	68	13	6	16	1	3	1
1/10/2019 13:15	155	65.0	121	14	16	4	88	67	62.8	68	62	59	8	6	14	2	4	0
1/10/2019 13:30	156	64.7	131	13	11	1	81	75	63.3	66.3	62	69	12	1	6	5	1	0
1/10/2019 13:45	217	64.8	175	18	17	7	109	108	63.1	66.6	78	97	14	4	13	4	4	3

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/10/2019 14:00	170	64.8	137	13	18	2	95	75	63.7	66.1	72	65	9	4	12	6	2	0
1/10/2019 14:15	185	65.6	144	23	15	3	100	85	63.3	68.2	71	73	14	9	12	3	3	0
1/10/2019 14:30	208	65.6	161	27	17	3	108	100	63.8	67.6	74	87	17	10	14	3	3	0
1/10/2019 14:45	192	66.0	145	25	19	3	100	92	64.9	67.1	67	78	14	11	17	2	2	1
1/10/2019 15:00	191	65.9	163	10	17	1	103	88	64.4	67.7	80	83	7	3	15	2	1	0
1/10/2019 15:15	220	66.0	185	22	10	3	110	110	64.6	67.4	87	98	13	9	8	2	2	1
1/10/2019 15:30	193	65.6	164	18	10	1	96	97	63.8	67.4	74	90	13	5	8	2	1	0
1/10/2019 15:45	183	64.4	155	16	12	0	92	91	62.8	66	71	84	13	3	8	4	0	0
1/10/2019 16:00	179	67.2	152	17	8	2	93	86	66.1	68.4	71	81	13	4	7	1	2	0
1/10/2019 16:15	177	66.2	159	8	5	5	90	87	64.5	68	76	83	6	2	3	2	5	0
1/10/2019 16:30	202	65.5	167	16	17	2	95	107	63.9	67	71	96	7	9	15	2	2	0
1/10/2019 16:45	175	63.9	147	11	12	5	85	90	62.5	65.2	65	82	4	7	11	1	5	0
1/10/2019 17:00	208	65.1	165	16	23	4	107	101	63.4	66.8	74	91	11	5	19	4	3	1
1/10/2019 17:15	173	65.7	136	19	13	5	96	77	64.4	67.3	71	65	13	6	9	4	3	2
1/10/2019 17:30	134	64.3	119	6	8	1	69	65	63	65.7	56	63	4	2	8	0	1	0
1/10/2019 17:45	137	64.2	110	5	16	6	71	66	62.1	66.4	50	60	3	2	13	3	5	1
1/10/2019 18:00	142	63.5	121	8	10	3	62	80	61.8	64.8	46	75	5	3	8	2	3	0
1/10/2019 18:15	120	63.2	95	9	12	4	61	59	61.6	64.9	40	55	6	3	11	1	4	0
1/10/2019 18:30	118	64.4	94	8	14	2	60	58	62.7	66.2	38	56	7	1	13	1	2	0
1/10/2019 18:45	94	64.7	78	2	11	3	58	36	63.8	66.2	44	34	1	1	11	0	2	1
1/10/2019 19:00	92	65.3	80	3	7	2	53	39	64.5	66.4	42	38	3	0	6	1	2	0
1/10/2019 19:15	99	65.2	78	8	11	2	48	51	63.6	66.8	35	43	5	3	7	4	1	1
1/10/2019 19:30	74	64.9	55	1	13	5	45	29	63.5	67	30	25	0	1	11	2	4	1
1/10/2019 19:45	93	64.2	75	4	10	4	48	45	62.8	65.6	32	43	4	0	8	2	4	0
1/10/2019 20:00	77	63.0	63	3	10	1	36	41	61	64.8	25	38	2	1	8	2	1	0
1/10/2019 20:15	71	63.0	49	3	16	3	43	28	60.5	66.8	24	25	1	2	16	0	2	1
1/10/2019 20:30	53	63.2	42	2	7	2	26	27	62	64.3	18	24	1	1	6	1	1	1
1/10/2019 20:45	55	65.7	39	0	15	1	36	19	66.1	64.8	21	18	0	0	14	1	1	0
1/10/2019 21:00	65	63.0	50	6	8	1	39	26	60.8	66.3	27	23	5	1	6	2	1	0
1/10/2019 21:15	62	62.8	45	4	10	3	40	22	61.8	64.7	25	20	3	1	9	1	3	0
1/10/2019 21:30	36	65.9	25	2	5	4	19	17	64.8	67.2	9	16	2	0	4	1	4	0
1/10/2019 21:45	46	65.9	35	2	9	0	29	17	64.2	68.7	19	16	1	1	9	0	0	0
1/10/2019 22:00	42	64.4	30	1	8	3	26	16	62.5	67.6	16	14	0	1	7	1	3	0
1/10/2019 22:15	35	64.3	25	5	3	2	21	14	65.1	63	13	12	3	2	3	0	2	0
1/10/2019 22:30	41	63.8	24	2	14	1	28	13	61.8	68	11	13	2	0	14	0	1	0
1/10/2019 22:45	40	58.8	23	8	8	1	24	16	58	60	11	12	6	2	6	2	1	0
1/10/2019 23:00	34	58.7	21	3	9	1	26	8	58.1	60.7	14	7	3	0	8	1	1	0
1/10/2019 23:15	22	58.9	13	2	4	3	15	7	59	58.8	8	5	1	1	3	1	3	0
1/10/2019 23:30	25	59.0	16	1	5	3	15	10	60.1	57.3	8	8	0	1	5	0	2	1
1/10/2019 23:45	30	62.7	13	2	10	5	20	10	62.1	64	7	6	1	1	7	3	5	0
Day Totals	**8716**	**64.8**	**6722**	**707**	**1035**	**252**	**4887**	**3829**	**63.3**	**66.8**	**3305**	**3417**	**480**	**227**	**879**	**156**	**223**	**29**
AM Peak Hr	**11:30**																	
AM Peak Vol	**617**																	
AM PHF	**0.9292**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**811**																	
PM PHF	**0.9216**																	

Client:	HDR																Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/11/2019	22	64.1	12	1	6	3	16	6	62.8	67.4	6	6	1	0	6	0	3	0
1/11/2019 0:15	27	68.1	15	0	6	6	21	6	67	71.8	9	6	0	0	6	0	6	0
1/11/2019 0:30	31	63.3	19	1	5	6	19	12	60.1	68.4	8	11	1	0	5	0	5	1
1/11/2019 0:45	19	62.4	8	2	6	3	14	5	61	66.5	4	4	2	0	5	1	3	0
1/11/2019 1:00	14	67.3	9	0	5	0	10	4	66.7	68.9	5	4	0	0	5	0	0	0
1/11/2019 1:15	14	63.1	6	1	4	3	12	2	63.3	62.1	4	2	1	0	4	0	3	0
1/11/2019 1:30	20	61.7	8	2	5	5	16	4	60.3	67.5	4	4	2	0	5	0	5	0
1/11/2019 1:45	16	63.5	7	2	6	1	9	7	63	64.1	2	5	1	1	5	1	1	0
1/11/2019 2:00	11	61.7	5	0	4	2	9	2	62.2	59.3	3	2	0	0	4	0	2	0
1/11/2019 2:15	13	64.5	5	0	6	2	10	3	62.5	71	2	3	0	0	6	0	2	0
1/11/2019 2:30	12	60.2	7	1	1	3	9	3	59.6	61.9	6	1	0	1	1	0	2	1
1/11/2019 2:45	11	63.8	5	0	5	1	8	3	63.8	63.9	3	2	0	0	4	1	1	0
1/11/2019 3:00	11	60.5	2	1	7	1	9	2	58.4	69.7	1	1	1	0	6	1	1	0
1/11/2019 3:15	20	63.3	13	0	6	1	15	5	64.9	58.6	9	4	0	0	5	1	1	0
1/11/2019 3:30	16	67.3	8	1	6	1	11	5	64.5	73.4	3	5	1	0	6	0	1	0
1/11/2019 3:45	23	64.3	10	0	12	1	18	5	63.6	67	8	2	0	0	9	3	1	0
1/11/2019 4:00	20	67.9	14	1	3	2	11	9	64.8	71.6	5	9	1	0	3	0	2	0
1/11/2019 4:15	23	66.3	15	1	6	1	17	6	64.6	71.3	10	5	0	1	6	0	1	0
1/11/2019 4:30	20	66.7	15	1	2	2	12	8	63.4	71.6	7	8	1	0	2	0	2	0
1/11/2019 4:45	27	63.0	16	3	7	1	21	6	62.1	66.1	12	4	3	0	5	2	1	0
1/11/2019 5:00	48	66.7	34	2	11	1	33	15	66.3	67.5	20	14	2	0	11	0	0	1
1/11/2019 5:15	35	65.9	27	2	5	1	19	16	68.4	63	14	13	0	2	4	1	1	0
1/11/2019 5:30	36	65.7	25	3	5	3	23	13	65	66.9	15	10	1	2	4	1	3	0
1/11/2019 5:45	44	64.9	25	6	12	1	25	19	63.7	66.5	13	12	3	3	9	3	0	1
1/11/2019 6:00	56	65.5	44	5	6	1	36	20	64	68.3	26	18	3	2	6	0	1	0
1/11/2019 6:15	59	65.8	44	7	7	1	39	20	63.9	69.4	27	17	5	2	6	1	1	0
1/11/2019 6:30	43	62.6	28	3	10	2	28	15	61.8	64	15	13	2	1	10	0	1	1
1/11/2019 6:45	44	66.4	30	5	7	2	25	19	63.9	69.7	13	17	3	2	7	0	2	0
1/11/2019 7:00	76	60.8	55	5	13	3	44	32	58.5	64	28	27	3	2	10	3	3	0
1/11/2019 7:15	72	63.2	49	9	12	2	44	28	62.4	64.5	25	24	6	3	11	1	2	0
1/11/2019 7:30	53	64.1	40	3	10	0	34	19	63.6	64.9	25	15	0	3	9	1	0	0
1/11/2019 7:45	76	63.6	55	8	11	2	47	29	62	66.2	30	25	5	3	10	1	2	0
1/11/2019 8:00	95	65.4	67	9	11	8	54	41	64.4	66.8	29	38	7	2	11	0	7	1
1/11/2019 8:15	110	67.0	81	9	15	5	71	39	65.5	69.6	48	33	5	4	13	2	5	0
1/11/2019 8:30	93	65.6	66	13	11	3	53	40	63.7	68.1	35	31	7	6	8	3	3	0
1/11/2019 8:45	91	65.3	65	15	9	2	54	37	63.9	67.3	37	28	7	8	8	1	2	0
1/11/2019 9:00	106	64.8	87	13	5	1	74	32	64.1	66.5	57	30	12	1	4	1	1	0
1/11/2019 9:15	147	65.0	113	17	13	4	83	64	63.4	67.1	55	58	14	3	10	3	4	0
1/11/2019 9:30	138	66.5	99	16	21	2	75	63	64	69.4	45	54	12	4	16	5	2	0
1/11/2019 9:45	157	65.4	115	22	14	6	91	66	63.3	68.3	60	55	15	7	10	4	6	0
1/11/2019 10:00	133	65.8	103	16	11	3	82	51	64.2	68.5	60	43	10	6	9	2	3	0
1/11/2019 10:15	135	66.8	104	14	17	0	75	60	64.5	69.6	48	56	12	2	15	2	0	0
1/11/2019 10:30	150	66.7	121	17	11	1	87	63	65.3	68.7	66	55	11	6	10	1	0	1
1/11/2019 10:45	127	64.2	96	11	14	6	78	49	62.3	67.3	55	41	7	4	12	2	4	2
1/11/2019 11:00	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 11:15	166	64.6	125	19	19	3	92	74	62.5	67.1	62	63	16	3	11	8	3	0
1/11/2019 11:30	164	64.6	128	17	16	3	96	68	63.6	65.9	70	58	10	7	13	3	3	0
1/11/2019 11:45	169	64.9	135	15	17	2	88	81	62.7	67.3	63	72	13	2	10	7	2	0
1/11/2019 12:00	178	64.8	144	21	13	0	92	86	63.2	66.5	68	76	14	7	10	3	0	0
1/11/2019 12:15	162	64.3	131	13	13	5	94	68	62.7	66.5	70	61	8	5	11	2	5	0
1/11/2019 12:30	170	64.1	140	20	9	1	95	75	62.5	66.1	73	67	15	5	7	2	0	1
1/11/2019 12:45	136	60.3	115	7	10	4	92	44	59.9	61	75	40	4	3	10	0	3	1
1/11/2019 13:00	103	62.9	79	7	13	4	60	43	61.7	64.5	43	36	4	3	10	3	3	1
1/11/2019 13:15	189	64.7	158	15	15	1	100	89	63.1	66.4	75	83	12	3	12	3	1	0
1/11/2019 13:30	173	65.0	144	11	14	4	96	77	62.5	68.1	71	73	9	2	12	2	4	0
1/11/2019 13:45	193	66.8	167	12	14	0	97	96	64.1	69.5	79	88	6	6	12	2	0	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/11/2019 14:00	201	65.5	165	20	14	2	110	91	64.2	67	83	82	13	7	12	2	2	0
1/11/2019 14:15	215	65.4	177	22	15	1	103	112	63.6	67	77	100	13	9	12	3	1	0
1/11/2019 14:30	208	65.7	176	14	15	3	93	115	63.6	67.4	71	105	8	6	11	4	3	0
1/11/2019 14:45	213	66.2	179	16	16	2	110	103	64.4	68.1	83	96	11	5	14	2	2	0
1/11/2019 15:00	215	67.5	188	12	14	1	96	119	65.7	68.9	75	113	7	5	13	1	1	0
1/11/2019 15:15	196	66.5	168	18	9	1	105	91	64.8	68.4	85	83	10	8	9	0	1	0
1/11/2019 15:30	187	66.4	160	16	10	1	92	95	65.2	67.6	71	89	11	5	9	1	1	0
1/11/2019 15:45	177	65.2	145	17	11	4	94	83	63.3	67.4	74	71	8	9	9	2	3	1
1/11/2019 16:00	200	66.2	163	20	12	5	111	89	64.7	68.1	85	78	12	8	10	2	4	1
1/11/2019 16:15	207	67.2	181	13	10	3	104	103	65.2	69.2	85	96	8	5	9	1	2	1
1/11/2019 16:30	188	66.6	159	13	10	6	99	89	65.5	67.9	77	82	7	6	9	1	6	0
1/11/2019 16:45	200	66.5	174	13	8	5	98	102	65.5	67.4	79	95	10	3	4	4	5	0
1/11/2019 17:00	208	65.1	183	12	12	1	101	107	63.8	66.3	83	100	7	5	10	2	1	0
1/11/2019 17:15	220	65.2	188	16	13	3	103	117	64.2	66.1	81	107	7	9	12	1	3	0
1/11/2019 17:30	185	65.8	161	10	13	1	93	92	64.7	67	74	87	6	4	13	0	0	1
1/11/2019 17:45	160	65.8	134	7	12	7	81	79	65.1	66.6	61	73	4	3	10	2	6	1
1/11/2019 18:00	156	65.4	134	10	9	3	77	79	64.4	66.4	62	72	5	5	8	1	2	1
1/11/2019 18:15	154	64.2	130	14	8	2	77	77	63.2	65.1	56	74	12	2	7	1	2	0
1/11/2019 18:30	121	65.1	100	7	13	1	58	63	62.2	67.8	41	59	6	1	10	3	1	0
1/11/2019 18:45	94	64.3	70	7	13	4	46	48	61.7	66.7	27	43	6	1	10	3	3	1
1/11/2019 19:00	106	63.1	88	9	6	3	54	52	62	64.3	41	47	4	5	6	0	3	0
1/11/2019 19:15	100	64.4	82	5	11	2	54	46	63.7	65.3	38	44	4	1	10	1	2	0
1/11/2019 19:30	110	65.1	92	4	13	1	58	52	62.5	68.1	42	50	3	1	12	1	1	0
1/11/2019 19:45	100	66.1	84	8	7	1	51	49	64	68.3	39	45	5	3	6	1	1	0
1/11/2019 20:00	108	64.0	92	5	10	1	56	52	62.7	65.3	44	48	2	3	9	1	1	0
1/11/2019 20:15	91	63.4	76	3	6	6	47	44	62.8	64.1	35	41	2	1	6	0	4	2
1/11/2019 20:30	78	64.6	74	0	4	0	44	34	63.6	65.9	40	34	0	0	4	0	0	0
1/11/2019 20:45	84	66.8	71	3	7	3	47	37	65.1	68.9	37	34	2	1	5	2	3	0
1/11/2019 21:00	79	65.5	69	2	6	2	41	38	63.8	67.4	34	35	2	0	4	2	1	1
1/11/2019 21:15	58	65.6	49	2	5	2	32	26	63.6	68	26	23	0	2	4	1	2	0
1/11/2019 21:30	75	65.3	69	3	3	0	37	38	63.3	67.2	31	38	3	0	3	0	0	0
1/11/2019 21:45	82	64.3	62	4	14	2	50	32	63.2	66	33	29	2	2	13	1	2	0
1/11/2019 22:00	145	62.6	141	0	3	1	85	60	61	64.9	81	60	0	0	3	0	1	0
1/11/2019 22:15	76	63.2	59	7	6	4	37	39	60.5	65.8	25	34	3	4	5	1	4	0
1/11/2019 22:30	49	65.0	44	1	3	1	24	25	63.4	66.5	20	24	0	1	3	0	1	0
1/11/2019 22:45	56	61.9	41	8	6	1	30	26	59.4	64.7	16	25	7	1	6	0	1	0
1/11/2019 23:00	43	68.2	34	3	5	1	25	18	67.4	69.4	18	16	3	0	3	2	1	0
1/11/2019 23:15	31	65.8	24	0	6	1	18	13	63.4	69.1	11	13	0	0	6	0	1	0
1/11/2019 23:30	36	62.7	24	2	4	6	22	14	61.2	65	10	14	2	0	4	0	6	0
1/11/2019 23:45	34	65.5	27	1	4	2	18	16	64	67.1	12	15	0	1	4	0	2	0
Day Totals	**9543**	**65.2**	**7675**	**752**	**888**	**228**	**5224**	**4319**	**63.6**	**67.1**	**3769**	**3906**	**493**	**259**	**756**	**132**	**206**	**22**
AM Peak Hr	**11:45**																	
AM Peak Vol	**679**																	
AM PHF	**0.9537**																	
PM Peak Hr	**14:15**																	
PM Peak Vol	**851**																	
PM PHF	**0.9895**																	

Client:	HDR																Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/12/2019	24	64.7	16	2	6	0	13	11	63.3	66.4	8	8	2	0	3	3	0	0
1/12/2019 0:15	27	65.8	20	2	4	1	19	8	65.2	67.2	14	6	1	1	3	1	1	0
1/12/2019 0:30	23	64.8	15	1	4	3	15	8	64.7	65	7	8	1	0	4	0	3	0
1/12/2019 0:45	20	65.1	12	3	1	4	10	10	64.1	66	4	8	2	1	0	1	4	0
1/12/2019 1:00	19	64.0	14	0	5	0	10	9	63.6	64.4	5	9	0	0	5	0	0	0
1/12/2019 1:15	18	62.4	12	0	5	1	12	6	60.8	65.6	6	6	0	0	5	0	1	0
1/12/2019 1:30	17	60.8	7	1	6	3	12	5	59.8	63.1	3	4	0	1	6	0	3	0
1/12/2019 1:45	19	61.4	6	3	9	1	15	4	61.8	59.8	3	3	3	0	8	1	1	0
1/12/2019 2:00	17	65.8	11	1	5	0	10	7	64.8	67.3	4	7	1	0	5	0	0	0
1/12/2019 2:15	15	67.1	8	1	4	2	11	4	66.3	69.3	5	3	0	1	4	0	2	0
1/12/2019 2:30	13	66.5	9	1	1	2	8	5	63.5	71.2	4	5	1	0	1	0	2	0
1/12/2019 2:45	14	64.6	8	0	5	1	13	1	64.9	60.1	7	1	0	0	5	0	1	0
1/12/2019 3:00	13	59.5	8	0	4	1	8	5	59.1	60.1	4	4	0	0	4	0	0	1
1/12/2019 3:15	13	64.2	8	0	4	1	10	3	63.6	66	6	2	0	0	3	1	1	0
1/12/2019 3:30	17	69.2	12	0	3	2	13	4	68.8	70.6	8	4	0	0	3	0	2	0
1/12/2019 3:45	17	65.9	11	1	4	1	13	4	65.7	66.7	7	4	1	0	4	0	1	0
1/12/2019 4:00	12	66.0	7	2	1	2	6	6	65.7	66.2	2	5	1	1	1	0	2	0
1/12/2019 4:15	21	64.3	12	2	7	0	14	7	62.7	67.4	7	5	1	1	6	1	0	0
1/12/2019 4:30	13	63.9	6	0	5	2	11	2	62.8	70	5	1	0	0	4	1	2	0
1/12/2019 4:45	17	67.5	10	0	4	3	9	8	66.9	68.2	4	6	0	0	2	2	3	0
1/12/2019 5:00	23	65.8	11	4	6	2	14	9	62.4	71.1	5	6	3	1	4	2	2	0
1/12/2019 5:15	14	63.2	8	0	5	1	9	5	63.1	63.4	4	4	0	0	5	0	0	1
1/12/2019 5:30	10	68.1	7	0	2	1	9	1	67.6	72.4	6	1	0	0	2	0	1	0
1/12/2019 5:45	26	65.4	15	1	7	3	18	8	63.2	70.2	9	6	0	1	6	1	3	0
1/12/2019 6:00	30	66.3	22	5	0	3	16	14	62.7	70.4	9	13	4	1	0	0	3	0
1/12/2019 6:15	31	64.5	25	3	3	0	24	7	64.1	66	18	7	3	0	3	0	0	0
1/12/2019 6:30	32	64.1	24	3	4	1	22	10	63.8	64.8	14	10	3	0	4	0	1	0
1/12/2019 6:45	35	64.5	25	3	4	3	19	16	65.9	62.8	11	14	1	2	4	0	3	0
1/12/2019 7:00	49	63.7	38	6	3	2	30	19	62.5	65.6	24	14	2	4	3	0	1	1
1/12/2019 7:15	57	64.8	43	2	10	2	34	23	64	66.1	21	22	1	1	10	0	2	0
1/12/2019 7:30	55	65.8	42	3	8	2	34	21	64.5	67.9	21	21	3	0	8	0	2	0
1/12/2019 7:45	53	65.7	42	5	3	3	34	19	64.8	67.2	24	18	4	1	3	0	3	0
1/12/2019 8:00	54	64.7	39	9	6	0	36	18	64.4	65.3	22	17	8	1	6	0	0	0
1/12/2019 8:15	65	66.4	49	1	10	5	42	23	64.9	69.2	28	21	1	0	8	2	5	0
1/12/2019 8:30	98	65.5	78	9	11	0	62	36	63.8	68.3	46	32	5	4	11	0	0	0
1/12/2019 8:45	83	65.0	71	7	4	1	51	32	63.6	67.2	40	31	6	1	4	0	1	0
1/12/2019 9:00	104	66.0	85	9	8	2	68	36	65	67.9	52	33	6	3	8	0	2	0
1/12/2019 9:15	105	65.5	83	13	5	4	61	44	63.8	67.8	43	40	9	4	5	0	4	0
1/12/2019 9:30	113	66.5	92	8	12	1	69	44	65.4	68.3	50	42	6	2	12	0	1	0
1/12/2019 9:45	122	65.3	105	12	4	1	79	43	64.5	66.9	67	38	7	5	4	0	1	0
1/12/2019 10:00	142	65.4	130	6	6	0	84	58	63.7	67.8	77	53	3	3	4	2	0	0
1/12/2019 10:15	125	65.0	98	15	9	3	71	54	63.7	66.7	53	45	8	7	7	2	3	0
1/12/2019 10:30	147	65.8	128	10	6	3	88	59	63.6	69.2	75	53	6	4	4	2	3	0
1/12/2019 10:45	165	66.4	140	11	9	5	85	80	64	68.9	64	76	8	3	8	1	5	0
1/12/2019 11:00	168	64.9	135	13	16	4	85	83	62.5	67.3	63	72	7	6	12	4	3	1
1/12/2019 11:15	168	64.2	141	15	11	1	90	78	62.4	66.2	69	72	11	4	9	2	1	0
1/12/2019 11:30	164	65.2	134	18	11	1	93	71	63.9	66.9	73	61	14	4	6	5	0	1
1/12/2019 11:45	161	65.7	129	16	11	5	81	80	63.7	67.7	57	72	10	6	9	2	5	0
1/12/2019 12:00	145	64.7	122	10	13	0	79	66	63.2	66.5	64	58	4	6	11	2	0	0
1/12/2019 12:15	182	65.0	163	8	9	2	96	86	63.9	66.3	82	81	4	4	8	1	2	0
1/12/2019 12:30	175	65.6	153	10	12	0	97	78	64.1	67.4	79	74	8	2	10	2	0	0
1/12/2019 12:45	179	65.4	157	14	7	1	89	90	64.2	66.5	74	83	9	5	5	2	1	0
1/12/2019 13:00	160	65.2	134	16	8	2	84	76	62.8	67.8	65	69	11	5	6	2	2	0
1/12/2019 13:15	181	64.2	158	14	7	2	109	72	62.9	66.2	92	66	10	4	6	1	1	1
1/12/2019 13:30	156	63.2	128	21	6	1	77	79	62.1	64.3	58	70	14	7	4	2	1	0
1/12/2019 13:45	196	64.3	162	17	13	4	107	89	63	65.8	83	79	10	7	11	2	3	1

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/12/2019 14:00	209	65.1	174	18	16	1	100	109	63.1	66.9	78	96	11	7	11	5	0	1
1/12/2019 14:15	193	65.9	165	20	7	1	107	86	64.1	68.2	87	78	14	6	5	2	1	0
1/12/2019 14:30	192	64.4	161	18	11	2	96	96	63.1	65.7	71	90	14	4	10	1	1	1
1/12/2019 14:45	186	62.0	156	18	10	2	101	85	60.4	63.9	79	77	11	7	9	1	2	0
1/12/2019 15:00	186	62.9	173	7	4	2	104	82	62.1	64	98	75	2	5	3	1	1	1
1/12/2019 15:15	174	61.2	152	11	11	0	86	88	60.2	62.2	67	85	9	2	10	1	0	0
1/12/2019 15:30	160	63.4	141	11	5	3	88	72	61.9	65.3	76	65	4	7	5	0	3	0
1/12/2019 15:45	195	65.3	161	22	10	2	95	100	63.6	66.9	71	90	13	9	9	1	2	0
1/12/2019 16:00	159	64.7	135	15	8	1	82	77	63.9	65.5	67	68	8	7	6	2	1	0
1/12/2019 16:15	165	64.4	142	16	7	0	87	78	62.1	67	70	72	11	5	6	1	0	0
1/12/2019 16:30	176	65.1	153	15	5	3	92	84	64.2	66.1	78	75	8	7	4	1	2	1
1/12/2019 16:45	180	65.0	157	16	6	1	81	99	64.5	65.4	68	89	7	9	5	1	1	0
1/12/2019 17:00	157	65.8	132	16	8	1	74	83	63.9	67.4	58	74	10	6	5	3	1	0
1/12/2019 17:15	141	64.6	116	20	5	0	73	68	63.8	65.4	59	57	11	9	3	2	0	0
1/12/2019 17:30	146	63.1	109	32	3	2	79	67	61.7	64.7	56	53	19	13	2	1	2	0
1/12/2019 17:45	137	63.3	104	30	3	0	78	59	62.6	64.2	61	43	15	15	2	1	0	0
1/12/2019 18:00	121	64.4	103	14	4	0	66	55	63.7	65.2	55	48	8	6	3	1	0	0
1/12/2019 18:15	108	65.0	90	11	6	1	62	46	64	66.3	47	43	8	3	6	0	1	0
1/12/2019 18:30	103	62.4	85	12	5	1	59	44	61.5	63.5	50	35	4	8	4	1	1	0
1/12/2019 18:45	82	64.2	73	7	2	0	55	27	63.1	66.5	49	24	5	2	1	1	0	0
1/12/2019 19:00	64	64.4	56	5	3	0	38	26	64.3	64.5	33	23	2	3	3	0	0	0
1/12/2019 19:15	97	63.0	83	9	4	1	56	41	61.5	65.1	48	35	4	5	3	1	1	0
1/12/2019 19:30	53	63.9	40	5	6	2	31	22	62.8	65.4	20	20	4	1	5	1	2	0
1/12/2019 19:45	43	62.5	38	1	2	2	25	18	61	64.6	20	18	1	0	2	0	2	0
1/12/2019 20:00	53	61.5	45	5	3	0	32	21	60.7	62.8	27	18	2	3	3	0	0	0
1/12/2019 20:15	57	62.3	53	1	2	1	33	24	63.5	60.7	30	23	0	1	2	0	1	0
1/12/2019 20:30	51	62.7	44	4	3	0	25	26	61.4	64	19	25	3	1	3	0	0	0
1/12/2019 20:45	59	62.9	53	4	1	1	30	29	61.6	64.2	25	28	3	1	1	0	1	0
1/12/2019 21:00	66	60.3	61	3	2	0	39	27	60.3	60.3	34	27	3	0	2	0	0	0
1/12/2019 21:15	40	61.5	33	3	3	1	22	18	62.4	60.4	17	16	2	1	2	1	1	0
1/12/2019 21:30	61	61.8	49	7	3	2	32	29	63.3	60.2	23	26	5	2	2	1	2	0
1/12/2019 21:45	36	60.2	24	7	4	1	25	11	59.3	62.4	15	9	6	1	3	1	1	0
1/12/2019 22:00	38	62.0	26	8	3	1	24	14	62.3	61.5	14	12	6	2	3	0	1	0
1/12/2019 22:15	37	63.0	24	10	1	2	20	17	61.7	64.6	8	16	9	1	1	0	2	0
1/12/2019 22:30	31	60.5	24	5	2	0	19	12	60.1	61.2	12	12	5	0	2	0	0	0
1/12/2019 22:45	27	60.7	17	5	5	0	10	17	56.3	63.3	3	14	2	3	5	0	0	0
1/12/2019 23:00	29	62.1	19	5	5	0	19	10	62.7	60.9	10	9	4	1	5	0	0	0
1/12/2019 23:15	22	61.3	15	6	0	1	10	12	65.3	58	3	12	6	0	0	0	1	0
1/12/2019 23:30	18	61.5	14	3	1	0	11	7	61	62.4	7	7	3	0	1	0	0	0
1/12/2019 23:45	16	59.7	12	2	2	0	9	7	57.4	62.6	6	6	2	0	1	1	0	0
Day Totals	**8190**	**64.4**	**6740**	**764**	**547**	**139**	**4553**	**3637**	**63.2**	**66.0**	**3474**	**3266**	**487**	**277**	**464**	**83**	**128**	**11**
AM Peak Hr	**10:45**																	
AM Peak Vol	**665**																	
AM PHF	**0.9896**																	
PM Peak Hr	**13:45**																	
PM Peak Vol	**790**																	
PM PHF	**0.9450**																	

Client:	HDR																Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/13/2019	29	60.8	22	1	4	2	17	12	61.4	59.9	10	12	1	0	4	0	2	0
1/13/2019 0:15	23	62.0	15	6	1	1	13	10	60.8	63.5	6	9	5	1	1	0	1	0
1/13/2019 0:30	5	52.9	2	2	1	0	5	0	52.9	63.5	2	0	2	0	1	0	0	0
1/13/2019 0:45	12	57.7	7	2	3	0	11	1	57.7	57.7	6	1	2	0	3	0	0	0
1/13/2019 1:00	21	59.9	13	3	4	1	12	9	58.7	61.6	5	8	2	1	4	0	1	0
1/13/2019 1:15	11	61.5	4	3	4	0	6	5	59.6	63.8	1	3	3	0	2	2	0	0
1/13/2019 1:30	6	58.7	3	1	2	0	4	2	59.9	56.4	1	2	1	0	2	0	0	0
1/13/2019 1:45	13	60.8	11	1	1	0	7	6	59.4	62.4	5	6	1	0	1	0	0	0
1/13/2019 2:00	22	59.7	15	2	5	0	13	9	59.3	60.2	8	7	2	0	3	2	0	0
1/13/2019 2:15	11	65.9	5	3	3	0	5	6	64	67.5	1	4	3	0	1	2	0	0
1/13/2019 2:30	10	63.0	7	0	3	0	8	2	64.5	56.8	5	2	0	0	3	0	0	0
1/13/2019 2:45	11	61.6	8	0	2	1	9	2	62.1	59.6	6	2	0	0	2	0	1	0
1/13/2019 3:00	23	65.4	17	1	4	1	12	11	63	68	6	11	1	0	4	0	1	0
1/13/2019 3:15	5	65.4	4	1	0	0	3	2	64.4	67	3	1	0	1	0	0	0	0
1/13/2019 3:30	17	64.0	11	1	5	0	12	5	63.5	65.2	6	5	1	0	5	0	0	0
1/13/2019 3:45	5	69.2	3	1	1	0	3	2	72.6	64.1	2	1	0	1	1	0	0	0
1/13/2019 4:00	9	66.3	4	1	4	0	7	2	65.1	70.4	3	1	1	0	3	1	0	0
1/13/2019 4:15	11	62.0	8	0	3	0	4	7	54.2	66.5	2	6	0	0	2	1	0	0
1/13/2019 4:30	6	67.2	5	1	0	0	5	1	66.1	72.8	4	1	1	0	0	0	0	0
1/13/2019 4:45	10	63.4	9	0	1	0	7	3	64.7	60.4	6	3	0	0	1	0	0	0
1/13/2019 5:00	11	64.2	8	2	1	0	6	5	64.8	63.5	5	3	0	2	1	0	0	0
1/13/2019 5:15	13	61.9	10	0	2	1	7	6	57.9	66.6	4	6	0	0	2	0	1	0
1/13/2019 5:30	11	67.0	9	0	2	0	11	0	67	66.6	9	0	0	0	2	0	0	0
1/13/2019 5:45	19	66.0	13	2	3	1	10	9	63.8	68.4	5	8	1	1	3	0	1	0
1/13/2019 6:00	18	65.2	14	2	2	0	11	7	65.3	65.1	8	6	2	0	1	1	0	0
1/13/2019 6:15	22	66.2	17	3	2	0	9	13	66.7	65.8	5	12	2	1	2	0	0	0
1/13/2019 6:30	17	63.7	9	6	2	0	12	5	61.3	69.3	4	5	6	0	2	0	0	0
1/13/2019 6:45	15	63.7	12	3	0	0	11	4	64.9	60.5	8	4	3	0	0	0	0	0
1/13/2019 7:00	28	61.3	20	2	6	0	18	10	60.2	63.2	11	9	1	1	6	0	0	0
1/13/2019 7:15	36	64.3	30	1	5	0	21	15	63.9	64.9	17	13	0	1	4	1	0	0
1/13/2019 7:30	36	63.0	28	4	3	1	26	10	62.3	64.9	19	9	3	1	3	0	1	0
1/13/2019 7:45	38	63.8	31	2	5	0	23	15	61.7	67	17	14	2	0	4	1	0	0
1/13/2019 8:00	57	65.5	47	4	6	0	33	24	63.9	67.8	26	21	2	2	5	1	0	0
1/13/2019 8:15	47	64.5	36	7	4	0	33	14	63.7	66.4	24	12	6	1	3	1	0	0
1/13/2019 8:30	62	67.1	52	5	5	0	40	22	66	69.1	33	19	2	3	5	0	0	0
1/13/2019 8:45	64	64.1	47	10	6	1	42	22	63.4	65.5	29	18	7	3	5	1	1	0
1/13/2019 9:00	64	63.6	51	8	4	1	42	22	62.2	66.3	29	22	8	0	4	0	1	0
1/13/2019 9:15	76	65.6	65	9	2	0	40	36	63.8	67.5	33	32	5	4	2	0	0	0
1/13/2019 9:30	96	65.3	78	11	7	0	62	34	63.4	68.8	50	28	5	6	7	0	0	0
1/13/2019 9:45	85	66.5	72	12	1	0	58	27	65.9	67.7	45	27	12	0	1	0	0	0
1/13/2019 10:00	99	64.7	88	5	6	0	64	35	62.4	69	54	34	5	0	5	1	0	0
1/13/2019 10:15	106	66.0	92	6	6	2	62	44	64.3	68.4	49	43	5	1	6	0	2	0
1/13/2019 10:30	105	64.8	86	11	6	2	70	35	63.5	67.3	55	31	8	3	6	0	1	1
1/13/2019 10:45	146	66.9	129	7	9	1	77	69	65.5	68.4	64	65	5	2	7	2	1	0
1/13/2019 11:00	124	66.5	104	13	6	1	76	48	64.7	69.4	57	47	13	0	5	1	1	0
1/13/2019 11:15	127	66.5	108	11	7	1	71	56	64.9	68.6	55	53	9	2	6	1	1	0
1/13/2019 11:30	167	65.4	139	15	12	1	92	75	64.7	66.3	75	64	7	8	9	3	1	0
1/13/2019 11:45	112	65.4	89	12	10	1	68	44	64	67.6	52	37	8	4	7	3	1	0
1/13/2019 12:00	173	66.1	143	14	13	3	103	70	64.7	68.2	77	66	11	3	12	1	3	0
1/13/2019 12:15	156	65.9	137	11	8	0	87	69	63.8	68.6	73	64	7	4	7	1	0	0
1/13/2019 12:30	186	66.2	166	7	9	4	94	92	64.3	68.1	76	90	6	1	8	1	4	0
1/13/2019 12:45	175	65.7	149	12	12	2	94	81	64.1	67.6	74	75	9	3	9	3	2	0
1/13/2019 13:00	211	65.9	168	27	15	1	105	106	63.6	68.1	76	92	13	14	15	0	1	0
1/13/2019 13:15	174	65.5	151	16	7	0	100	74	64.4	66.9	84	67	10	6	6	1	0	0
1/13/2019 13:30	204	65.2	169	25	8	2	101	103	63	67.4	75	94	19	6	6	2	1	1
1/13/2019 13:45	217	66.7	178	21	15	3	104	113	64.9	68.3	72	106	16	5	13	2	3	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/13/2019 14:00	219	66.2	198	14	6	1	110	109	63.7	68.8	94	104	9	5	6	0	1	0
1/13/2019 14:15	189	66.3	167	12	7	3	95	94	64.7	67.9	78	89	8	4	6	1	3	0
1/13/2019 14:30	219	65.8	196	13	9	1	107	112	63.7	67.9	88	108	10	3	8	1	1	0
1/13/2019 14:45	224	66.1	195	15	13	1	109	115	64.3	67.9	85	110	12	3	11	2	1	0
1/13/2019 15:00	264	66.3	232	21	11	0	128	136	65.1	67.4	105	127	13	8	10	1	0	0
1/13/2019 15:15	204	67.0	178	13	12	1	106	98	65	69.2	87	91	7	6	11	1	1	0
1/13/2019 15:30	246	67.2	224	12	9	1	103	143	64.8	68.9	84	140	9	3	9	0	1	0
1/13/2019 15:45	250	66.6	221	16	13	0	120	130	65.1	67.9	99	122	8	8	13	0	0	0
1/13/2019 16:00	249	67.6	222	13	14	0	113	136	65.1	69.7	91	131	9	4	13	1	0	0
1/13/2019 16:15	241	66.5	218	10	11	2	107	134	64.2	68.3	89	129	8	2	9	2	1	1
1/13/2019 16:30	217	66.4	199	9	9	0	99	118	63.9	68.5	85	114	7	2	7	2	0	0
1/13/2019 16:45	214	67.0	189	14	7	4	101	113	65.2	68.7	85	104	6	8	6	1	4	0
1/13/2019 17:00	207	67.3	193	9	5	0	106	101	66	68.7	95	98	9	0	2	3	0	0
1/13/2019 17:15	227	66.7	201	11	15	0	107	120	65.2	68.1	86	115	7	4	14	1	0	0
1/13/2019 17:30	210	67.6	200	8	1	1	93	117	65.2	69.5	84	116	7	1	1	0	1	0
1/13/2019 17:45	185	67.0	172	10	3	0	87	98	65.3	68.5	78	94	6	4	3	0	0	0
1/13/2019 18:00	165	66.8	154	3	5	3	90	75	65.3	68.7	80	74	2	1	5	0	3	0
1/13/2019 18:15	175	66.2	157	5	8	5	77	98	65.1	67	60	97	4	1	8	0	5	0
1/13/2019 18:30	156	64.7	135	11	6	4	71	85	62.7	66.3	54	81	8	3	5	1	4	0
1/13/2019 18:45	166	65.3	151	7	6	2	71	95	64.6	65.9	62	89	2	5	5	1	2	0
1/13/2019 19:00	160	65.8	138	11	9	2	68	92	64.7	66.6	53	85	4	7	9	0	2	0
1/13/2019 19:15	136	66.8	124	5	6	1	60	76	65	68.3	52	72	3	2	4	2	1	0
1/13/2019 19:30	145	67.2	135	6	4	0	72	73	65.6	68.7	63	72	6	0	3	1	0	0
1/13/2019 19:45	135	66.8	122	5	6	2	69	66	66.2	67.4	58	64	5	0	5	1	1	1
1/13/2019 20:00	150	66.6	131	7	11	1	64	86	63.6	68.9	50	81	4	3	9	2	1	0
1/13/2019 20:15	97	67.6	84	2	10	1	51	46	65.3	70.1	40	44	2	0	9	1	0	1
1/13/2019 20:30	116	65.9	101	8	7	0	59	57	64.4	67.4	46	55	6	2	7	0	0	0
1/13/2019 20:45	115	65.6	93	8	11	3	59	56	64.1	67.1	43	50	6	2	8	3	2	1
1/13/2019 21:00	108	66.7	95	7	3	3	52	56	64.1	69.1	42	53	5	2	2	1	3	0
1/13/2019 21:15	87	65.7	76	3	6	2	44	43	64.6	66.9	35	41	2	1	5	1	2	0
1/13/2019 21:30	95	66.8	88	4	2	1	45	50	65	68.5	40	48	2	2	2	0	1	0
1/13/2019 21:45	56	66.2	49	3	2	2	33	23	66.1	66.4	27	22	3	0	1	1	2	0
1/13/2019 22:00	67	65.5	57	3	5	2	37	30	63.6	67.8	29	28	1	2	5	0	2	0
1/13/2019 22:15	48	64.0	42	3	3	0	29	19	62.2	66.8	25	17	2	1	2	1	0	0
1/13/2019 22:30	89	62.2	79	5	2	3	54	35	60.4	65	46	33	3	2	2	0	3	0
1/13/2019 22:45	54	64.5	44	2	7	1	30	24	64.5	64.6	20	24	2	0	7	0	1	0
1/13/2019 23:00	49	67.8	41	4	3	1	30	19	65	72.1	22	19	4	0	3	0	1	0
1/13/2019 23:15	35	65.5	28	1	4	2	20	15	64.2	67.3	14	14	1	0	3	1	2	0
1/13/2019 23:30	34	63.7	28	2	2	2	18	16	64.3	63.1	13	15	1	1	2	0	2	0
1/13/2019 23:45	27	63.6	18	0	9	0	18	9	63.5	63.8	9	9	0	0	9	0	0	0
Day Totals	**9587**	**66.0**	**8293**	**651**	**550**	**93**	**4958**	**4629**	**64.3**	**67.9**	**3933**	**4360**	**457**	**194**	**481**	**69**	**87**	**6**
AM Peak Hr	**11:45**																	
AM Peak Vol	**627**																	
AM PHF	**0.8427**																	
PM Peak Hr	**15:30**																	
PM Peak Vol	**986**																	
PM PHF	**0.9860**																	

Client:	HDR																Site Ref:	2
File Number:	1805546																Direction:	EB
Route:	US HWY 60																Latitude:	33.94382
Location:	At MP 113																Longitude:	-112.70092
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/14/2019	40	63.9	32	2	5	1	22	18	61.9	66.4	14	18	2	0	5	0	1	0
1/14/2019 0:15	25	63.8	22	0	3	0	12	13	61.9	65.6	9	13	0	0	3	0	0	0
1/14/2019 0:30	20	62.3	12	1	4	3	9	11	63.1	61.7	4	8	0	1	4	0	1	2
1/14/2019 0:45	13	66.3	7	1	3	2	9	4	66.4	66.2	5	2	0	1	2	1	2	0
1/14/2019 1:00	19	61.0	12	1	5	1	11	8	59.9	62.5	4	8	1	0	5	0	1	0
1/14/2019 1:15	20	65.8	13	0	5	2	13	7	64.1	69	7	6	0	0	4	1	2	0
1/14/2019 1:30	15	64.3	8	1	3	3	12	3	65.2	60.5	5	3	1	0	3	0	3	0
1/14/2019 1:45	17	63.3	8	3	6	0	12	5	63.3	63.4	4	4	2	1	6	0	0	0
1/14/2019 2:00	15	61.5	9	0	5	1	11	4	59.3	67.7	5	4	0	0	5	0	1	0
1/14/2019 2:15	7	61.5	3	2	2	0	5	2	62.1	59.9	1	2	2	0	2	0	0	0
1/14/2019 2:30	16	61.7	8	1	6	1	13	3	62.3	58.9	6	2	0	1	6	0	1	0
1/14/2019 2:45	9	65.7	6	0	3	0	8	1	65.6	66.3	5	1	0	0	3	0	0	0
1/14/2019 3:00	9	63.8	6	0	3	0	6	3	63.3	64.7	3	3	0	0	3	0	0	0
1/14/2019 3:15	14	65.2	8	1	4	1	10	4	64.3	67.3	5	3	0	1	4	0	1	0
1/14/2019 3:30	10	66.6	6	0	3	1	8	2	66.4	67.4	4	2	0	0	3	0	1	0
1/14/2019 3:45	17	65.9	12	0	5	0	11	6	62.3	72.4	6	6	0	0	5	0	0	0
1/14/2019 4:00	12	68.2	6	0	5	1	8	4	65.6	73.4	2	4	0	0	5	0	1	0
1/14/2019 4:15	22	61.4	20	1	1	0	15	7	60.8	62.7	13	7	1	0	1	0	0	0
1/14/2019 4:30	23	62.5	17	3	2	1	13	10	61.7	63.5	9	8	1	2	2	0	1	0
1/14/2019 4:45	25	66.5	18	2	5	0	22	3	65.4	74.5	15	3	2	0	5	0	0	0
1/14/2019 5:00	47	67.4	35	7	4	1	27	20	66.5	68.5	19	16	3	4	4	0	1	0
1/14/2019 5:15	37	66.3	25	6	6	0	22	15	65.7	67.1	11	14	6	0	5	1	0	0
1/14/2019 5:30	35	66.8	27	2	6	0	22	13	67.5	65.7	15	12	1	1	6	0	0	0
1/14/2019 5:45	42	67.2	33	2	5	2	26	16	65.7	69.7	19	14	0	2	5	0	2	0
1/14/2019 6:00	61	65.6	51	3	5	2	41	20	63.6	69.7	31	20	3	0	5	0	2	0
1/14/2019 6:15	64	66.7	52	2	9	1	36	28	64.8	69.1	25	27	1	1	9	0	1	0
1/14/2019 6:30	61	64.3	44	2	12	3	36	25	62.9	66.2	21	23	1	1	12	0	2	1
1/14/2019 6:45	43	64.2	30	6	6	1	29	14	63.3	66	20	10	3	3	5	1	1	0
1/14/2019 7:00	63	65.2	54	5	3	1	35	28	62.5	68.5	28	26	4	1	2	1	1	0
1/14/2019 7:15	81	64.6	66	4	7	4	43	38	63.1	66.2	30	36	3	1	6	1	4	0
1/14/2019 7:30	69	63.6	49	6	11	3	45	24	62.1	66.3	27	22	5	1	10	1	3	0
1/14/2019 7:45	91	64.5	75	7	6	3	53	38	62.5	67.3	40	35	5	2	5	1	3	0
1/14/2019 8:00	100	65.4	88	7	3	2	51	49	63	67.9	41	47	6	1	2	1	2	0
1/14/2019 8:15	94	65.3	75	6	12	1	60	34	65.5	65	46	29	5	1	8	4	1	0
1/14/2019 8:30	97	64.1	75	6	16	0	61	36	63.6	65	43	32	4	2	14	2	0	0
1/14/2019 8:45	90	65.1	72	5	13	0	61	29	63.6	68.2	45	27	4	1	12	1	0	0
1/14/2019 9:00	111	64.3	87	8	14	2	70	41	62.9	66.7	51	36	5	3	12	2	2	0
1/14/2019 9:15	120	64.3	98	6	14	2	74	46	63	66.5	56	42	5	1	11	3	2	0
1/14/2019 9:30	116	64.9	93	10	11	2	76	40	62.3	69.8	57	36	8	2	9	2	2	0
1/14/2019 9:45	130	65.3	105	14	8	3	77	53	64.2	66.9	58	47	10	4	6	2	3	0
1/14/2019 10:00	118	65.2	93	10	11	4	68	50	63.8	67.2	47	46	8	2	10	1	3	1
1/14/2019 10:15	132	64.5	111	5	11	5	82	50	63.6	66	67	44	3	2	9	2	3	2
1/14/2019 10:30	137	65.8	117	7	12	1	84	53	64.4	67.9	67	50	7	0	9	3	1	0
1/14/2019 10:45	136	62.8	106	20	10	0	76	60	61.3	64.6	54	52	14	6	8	2	0	0
1/14/2019 11:00	112	65.6	96	7	6	3	67	45	63.8	68.4	56	40	3	4	5	1	3	0
1/14/2019 11:15	141	64.8	107	17	16	1	85	56	63.2	67.3	58	49	13	4	13	3	1	0
1/14/2019 11:30	147	64.9	116	16	12	3	92	55	63.6	67.1	69	47	10	6	11	1	2	1
1/14/2019 11:45	144	64.1	124	11	7	2	85	59	62.8	65.9	69	55	9	2	5	2	2	0
1/14/2019 12:00	111	63.9	87	12	8	4	61	50	62	66.2	47	40	6	6	5	3	3	1
1/14/2019 12:15	159	65.2	123	19	14	3	86	73	63.9	66.8	58	65	12	7	13	1	3	0
1/14/2019 12:30	157	64.5	126	20	9	2	90	67	62.1	67.7	68	58	15	5	6	3	1	1
1/14/2019 12:45	144	65.8	121	11	11	1	73	71	63.9	67.7	55	66	8	3	9	2	1	0
1/14/2019 13:00	162	62.8	119	20	21	2	95	67	61.1	65.1	59	60	17	3	17	4	2	0
1/14/2019 13:15	154	64.2	120	20	9	5	85	69	62	66.9	60	60	14	6	8	1	3	2
1/14/2019 13:30	183	63.7	151	19	10	3	93	90	62.5	64.9	73	78	9	10	9	1	2	1
1/14/2019 13:45	170	63.8	143	11	13	3	88	82	63.2	64.4	70	73	7	4	10	3	1	2

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/14/2019 14:00	214	64.3	182	23	6	3	97	117	62.3	65.9	73	109	17	6	4	2	3	0
1/14/2019 14:15	171	64.5	133	20	14	4	93	78	63.2	66.1	63	70	13	7	13	1	4	0
1/14/2019 14:30	193	63.2	153	25	13	2	104	89	60.9	65.8	74	79	16	9	12	1	2	0
1/14/2019 14:45	172	61.6	141	17	11	3	75	97	61.9	61.3	59	82	8	9	6	5	2	1
1/14/2019 15:00	196	63.8	149	36	9	2	95	101	60.9	66.6	61	88	25	11	7	2	2	0
1/14/2019 15:15	209	64.6	183	9	14	3	98	111	63.9	65.2	80	103	7	2	9	5	2	1
1/14/2019 15:30	215	64.3	173	21	17	4	105	110	63	65.6	76	97	13	8	14	3	2	2
1/14/2019 15:45	190	64.0	164	16	10	0	97	93	62.6	65.4	77	87	11	5	9	1	0	0
1/14/2019 16:00	227	64.7	190	21	14	2	118	109	63.4	66.2	91	99	16	5	10	4	1	1
1/14/2019 16:15	259	64.5	221	23	13	2	114	145	61.9	66.6	91	130	12	11	9	4	2	0
1/14/2019 16:30	208	64.6	181	15	11	1	108	100	63.5	65.8	88	93	9	6	10	1	1	0
1/14/2019 16:45	192	66.6	168	7	14	3	99	93	65.6	67.6	80	88	4	3	12	2	3	0
1/14/2019 17:00	192	66.6	160	14	12	6	99	93	64.6	68.8	72	88	10	4	11	1	6	0
1/14/2019 17:15	179	65.6	154	6	15	4	86	93	63.4	67.7	64	90	5	1	13	2	4	0
1/14/2019 17:30	146	65.7	120	11	11	4	74	72	65	66.5	52	68	9	2	9	2	4	0
1/14/2019 17:45	143	65.1	126	8	8	1	69	74	62	67.9	54	72	6	2	8	0	1	0
1/14/2019 18:00	113	63.1	95	4	12	2	59	54	61.6	64.8	47	48	3	1	8	4	1	1
1/14/2019 18:15	126	63.5	101	7	15	3	69	57	62.5	64.6	47	54	5	2	14	1	3	0
1/14/2019 18:30	95	64.1	71	9	11	4	51	44	63.4	65	35	36	6	3	7	4	3	1
1/14/2019 18:45	96	66.9	78	3	11	4	48	48	65	68.8	35	43	2	1	8	3	3	1
1/14/2019 19:00	89	63.2	68	4	15	2	46	43	63.1	63.4	30	38	2	2	12	3	2	0
1/14/2019 19:15	88	63.9	78	0	8	2	50	38	62.9	65.2	40	38	0	0	8	0	2	0
1/14/2019 19:30	72	63.9	55	2	10	5	41	31	62.3	66.1	27	28	1	1	8	2	5	0
1/14/2019 19:45	63	63.0	45	2	12	4	38	25	61.4	65.4	24	21	1	1	10	2	3	1
1/14/2019 20:00	71	63.6	59	4	8	0	36	35	61.2	66	27	32	1	3	8	0	0	0
1/14/2019 20:15	62	63.0	49	3	9	1	43	19	62.4	64.2	30	19	3	0	9	0	1	0
1/14/2019 20:30	47	63.1	38	2	7	0	26	21	62.1	64.3	18	20	2	0	6	1	0	0
1/14/2019 20:45	56	65.0	47	1	7	1	24	32	62.6	66.8	18	29	0	1	5	2	1	0
1/14/2019 21:00	40	62.9	26	3	10	1	21	19	62.1	63.7	9	17	3	0	8	2	1	0
1/14/2019 21:15	36	62.8	28	2	4	2	20	16	62.2	63.6	12	16	2	0	4	0	2	0
1/14/2019 21:30	41	65.2	34	3	4	0	21	20	64.8	65.6	15	19	2	1	4	0	0	0
1/14/2019 21:45	33	62.0	21	6	4	2	20	13	62.4	61.3	10	11	5	1	3	1	2	0
1/14/2019 22:00	37	64.5	18	4	12	3	24	13	62.4	68.5	8	10	3	1	10	2	3	0
1/14/2019 22:15	26	64.5	16	2	8	0	14	12	66.4	62.3	7	9	1	1	6	2	0	0
1/14/2019 22:30	26	61.3	17	1	7	1	15	11	63.1	58.9	8	9	0	1	6	1	1	0
1/14/2019 22:45	35	59.1	26	3	5	1	23	12	58.5	60.3	14	12	3	0	5	0	1	0
1/14/2019 23:00	37	56.7	17	4	13	3	25	12	56.1	58	8	9	3	1	11	2	3	0
1/14/2019 23:15	21	59.8	13	1	7	0	14	7	59.4	60.5	6	7	1	0	7	0	0	0
1/14/2019 23:30	25	61.6	11	2	10	2	19	6	61.8	60.8	7	4	2	0	9	1	1	1
1/14/2019 23:45	36	58.6	20	2	10	4	21	15	57.7	59.9	8	12	1	1	8	2	4	0
Day Totals	**8684**	**64.4**	**6956**	**704**	**840**	**184**	**4784**	**3900**	**63.0**	**66.1**	**3431**	**3525**	**482**	**222**	**711**	**129**	**160**	**24**
AM Peak Hr	**11:45**																	
AM Peak Vol	**571**																	
AM PHF	**0.8978**																	
PM Peak Hr	**15:30**																	
PM Peak Vol	**891**																	
PM PHF	**0.8600**																	

Client:	HDR							Site 2 Eastbound Average Traffic Count										Site Ref:	2
File Number:	1805546																	Direction:	EB
Route:	US HWY 60																	Latitude:	33.94382
Location:	At MP 113																	Longitude:	-112.70092
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	SB 01	SB 02	SB 01	SB 02	SB 01	SB 02	SB 01	SB 02	SB 01	SB 02	SB 01	SB 02
0:00	26	64.8	16	2	6	2	16	10	63.2	65.4	7	9	1	0	5	1	2	0
0:15	22	65.8	14	2	3	3	14	8	64.0	66.7	7	7	1	0	3	1	3	0
0:30	19	62.2	10	1	5	3	13	6	62.7	65.5	4	5	1	0	5	0	3	1
0:45	15	63.3	7	1	4	3	11	4	62.6	65.4	5	3	1	0	3	0	2	0
1:00	18	64.5	10	1	5	1	12	6	62.7	65.0	4	6	1	0	5	0	1	0
1:15	16	62.6	8	1	5	3	12	4	62.8	66.4	4	3	1	0	4	1	3	0
1:30	15	63.3	7	1	5	2	11	4	62.9	64.4	4	3	1	0	4	0	2	0
1:45	15	60.8	7	2	5	1	10	4	63.3	63.5	3	4	1	0	4	1	1	0
2:00	15	63.7	8	1	5	1	10	5	61.1	65.4	4	4	0	0	4	0	1	0
2:15	11	62.4	6	1	3	1	7	4	64.1	66.2	2	4	1	0	3	0	1	0
2:30	16	60.5	8	1	5	2	11	4	62.5	66.0	5	3	1	0	4	0	2	0
2:45	10	66.8	5	0	4	1	9	2	63.1	64.4	3	2	0	0	4	0	1	0
3:00	12	67.7	7	0	4	1	8	5	61.5	66.0	3	4	0	0	4	1	0	0
3:15	11	68.0	7	0	3	1	9	3	63.9	64.0	5	2	0	0	3	0	1	0
3:30	15	65.8	9	1	4	1	11	4	65.4	69.3	5	4	1	0	4	0	1	0
3:45	16	66.1	10	1	5	1	12	4	63.8	70.5	7	3	0	0	4	0	1	0
4:00	15	67.8	9	1	3	1	11	4	65.5	69.3	5	4	1	0	3	0	1	0
4:15	18	64.8	12	1	4	1	13	6	61.7	65.4	7	5	0	0	4	0	1	0
4:30	20	64.6	14	1	4	2	14	6	63.9	67.9	9	5	1	0	3	1	2	0
4:45	22	66.3	12	2	6	1	16	6	64.4	66.6	8	4	2	0	5	1	1	0
5:00	35	66.9	23	4	6	2	22	13	65.6	68.4	13	11	3	1	6	1	1	0
5:15	31	66.8	21	2	6	2	19	12	64.8	67.6	10	10	1	0	6	1	2	0
5:30	29	65.4	22	1	6	1	20	9	66.0	67.4	13	8	0	0	5	0	1	0
5:45	36	67.3	26	2	7	1	23	14	64.4	69.2	15	11	1	1	6	1	1	0
6:00	45	66.4	34	3	5	2	28	17	63.9	69.5	18	16	3	1	5	1	2	0
6:15	52	65.2	41	4	6	2	31	21	64.3	67.8	22	19	3	1	5	1	2	0
6:30	43	64.1	30	4	8	1	28	15	62.4	66.6	16	14	3	1	8	0	1	0
6:45	44	64.0	33	5	5	1	28	16	63.2	65.9	19	14	3	2	5	0	1	0
7:00	58	62.1	44	6	6	2	36	22	60.6	65.8	25	19	4	2	5	1	2	0
7:15	63	64.4	47	5	9	2	38	25	63.2	65.9	24	22	3	2	8	1	2	0
7:30	63	64.2	47	5	8	3	40	23	63.1	65.8	26	21	4	1	8	1	2	0
7:45	72	64.5	57	6	8	2	44	28	63.1	67.0	31	25	4	2	7	1	2	0
8:00	84	65.1	66	7	9	2	49	35	63.5	67.1	33	33	5	2	8	1	2	0
8:15	89	65.1	68	8	11	2	57	31	64.6	67.8	40	28	7	2	9	2	2	0
8:30	88	65.3	67	8	11	2	55	33	63.8	67.2	39	28	5	3	10	1	1	0
8:45	89	64.5	64	11	11	2	55	33	63.4	67.6	36	28	8	3	10	1	1	0
9:00	101	64.7	78	10	11	3	65	36	63.2	67.1	46	32	7	3	9	2	3	0
9:15	112	65.1	87	12	10	3	66	46	63.5	67.7	47	40	9	3	7	3	3	0
9:30	115	65.7	88	12	13	3	69	46	63.5	68.5	48	40	8	4	11	2	3	0
9:45	122	66.2	95	14	10	4	74	49	64.5	67.9	53	42	10	4	8	2	4	0
10:00	118	65.0	95	11	10	2	72	46	63.4	68.0	54	40	8	4	9	2	2	0
10:15	124	65.3	97	13	11	3	73	51	63.7	67.7	52	45	9	4	9	2	2	1
10:30	131	65.5	105	13	12	2	80	51	64.4	67.7	59	46	9	3	10	2	2	0
10:45	131	64.9	107	11	11	3	75	56	63.3	67.2	55	51	8	3	9	2	2	0
11:00	134	65.2	107	12	13	2	80	54	63.5	67.5	59	49	9	3	11	2	2	0
11:15	137	65.1	108	14	13	2	80	57	63.3	67.4	58	50	10	3	10	3	2	0
11:30	151	65.5	119	15	14	2	89	63	64.0	67.1	66	53	10	6	11	3	2	0
11:45	140	65.0	110	16	12	2	78	62	63.1	67.2	55	55	11	5	9	3	2	0
12:00	152	65.1	122	14	15	2	86	66	63.8	67.0	63	59	9	5	12	3	2	0
12:15	154	65.0	126	13	13	3	86	68	63.4	66.9	64	62	9	4	10	2	2	0
12:30	163	65.5	134	14	12	2	90	74	63.4	67.4	68	66	11	4	9	3	2	1
12:45	158	64.8	132	12	12	2	87	71	63.5	66.3	67	65	9	3	10	2	2	0
13:00	155	65.0	121	16	15	3	83	73	62.9	66.7	57	64	10	6	13	2	2	0
13:15	165	65.1	135	15	11	3	93	72	63.2	67.1	72	64	10	5	9	2	2	1
13:30	171	64.6	139	18	12	2	89	82	62.7	66.5	65	74	13	5	9	2	2	1
13:45	186	64.9	153	16	14	3	95	90	63.5	66.8	72	81	11	6	11	3	2	1

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805546**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.94382**
Location:	**At MP 113**																Longitude:	**-112.70092**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**SB 01**	**SB 02**	**SB 01**	**SB 02**	**SB 01**	**SB 02**	**SB 01**	**SB 02**	**SB 01**	**SB 02**	**SB 01**	**SB 02**
14:00	192	64.8	157	18	14	2	98	94	63.0	66.8	73	85	12	6	11	3	2	1
14:15	185	64.8	149	20	13	3	96	88	63.5	67.0	70	79	13	7	11	2	2	1
14:30	197	65.3	160	19	15	2	100	97	63.1	67.3	73	88	13	6	13	2	2	1
14:45	194	64.8	157	18	15	3	98	96	63.2	66.1	72	85	11	7	12	3	2	1
15:00	198	65.5	167	17	12	3	100	98	63.9	67.2	77	89	11	6	10	2	2	1
15:15	199	65.1	168	17	12	2	101	98	63.6	66.6	79	89	11	6	10	2	2	0
15:30	196	65.0	167	16	11	2	96	100	63.5	66.7	75	92	10	6	10	1	2	1
15:45	189	65.0	161	15	11	2	96	93	63.7	66.8	76	86	9	6	10	1	2	0
16:00	195	65.5	165	15	12	3	98	96	64.4	67.1	76	89	10	5	10	2	2	0
16:15	200	66.1	174	14	10	2	97	103	64.0	67.9	79	95	9	5	8	2	2	0
16:30	191	65.3	164	14	10	2	95	95	64.1	67.1	76	88	9	5	9	2	2	0
16:45	187	65.8	162	12	9	4	90	97	64.5	67.0	72	90	7	5	7	2	4	0
17:00	194	65.9	165	14	12	3	95	99	64.5	67.4	74	91	9	5	9	2	3	0
17:15	181	65.4	152	14	12	3	91	89	64.2	67.2	70	82	9	5	10	2	2	0
17:30	155	65.6	133	11	9	3	78	77	63.9	67.5	61	72	7	4	8	1	2	0
17:45	149	65.0	126	10	10	3	76	73	63.6	66.8	60	67	6	4	9	1	2	1
18:00	132	65.0	111	8	9	2	68	64	63.5	66.2	53	58	5	4	8	1	2	0
18:15	130	64.4	109	9	9	3	67	62	63.6	66.0	50	60	7	2	8	1	3	0
18:30	113	64.2	92	9	10	2	59	54	62.8	66.2	42	50	6	3	9	2	2	0
18:45	100	65.2	82	5	10	3	53	47	63.5	67.0	39	43	3	2	8	1	3	0
19:00	95	64.1	78	6	9	2	49	45	63.7	65.6	36	42	3	2	8	1	2	0
19:15	94	64.8	78	5	8	2	50	44	63.6	66.0	38	40	3	2	7	2	2	0
19:30	86	65.5	71	3	9	3	47	39	63.9	67.3	35	36	2	1	8	1	2	0
19:45	82	64.8	68	4	8	2	46	36	63.6	66.8	34	34	3	1	7	1	2	0
20:00	82	63.8	69	4	8	1	42	40	62.3	66.1	32	37	2	2	8	1	1	0
20:15	72	64.4	58	2	9	2	41	31	63.0	65.7	29	29	2	1	9	0	2	1
20:30	64	64.8	54	3	5	1	35	29	63.0	65.9	26	28	2	1	5	0	1	0
20:45	66	64.9	54	3	7	2	35	31	63.7	66.5	26	28	2	1	6	1	2	0
21:00	64	64.1	53	3	6	1	34	30	62.3	65.7	26	28	3	1	5	1	1	0
21:15	51	63.4	40	2	6	2	29	22	62.5	65.3	20	20	1	1	5	1	2	0
21:30	58	65.4	47	4	5	1	32	26	64.0	66.1	23	24	4	1	4	1	1	0
21:45	46	63.2	33	4	7	2	28	17	62.9	65.7	17	15	3	1	6	1	2	0
22:00	57	63.1	47	2	6	2	34	23	62.1	65.3	25	22	1	1	6	1	2	0
22:15	41	63.7	29	4	6	2	23	18	62.5	64.8	14	15	3	2	5	1	2	0
22:30	44	62.6	34	3	5	2	26	18	61.3	64.6	17	17	2	1	5	0	2	0
22:45	39	60.6	27	4	7	1	21	17	60.4	63.5	11	16	3	1	6	1	1	0
23:00	36	63.9	23	3	8	2	24	12	62.8	66.0	13	11	2	0	7	1	2	0
23:15	27	61.7	18	2	5	2	16	10	62.8	64.3	8	9	2	0	4	1	2	0
23:30	25	63.9	16	2	5	2	16	10	61.7	63.0	7	9	1	0	5	0	2	0
23:45	28	63.8	17	1	7	3	17	11	61.9	64.3	8	9	1	0	6	1	2	0
Day Totals	**8700**	**65.0**	**6965**	**715**	**817**	**202**	**4811**	**3889**	**63.5**	**66.9**	**3450**	**3515**	**484**	**231**	**698**	**119**	**179**	**24**
AM Peak Hr	**11:45**																	
AM Peak Vol	**609**																	
AM PHF	**0.9340**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**787**																	
PM PHF	**0.9887**																	

Client:	HDR							Site 2 Westbound 7 Day Traffic Count									Site Ref:	2
File Number:	1805545																Direction:	WB
Route:	US HWY 60																Latitude:	33.94370
Location:	At MP 113																Longitude:	-112.70102
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/8/2019	14	55.8	5	1	2	6	13	1	55.3	61.8	4	1	1	0	2	0	6	0
1/8/2019 0:15	13	52.8	4	0	4	5	11	2	51.8	58.2	2	2	0	0	4	0	5	0
1/8/2019 0:30	17	54.9	7	1	5	4	14	3	53.9	59.3	6	1	0	1	4	1	4	0
1/8/2019 0:45	15	54.2	5	0	5	5	12	3	53.5	57.2	4	1	0	0	4	1	4	1
1/8/2019 1:00	23	56.3	8	1	9	5	21	2	56.5	54.1	6	2	1	0	9	0	5	0
1/8/2019 1:15	16	59.3	7	0	5	4	12	4	56.8	66.9	4	3	0	0	4	1	4	0
1/8/2019 1:30	23	54.8	3	0	10	10	21	2	54.8	55	2	1	0	0	9	1	10	0
1/8/2019 1:45	21	55.5	5	2	8	6	19	2	54.9	61.7	4	1	1	1	8	0	6	0
1/8/2019 2:00	17	59.4	6	2	4	5	15	2	57.7	72.1	4	2	2	0	4	0	5	0
1/8/2019 2:15	16	57.9	5	1	7	3	14	2	56.4	68.4	3	2	1	0	7	0	3	0
1/8/2019 2:30	11	53.5	3	2	3	3	9	2	54.2	50.2	1	2	2	0	3	0	3	0
1/8/2019 2:45	30	53.1	8	2	11	9	24	6	51.9	57.9	5	3	2	0	9	2	8	1
1/8/2019 3:00	22	56.1	4	1	11	6	18	4	54.4	63.6	0	4	1	0	11	0	6	0
1/8/2019 3:15	18	57.8	5	2	8	3	18	0	57.8	63.6	5	0	2	0	8	0	3	0
1/8/2019 3:30	21	60.5	11	0	5	5	17	4	58.8	67.5	7	4	0	0	5	0	5	0
1/8/2019 3:45	19	55.6	9	1	4	5	12	7	55.6	55.7	3	6	1	0	4	0	4	1
1/8/2019 4:00	27	55.4	9	0	8	10	23	4	53.8	64.4	6	3	0	0	8	0	9	1
1/8/2019 4:15	37	55.3	17	1	12	7	30	7	52.5	67.4	11	6	0	1	12	0	7	0
1/8/2019 4:30	46	58.2	24	4	9	9	32	14	57.1	60.8	12	12	3	1	9	0	8	1
1/8/2019 4:45	38	58.5	18	2	10	8	33	5	57.1	67.5	14	4	2	0	10	0	7	1
1/8/2019 5:00	44	57.3	26	4	4	10	34	10	56.2	61.2	18	8	3	1	4	0	9	1
1/8/2019 5:15	46	58.9	28	6	10	2	34	12	57.6	62.4	19	9	5	1	8	2	2	0
1/8/2019 5:30	62	58.1	37	8	8	9	41	21	56.5	61.2	23	14	5	3	6	2	7	2
1/8/2019 5:45	77	57.1	48	7	14	8	55	22	55	62.2	30	18	5	2	13	1	7	1
1/8/2019 6:00	68	58.2	46	8	8	6	49	19	56.2	63.5	30	16	6	2	7	1	6	0
1/8/2019 6:15	87	58.8	60	16	8	3	61	26	56	65.3	38	22	13	3	7	1	3	0
1/8/2019 6:30	108	58.3	88	10	6	4	74	34	56.3	62.7	56	32	8	2	6	0	4	0
1/8/2019 6:45	117	58.8	89	15	8	5	78	39	56.8	62.8	56	33	10	5	8	0	4	1
1/8/2019 7:00	127	56.8	102	11	8	6	73	54	55.7	58.4	52	50	8	3	8	0	5	1
1/8/2019 7:15	152	56.3	123	17	10	2	85	67	53.4	60	60	63	14	3	9	1	2	0
1/8/2019 7:30	181	60.0	158	11	8	4	103	78	56.3	64.9	84	74	9	2	6	2	4	0
1/8/2019 7:45	176	61.7	139	17	12	8	101	75	58.5	65.9	72	67	11	6	10	2	8	0
1/8/2019 8:00	150	61.3	123	15	9	3	85	65	59.2	64.1	63	60	11	4	8	1	3	0
1/8/2019 8:15	110	58.9	80	15	7	8	77	33	57.1	63.2	49	31	13	2	7	0	8	0
1/8/2019 8:30	119	60.7	88	13	11	7	80	39	58.7	64.8	55	33	11	2	7	4	7	0
1/8/2019 8:45	119	60.4	100	13	2	4	82	37	58.1	65.5	66	34	11	2	2	0	3	1
1/8/2019 9:00	102	58.2	79	12	5	6	75	27	56.5	63	55	24	10	2	4	1	6	0
1/8/2019 9:15	116	60.0	82	22	5	7	77	39	58.1	63.7	51	31	17	5	5	0	4	3
1/8/2019 9:30	116	59.8	72	27	10	7	72	44	57.1	64.3	36	36	21	6	8	2	7	0
1/8/2019 9:45	152	57.9	114	21	11	6	109	43	55.7	63.6	73	41	19	2	11	0	6	0
1/8/2019 10:00	155	57.6	114	14	11	16	100	55	54.9	62.4	63	51	11	3	11	0	15	1
1/8/2019 10:15	131	59.2	92	15	13	11	94	37	57.1	64.4	60	32	11	4	13	0	10	1
1/8/2019 10:30	142	58.4	113	14	7	8	97	45	56.6	62.2	73	40	11	3	6	1	7	1
1/8/2019 10:45	149	58.1	125	4	9	11	108	41	57.1	60.6	86	39	3	1	9	0	10	1
1/8/2019 11:00	126	57.4	95	13	10	8	89	37	55.1	63	64	31	8	5	9	1	8	0
1/8/2019 11:15	188	58.2	149	12	14	13	122	66	56.2	61.8	90	59	9	3	11	3	12	1
1/8/2019 11:30	141	59.2	111	13	9	8	82	59	56.8	62.5	60	51	7	6	8	1	7	1
1/8/2019 11:45	148	58.3	109	20	11	8	99	49	55.6	63.9	68	41	14	6	10	1	7	1
1/8/2019 12:00	131	57.7	103	11	6	11	83	48	55.1	62.2	60	43	8	3	4	2	11	0
1/8/2019 12:15	139	56.5	103	16	15	5	74	65	54.8	58.5	49	54	10	6	10	5	5	0
1/8/2019 12:30	132	56.0	100	16	10	6	74	58	54.2	58.4	53	47	10	6	6	4	5	1
1/8/2019 12:45	139	59.0	119	5	11	4	97	42	56.7	64.3	77	42	5	0	11	0	4	0
1/8/2019 13:00	140	58.2	109	13	11	7	98	42	56.2	62.8	71	38	10	3	11	0	6	1
1/8/2019 13:15	126	58.5	100	14	4	8	75	51	56.2	61.8	57	43	8	6	3	1	7	1
1/8/2019 13:30	134	58.2	99	13	16	6	94	40	56.3	62.5	63	36	10	3	15	1	6	0
1/8/2019 13:45	139	56.7	119	6	6	8	97	42	54.9	60.9	80	39	5	1	5	1	7	1

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/8/2019 14:00	123	57.6	98	9	10	6	88	35	55.4	63.1	67	31	7	2	8	2	6	0
1/8/2019 14:15	122	57.0	96	6	10	10	81	41	55.3	60.5	57	39	5	1	9	1	10	0
1/8/2019 14:30	136	56.1	102	13	13	8	90	46	54.7	58.8	60	42	11	2	13	0	6	2
1/8/2019 14:45	137	57.7	102	10	11	14	79	58	55.1	61.3	54	48	6	4	8	3	11	3
1/8/2019 15:00	125	59.7	98	15	9	3	79	46	57.1	64.1	57	41	13	2	6	3	3	0
1/8/2019 15:15	134	57.8	101	11	16	6	89	45	56.7	59.9	59	42	10	1	14	2	6	0
1/8/2019 15:30	122	56.7	93	13	8	8	81	41	55.2	59.7	56	37	10	3	7	1	8	0
1/8/2019 15:45	138	59.3	109	13	10	6	78	60	57.2	62	58	51	7	6	8	2	5	1
1/8/2019 16:00	118	60.5	103	7	4	4	65	53	57.8	63.9	54	49	6	1	2	2	3	1
1/8/2019 16:15	125	59.9	100	10	8	7	88	37	57.9	64.8	69	31	7	3	6	2	6	1
1/8/2019 16:30	136	59.6	110	11	8	7	92	44	58	63	68	42	10	1	8	0	6	1
1/8/2019 16:45	116	58.5	88	13	9	6	77	39	56.1	63.3	56	32	8	5	7	2	6	0
1/8/2019 17:00	132	56.9	108	7	10	7	83	49	55.5	59.4	64	44	3	4	9	1	7	0
1/8/2019 17:15	107	59.4	91	6	5	5	66	41	57	63.2	52	39	4	2	5	0	5	0
1/8/2019 17:30	97	60.2	85	5	4	3	52	45	57.8	62.9	43	42	4	1	2	2	3	0
1/8/2019 17:45	117	58.9	99	4	10	4	78	39	56.7	63.3	61	38	3	1	10	0	4	0
1/8/2019 18:00	98	56.2	82	2	8	6	60	38	53.5	60.4	46	36	1	1	7	1	6	0
1/8/2019 18:15	80	55.4	57	6	8	9	57	23	53.9	59.1	36	21	5	1	7	1	9	0
1/8/2019 18:30	85	58.1	68	5	4	8	63	22	57.2	60.5	47	21	5	0	3	1	8	0
1/8/2019 18:45	82	58.6	62	4	8	8	62	20	57.8	61	44	18	3	1	7	1	8	0
1/8/2019 19:00	78	59.9	59	4	12	3	50	28	57.4	64.4	35	24	2	2	10	2	3	0
1/8/2019 19:15	60	55.8	47	2	8	3	46	14	54.4	60.5	35	12	1	1	7	1	3	0
1/8/2019 19:30	61	54.9	43	4	7	7	49	12	53.8	59.6	31	12	4	0	7	0	7	0
1/8/2019 19:45	57	57.4	41	6	3	7	43	14	55.8	62.4	29	12	4	2	3	0	7	0
1/8/2019 20:00	53	56.2	34	3	6	10	38	15	55.2	58.9	20	14	3	0	6	0	9	1
1/8/2019 20:15	39	57.8	33	1	5	0	29	10	57.1	59.7	23	10	1	0	5	0	0	0
1/8/2019 20:30	47	57.2	34	1	4	8	37	10	55.7	62.9	24	10	1	0	4	0	8	0
1/8/2019 20:45	46	51.3	29	4	8	5	35	11	50	55.6	22	7	4	0	6	2	3	2
1/8/2019 21:00	43	56.8	28	3	5	7	32	11	55.5	60.4	18	10	3	0	4	1	7	0
1/8/2019 21:15	33	56.9	24	1	2	6	23	10	56.8	57.2	15	9	1	0	1	1	6	0
1/8/2019 21:30	32	55.5	20	2	3	7	24	8	53.6	61	15	5	0	2	2	1	7	0
1/8/2019 21:45	32	55.8	21	0	4	7	24	8	54.5	59.5	15	6	0	0	3	1	6	1
1/8/2019 22:00	24	56.1	15	1	4	4	16	8	55.8	56.7	8	7	1	0	4	0	3	1
1/8/2019 22:15	19	56.3	17	1	1	0	16	3	53.9	68.8	14	3	1	0	1	0	0	0
1/8/2019 22:30	23	57.0	11	3	3	6	19	4	57.1	56.4	7	4	3	0	3	0	6	0
1/8/2019 22:45	20	56.2	13	1	3	3	18	2	56.2	55.7	11	2	1	0	3	0	3	0
1/8/2019 23:00	14	57.2	12	0	2	0	14	0	57.2	55.7	12	0	0	0	2	0	0	0
1/8/2019 23:15	15	53.7	6	2	3	4	14	1	51.8	80.1	5	1	2	0	3	0	4	0
1/8/2019 23:30	11	58.0	8	0	2	1	8	3	57.3	59.9	5	3	0	0	2	0	1	0
1/8/2019 23:45	19	54.4	13	1	5	0	15	4	53.9	56.4	9	4	1	0	5	0	0	0
Day Totals	**7989**	**58.1**	**5965**	**700**	**730**	**594**	**5354**	**2635**	**56.1**	**62.2**	**3624**	**2341**	**530**	**170**	**647**	**83**	**553**	**41**
AM Peak Hr	**7:15**																	
AM Peak Vol	**659**																	
AM PHF	**0.9102**																	
PM Peak Hr	**12:15**																	
PM Peak Vol	**550**																	
PM PHF	**0.9821**																	

Client:	HDR																Site Ref:	2
File Number:	1805545																Direction:	WB
Route:	US HWY 60																Latitude:	33.94370
Location:	At MP 113																Longitude:	-112.70102
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/9/2019	16	59.1	10	0	1	5	13	3	54	81.1	7	3	0	0	1	0	5	0
1/9/2019 0:15	20	54.4	12	0	3	5	15	5	53.7	56.5	7	5	0	0	3	0	5	0
1/9/2019 0:30	27	53.0	8	2	10	7	23	4	52.6	55.1	6	2	1	1	9	1	7	0
1/9/2019 0:45	19	56.3	10	1	3	5	16	3	56.1	57.2	9	1	0	1	2	1	5	0
1/9/2019 1:00	22	55.6	10	0	6	6	19	3	54.2	64.1	7	3	0	0	6	0	6	0
1/9/2019 1:15	18	56.3	7	0	7	4	17	1	56.2	58.6	6	1	0	0	7	0	4	0
1/9/2019 1:30	14	57.7	4	2	4	4	12	2	54.6	76.1	2	2	2	0	4	0	4	0
1/9/2019 1:45	15	55.2	3	2	6	4	15	0	55.2	76.1	3	0	2	0	6	0	4	0
1/9/2019 2:00	16	52.3	5	0	6	5	14	2	51.7	56.2	3	2	0	0	6	0	5	0
1/9/2019 2:15	18	59.0	5	2	6	5	16	2	58.4	63.4	4	1	1	1	6	0	5	0
1/9/2019 2:30	17	54.8	0	5	7	5	16	1	53.8	70.5	0	0	5	0	6	1	5	0
1/9/2019 2:45	22	55.5	9	0	8	5	17	5	53.5	62.5	5	4	0	0	7	1	5	0
1/9/2019 3:00	22	58.4	4	6	3	9	21	1	58	66.7	3	1	6	0	3	0	9	0
1/9/2019 3:15	13	59.5	6	1	5	1	10	3	58	64.7	3	3	1	0	5	0	1	0
1/9/2019 3:30	25	54.7	6	2	6	11	19	6	54.1	56.7	3	3	1	1	5	1	10	1
1/9/2019 3:45	38	58.4	18	1	10	9	26	12	57.5	60.5	6	12	1	0	10	0	9	0
1/9/2019 4:00	35	57.6	13	6	8	8	29	6	57.1	59.9	9	4	5	1	7	1	8	0
1/9/2019 4:15	39	56.8	14	3	11	11	31	8	55.1	63.4	8	6	2	1	11	0	10	1
1/9/2019 4:30	41	59.9	27	3	5	6	31	10	59.4	61.3	17	10	3	0	5	0	6	0
1/9/2019 4:45	38	59.5	22	3	9	4	28	10	56.8	67.2	12	10	3	0	9	0	4	0
1/9/2019 5:00	23	58.5	14	1	3	5	17	6	55.6	66.8	9	5	1	0	3	0	4	1
1/9/2019 5:15	37	57.1	20	2	11	4	28	9	54.8	64.2	12	8	2	0	11	0	3	1
1/9/2019 5:30	58	58.8	32	7	15	4	39	19	56.4	63.8	19	13	5	2	12	3	3	1
1/9/2019 5:45	73	60.2	44	5	19	5	45	28	59	62.2	18	26	4	1	18	1	5	0
1/9/2019 6:00	54	62.3	40	5	7	2	36	18	61.5	63.8	25	15	5	0	4	3	2	0
1/9/2019 6:15	91	59.3	73	5	9	4	63	28	57.4	63.5	48	25	4	1	7	2	4	0
1/9/2019 6:30	116	57.8	100	7	7	2	74	42	56	60.9	62	38	4	3	6	1	2	0
1/9/2019 6:45	111	58.0	90	12	3	6	69	42	55.6	61.9	52	38	9	3	3	0	5	1
1/9/2019 7:00	125	57.8	100	12	8	5	70	55	55.5	60.8	49	51	10	2	7	1	4	1
1/9/2019 7:15	135	58.2	108	14	9	4	76	59	55.8	61.2	54	54	11	3	7	2	4	0
1/9/2019 7:30	138	60.3	119	11	6	2	88	50	58.3	63.7	72	47	8	3	6	0	2	0
1/9/2019 7:45	180	60.8	160	9	8	3	104	76	57.7	65.1	84	76	9	0	8	0	3	0
1/9/2019 8:00	140	58.6	122	7	9	2	87	53	56.3	62.4	70	52	6	1	9	0	2	0
1/9/2019 8:15	119	58.5	93	12	8	6	83	36	56.2	63.7	58	35	11	1	8	0	6	0
1/9/2019 8:30	134	59.7	115	10	5	4	87	47	57.4	64	71	44	7	3	5	0	4	0
1/9/2019 8:45	155	59.0	130	13	8	4	90	65	54.7	65	71	59	9	4	7	1	3	1
1/9/2019 9:00	117	59.1	81	21	12	3	85	32	57.8	62.7	53	28	18	3	11	1	3	0
1/9/2019 9:15	118	59.0	94	13	7	4	82	36	57	63.7	59	35	12	1	7	0	4	0
1/9/2019 9:30	120	58.1	83	17	12	8	85	35	56.3	62.3	56	27	13	4	10	2	6	2
1/9/2019 9:45	140	57.3	106	18	8	8	92	48	55.1	61.6	62	44	15	3	8	0	7	1
1/9/2019 10:00	128	58.4	90	20	6	12	82	46	55.8	62.9	52	38	15	5	4	2	11	1
1/9/2019 10:15	141	57.3	106	11	11	13	100	41	55.2	62.5	71	35	8	3	8	3	13	0
1/9/2019 10:30	146	56.2	115	11	15	5	112	34	54.8	60.6	85	30	10	1	13	2	4	1
1/9/2019 10:45	144	58.0	110	14	8	12	99	45	55.5	63.4	71	39	10	4	6	2	12	0
1/9/2019 11:00	145	55.2	106	16	14	9	97	48	53.5	58.6	68	38	7	9	13	1	9	0
1/9/2019 11:15	147	56.0	117	10	12	8	104	43	53.7	61.7	79	38	9	1	9	3	7	1
1/9/2019 11:30	153	57.0	103	21	17	12	111	42	54.8	62.9	66	37	18	3	15	2	12	0
1/9/2019 11:45	130	57.2	102	12	8	8	85	45	55.3	60.7	64	38	8	4	6	2	7	1
1/9/2019 12:00	140	58.3	112	5	11	12	96	44	56.4	62.6	72	40	5	0	9	2	10	2
1/9/2019 12:15	123	57.8	96	12	9	6	83	40	55.5	62.6	59	37	9	3	9	0	6	0
1/9/2019 12:30	151	58.3	113	10	19	9	112	39	56.1	64.5	80	33	8	2	16	3	8	1
1/9/2019 12:45	142	58.5	116	8	12	6	101	41	56.7	62.8	80	36	5	3	11	1	5	1
1/9/2019 13:00	111	57.8	90	5	5	11	75	36	56.1	61.4	56	34	5	0	3	2	11	0
1/9/2019 13:15	125	59.0	90	14	10	11	87	38	57.1	63.2	58	32	8	6	10	0	11	0
1/9/2019 13:30	142	59.4	115	11	11	5	94	48	57.4	63.2	70	45	9	2	10	1	5	0
1/9/2019 13:45	126	56.3	90	12	12	12	88	38	54.9	59.7	58	32	9	3	9	3	12	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/9/2019 14:00	132	60.5	104	14	5	9	77	55	57.6	64.6	54	50	11	3	4	1	8	1
1/9/2019 14:15	135	58.4	104	10	9	12	89	46	55.9	63.1	66	38	5	5	9	0	9	3
1/9/2019 14:30	144	58.7	119	14	5	6	97	47	56.9	62.5	76	43	12	2	5	0	4	2
1/9/2019 14:45	146	60.3	110	9	12	15	86	60	58	63.7	56	54	6	3	10	2	14	1
1/9/2019 15:00	135	60.1	103	13	14	5	83	52	56.7	65.6	54	49	11	2	14	0	4	1
1/9/2019 15:15	162	56.8	131	12	12	7	67	95	54.2	58.6	48	83	6	6	8	4	5	2
1/9/2019 15:30	106	46.0	65	17	9	15	43	63	41.7	49	20	45	9	8	5	4	9	6
1/9/2019 15:45	144	58.7	111	13	11	9	93	51	57.5	61	68	43	11	2	7	4	7	2
1/9/2019 16:00	118	58.7	93	9	7	9	82	36	56.5	63.7	58	35	9	0	7	0	8	1
1/9/2019 16:15	114	57.9	88	14	6	6	81	33	56.1	62.4	61	27	9	5	5	1	6	0
1/9/2019 16:30	114	60.3	96	7	5	6	69	45	57.9	64	52	44	6	1	5	0	6	0
1/9/2019 16:45	128	59.2	111	6	6	5	82	46	57.2	62.9	68	43	3	3	6	0	5	0
1/9/2019 17:00	122	59.1	97	8	12	5	84	38	57	63.7	62	35	5	3	12	0	5	0
1/9/2019 17:15	118	58.1	90	8	8	12	70	48	56.4	60.6	47	43	5	3	7	1	11	1
1/9/2019 17:30	112	57.3	91	6	9	6	70	42	55.7	60	54	37	3	3	7	2	6	0
1/9/2019 17:45	96	57.8	87	3	2	4	60	36	55.6	61.5	51	36	3	0	2	0	4	0
1/9/2019 18:00	90	55.1	69	4	8	9	62	28	53.1	59.6	46	23	3	1	7	1	6	3
1/9/2019 18:15	92	56.4	67	5	12	8	62	30	55.6	58.2	41	26	3	2	10	2	8	0
1/9/2019 18:30	92	56.5	71	2	8	11	61	31	54.9	59.6	44	27	1	1	6	2	10	1
1/9/2019 18:45	81	58.2	64	7	9	1	53	28	56.8	60.9	37	27	7	0	8	1	1	0
1/9/2019 19:00	73	56.6	50	4	9	10	50	23	55.1	60	30	20	3	1	8	1	9	1
1/9/2019 19:15	74	56.4	54	4	9	7	58	16	54.8	62.4	39	15	4	0	8	1	7	0
1/9/2019 19:30	67	57.4	49	3	7	8	48	19	56.3	60.1	33	16	2	1	6	1	7	1
1/9/2019 19:45	54	56.4	34	3	12	5	39	15	55.1	59.7	19	15	3	0	12	0	5	0
1/9/2019 20:00	55	56.3	42	4	2	7	38	17	56.6	55.6	26	16	3	1	2	0	7	0
1/9/2019 20:15	46	55.5	35	1	6	4	36	10	54.7	58.3	25	10	1	0	6	0	4	0
1/9/2019 20:30	44	58.4	35	1	1	7	37	7	56.5	68.2	28	7	1	0	1	0	7	0
1/9/2019 20:45	33	56.9	26	0	2	5	27	6	56	61.1	20	6	0	0	2	0	5	0
1/9/2019 21:00	41	55.2	29	3	5	4	27	14	52.2	61	16	13	2	1	5	0	4	0
1/9/2019 21:15	33	55.4	21	2	7	3	26	7	54.3	59.5	14	7	2	0	7	0	3	0
1/9/2019 21:30	35	54.3	22	5	5	3	28	7	53.3	58.1	15	7	5	0	5	0	3	0
1/9/2019 21:45	27	55.1	22	0	4	1	20	7	55.3	54.4	16	6	0	0	3	1	1	0
1/9/2019 22:00	22	55.1	20	0	1	1	15	7	53.2	59.1	13	7	0	0	1	0	1	0
1/9/2019 22:15	20	57.3	13	0	3	4	15	5	56.6	59.4	8	5	0	0	3	0	4	0
1/9/2019 22:30	21	53.8	12	3	2	4	15	6	52.7	56.4	6	6	3	0	2	0	4	0
1/9/2019 22:45	18	59.7	12	0	4	2	11	7	55.9	65.7	6	6	0	0	3	1	2	0
1/9/2019 23:00	13	54.9	8	0	3	2	6	7	48.6	60.3	1	7	0	0	3	0	2	0
1/9/2019 23:15	14	56.3	9	0	3	2	11	3	53.6	66	6	3	0	0	3	0	2	0
1/9/2019 23:30	12	51.6	7	0	1	4	9	3	53.4	46.2	5	2	0	0	1	0	3	1
1/9/2019 23:45	15	50.8	12	0	3	0	10	5	49.3	53.8	8	4	0	0	2	1	0	0
Day Totals	**7951**	**57.9**	**5971**	**646**	**736**	**598**	**5311**	**2640**	**55.9**	**61.8**	**3610**	**2361**	**496**	**150**	**653**	**83**	**552**	**46**
AM Peak Hr	**7:15**																	
AM Peak Vol	**593**																	
AM PHF	**0.8236**																	
PM Peak Hr	**14:30**																	
PM Peak Vol	**587**																	
PM PHF	**0.9059**																	

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/10/2019	21	55.8	10	2	4	5	19	2	54.6	66.9	8	2	2	0	4	0	5	0
1/10/2019 0:15	10	56.0	4	2	1	3	8	2	54	64	2	2	2	0	1	0	3	0
1/10/2019 0:30	28	56.4	13	0	9	6	23	5	54.1	66.9	8	5	0	0	9	0	6	0
1/10/2019 0:45	30	55.1	9	4	12	5	27	3	54.2	63.5	7	2	4	0	11	1	5	0
1/10/2019 1:00	18	53.8	8	1	5	4	15	3	52.5	60.4	5	3	1	0	5	0	4	0
1/10/2019 1:15	20	56.2	7	3	4	6	17	3	54.2	67.8	4	3	3	0	4	0	6	0
1/10/2019 1:30	14	53.1	2	1	5	6	13	1	51.4	75	1	1	1	0	5	0	6	0
1/10/2019 1:45	17	56.2	5	2	5	5	14	3	55.7	58.7	3	2	1	1	5	0	5	0
1/10/2019 2:00	17	55.7	5	0	6	6	15	2	55.9	54.5	3	2	0	0	6	0	6	0
1/10/2019 2:15	11	56.8	0	1	6	4	10	1	57.1	53.5	0	0	1	0	6	0	3	1
1/10/2019 2:30	25	52.7	4	2	10	9	22	3	52.6	53.5	2	2	2	0	10	0	8	1
1/10/2019 2:45	19	52.9	3	2	8	6	16	3	52	57.7	0	3	2	0	8	0	6	0
1/10/2019 3:00	13	56.2	4	0	5	4	9	4	57	54.5	1	3	0	0	4	1	4	0
1/10/2019 3:15	24	58.9	4	2	13	5	20	4	58.2	62.4	1	3	2	0	12	1	5	0
1/10/2019 3:30	23	56.2	10	1	5	7	18	5	55.3	59.5	5	5	1	0	5	0	7	0
1/10/2019 3:45	19	55.3	7	2	10	0	17	2	55.3	55.2	5	2	2	0	10	0	0	0
1/10/2019 4:00	21	58.2	11	0	4	6	16	5	56.5	63.7	6	5	0	0	4	0	6	0
1/10/2019 4:15	30	57.0	16	2	5	7	23	7	55.9	60.8	10	6	2	0	5	0	6	1
1/10/2019 4:30	45	56.4	24	5	12	4	38	7	55.5	61.1	17	7	5	0	12	0	4	0
1/10/2019 4:45	45	57.4	26	4	9	6	36	9	54.7	68.1	19	7	3	1	8	1	6	0
1/10/2019 5:00	34	56.8	14	4	9	7	29	5	55.4	64.6	10	4	4	0	8	1	7	0
1/10/2019 5:15	38	56.8	21	7	8	2	30	8	55.9	60	17	4	7	0	5	3	1	1
1/10/2019 5:30	39	56.5	28	2	5	4	30	9	55.5	59.8	19	9	2	0	5	0	4	0
1/10/2019 5:45	72	59.2	50	8	9	5	53	19	57.3	64.6	33	17	6	2	9	0	5	0
1/10/2019 6:00	67	58.0	48	5	11	3	47	20	56.7	61	30	18	4	1	11	0	2	1
1/10/2019 6:15	89	59.1	63	12	7	7	64	25	57.6	63.1	42	21	10	2	7	0	5	2
1/10/2019 6:30	117	58.1	88	10	10	9	82	35	56.1	62.9	55	33	10	0	8	2	9	0
1/10/2019 6:45	120	59.5	102	14	3	1	74	46	57.2	63.2	60	42	11	3	2	1	1	0
1/10/2019 7:00	127	56.4	101	14	5	7	69	58	55.2	57.8	50	51	12	2	3	2	4	3
1/10/2019 7:15	143	58.4	114	13	9	7	82	61	56.3	61.3	57	57	10	3	8	1	7	0
1/10/2019 7:30	183	58.3	145	13	19	6	106	77	55.6	62.1	77	68	12	1	14	5	3	3
1/10/2019 7:45	184	61.6	166	14	2	2	101	83	58.3	65.7	87	79	10	4	2	0	2	0
1/10/2019 8:00	138	59.5	114	11	10	3	87	51	56.9	63.8	68	46	7	4	9	1	3	0
1/10/2019 8:15	127	60.4	103	11	7	6	86	41	58.1	65.1	64	39	9	2	7	0	6	0
1/10/2019 8:30	138	58.2	112	13	10	3	91	47	56.1	62.3	67	45	11	2	10	0	3	0
1/10/2019 8:45	167	57.7	134	19	6	8	112	55	55.4	62.5	85	49	14	5	5	1	8	0
1/10/2019 9:00	111	57.9	83	20	4	4	84	27	56.9	61.2	59	24	17	3	4	0	4	0
1/10/2019 9:15	143	59.2	107	18	13	5	91	52	57.2	62.8	64	43	13	5	10	3	4	1
1/10/2019 9:30	128	58.8	92	20	7	9	93	35	56.7	64.4	61	31	19	1	7	0	6	3
1/10/2019 9:45	146	60.1	116	17	7	6	97	49	58	64.2	73	43	14	3	6	1	4	2
1/10/2019 10:00	147	58.7	107	19	7	14	101	46	57.2	62	69	38	14	5	5	2	13	1
1/10/2019 10:15	137	58.4	115	11	6	5	98	39	56.2	63.8	82	33	5	6	6	0	5	0
1/10/2019 10:30	159	55.6	118	12	18	11	106	53	53.9	58.9	73	45	9	3	14	4	10	1
1/10/2019 10:45	154	58.0	121	13	10	10	105	49	55.9	62.4	81	40	8	5	8	2	8	2
1/10/2019 11:00	138	56.7	103	16	12	7	98	40	55.1	60.6	70	33	11	5	11	1	6	1
1/10/2019 11:15	176	56.7	152	5	11	8	125	51	54.9	61.1	104	48	5	0	8	3	8	0
1/10/2019 11:30	157	57.9	135	12	5	5	98	59	56.2	60.6	82	53	7	5	4	1	5	0
1/10/2019 11:45	204	57.2	163	22	15	4	127	77	54.5	61.6	93	70	16	6	14	1	4	0
1/10/2019 12:00	151	55.3	118	12	16	5	106	45	53.4	59.9	79	39	8	4	14	2	5	0
1/10/2019 12:15	140	58.1	116	11	7	6	91	49	56	62.1	71	45	7	4	7	0	6	0
1/10/2019 12:30	154	58.1	128	10	9	7	102	52	56.6	61.1	79	49	8	2	8	1	7	0
1/10/2019 12:45	153	57.6	126	10	11	6	90	63	54.6	61.8	73	53	5	5	6	5	6	0
1/10/2019 13:00	146	59.3	117	10	8	11	93	53	56.8	63.7	67	50	8	2	8	0	10	1
1/10/2019 13:15	150	59.3	121	11	6	12	92	58	57	63	68	53	7	4	6	0	11	1
1/10/2019 13:30	159	59.8	120	15	19	5	108	51	57.1	65.4	73	47	13	2	17	2	5	0
1/10/2019 13:45	148	59.5	116	17	9	6	104	44	58.3	62.3	79	37	11	6	8	1	6	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/10/2019 14:00	137	60.4	112	8	10	7	87	50	58.1	64.3	69	43	6	2	6	4	6	1
1/10/2019 14:15	149	58.2	124	7	10	8	95	54	55.5	63	76	48	5	2	8	2	6	2
1/10/2019 14:30	153	59.8	110	16	19	8	97	56	57.8	63.4	63	47	9	7	18	1	7	1
1/10/2019 14:45	134	57.7	101	14	9	10	88	46	56.2	60.6	59	42	10	4	9	0	10	0
1/10/2019 15:00	138	58.6	109	13	8	8	89	49	56.4	62.5	66	43	8	5	7	1	8	0
1/10/2019 15:15	151	58.4	127	5	13	6	88	63	55.9	62	66	61	3	2	13	0	6	0
1/10/2019 15:30	162	57.8	124	16	9	13	93	69	56.4	59.8	65	59	9	7	7	2	12	1
1/10/2019 15:45	119	61.2	104	3	10	2	82	37	58.7	66.8	70	34	3	0	9	1	0	2
1/10/2019 16:00	127	60.1	108	8	7	4	80	47	57.5	64.4	63	45	7	1	6	1	4	0
1/10/2019 16:15	145	59.8	114	11	11	9	82	63	55.7	65.1	59	55	7	4	9	2	7	2
1/10/2019 16:30	135	60.1	109	8	8	10	90	45	58.3	63.8	67	42	6	2	8	0	9	1
1/10/2019 16:45	137	59.8	113	9	10	5	81	56	57.6	63.1	66	47	5	4	6	4	4	1
1/10/2019 17:00	130	59.7	105	8	10	7	85	45	57.5	63.9	63	42	7	1	8	2	7	0
1/10/2019 17:15	136	55.9	107	9	9	11	86	50	53.3	60.3	62	45	5	4	9	0	10	1
1/10/2019 17:30	141	59.3	114	11	10	6	85	56	57.1	62.7	61	53	10	1	10	0	4	2
1/10/2019 17:45	112	60.2	95	6	6	5	72	40	58.9	62.5	58	37	5	1	5	1	4	1
1/10/2019 18:00	110	56.1	86	5	12	7	67	43	53.7	59.8	46	40	3	2	11	1	7	0
1/10/2019 18:15	101	57.7	91	7	1	2	69	32	56.6	60.2	60	31	6	1	1	0	2	0
1/10/2019 18:30	77	58.9	65	2	6	4	56	21	57.9	61.7	44	21	2	0	6	0	4	0
1/10/2019 18:45	104	59.4	78	6	12	8	71	33	57.4	63.6	49	29	4	2	11	1	7	1
1/10/2019 19:00	90	56.3	70	6	8	6	56	34	54.3	59.6	39	31	4	2	8	0	5	1
1/10/2019 19:15	65	56.2	54	4	3	4	45	20	54	61.1	35	19	4	0	3	0	3	1
1/10/2019 19:30	68	56.6	54	3	5	6	39	29	54.3	59.8	27	27	2	1	4	1	6	0
1/10/2019 19:45	66	57.1	55	2	5	4	42	24	55	60.7	32	23	2	0	4	1	4	0
1/10/2019 20:00	69	56.8	54	1	7	7	53	16	55.9	59.8	38	16	1	0	7	0	7	0
1/10/2019 20:15	61	57.2	46	4	7	4	44	17	55.3	62.1	33	13	1	3	6	1	4	0
1/10/2019 20:30	63	56.0	48	3	4	8	50	13	54.1	63.2	36	12	3	0	4	0	7	1
1/10/2019 20:45	45	58.4	34	4	3	4	32	13	56.8	62.2	22	12	3	1	3	0	4	0
1/10/2019 21:00	59	59.8	44	2	8	5	43	16	57.1	66.9	29	15	1	1	8	0	5	0
1/10/2019 21:15	55	59.9	42	5	3	5	42	13	58.1	65.9	30	12	4	1	3	0	5	0
1/10/2019 21:30	43	54.8	31	4	2	6	34	9	52.3	64.3	22	9	4	0	2	0	6	0
1/10/2019 21:45	32	58.2	23	2	6	1	24	8	55.9	65	15	8	2	0	6	0	1	0
1/10/2019 22:00	32	55.3	21	1	4	6	24	8	53.9	59.6	13	8	1	0	4	0	6	0
1/10/2019 22:15	32	58.8	20	2	4	6	25	7	57.4	63.9	13	7	2	0	4	0	6	0
1/10/2019 22:30	27	58.9	19	0	3	5	24	3	57.5	70.2	16	3	0	0	3	0	5	0
1/10/2019 22:45	32	56.0	20	3	5	4	30	2	56.5	48.8	18	2	3	0	5	0	4	0
1/10/2019 23:00	19	55.4	15	1	0	3	14	5	54	59.3	10	5	1	0	0	0	3	0
1/10/2019 23:15	16	56.5	10	0	3	3	13	3	56.3	57.5	8	2	0	0	2	1	3	0
1/10/2019 23:30	17	54.5	12	0	2	3	12	5	52.9	58.3	8	4	0	0	1	1	3	0
1/10/2019 23:45	16	53.7	13	0	2	1	12	4	54.4	51.6	9	4	0	0	2	0	1	0
Day Totals	**8739**	**58.3**	**6730**	**706**	**742**	**561**	**5829**	**2910**	**56.2**	**62.3**	**4113**	**2617**	**536**	**170**	**664**	**78**	**516**	**45**
AM Peak Hr	**11:15**																	
AM Peak Vol	**688**																	
AM PHF	**0.8431**																	
PM Peak Hr	**12:45**																	
PM Peak Vol	**608**																	
PM PHF	**0.9560**																	

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/11/2019	21	58.9	14	0	3	4	16	5	56	68.2	10	4	0	0	3	0	3	1
1/11/2019 0:15	16	54.9	7	1	5	3	13	3	53.8	59.6	5	2	0	1	5	0	3	0
1/11/2019 0:30	26	57.3	10	0	8	8	24	2	56.3	68.8	8	2	0	0	8	0	8	0
1/11/2019 0:45	18	55.0	7	2	5	4	15	3	53.4	62.9	4	3	2	0	5	0	4	0
1/11/2019 1:00	17	52.1	5	0	4	8	16	1	51.7	59	4	1	0	0	4	0	8	0
1/11/2019 1:15	15	55.0	3	0	8	4	13	2	53.4	65.6	1	2	0	0	8	0	4	0
1/11/2019 1:30	32	57.5	14	2	7	9	25	7	55.2	65.6	9	5	1	1	7	0	8	1
1/11/2019 1:45	21	52.1	8	2	8	3	19	2	51.6	56.8	6	2	2	0	8	0	3	0
1/11/2019 2:00	17	55.1	6	1	7	3	11	6	52.8	59.3	1	5	1	0	6	1	3	0
1/11/2019 2:15	15	57.3	5	1	3	6	12	3	57.2	57.5	3	2	0	1	3	0	6	0
1/11/2019 2:30	11	59.8	8	1	1	1	9	2	61.2	53.4	6	2	1	0	1	0	1	0
1/11/2019 2:45	12	57.5	4	2	4	2	12	0	57.5	53.4	4	0	2	0	4	0	2	0
1/11/2019 3:00	29	58.2	10	2	10	7	22	7	56.9	62.4	3	7	2	0	10	0	7	0
1/11/2019 3:15	23	57.6	7	2	7	7	21	2	58	53.7	5	2	2	0	7	0	7	0
1/11/2019 3:30	26	57.3	10	2	8	6	21	5	56.7	59.6	7	3	2	0	7	1	5	1
1/11/2019 3:45	32	58.7	17	5	8	2	23	9	56.4	64.4	8	9	5	0	8	0	2	0
1/11/2019 4:00	24	60.4	8	1	6	9	19	5	57.5	71.3	3	5	1	0	6	0	9	0
1/11/2019 4:15	39	58.1	22	1	8	8	29	10	56.7	62	13	9	1	0	7	1	8	0
1/11/2019 4:30	52	59.6	33	5	10	4	36	16	57.8	63.5	19	14	5	0	8	2	4	0
1/11/2019 4:45	43	60.9	26	2	7	8	34	9	60.6	62.1	19	7	1	1	7	0	7	1
1/11/2019 5:00	34	58.7	18	5	6	5	25	9	57	63.3	9	9	5	0	6	0	5	0
1/11/2019 5:15	37	57.5	23	5	4	5	29	8	56.5	61.2	17	6	5	0	3	1	4	1
1/11/2019 5:30	33	57.5	21	2	6	4	26	7	54.7	67.9	14	7	2	0	6	0	4	0
1/11/2019 5:45	71	61.8	55	7	6	3	45	26	60.4	64.2	32	23	5	2	6	0	2	1
1/11/2019 6:00	71	57.7	48	7	7	9	50	21	56.1	61.6	30	18	5	2	6	1	9	0
1/11/2019 6:15	88	58.5	69	8	8	3	62	26	56	64.5	45	24	6	2	8	0	3	0
1/11/2019 6:30	115	58.3	101	7	3	4	76	39	55.7	63.5	64	37	5	2	3	0	4	0
1/11/2019 6:45	129	57.9	106	12	6	5	75	54	56.2	60.3	58	48	8	4	5	1	4	1
1/11/2019 7:00	130	54.8	95	16	17	2	72	58	53.3	56.7	46	49	10	6	14	3	2	0
1/11/2019 7:15	151	58.1	120	11	13	7	89	62	55.3	62	63	57	8	3	11	2	7	0
1/11/2019 7:30	145	58.9	123	11	6	5	89	56	57.2	61.6	70	53	9	2	5	1	5	0
1/11/2019 7:45	180	61.9	158	12	7	3	96	84	58.9	65.4	82	76	4	8	7	0	3	0
1/11/2019 8:00	135	59.6	120	9	3	3	87	48	57.5	63.3	74	46	8	1	3	0	2	1
1/11/2019 8:15	137	59.3	113	10	7	7	80	57	56.6	63.2	58	55	8	2	7	0	7	0
1/11/2019 8:30	124	59.6	95	9	13	7	83	41	57.3	64.2	56	39	8	1	13	0	6	1
1/11/2019 8:45	155	59.4	137	10	2	6	101	54	56.3	65.2	85	52	9	1	2	0	5	1
1/11/2019 9:00	152	59.4	132	7	7	6	94	58	56.9	63.4	74	58	7	0	7	0	6	0
1/11/2019 9:15	157	58.4	124	18	11	4	100	57	56	62.7	74	50	12	6	10	1	4	0
1/11/2019 9:30	182	58.5	141	20	9	12	130	52	56.6	63.4	97	44	15	5	7	2	11	1
1/11/2019 9:45	174	58.8	142	17	10	5	118	56	56.6	63.4	90	52	14	3	9	1	5	0
1/11/2019 10:00	193	60.7	155	17	6	15	120	73	57.5	66	91	64	11	6	4	2	14	1
1/11/2019 10:15	191	59.8	154	13	10	14	123	68	58.1	63	88	66	12	1	10	0	13	1
1/11/2019 10:30	223	60.3	181	13	18	11	144	79	57.5	65.4	111	70	9	4	14	4	10	1
1/11/2019 10:45	193	59.3	172	7	8	6	121	72	57.1	62.9	103	69	7	0	7	1	4	2
1/11/2019 11:00	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 11:15	217	58.8	181	16	16	4	136	81	56.3	63	108	73	10	6	14	2	4	0
1/11/2019 11:30	233	60.4	185	27	14	7	125	108	57.7	63.5	88	97	21	6	11	3	5	2
1/11/2019 11:45	227	58.9	196	12	14	5	130	97	55.4	63.5	103	93	10	2	12	2	5	0
1/11/2019 12:00	186	57.7	163	9	9	5	107	79	55	61.4	89	74	7	2	6	3	5	0
1/11/2019 12:15	190	59.0	149	14	12	15	117	73	56.6	62.9	79	70	11	3	12	0	15	0
1/11/2019 12:30	209	57.7	184	11	7	7	125	84	55.3	61.3	109	75	6	5	4	3	6	1
1/11/2019 12:45	77	30.7	55	7	7	8	32	45	33.7	28.6	20	35	3	4	5	2	4	4
1/11/2019 13:00	280	30.4	234	26	10	10	105	175	30.3	30.5	85	149	6	20	7	3	7	3
1/11/2019 13:15	221	57.0	183	21	11	6	96	125	54.2	59.2	75	108	10	11	7	4	4	2
1/11/2019 13:30	212	58.5	185	11	7	9	84	128	56.7	59.6	72	113	3	8	1	6	8	1
1/11/2019 13:45	202	59.0	174	19	5	4	85	117	57.1	60.3	71	103	10	9	2	3	2	2

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/11/2019 14:00	192	59.8	154	21	10	7	92	100	56	63.2	64	90	13	8	10	0	5	2
1/11/2019 14:15	183	58.2	149	13	11	10	110	73	55.9	61.6	80	69	9	4	11	0	10	0
1/11/2019 14:30	172	59.4	152	6	7	7	107	65	57.5	62.4	91	61	4	2	5	2	7	0
1/11/2019 14:45	197	60.2	154	22	15	6	113	84	57.2	64.3	81	73	15	7	11	4	6	0
1/11/2019 15:00	169	60.7	137	13	10	9	107	62	58.1	65.1	78	59	12	1	8	2	9	0
1/11/2019 15:15	196	60.9	165	11	9	11	110	86	58.3	64.2	83	82	8	3	9	0	10	1
1/11/2019 15:30	170	59.8	141	17	10	2	100	70	56.9	63.9	74	67	15	2	9	1	2	0
1/11/2019 15:45	193	59.7	164	17	6	6	114	79	56.7	64.1	93	71	11	6	4	2	6	0
1/11/2019 16:00	201	59.4	170	18	6	7	119	82	57.3	62.4	90	80	16	2	6	0	7	0
1/11/2019 16:15	186	61.0	166	11	4	5	111	75	58.6	64.5	95	71	8	3	3	1	5	0
1/11/2019 16:30	205	60.0	173	14	8	10	118	87	56.5	64.7	92	81	10	4	6	2	10	0
1/11/2019 16:45	190	61.6	163	13	10	4	109	81	59.1	65	87	76	10	3	8	2	4	0
1/11/2019 17:00	199	58.9	170	20	7	2	106	93	56.2	61.9	86	84	12	8	7	0	1	1
1/11/2019 17:15	198	58.4	182	8	3	5	107	91	55.1	62.3	93	89	6	2	3	0	5	0
1/11/2019 17:30	191	62.2	167	11	3	10	100	91	59.2	65.4	81	86	8	3	2	1	9	1
1/11/2019 17:45	178	60.0	155	10	4	9	103	75	57.8	63.1	85	70	8	2	4	0	6	3
1/11/2019 18:00	195	57.5	164	13	8	10	116	79	55.9	59.9	91	73	10	3	7	1	8	2
1/11/2019 18:15	151	57.8	138	7	3	3	100	51	55.9	61.5	89	49	6	1	3	0	2	1
1/11/2019 18:30	155	57.8	136	8	4	7	96	59	55.8	61	83	53	2	6	4	0	7	0
1/11/2019 18:45	131	57.5	117	7	3	4	73	58	55	60.6	63	54	3	4	3	0	4	0
1/11/2019 19:00	129	59.6	114	9	3	3	76	53	57.1	63.3	62	52	8	1	3	0	3	0
1/11/2019 19:15	94	60.1	85	5	3	1	65	29	59.3	61.8	56	29	5	0	3	0	1	0
1/11/2019 19:30	90	58.8	75	12	2	1	59	31	57.3	61.7	47	28	10	2	1	1	1	0
1/11/2019 19:45	121	59.6	104	7	5	5	70	51	57.6	62.4	57	47	4	3	4	1	5	0
1/11/2019 20:00	109	58.3	88	5	8	8	76	33	55.8	64.1	58	30	4	1	7	1	7	1
1/11/2019 20:15	98	58.1	79	5	7	7	67	31	56.5	61.5	49	30	4	1	7	0	7	0
1/11/2019 20:30	75	55.8	63	5	2	5	51	24	53.5	60.7	40	23	4	1	2	0	5	0
1/11/2019 20:45	67	57.3	59	3	3	2	45	22	55.8	60.3	38	21	2	1	3	0	2	0
1/11/2019 21:00	68	60.3	55	5	3	5	45	23	56.1	68.5	33	22	5	0	2	1	5	0
1/11/2019 21:15	52	57.4	42	2	4	4	35	17	55	62.4	26	16	1	1	4	0	4	0
1/11/2019 21:30	54	55.3	38	7	6	3	34	20	53.7	57.9	20	18	6	1	5	1	3	0
1/11/2019 21:45	57	58.7	44	5	3	5	45	12	57.9	61.5	33	11	4	1	3	0	5	0
1/11/2019 22:00	52	56.5	42	3	2	5	38	14	55.1	60.2	29	13	2	1	2	0	5	0
1/11/2019 22:15	42	56.8	35	3	3	1	32	10	54.2	65.3	26	9	3	0	2	1	1	0
1/11/2019 22:30	23	58.7	23	0	0	0	19	4	58	62.1	19	4	0	0	0	0	0	0
1/11/2019 22:45	31	57.9	23	2	1	5	27	4	57.3	61.6	19	4	2	0	1	0	5	0
1/11/2019 23:00	38	55.6	30	0	5	3	29	9	54.1	60.4	22	8	0	0	4	1	3	0
1/11/2019 23:15	24	59.6	16	2	1	5	16	8	57.7	63.4	11	5	0	2	1	0	4	1
1/11/2019 23:30	22	54.3	16	1	2	3	18	4	54.3	54.3	12	4	1	0	2	0	3	0
1/11/2019 23:45	25	59.1	19	0	3	3	22	3	57.8	68.4	16	3	0	0	3	0	3	0
Day Totals	**10866**	**58.1**	**8883**	**799**	**639**	**545**	**6547**	**4319**	**56.1**	**61.0**	**4920**	**3963**	**568**	**231**	**558**	**81**	**501**	**44**
AM Peak Hr	**11:15**																	
AM Peak Vol	**863**																	
AM PHF	**0.9260**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**915**																	
PM PHF	**0.8170**																	

Client:	HDR																Site Ref:	2
File Number:	1805545																Direction:	WB
Route:	US HWY 60																Latitude:	33.94370
Location:	At MP 113																Longitude:	-112.70102
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/12/2019	21	57.9	18	0	0	3	15	6	57	60.3	12	6	0	0	0	0	3	0
1/12/2019 0:15	16	55.9	13	1	2	0	14	2	56.3	52.7	11	2	1	0	2	0	0	0
1/12/2019 0:30	21	57.1	11	2	4	4	20	1	56.3	72.6	10	1	2	0	4	0	4	0
1/12/2019 0:45	25	59.6	14	1	6	4	16	9	56.2	65.6	6	8	0	1	6	0	4	0
1/12/2019 1:00	18	54.5	6	0	6	6	14	4	51.7	64.5	3	3	0	0	6	0	5	1
1/12/2019 1:15	19	51.9	8	1	2	8	17	2	51.7	53.2	6	2	1	0	2	0	8	0
1/12/2019 1:30	18	53.5	9	0	3	6	15	3	51.9	61.5	6	3	0	0	3	0	6	0
1/12/2019 1:45	17	58.6	8	2	3	4	16	1	59	52.9	8	0	2	0	2	1	4	0
1/12/2019 2:00	19	52.7	7	2	5	5	17	2	51.2	65.8	5	2	2	0	5	0	5	0
1/12/2019 2:15	12	55.4	5	0	2	5	8	4	55.3	55.5	1	4	0	0	2	0	5	0
1/12/2019 2:30	16	56.3	6	2	3	5	15	1	55.3	71.6	5	1	2	0	3	0	5	0
1/12/2019 2:45	15	57.0	8	0	3	4	12	3	55.3	63.8	5	3	0	0	3	0	4	0
1/12/2019 3:00	15	56.0	8	1	4	2	13	2	53.6	71.3	6	2	1	0	4	0	2	0
1/12/2019 3:15	12	54.3	2	5	3	2	12	0	54.3	71.3	2	0	5	0	3	0	2	0
1/12/2019 3:30	18	59.1	7	0	4	7	15	3	56.7	70.9	4	3	0	0	4	0	7	0
1/12/2019 3:45	20	55.7	10	0	4	6	18	2	55.6	56.6	8	2	0	0	4	0	6	0
1/12/2019 4:00	21	60.5	11	2	2	6	17	4	60.1	62.3	7	4	2	0	2	0	6	0
1/12/2019 4:15	21	54.8	11	1	4	5	18	3	54	59.5	8	3	1	0	4	0	5	0
1/12/2019 4:30	33	62.3	25	2	2	4	24	9	61.3	64.8	16	9	2	0	2	0	4	0
1/12/2019 4:45	30	59.3	21	1	3	5	23	7	58.2	62.9	14	7	1	0	3	0	5	0
1/12/2019 5:00	30	54.8	17	7	3	3	26	4	55	53.6	14	3	7	0	2	1	3	0
1/12/2019 5:15	28	61.6	22	2	1	3	19	9	60.1	64.9	13	9	2	0	1	0	3	0
1/12/2019 5:30	47	59.7	35	2	6	4	33	14	58.4	62.6	21	14	2	0	6	0	4	0
1/12/2019 5:45	73	60.2	59	8	3	3	59	14	58.8	66.1	47	12	7	1	2	1	3	0
1/12/2019 6:00	65	60.6	54	7	3	1	49	16	58.8	66.3	39	15	6	1	3	0	1	0
1/12/2019 6:15	72	60.1	54	11	4	3	48	24	58.3	63.6	33	21	8	3	4	0	3	0
1/12/2019 6:30	84	58.9	67	5	9	3	55	29	57	62.6	42	25	2	3	8	1	3	0
1/12/2019 6:45	111	57.2	83	16	8	4	75	36	55.6	60.6	54	29	10	6	7	1	4	0
1/12/2019 7:00	104	57.1	87	12	3	2	74	30	54.5	63.6	60	27	9	3	3	0	2	0
1/12/2019 7:15	103	60.0	85	14	1	3	63	40	58.4	62.4	48	37	11	3	1	0	3	0
1/12/2019 7:30	104	59.0	89	8	5	2	70	34	57	63.1	58	31	6	2	5	0	1	1
1/12/2019 7:45	114	61.3	99	10	4	1	77	37	60.1	63.7	64	35	8	2	4	0	1	0
1/12/2019 8:00	120	61.4	106	9	2	3	79	41	58.4	67.1	66	40	8	1	2	0	3	0
1/12/2019 8:15	132	61.4	98	21	7	6	89	43	58.6	67.1	60	38	17	4	7	0	5	1
1/12/2019 8:30	177	59.8	144	26	2	5	114	63	57.3	64.3	86	58	22	4	2	0	4	1
1/12/2019 8:45	160	59.5	136	17	4	3	101	59	57.2	63.4	80	56	15	2	4	0	2	1
1/12/2019 9:00	186	60.4	143	31	6	6	114	72	57.2	65.4	74	69	28	3	6	0	6	0
1/12/2019 9:15	162	59.8	136	20	3	3	101	61	57.7	63.4	81	55	15	5	2	1	3	0
1/12/2019 9:30	169	59.8	152	10	5	2	110	59	58.1	63	99	53	5	5	4	1	2	0
1/12/2019 9:45	177	60.1	154	14	4	5	116	61	57.7	64.7	95	59	12	2	4	0	5	0
1/12/2019 10:00	181	59.8	161	17	1	2	125	56	57.6	64.7	110	51	12	5	1	0	2	0
1/12/2019 10:15	179	60.1	159	11	5	4	122	57	58.1	64.5	108	51	7	4	3	2	4	0
1/12/2019 10:30	186	60.1	174	8	2	2	120	66	58.4	63.2	111	63	6	2	1	1	2	0
1/12/2019 10:45	174	58.3	149	11	6	8	125	49	56.2	63.5	104	45	8	3	5	1	8	0
1/12/2019 11:00	166	60.4	137	16	1	12	110	56	58	65	87	50	11	5	1	0	11	1
1/12/2019 11:15	169	59.6	142	12	5	10	106	63	57.6	63	82	60	9	3	5	0	10	0
1/12/2019 11:30	186	59.9	164	12	5	5	128	58	57.7	64.6	108	56	10	2	5	0	5	0
1/12/2019 11:45	159	59.7	132	15	8	4	100	59	57.3	63.8	81	51	7	8	8	0	4	0
1/12/2019 12:00	171	59.4	143	18	6	4	113	58	57	64.1	91	52	12	6	6	0	4	0
1/12/2019 12:15	132	59.7	108	14	6	4	88	44	57.6	63.9	69	39	10	4	5	1	4	0
1/12/2019 12:30	133	59.9	118	10	2	3	90	43	57.7	64.5	80	38	6	4	1	1	3	0
1/12/2019 12:45	135	59.3	122	6	4	3	92	43	57.2	63.7	80	42	6	0	3	1	3	0
1/12/2019 13:00	135	60.9	119	9	6	1	89	46	58.3	65.9	76	43	7	2	5	1	1	0
1/12/2019 13:15	146	59.8	123	10	8	5	107	39	57.5	66.2	86	37	9	1	8	0	4	1
1/12/2019 13:30	124	60.4	109	7	5	3	86	38	57	68.1	73	36	6	1	5	0	2	1
1/12/2019 13:45	141	60.2	125	10	5	1	92	49	58.1	64	77	48	9	1	5	0	1	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/12/2019 14:00	139	59.6	121	10	6	2	94	45	57.6	63.8	79	42	8	2	5	1	2	0
1/12/2019 14:15	129	59.7	115	7	5	2	91	38	57	66.1	78	37	6	1	5	0	2	0
1/12/2019 14:30	125	58.2	107	6	8	4	82	43	56.9	60.6	68	39	3	3	7	1	4	0
1/12/2019 14:45	122	58.4	107	7	2	6	64	58	56.6	60.3	52	55	4	3	2	0	6	0
1/12/2019 15:00	122	56.5	108	6	2	6	60	62	53.8	59.2	49	59	4	2	1	1	6	0
1/12/2019 15:15	141	55.7	127	3	5	6	72	69	53.2	58.4	62	65	2	1	4	1	4	2
1/12/2019 15:30	118	55.5	102	5	7	4	68	50	53.9	57.6	54	48	3	2	7	0	4	0
1/12/2019 15:45	135	56.8	109	12	7	7	92	43	54.7	61.3	69	40	9	3	7	0	7	0
1/12/2019 16:00	121	59.8	96	14	7	4	77	44	57.8	63.2	54	42	13	1	6	1	4	0
1/12/2019 16:15	120	60.8	99	10	5	6	80	40	58.2	65.9	60	39	9	1	5	0	6	0
1/12/2019 16:30	112	61.1	101	8	1	2	76	36	59.2	65.2	68	33	5	3	1	0	2	0
1/12/2019 16:45	153	61.5	137	7	7	2	99	54	58.4	67.1	87	50	3	4	7	0	2	0
1/12/2019 17:00	110	60.2	93	9	2	6	68	42	57.3	64.9	51	42	9	0	2	0	6	0
1/12/2019 17:15	105	62.4	88	12	2	3	69	36	60.9	65.3	55	33	11	1	1	1	2	1
1/12/2019 17:30	89	60.8	71	7	7	4	59	30	58.6	65.2	45	26	5	2	6	1	3	1
1/12/2019 17:45	106	60.8	97	4	1	4	73	33	59	64.7	66	31	3	1	0	1	4	0
1/12/2019 18:00	101	56.0	88	4	4	5	75	26	54.3	60.9	65	23	2	2	3	1	5	0
1/12/2019 18:15	86	58.5	78	2	3	3	58	28	57.4	60.8	50	28	2	0	3	0	3	0
1/12/2019 18:30	92	58.1	83	5	1	3	61	31	56.4	61.5	56	27	1	4	1	0	3	0
1/12/2019 18:45	76	58.6	68	1	4	3	51	25	57	61.9	44	24	1	0	3	1	3	0
1/12/2019 19:00	84	58.7	76	4	0	4	55	29	56.2	63.3	49	27	2	2	0	0	4	0
1/12/2019 19:15	73	56.5	61	8	3	1	53	20	55.6	58.8	44	17	7	1	2	1	0	1
1/12/2019 19:30	62	55.7	56	3	1	2	52	10	55.1	58.7	46	10	3	0	1	0	2	0
1/12/2019 19:45	61	58.4	55	2	3	1	43	18	57.1	61.5	39	16	1	1	2	1	1	0
1/12/2019 20:00	38	57.2	35	1	1	1	32	6	56.5	60.9	29	6	1	0	1	0	1	0
1/12/2019 20:15	51	56.5	45	1	2	3	37	14	54.7	61.3	31	14	1	0	2	0	3	0
1/12/2019 20:30	61	55.3	51	2	3	5	48	13	54.1	59.7	39	12	1	1	3	0	5	0
1/12/2019 20:45	58	57.2	50	4	3	1	45	13	55.4	63.5	39	11	3	1	2	1	1	0
1/12/2019 21:00	31	57.1	28	1	1	1	22	9	54.5	63.3	20	8	1	0	0	1	1	0
1/12/2019 21:15	52	54.6	34	14	1	3	42	10	53.5	59.2	26	8	12	2	1	0	3	0
1/12/2019 21:30	47	53.4	19	11	4	13	40	7	53.1	54.9	15	4	9	2	4	0	12	1
1/12/2019 21:45	28	55.0	11	14	1	2	19	9	52.1	61.2	4	7	12	2	1	0	2	0
1/12/2019 22:00	32	54.7	11	17	1	3	21	11	52.6	58.8	4	7	13	4	1	0	3	0
1/12/2019 22:15	30	57.2	12	11	4	3	20	10	56.6	58.4	5	7	9	2	3	1	3	0
1/12/2019 22:30	35	54.0	8	21	2	4	22	13	52.9	55.9	3	5	14	7	2	0	3	1
1/12/2019 22:45	29	58.3	10	13	2	4	22	7	56.9	62.5	6	4	10	3	2	0	4	0
1/12/2019 23:00	37	54.5	16	17	2	2	27	10	52.3	60.6	12	4	13	4	0	2	2	0
1/12/2019 23:15	27	51.8	8	13	2	4	15	12	49.9	54.2	2	6	9	4	1	1	3	1
1/12/2019 23:30	29	57.6	14	10	0	5	18	11	55	61.9	4	10	9	1	0	0	5	0
1/12/2019 23:45	26	58.8	10	12	2	2	14	12	54.5	63.9	2	8	8	4	2	0	2	0
Day Totals	**8315**	**59.1**	**6818**	**777**	**347**	**373**	**5600**	**2715**	**57.0**	**63.3**	**4331**	**2487**	**598**	**179**	**314**	**33**	**357**	**16**
AM Peak Hr	**9:45**																	
AM Peak Vol	**723**																	
AM PHF	**0.9718**																	
PM Peak Hr	**12:00**																	
PM Peak Vol	**571**																	
PM PHF	**0.8348**																	

Client:	HDR																Site Ref:	2
File Number:	1805545																Direction:	WB
Route:	US HWY 60																Latitude:	33.94370
Location:	At MP 113																Longitude:	-112.70102
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/13/2019	25	53.4	9	12	2	2	19	6	52.5	56.3	6	3	10	2	1	1	2	0
1/13/2019 0:15	18	53.2	3	11	1	3	14	4	50.4	62.8	1	2	9	2	1	0	3	0
1/13/2019 0:30	12	54.2	3	5	0	4	9	3	52.8	58.2	2	1	3	2	0	0	4	0
1/13/2019 0:45	16	50.9	8	2	0	6	12	4	51.8	48.2	4	4	2	0	0	0	6	0
1/13/2019 1:00	15	57.4	6	4	1	4	11	4	57.2	57.9	3	3	3	1	1	0	4	0
1/13/2019 1:15	7	54.5	2	3	1	1	6	1	52	69.2	2	0	2	1	1	0	1	0
1/13/2019 1:30	14	56.3	5	6	0	3	12	2	56.9	52.6	3	2	6	0	0	0	3	0
1/13/2019 1:45	18	52.8	7	3	2	6	16	2	52.2	57.7	6	1	2	1	2	0	6	0
1/13/2019 2:00	12	57.3	5	2	1	4	9	3	55.5	62.5	3	2	1	1	1	0	4	0
1/13/2019 2:15	11	61.3	7	0	0	4	8	3	59.7	65.6	4	3	0	0	0	0	4	0
1/13/2019 2:30	8	54.5	4	1	0	3	8	0	54.5	65.6	4	0	1	0	0	0	3	0
1/13/2019 2:45	7	60.8	3	1	0	3	6	1	59.3	70	2	1	1	0	0	0	3	0
1/13/2019 3:00	8	56.6	3	1	3	1	6	2	55	61.5	2	1	1	0	2	1	1	0
1/13/2019 3:15	10	57.8	6	2	1	1	6	4	59.2	55.6	3	3	2	0	0	1	1	0
1/13/2019 3:30	4	61.5	2	0	0	2	4	0	61.5	55.6	2	0	0	0	0	0	2	0
1/13/2019 3:45	15	57.4	6	1	1	7	13	2	56.6	62.8	4	2	1	0	1	0	7	0
1/13/2019 4:00	8	52.5	5	1	1	1	8	0	52.5	62.8	5	0	1	0	1	0	1	0
1/13/2019 4:15	15	59.5	9	2	0	4	11	4	58.4	62.6	5	4	2	0	0	0	4	0
1/13/2019 4:30	23	59.9	16	2	2	3	19	4	59	63.9	13	3	2	0	1	1	3	0
1/13/2019 4:45	20	55.7	11	2	2	5	18	2	56	52.6	10	1	2	0	2	0	4	1
1/13/2019 5:00	14	56.6	10	1	0	3	12	2	55.7	61.9	8	2	1	0	0	0	3	0
1/13/2019 5:15	22	58.7	16	3	3	0	18	4	58.4	60	13	3	2	1	3	0	0	0
1/13/2019 5:30	34	56.4	24	3	4	3	26	8	54	64.2	16	8	3	0	4	0	3	0
1/13/2019 5:45	32	60.5	26	2	2	2	25	7	58.9	66.3	19	7	2	0	2	0	2	0
1/13/2019 6:00	46	59.7	36	4	2	4	35	11	58.4	63.7	27	9	3	1	2	0	3	1
1/13/2019 6:15	51	59.6	36	1	7	7	33	18	57	64.4	18	18	1	0	7	0	7	0
1/13/2019 6:30	40	59.3	34	3	2	1	31	9	57.8	64.4	26	8	2	1	2	0	1	0
1/13/2019 6:45	54	56.8	45	3	4	2	40	14	55	62	31	14	3	0	4	0	2	0
1/13/2019 7:00	48	56.4	40	1	3	4	37	11	54.6	62.6	29	11	1	0	3	0	4	0
1/13/2019 7:15	44	57.9	38	2	3	1	37	7	56.9	63.1	31	7	2	0	3	0	1	0
1/13/2019 7:30	74	59.4	68	4	0	2	56	18	57.4	65.6	52	16	2	2	0	0	2	0
1/13/2019 7:45	66	59.5	58	5	3	0	43	23	57.2	63.9	36	22	5	0	2	1	0	0
1/13/2019 8:00	71	60.9	59	9	2	1	54	17	58.7	67.7	44	15	8	1	1	1	1	0
1/13/2019 8:15	89	60.6	80	3	5	1	60	29	58.2	65.7	51	29	3	0	5	0	1	0
1/13/2019 8:30	91	59.1	83	2	3	3	67	24	57.5	63.7	59	24	2	0	3	0	3	0
1/13/2019 8:45	124	62.0	108	7	6	3	84	40	59.6	66.9	69	39	6	1	6	0	3	0
1/13/2019 9:00	99	60.2	82	12	2	3	66	33	58.8	62.9	54	28	8	4	1	1	3	0
1/13/2019 9:15	125	58.8	97	19	4	5	95	30	57.4	63.4	69	28	17	2	4	0	5	0
1/13/2019 9:30	171	61.8	148	10	8	5	109	62	58.6	67.5	92	56	5	5	7	1	5	0
1/13/2019 9:45	138	59.7	109	15	8	6	93	45	57.1	65.1	70	39	11	4	6	2	6	0
1/13/2019 10:00	155	59.1	134	12	4	5	102	53	57.1	62.9	87	47	7	5	3	1	5	0
1/13/2019 10:15	135	62.0	116	15	3	1	85	50	60	65.4	68	48	14	1	2	1	1	0
1/13/2019 10:30	150	59.1	136	6	3	5	107	43	57.1	64.1	96	40	4	2	3	0	4	1
1/13/2019 10:45	162	60.8	137	11	4	10	101	61	57.7	66	80	57	7	4	4	0	10	0
1/13/2019 11:00	142	60.8	124	10	4	4	104	38	59	65.7	88	36	9	1	3	1	4	0
1/13/2019 11:15	151	60.9	131	13	3	4	101	50	58.6	65.5	86	45	9	4	3	0	3	1
1/13/2019 11:30	148	59.6	126	10	4	8	101	47	58.1	62.8	82	44	7	3	4	0	8	0
1/13/2019 11:45	201	61.5	180	10	7	4	120	81	58.2	66.5	102	78	8	2	6	1	4	0
1/13/2019 12:00	160	60.8	143	6	8	3	109	51	58.9	65	94	49	5	1	7	1	3	0
1/13/2019 12:15	147	60.0	129	9	5	4	102	45	58.2	64.2	88	41	5	4	5	0	4	0
1/13/2019 12:30	137	59.5	123	7	4	3	79	58	57	63	67	56	6	1	4	0	2	1
1/13/2019 12:45	136	61.1	124	5	3	4	88	48	58.9	65.2	77	47	5	0	3	0	3	1
1/13/2019 13:00	165	60.8	148	7	4	6	100	65	58.8	63.8	86	62	5	2	4	0	5	1
1/13/2019 13:15	162	61.9	145	8	4	5	101	61	59.2	66.4	86	59	6	2	4	0	5	0
1/13/2019 13:30	166	60.2	139	9	13	5	106	60	58.5	63.2	81	58	9	0	12	1	4	1
1/13/2019 13:45	144	60.3	128	11	4	1	94	50	58.2	64.2	81	47	8	3	4	0	1	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/13/2019 14:00	146	58.7	126	12	6	2	95	51	57.4	61	79	47	8	4	6	0	2	0
1/13/2019 14:15	151	60.2	129	11	2	9	94	57	58.1	63.6	78	51	6	5	2	0	8	1
1/13/2019 14:30	148	60.3	128	10	6	4	98	50	58.3	64.2	81	47	8	2	5	1	4	0
1/13/2019 14:45	131	59.2	118	5	7	1	91	40	57.5	63.1	80	38	3	2	7	0	1	0
1/13/2019 15:00	174	60.6	149	13	7	5	105	69	58.3	64	83	66	10	3	7	0	5	0
1/13/2019 15:15	159	61.6	136	11	3	9	98	61	58.6	66.4	79	57	9	2	2	1	8	1
1/13/2019 15:30	132	60.0	120	4	4	4	85	47	57.6	64.2	73	47	4	0	4	0	4	0
1/13/2019 15:45	146	61.6	124	11	7	4	92	54	60.3	63.9	72	52	9	2	7	0	4	0
1/13/2019 16:00	131	61.0	113	7	7	4	89	42	59.2	64.9	71	42	7	0	7	0	4	0
1/13/2019 16:15	131	60.7	108	12	8	3	89	42	58.3	65.9	72	36	7	5	7	1	3	0
1/13/2019 16:30	128	62.0	115	4	5	4	92	36	60.3	66.2	81	34	2	2	5	0	4	0
1/13/2019 16:45	115	61.5	106	1	3	5	81	34	59.3	66.8	72	34	1	0	3	0	5	0
1/13/2019 17:00	127	63.5	117	4	3	3	79	48	61.4	66.9	70	47	3	1	3	0	3	0
1/13/2019 17:15	124	62.5	107	10	4	3	80	44	59.9	67.1	66	41	7	3	4	0	3	0
1/13/2019 17:30	106	60.6	99	3	2	2	73	33	59.3	63.4	66	33	3	0	2	0	2	0
1/13/2019 17:45	120	60.4	100	12	5	3	68	52	58.4	62.9	53	47	7	5	5	0	3	0
1/13/2019 18:00	88	59.0	81	2	5	0	61	27	58	61.3	56	25	2	0	3	2	0	0
1/13/2019 18:15	110	57.4	97	6	6	1	71	39	56.8	58.5	59	38	5	1	6	0	1	0
1/13/2019 18:30	108	58.7	97	4	4	3	75	33	56.5	63.8	64	33	4	0	4	0	3	0
1/13/2019 18:45	91	57.7	79	5	6	1	59	32	56	60.8	49	30	4	1	5	1	1	0
1/13/2019 19:00	87	58.4	81	5	1	0	57	30	56.7	61.6	52	29	4	1	1	0	0	0
1/13/2019 19:15	84	57.8	78	1	4	1	57	27	56.3	61	52	26	1	0	3	1	1	0
1/13/2019 19:30	72	59.2	62	7	1	2	50	22	57.6	62.9	42	20	5	2	1	0	2	0
1/13/2019 19:45	62	60.7	52	1	5	4	43	19	58.8	65	33	19	1	0	5	0	4	0
1/13/2019 20:00	63	57.1	54	2	3	4	42	21	55.1	61	34	20	2	0	3	0	3	1
1/13/2019 20:15	66	57.6	52	5	5	4	42	24	54.9	62.2	29	23	5	0	4	1	4	0
1/13/2019 20:30	68	59.0	60	3	4	1	45	23	57.1	62.7	37	23	3	0	4	0	1	0
1/13/2019 20:45	56	58.5	48	3	3	2	34	22	56	62.3	26	22	3	0	3	0	2	0
1/13/2019 21:00	36	59.0	33	1	1	1	30	6	57.7	65.6	27	6	1	0	1	0	1	0
1/13/2019 21:15	44	57.2	36	3	4	1	37	7	56.9	58.9	29	7	3	0	4	0	1	0
1/13/2019 21:30	41	58.8	32	2	4	3	29	12	58.3	59.9	20	12	2	0	4	0	3	0
1/13/2019 21:45	28	60.9	18	6	1	3	19	9	58.6	65.7	10	8	5	1	1	0	3	0
1/13/2019 22:00	22	61.1	17	1	1	3	18	4	60.1	65.5	13	4	1	0	1	0	3	0
1/13/2019 22:15	36	58.9	22	3	8	3	27	9	57.3	63.6	15	7	3	0	6	2	3	0
1/13/2019 22:30	16	59.0	13	1	2	0	9	7	54.8	64.4	6	7	1	0	2	0	0	0
1/13/2019 22:45	19	60.0	15	0	1	3	14	5	57.1	68.1	10	5	0	0	1	0	3	0
1/13/2019 23:00	14	58.3	8	1	3	2	12	2	57	66.3	6	2	1	0	3	0	2	0
1/13/2019 23:15	19	57.6	11	2	2	4	18	1	57.9	51.6	10	1	2	0	2	0	4	0
1/13/2019 23:30	14	56.3	8	3	1	2	14	0	56.3	51.6	8	0	3	0	1	0	2	0
1/13/2019 23:45	12	54.0	9	0	0	3	10	2	55.3	47.4	7	2	0	0	0	0	3	0
Day Totals	**7585**	**60.0**	**6438**	**516**	**320**	**311**	**5118**	**2467**	**58.0**	**64.2**	**4117**	**2321**	**407**	**109**	**294**	**26**	**300**	**11**
AM Peak Hr	**11:15**																	
AM Peak Vol	**660**																	
AM PHF	**0.8209**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**637**																	
PM PHF	**0.9593**																	

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/14/2019	19	56.7	9	2	2	6	18	1	56.5	59.7	8	1	2	0	2	0	6	0
1/14/2019 0:15	11	55.2	6	0	1	4	10	1	54.4	63.2	5	1	0	0	1	0	4	0
1/14/2019 0:30	15	53.5	6	1	5	3	13	2	53.7	52.1	4	2	1	0	5	0	3	0
1/14/2019 0:45	22	56.8	14	2	2	4	20	2	55.8	66.5	12	2	2	0	2	0	4	0
1/14/2019 1:00	17	57.3	8	2	4	3	13	4	55.8	62.1	4	4	2	0	4	0	3	0
1/14/2019 1:15	12	53.6	2	1	6	3	11	1	53.2	57.4	2	0	1	0	5	1	3	0
1/14/2019 1:30	17	54.5	6	0	9	2	12	5	53.4	57.2	1	5	0	0	9	0	2	0
1/14/2019 1:45	16	57.4	6	3	4	3	16	0	57.4	57.2	6	0	3	0	4	0	3	0
1/14/2019 2:00	22	57.9	4	2	9	7	18	4	55.6	68.5	1	3	2	0	9	0	6	1
1/14/2019 2:15	12	59.6	6	0	4	2	11	1	58.2	75.4	5	1	0	0	4	0	2	0
1/14/2019 2:30	13	54.1	5	0	3	5	11	2	52.7	62.1	4	1	0	0	3	0	4	1
1/14/2019 2:45	18	58.0	8	2	7	1	12	6	56.6	60.9	4	4	1	1	6	1	1	0
1/14/2019 3:00	27	56.5	8	6	7	6	23	4	55.8	60.6	7	1	4	2	7	0	5	1
1/14/2019 3:15	20	58.4	12	1	6	1	15	5	57.8	60.3	7	5	1	0	6	0	1	0
1/14/2019 3:30	13	61.8	7	1	2	3	9	4	59.6	66.6	4	3	1	0	2	0	2	1
1/14/2019 3:45	21	56.6	15	1	3	2	15	6	54.8	61	9	6	1	0	3	0	2	0
1/14/2019 4:00	28	58.2	19	2	5	2	21	7	55.1	67.6	12	7	2	0	5	0	2	0
1/14/2019 4:15	29	58.9	19	0	6	4	18	11	57.2	61.8	9	10	0	0	5	1	4	0
1/14/2019 4:30	51	58.8	38	5	6	2	41	10	57	66.2	28	10	5	0	6	0	2	0
1/14/2019 4:45	30	56.3	21	3	4	2	22	8	57.1	54	16	5	2	1	3	1	1	1
1/14/2019 5:00	37	57.8	22	1	12	2	28	9	55.5	65.1	14	8	0	1	12	0	2	0
1/14/2019 5:15	44	59.3	27	10	7	0	33	11	58.2	62.4	19	8	9	1	5	2	0	0
1/14/2019 5:30	67	58.8	55	1	6	5	46	21	56.9	63	34	21	1	0	6	0	5	0
1/14/2019 5:45	83	59.2	63	8	7	5	54	29	57.3	62.7	37	26	6	2	6	1	5	0
1/14/2019 6:00	76	59.3	59	6	8	3	50	26	58.5	60.9	36	23	6	0	6	2	2	1
1/14/2019 6:15	109	58.3	81	11	8	9	73	36	55.7	63.5	47	34	9	2	8	0	9	0
1/14/2019 6:30	128	59.2	105	15	7	1	77	51	56.1	63.9	61	44	10	5	5	2	1	0
1/14/2019 6:45	130	57.3	104	14	6	6	82	48	55.2	60.9	60	44	10	4	6	0	6	0
1/14/2019 7:00	141	56.6	124	12	4	1	77	64	54.3	59.3	66	58	9	3	2	2	0	1
1/14/2019 7:15	150	57.2	123	15	7	5	78	72	54.1	60.6	58	65	12	3	4	3	4	1
1/14/2019 7:30	152	58.9	129	16	4	3	79	73	56.3	61.8	59	70	13	3	4	0	3	0
1/14/2019 7:45	163	62.5	149	7	5	2	97	66	59.8	66.4	87	62	5	2	3	2	2	0
1/14/2019 8:00	153	58.7	131	14	4	4	105	48	56.8	62.8	86	45	12	2	4	0	3	1
1/14/2019 8:15	109	59.7	85	8	11	5	78	31	58.6	62.6	57	28	6	2	11	0	4	1
1/14/2019 8:30	149	58.4	103	25	9	12	91	58	55.8	62.5	52	51	18	7	9	0	12	0
1/14/2019 8:45	135	59.5	102	19	8	6	84	51	57.7	62.5	61	41	13	6	4	4	6	0
1/14/2019 9:00	147	58.9	107	27	9	4	98	49	56.5	63.7	64	43	21	6	9	0	4	0
1/14/2019 9:15	164	60.4	127	27	6	4	118	46	58.4	65.5	86	41	22	5	6	0	4	0
1/14/2019 9:30	171	59.4	123	31	12	5	114	57	57.1	64.1	77	46	24	7	9	3	4	1
1/14/2019 9:45	165	60.1	116	30	9	10	105	60	56.8	65.9	70	46	17	13	9	0	9	1
1/14/2019 10:00	158	57.7	118	14	12	14	108	50	55.5	62.5	71	47	14	0	10	2	13	1
1/14/2019 10:15	144	58.5	106	17	12	9	105	39	56.4	64.3	72	34	13	4	12	0	8	1
1/14/2019 10:30	171	59.7	143	11	13	4	116	55	57.6	64.1	92	51	9	2	12	1	3	1
1/14/2019 10:45	167	61.8	141	15	7	4	106	61	59.2	66.2	84	57	11	4	7	0	4	0
1/14/2019 11:00	174	59.0	145	15	11	3	113	61	56.3	64	90	55	10	5	11	0	2	1
1/14/2019 11:15	169	58.0	137	10	10	12	117	52	56.2	62.2	91	46	8	2	8	2	10	2
1/14/2019 11:30	149	58.4	122	6	12	9	103	46	56.1	63.4	79	43	5	1	11	1	8	1
1/14/2019 11:45	170	59.4	131	15	20	4	111	59	57	63.8	85	46	10	5	12	8	4	0
1/14/2019 12:00	155	58.2	121	10	17	7	111	44	56.4	62.7	81	40	8	2	15	2	7	0
1/14/2019 12:15	146	58.3	123	9	11	3	99	47	56	63	80	43	8	1	9	2	2	1
1/14/2019 12:30	138	58.3	110	11	11	6	91	47	55.8	63	65	45	9	2	11	0	6	0
1/14/2019 12:45	145	57.4	115	7	14	9	110	35	55.9	62.3	85	30	4	3	14	0	7	2
1/14/2019 13:00	146	58.3	113	13	10	10	99	47	55.9	63.2	70	43	9	4	10	0	10	0
1/14/2019 13:15	144	58.8	119	7	13	5	97	47	56.2	64.2	74	45	7	0	12	1	4	1
1/14/2019 13:30	129	59.3	100	10	12	7	91	38	57.7	63	67	33	7	3	10	2	7	0
1/14/2019 13:45	116	59.3	85	11	12	8	73	43	56.9	63.5	45	40	9	2	11	1	8	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/14/2019 14:00	163	57.4	126	8	21	8	109	54	55	62.3	83	43	6	2	15	6	5	3
1/14/2019 14:15	127	57.2	102	11	4	10	89	38	56.2	59.5	77	25	3	8	2	2	7	3
1/14/2019 14:30	125	59.3	101	9	13	2	80	45	56.6	64.2	59	42	6	3	13	0	2	0
1/14/2019 14:45	144	58.5	115	8	11	10	92	52	55.3	64.1	69	46	4	4	10	1	9	1
1/14/2019 15:00	147	58.5	132	10	4	1	99	48	57	61.6	87	45	7	3	4	0	1	0
1/14/2019 15:15	117	58.5	94	10	5	8	75	42	56.1	62.7	57	37	5	5	5	0	8	0
1/14/2019 15:30	157	57.8	128	10	6	13	92	65	55.3	61.3	73	55	6	4	3	3	10	3
1/14/2019 15:45	126	57.4	99	14	7	6	82	44	54.8	62.2	63	36	7	7	6	1	6	0
1/14/2019 16:00	138	57.8	111	10	10	7	100	38	56.2	62.1	78	33	7	3	9	1	6	1
1/14/2019 16:15	123	58.1	100	6	10	7	86	37	56.7	61.3	67	33	2	4	10	0	7	0
1/14/2019 16:30	94	58.2	79	5	4	6	58	36	55.9	61.8	44	35	4	1	4	0	6	0
1/14/2019 16:45	131	58.6	106	6	8	11	90	41	56.7	62.8	65	41	6	0	8	0	11	0
1/14/2019 17:00	109	60.7	91	4	7	7	71	38	59.2	63.5	53	38	4	0	7	0	7	0
1/14/2019 17:15	103	58.4	84	5	7	7	70	33	56.5	62.4	52	32	4	1	7	0	7	0
1/14/2019 17:30	121	60.9	97	10	8	6	73	48	58.2	65	52	45	7	3	8	0	6	0
1/14/2019 17:45	108	59.9	93	2	6	7	67	41	57	64.7	53	40	2	0	5	1	7	0
1/14/2019 18:00	100	57.2	77	9	6	8	67	33	54.7	62.3	48	29	7	2	5	1	7	1
1/14/2019 18:15	91	55.0	77	6	6	2	64	27	55	55.1	53	24	5	1	4	2	2	0
1/14/2019 18:30	78	56.4	59	5	4	10	61	17	55.7	58.9	43	16	5	0	4	0	9	1
1/14/2019 18:45	68	60.3	57	3	5	3	50	18	58.7	64.9	41	16	1	2	5	0	3	0
1/14/2019 19:00	67	56.1	54	5	5	3	50	17	54.6	60.5	38	16	4	1	5	0	3	0
1/14/2019 19:15	62	57.5	52	2	5	3	46	16	54.4	66.6	36	16	2	0	5	0	3	0
1/14/2019 19:30	65	57.8	54	2	7	2	46	19	56.2	61.6	36	18	2	0	6	1	2	0
1/14/2019 19:45	61	57.5	48	4	5	4	44	17	56.6	59.8	33	15	3	1	4	1	4	0
1/14/2019 20:00	41	55.9	32	2	4	3	34	7	54.3	63.5	25	7	2	0	4	0	3	0
1/14/2019 20:15	61	57.2	37	3	12	9	44	17	55.6	61.5	23	14	1	2	12	0	8	1
1/14/2019 20:30	40	57.1	29	1	6	4	30	10	55.8	60.9	19	10	1	0	6	0	4	0
1/14/2019 20:45	44	58.7	32	5	5	2	27	17	56.5	62.1	17	15	3	2	5	0	2	0
1/14/2019 21:00	40	55.1	32	1	2	5	28	12	51.8	62.8	20	12	1	0	2	0	5	0
1/14/2019 21:15	43	58.3	28	1	10	4	32	11	57.7	60.1	17	11	1	0	10	0	4	0
1/14/2019 21:30	37	56.4	29	1	1	6	25	12	56.5	56.2	17	12	1	0	1	0	6	0
1/14/2019 21:45	34	54.3	26	2	1	5	24	10	54.4	54	17	9	1	1	1	0	5	0
1/14/2019 22:00	29	57.7	21	2	4	2	25	4	57.8	57.3	17	4	2	0	4	0	2	0
1/14/2019 22:15	24	54.6	18	1	4	1	22	2	54.6	54.6	16	2	1	0	4	0	1	0
1/14/2019 22:30	22	54.6	12	2	4	4	14	8	51.1	60.6	6	6	2	0	4	0	2	2
1/14/2019 22:45	23	53.7	12	1	3	7	21	2	52.3	68.9	10	2	1	0	3	0	7	0
1/14/2019 23:00	20	54.0	2	6	1	11	17	3	53.5	57.1	2	0	5	1	1	0	9	2
1/14/2019 23:15	11	54.9	3	4	0	4	6	5	52.8	57.4	0	3	2	2	0	0	4	0
1/14/2019 23:30	27	55.1	8	10	1	8	19	8	53.4	59.3	0	8	10	0	1	0	8	0
1/14/2019 23:45	13	55.8	5	3	0	5	10	3	55	58.3	2	3	3	0	0	0	5	0
Day Totals	**8441**	**58.5**	**6545**	**721**	**673**	**502**	**5685**	**2756**	**56.4**	**62.7**	**4078**	**2467**	**540**	**181**	**606**	**67**	**461**	**41**
AM Peak Hr	**10:30**																	
AM Peak Vol	**681**																	
AM PHF	**0.9784**																	
PM Peak Hr	**12:00**																	
PM Peak Vol	**584**																	
PM PHF	**0.9419**																	

Client:	HDR						Site 2 Westbound Average Traffic Count										Site Ref:	2
File Number:	1805545																Direction:	WB
Route:	US HWY 60																Latitude:	33.94370
Location:	At MP 113																Longitude:	-112.70102
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
0:00	20	54.8	11	2	2	4	16	3	55.1	64.1	8	3	2	0	2	0	4	0
0:15	15	55.1	7	2	2	3	12	3	53.5	59.2	5	2	2	0	2	0	3	0
0:30	21	55.8	8	2	6	5	18	3	54.4	61.1	6	2	1	1	6	0	5	0
0:45	21	56.5	10	2	5	5	17	4	54.6	60.7	7	3	1	0	4	0	5	0
1:00	19	56.6	7	1	5	5	16	3	54.2	60.9	5	3	1	0	5	0	5	0
1:15	15	54.3	5	1	5	4	13	2	54.1	63.8	4	2	1	0	4	0	4	0
1:30	19	55.9	6	2	5	6	16	3	54.1	62.4	3	3	1	0	5	0	6	0
1:45	18	52.6	6	2	5	4	16	1	55.0	58.1	5	1	2	0	5	0	4	0
2:00	17	55.3	5	1	5	5	14	3	54.3	62.6	3	3	1	0	5	0	5	0
2:15	14	55.6	5	1	4	4	11	2	57.5	61.5	3	2	0	0	4	0	4	0
2:30	14	57.1	4	2	4	4	13	2	54.5	57.6	3	1	2	0	4	0	4	0
2:45	18	53.7	6	1	6	4	14	3	54.3	60.8	4	3	1	0	5	1	4	0
3:00	19	55.7	6	2	6	5	16	3	56.0	61.8	3	3	2	0	6	0	5	0
3:15	17	60.8	6	2	6	3	15	3	57.6	59.7	4	2	2	0	6	0	3	0
3:30	19	59.3	8	1	4	6	15	4	56.8	62.4	5	3	1	0	4	0	5	0
3:45	23	58.6	12	2	6	4	18	6	56.1	60.3	6	6	2	0	6	0	4	0
4:00	23	56.8	11	2	5	6	19	4	56.3	65.0	7	4	2	0	5	0	6	0
4:15	30	57.0	15	1	7	7	23	7	55.4	62.7	9	6	1	0	6	0	6	0
4:30	42	59.7	27	4	7	5	32	10	57.9	63.0	17	9	4	0	6	0	4	0
4:45	35	58.7	21	2	6	5	28	7	57.3	63.2	15	6	2	0	6	0	5	1
5:00	31	55.6	17	3	5	5	24	6	55.8	62.9	12	6	3	0	5	0	5	0
5:15	36	58.5	22	5	6	2	27	9	57.2	62.4	16	7	5	0	5	1	2	0
5:30	49	57.5	33	4	7	5	34	14	56.2	62.9	21	12	3	1	6	1	4	0
5:45	69	59.9	49	6	9	4	48	21	57.9	63.5	31	18	5	1	8	1	4	0
6:00	64	59.4	47	6	7	4	45	19	57.9	62.7	31	16	5	1	6	1	4	0
6:15	84	59.1	62	9	7	5	58	26	56.8	63.9	39	24	7	2	7	0	5	0
6:30	101	58.4	83	8	6	3	67	34	56.3	62.9	52	31	6	2	5	1	3	0
6:45	110	57.9	88	12	5	4	70	40	56.0	61.6	53	35	9	4	5	0	4	0
7:00	115	56.3	93	11	7	4	67	47	54.7	59.2	50	42	8	3	6	1	3	1
7:15	125	58.2	102	12	7	4	73	53	55.5	61.2	53	49	10	3	6	1	4	0
7:30	140	59.0	119	11	7	3	84	55	56.8	63.0	67	51	8	2	6	1	3	1
7:45	152	61.2	133	11	6	3	88	63	58.7	65.4	73	60	7	3	5	1	3	0
8:00	130	59.6	111	11	6	3	83	46	57.6	64.0	67	43	9	2	5	0	2	0
8:15	118	60.1	93	11	7	6	79	39	57.6	64.4	57	36	10	2	7	0	5	0
8:30	133	59.7	106	14	8	6	88	46	57.1	63.6	64	42	11	3	7	1	6	0
8:45	145	59.5	121	14	5	5	93	52	56.9	64.3	74	47	11	3	4	1	4	1
9:00	131	59.5	101	19	6	5	88	43	57.2	63.6	62	39	16	3	6	0	5	0
9:15	141	59.5	110	20	7	5	95	46	57.4	63.5	69	40	15	4	6	1	4	1
9:30	151	59.5	116	19	9	7	102	49	57.2	64.3	74	42	15	5	7	2	6	1
9:45	156	59.2	122	19	8	7	104	52	56.7	64.1	76	46	15	4	8	1	6	1
10:00	160	58.7	126	16	7	11	105	54	56.6	63.5	78	48	12	4	5	1	10	1
10:15	151	59.3	121	13	9	8	104	47	57.3	64.0	78	43	10	3	8	1	8	0
10:30	168	58.9	140	11	11	7	115	54	56.6	62.9	92	48	8	2	9	2	6	1
10:45	163	59.1	136	11	7	9	109	54	57.0	63.8	87	49	8	3	7	1	8	1
11:00	149	58.5	118	14	9	7	102	47	56.3	62.9	78	41	9	5	8	1	7	1
11:15	174	58.4	144	11	10	8	116	58	56.2	62.6	91	53	8	3	8	2	8	1
11:30	167	59.1	135	14	9	8	107	60	56.8	63.0	81	54	11	4	8	1	7	1
11:45	177	59.0	145	15	12	5	110	67	56.2	63.6	85	60	10	5	10	2	5	0
12:00	156	58.5	129	10	10	7	104	53	56.1	62.5	81	48	8	3	9	2	6	0
12:15	145	58.4	118	12	9	6	93	52	56.5	62.3	71	47	9	4	8	1	6	0
12:30	151	58.0	125	11	9	6	96	54	56.1	62.0	76	49	8	3	7	2	5	1
12:45	132	56.3	111	7	9	6	87	45	55.4	58.4	70	41	5	2	8	1	5	1
13:00	160	51.9	133	12	8	8	94	66	52.8	51.1	73	60	7	5	7	1	7	1
13:15	153	59.3	126	12	8	7	94	60	56.8	62.7	72	54	8	4	7	1	7	1
13:30	152	59.6	124	11	12	6	95	58	57.3	62.7	71	53	8	3	10	2	5	0
13:45	145	58.8	120	12	8	6	90	55	56.9	61.9	70	49	9	4	6	1	5	0

Client:	**HDR**																Site Ref:	**2**
File Number:	**1805545**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.94370**
Location:	**At MP 113**																Longitude:	**-112.70102**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
14:00	147	59.4	120	12	10	6	92	56	56.7	63.2	71	49	8	3	8	2	5	1
14:15	142	58.7	117	9	7	9	93	50	56.3	62.5	73	44	6	4	7	1	7	1
14:30	143	58.8	117	11	10	6	93	50	57.0	62.4	71	46	8	3	9	1	5	1
14:45	144	59.2	115	11	10	9	88	57	56.6	62.6	64	51	7	4	8	1	8	1
15:00	144	59.2	119	12	8	5	89	55	57.0	63.1	68	52	9	3	7	1	5	0
15:15	151	58.9	126	9	9	8	86	66	56.4	61.6	65	61	6	3	8	1	7	1
15:30	138	56.7	110	12	8	8	80	58	54.9	59.3	59	51	8	4	6	2	7	1
15:45	143	59.3	117	12	8	6	90	53	57.1	63.0	70	47	8	4	7	1	5	1
16:00	136	59.5	113	10	7	6	87	49	57.4	63.4	67	47	9	1	6	1	5	0
16:15	135	59.9	111	11	7	6	88	47	57.4	64.4	69	42	7	4	6	1	6	0
16:30	132	60.2	112	8	6	6	85	47	58.0	64.2	67	44	6	2	5	0	6	0
16:45	139	60.0	118	8	8	5	88	50	57.8	64.5	72	46	5	3	6	1	5	0
17:00	133	59.4	112	9	7	5	82	50	57.6	63.2	64	47	6	2	7	0	5	0
17:15	127	59.0	107	8	5	7	78	49	56.8	62.8	61	46	6	2	5	0	6	0
17:30	122	60.1	103	8	6	5	73	49	58.0	63.7	57	46	6	2	5	1	5	1
17:45	120	59.5	104	6	5	5	74	45	57.7	63.2	61	43	4	1	4	0	5	1
18:00	112	56.9	92	6	7	6	73	39	54.8	60.4	57	36	4	2	6	1	6	1
18:15	102	57.3	86	6	6	4	69	33	55.9	59.3	55	31	5	1	5	1	4	0
18:30	98	58.3	83	4	4	7	68	31	56.3	61.2	54	28	3	2	4	0	6	0
18:45	90	58.9	75	5	7	4	60	31	56.9	61.7	47	28	3	1	6	1	4	0
19:00	87	58.2	72	5	5	4	56	31	56.0	62.0	44	28	4	1	5	0	4	0
19:15	73	57.2	62	4	5	3	53	20	55.7	61.6	42	19	3	0	4	1	3	0
19:30	69	57.1	56	5	4	4	49	20	55.9	60.9	37	19	4	1	4	1	4	0
19:45	69	58.5	56	4	5	4	46	23	56.7	61.8	35	21	3	1	5	1	4	0
20:00	61	56.9	48	3	4	6	45	16	55.7	60.8	33	16	2	0	4	0	5	0
20:15	60	57.9	47	3	6	4	43	18	55.6	61.3	30	16	2	1	6	0	4	0
20:30	57	57.0	46	2	3	5	43	14	55.1	62.1	32	14	2	0	3	0	5	0
20:45	50	57.1	40	3	4	3	35	15	55.2	61.2	26	13	3	1	3	0	3	0
21:00	45	57.4	36	2	4	4	32	13	55.3	64.6	23	12	2	0	3	0	4	0
21:15	45	57.8	32	4	4	4	34	11	56.0	61.0	22	10	3	1	4	0	4	0
21:30	41	56.4	27	5	4	6	31	11	54.3	58.8	18	10	4	1	3	0	6	0
21:45	34	57.0	24	4	3	3	25	9	55.8	60.3	16	8	3	1	3	0	3	0
22:00	30	55.7	21	4	2	3	22	8	55.5	59.4	14	7	3	1	2	0	3	0
22:15	29	57.4	20	3	4	3	22	7	55.8	62.4	14	6	3	0	3	1	3	0
22:30	24	54.3	14	4	2	3	17	6	55.2	59.7	9	5	3	1	2	0	3	0
22:45	25	55.9	15	3	3	4	20	4	56.1	63.1	11	4	2	0	3	0	4	0
23:00	22	55.0	13	4	2	3	17	5	54.0	60.3	9	4	3	1	2	0	3	0
23:15	18	55.8	9	3	2	4	13	5	54.6	59.0	6	3	2	1	2	0	3	0
23:30	19	56.0	10	3	1	4	14	5	54.5	58.3	6	4	3	0	1	0	4	0
23:45	18	55.9	12	2	2	2	13	5	54.8	58.9	8	4	2	1	2	0	2	0
Day Totals	**8576**	**58.5**	**6781**	**697**	**599**	**499**	**5649**	**2927**	**56.5**	**62.4**	**4124**	**2657**	**526**	**171**	**535**	**65**	**464**	**35**
AM Peak Hr	**11:15**																	
AM Peak Vol	**674**																	
AM PHF	**0.9520**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**611**																	
PM PHF	**0.9547**																	

Client:	HDR						Site 3 Eastbound 7 Day Traffic Count										Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/8/2019 12:00	136	68.0	88	35	5	8	78	58	67.6	68.6	44	44	23	12	4	1	7	1
1/8/2019 12:15	141	62.7	89	29	12	11	78	63	65	59.9	43	46	20	9	8	4	7	4
1/8/2019 12:30	152	67.0	105	31	8	8	85	67	64.5	70.1	46	59	23	8	8	0	8	0
1/8/2019 12:45	152	68.4	85	54	5	8	92	60	67.3	70	41	44	39	15	5	0	7	1
1/8/2019 13:00	147	67.0	90	39	9	9	86	61	66.3	67.9	39	51	32	7	6	3	9	0
1/8/2019 13:15	153	66.8	88	46	8	11	86	67	66.6	67.1	40	48	33	13	5	3	8	3
1/8/2019 13:30	151	65.2	98	37	8	8	91	60	64.9	65.6	47	51	30	7	6	2	8	0
1/8/2019 13:45	136	66.7	100	17	8	11	69	67	66.3	67.2	39	61	16	1	6	2	8	3
1/8/2019 14:00	163	64.9	102	41	8	12	100	63	66.2	62.9	53	49	31	10	4	4	12	0
1/8/2019 14:15	157	67.4	93	52	8	4	87	70	66.6	68.3	44	49	35	17	4	4	4	0
1/8/2019 14:30	164	66.3	91	48	11	14	93	71	65.9	66.8	39	52	34	14	7	4	13	1
1/8/2019 14:45	166	69.0	110	40	4	12	102	64	66.4	73.2	57	53	29	11	4	0	12	0
1/8/2019 15:00	165	66.8	108	35	13	9	91	74	67.7	65.6	49	59	25	10	9	4	8	1
1/8/2019 15:15	189	66.6	133	41	6	9	105	84	66	67.3	66	67	27	14	5	1	7	2
1/8/2019 15:30	188	65.3	125	43	4	16	108	80	65.3	65.4	66	59	24	19	3	1	15	1
1/8/2019 15:45	168	68.9	115	36	4	13	96	72	68.9	68.8	54	61	27	9	4	0	11	2
1/8/2019 16:00	132	68.4	83	40	6	3	82	50	68.6	68.2	47	36	31	9	3	3	1	2
1/8/2019 16:15	178	67.5	129	36	6	7	89	89	69.3	65.6	51	78	28	8	4	2	6	1
1/8/2019 16:30	172	67.0	119	37	9	7	92	80	65.9	68.2	57	62	22	15	8	1	5	2
1/8/2019 16:45	144	66.4	94	41	5	4	69	75	68.6	64.3	41	53	22	19	4	1	2	2
1/8/2019 17:00	168	68.5	116	39	4	9	89	79	68.5	68.5	49	67	29	10	3	1	8	1
1/8/2019 17:15	163	68.5	115	33	3	12	79	84	66.5	70.3	40	75	26	7	1	2	12	0
1/8/2019 17:30	162	65.7	120	27	3	12	98	64	65.5	65.9	64	56	22	5	3	0	9	3
1/8/2019 17:45	116	67.0	92	16	5	3	60	56	65.6	68.5	42	50	11	5	4	1	3	0
1/8/2019 18:00	117	63.7	85	17	9	6	64	53	63.9	63.4	42	43	9	8	8	1	5	1
1/8/2019 18:15	114	64.8	80	25	4	5	64	50	65.6	63.7	39	41	20	5	2	2	3	2
1/8/2019 18:30	104	68.6	69	28	4	3	57	47	67.6	69.8	38	31	15	13	2	2	2	1
1/8/2019 18:45	82	63.4	54	17	5	6	50	32	64.5	61.6	26	28	14	3	4	1	6	0
1/8/2019 19:00	87	66.9	54	15	3	15	55	32	66.6	67.3	28	26	11	4	2	1	14	1
1/8/2019 19:15	75	63.1	44	15	3	13	51	24	63.9	61.4	25	19	14	1	2	1	10	3
1/8/2019 19:30	66	62.6	49	13	2	2	39	27	63.8	60.8	24	25	11	2	2	0	2	0
1/8/2019 19:45	61	63.8	41	15	1	4	42	19	64.9	61.5	24	17	14	1	1	0	3	1
1/8/2019 20:00	64	62.2	43	14	1	6	37	27	64.7	58.7	19	24	12	2	0	1	6	0
1/8/2019 20:15	48	64.2	33	9	1	5	28	20	60.8	68.9	18	15	6	3	1	0	3	2
1/8/2019 20:30	48	64.5	24	16	1	7	27	21	66.6	61.7	11	13	10	6	0	1	6	1
1/8/2019 20:45	33	62.9	25	3	3	2	23	10	65.4	57.3	17	8	3	0	2	1	1	1
1/8/2019 21:00	39	62.3	28	6	2	3	21	18	64.8	59.3	12	16	5	1	2	0	2	1
1/8/2019 21:15	42	62.1	24	8	4	6	29	13	61.6	63.3	15	9	6	2	2	2	6	0
1/8/2019 21:30	46	63.6	22	14	7	3	31	15	63.4	63.9	13	9	10	4	6	1	2	1
1/8/2019 21:45	38	65.7	23	6	4	5	19	19	62.3	69	9	14	3	3	3	1	4	1
1/8/2019 22:00	34	64.2	22	6	3	3	21	13	63.9	64.8	12	10	4	2	3	0	2	1
1/8/2019 22:15	30	64.8	16	3	8	3	24	6	66.2	59.4	11	5	3	0	7	1	3	0
1/8/2019 22:30	34	64.4	19	6	1	8	22	12	62.6	67.6	10	9	5	1	1	0	6	2
1/8/2019 22:45	30	65.5	19	8	1	2	19	11	67.8	61.5	11	8	6	2	1	0	1	1
1/8/2019 23:00	37	61.7	21	3	5	8	26	11	64.5	55.2	11	10	3	0	4	1	8	0
1/8/2019 23:15	25	62.1	11	7	1	6	17	8	62.5	61.3	5	6	6	1	1	0	5	1
1/8/2019 23:30	21	61.1	10	3	3	5	11	10	64.2	57.7	4	6	1	2	2	1	4	1
1/8/2019 23:45	26	64.8	12	6	1	7	18	8	62.1	70.9	5	7	5	1	1	0	7	0
Day Totals	**5064**	**66.2**	**3316**	**1156**	**239**	**353**	**2900**	**2164**	**66.1**	**66.4**	**1587**	**1729**	**835**	**321**	**177**	**62**	**301**	**52**
AM Peak Hr	**11:45**																	
AM Peak Vol	**429**																	
AM PHF	**0.7056**																	
PM Peak Hr	**15:00**																	
PM Peak Vol	**710**																	
PM PHF	**0.9392**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/9/2019	25	62.9	9	3	3	10	20	5	64.2	57.5	6	3	3	0	2	1	9	1
1/9/2019 0:15	22	65.6	8	5	1	8	17	5	66.9	61.2	4	4	4	1	1	0	8	0
1/9/2019 0:30	16	63.1	5	5	1	5	12	4	63.7	61.2	1	4	5	0	1	0	5	0
1/9/2019 0:45	12	65.4	4	2	2	4	9	3	67.5	59.2	3	1	2	0	1	1	3	1
1/9/2019 1:00	22	61.4	7	4	3	8	16	6	63.8	55	3	4	4	0	2	1	7	1
1/9/2019 1:15	19	60.4	7	2	2	8	14	5	59.5	62.8	5	2	2	0	1	1	6	2
1/9/2019 1:30	18	67.1	9	4	1	4	15	3	67.9	62.9	7	2	4	0	1	0	3	1
1/9/2019 1:45	16	66.4	11	0	2	3	9	7	68	64.3	5	6	0	0	2	0	2	1
1/9/2019 2:00	15	61.8	5	5	1	4	11	4	61.5	62.5	2	3	4	1	1	0	4	0
1/9/2019 2:15	10	71.4	7	2	0	1	5	5	65.9	76.9	3	4	1	1	0	0	1	0
1/9/2019 2:30	22	61.8	11	3	2	6	12	10	63.9	59.2	4	7	1	2	1	1	6	0
1/9/2019 2:45	17	59.8	4	7	1	5	12	5	61.1	56.6	2	2	5	2	1	0	4	1
1/9/2019 3:00	14	63.8	5	3	4	2	10	4	68.6	51.8	3	2	3	0	2	2	2	0
1/9/2019 3:15	6	58.7	3	1	0	2	5	1	60.1	51.8	2	1	1	0	0	0	2	0
1/9/2019 3:30	9	55.5	3	2	1	3	5	4	62.2	47.2	1	2	0	2	1	0	3	0
1/9/2019 3:45	27	64.3	16	3	4	4	21	6	65	62	13	3	3	0	2	2	3	1
1/9/2019 4:00	16	71.2	10	3	1	2	9	7	70.8	71.6	3	7	3	0	1	0	2	0
1/9/2019 4:15	16	62.9	8	2	0	6	12	4	60	71.6	4	4	2	0	0	0	6	0
1/9/2019 4:30	20	65.1	11	7	1	1	13	7	63.6	68	8	3	5	2	0	1	0	1
1/9/2019 4:45	24	61.9	14	5	3	2	10	14	62.2	61.6	4	10	2	3	2	1	2	0
1/9/2019 5:00	36	60.0	18	9	3	6	14	22	62.6	58.4	7	11	2	7	0	3	5	1
1/9/2019 5:15	51	63.6	25	12	8	6	28	23	61.3	66.4	10	15	5	7	8	0	5	1
1/9/2019 5:30	51	63.7	28	14	1	8	30	21	64.2	63	13	15	9	5	1	0	7	1
1/9/2019 5:45	48	60.9	27	10	7	4	25	23	63.1	58.6	11	16	6	4	5	2	3	1
1/9/2019 6:00	35	62.9	24	5	3	3	22	13	63.7	61.5	13	11	4	1	3	0	2	1
1/9/2019 6:15	54	65.3	38	9	3	4	34	20	66	64.2	20	18	7	2	3	0	4	0
1/9/2019 6:30	49	63.6	27	9	6	7	27	22	66.7	59.9	13	14	4	5	4	2	6	1
1/9/2019 6:45	52	62.3	34	13	0	5	31	21	66.3	56.4	18	16	10	3	0	0	3	2
1/9/2019 7:00	75	62.1	52	19	2	2	39	36	63.4	60.7	24	28	12	7	2	0	1	1
1/9/2019 7:15	78	63.2	38	27	4	9	46	32	62.5	64.3	13	25	22	5	3	1	8	1
1/9/2019 7:30	91	62.0	57	18	6	10	46	45	62.9	61.1	26	31	11	7	4	2	5	5
1/9/2019 7:45	78	63.4	52	17	6	3	45	33	66	59.9	29	23	11	6	3	3	2	1
1/9/2019 8:00	86	61.2	60	18	5	3	47	39	62.7	59.4	33	27	11	7	2	3	1	2
1/9/2019 8:15	92	64.2	57	28	2	5	53	39	63.4	65.3	30	27	17	11	1	1	5	0
1/9/2019 8:30	92	62.7	56	22	4	10	58	34	64.3	60	30	26	17	5	2	2	9	1
1/9/2019 8:45	95	65.2	49	28	8	10	69	26	64.2	67.8	32	17	22	6	7	1	8	2
1/9/2019 9:00	117	64.2	77	25	11	4	61	56	65.2	63.2	33	44	17	8	9	2	2	2
1/9/2019 9:15	104	64.3	70	21	7	6	68	36	62.9	66.9	38	32	17	4	7	0	6	0
1/9/2019 9:30	134	64.3	89	30	4	11	82	52	64.1	64.5	47	42	24	6	2	2	9	2
1/9/2019 9:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/9/2019 10:00	129	65.7	70	47	6	6	79	50	67.3	63.3	40	30	32	15	3	3	4	2
1/9/2019 10:15	123	63.0	73	35	8	7	71	52	64.2	61.4	36	37	23	12	5	3	7	0
1/9/2019 10:30	119	63.9	76	24	6	13	76	43	64.4	63	41	35	19	5	5	1	11	2
1/9/2019 10:45	127	66.9	85	27	5	10	78	49	65.7	68.7	41	44	23	4	4	1	10	0
1/9/2019 11:00	114	66.9	75	25	5	9	68	46	67.3	66.4	39	36	17	8	3	2	9	0
1/9/2019 11:15	122	64.7	76	30	8	8	71	51	65	64.4	37	39	20	10	7	1	7	1
1/9/2019 11:30	151	65.8	102	31	7	11	82	69	63.6	68.4	44	58	23	8	5	2	10	1
1/9/2019 11:45	119	64.8	69	32	7	11	68	51	64.3	65.5	28	41	26	6	5	2	9	2
1/9/2019 12:00	132	67.2	94	27	6	5	80	52	64.4	71.5	50	44	22	5	3	3	5	0
1/9/2019 12:15	133	65.7	79	35	7	12	83	50	65	66.9	41	38	27	8	4	3	11	1
1/9/2019 12:30	143	65.2	91	32	10	10	76	67	64.9	65.6	42	49	18	14	7	3	9	1
1/9/2019 12:45	123	64.1	81	25	8	9	64	59	65.3	62.9	36	45	19	6	4	4	5	4
1/9/2019 13:00	136	65.6	88	29	7	12	78	58	65.2	66.1	42	46	20	9	4	3	12	0
1/9/2019 13:15	143	65.7	96	31	6	10	76	67	65.2	66.2	43	53	19	12	5	1	9	1
1/9/2019 13:30	150	66.1	99	35	3	13	85	65	64.9	67.6	45	54	26	9	2	1	12	1
1/9/2019 13:45	152	64.1	103	37	8	4	73	79	65.3	62.9	38	65	26	11	5	3	4	0

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/9/2019 14:00	155	65.1	98	39	4	14	78	77	65.1	65.2	33	65	31	8	3	1	11	3
1/9/2019 14:15	160	65.5	100	36	10	14	92	68	65.1	66	43	57	30	6	8	2	11	3
1/9/2019 14:30	186	65.4	125	41	10	10	91	95	67.6	63.3	49	76	29	12	6	4	7	3
1/9/2019 14:45	182	67.2	128	31	8	15	104	78	66.7	67.9	62	66	24	7	6	2	12	3
1/9/2019 15:00	175	64.4	112	44	12	7	117	58	65.9	61.5	66	46	35	9	9	3	7	0
1/9/2019 15:15	173	65.8	119	34	10	10	88	85	67.4	64.1	49	70	21	13	9	1	9	1
1/9/2019 15:30	190	66.6	124	54	5	7	108	82	67.2	65.8	63	61	37	17	2	3	6	1
1/9/2019 15:45	174	66.5	122	37	5	10	97	77	67.3	65.6	56	66	30	7	3	2	8	2
1/9/2019 16:00	156	67.4	106	36	3	11	77	79	67.1	67.6	42	64	24	12	2	1	9	2
1/9/2019 16:15	168	65.4	114	38	7	9	88	80	67.3	63.4	45	69	29	9	7	0	7	2
1/9/2019 16:30	169	68.2	109	48	5	7	92	77	66.5	70.2	51	58	31	17	3	2	7	0
1/9/2019 16:45	141	67.0	101	30	4	6	66	75	66.8	67.1	36	65	22	8	4	0	4	2
1/9/2019 17:00	174	66.8	120	39	7	8	96	78	65.5	68.4	55	65	28	11	6	1	7	1
1/9/2019 17:15	159	68.7	114	36	1	8	85	74	68.4	69.1	56	58	21	15	1	0	7	1
1/9/2019 17:30	133	67.4	96	21	4	12	71	62	66.9	67.9	44	52	14	7	2	2	11	1
1/9/2019 17:45	145	66.2	98	26	5	16	75	70	65.5	67	41	57	19	7	3	2	12	4
1/9/2019 18:00	113	62.8	78	21	6	8	64	49	64.1	61	37	41	17	4	3	3	7	1
1/9/2019 18:15	117	65.8	92	15	5	5	64	53	64.6	67.2	46	46	10	5	3	2	5	0
1/9/2019 18:30	97	65.3	62	24	5	6	57	40	66.2	64.1	27	35	19	5	5	0	6	0
1/9/2019 18:45	82	66.1	49	22	4	7	51	31	65.4	67.3	25	24	17	5	2	2	7	0
1/9/2019 19:00	81	63.6	53	15	6	7	45	36	63.6	63.7	24	29	9	6	6	0	6	1
1/9/2019 19:15	57	61.7	38	12	2	5	35	22	62.9	59.7	22	16	10	2	1	1	2	3
1/9/2019 19:30	77	65.1	54	15	2	6	38	39	65.2	65.1	23	31	8	7	1	1	6	0
1/9/2019 19:45	72	68.6	48	13	5	6	44	28	68.2	69.2	24	24	9	4	5	0	6	0
1/9/2019 20:00	60	62.0	40	11	3	6	42	18	62.3	61.2	24	16	9	2	3	0	6	0
1/9/2019 20:15	65	65.0	43	10	1	11	37	28	64.3	66	22	21	6	4	1	0	8	3
1/9/2019 20:30	57	62.8	38	7	5	7	40	17	63.4	61.3	22	16	7	0	4	1	7	0
1/9/2019 20:45	46	62.1	36	6	1	3	20	26	61.5	62.5	14	22	4	2	0	1	2	1
1/9/2019 21:00	60	61.2	40	12	3	5	33	27	61.7	60.6	18	22	8	4	3	0	4	1
1/9/2019 21:15	35	63.2	20	10	2	3	19	16	62.9	63.5	9	11	6	4	2	0	2	1
1/9/2019 21:30	42	68.2	25	9	1	7	27	15	66.5	71.2	15	10	7	2	1	0	4	3
1/9/2019 21:45	29	62.7	19	7	2	1	18	11	63.9	60.8	11	8	5	2	1	1	1	0
1/9/2019 22:00	43	63.7	22	10	3	8	33	10	64.7	60.3	14	8	8	2	3	0	8	0
1/9/2019 22:15	39	64.4	24	7	4	4	27	12	63.1	67.4	15	9	6	1	2	2	4	0
1/9/2019 22:30	39	62.8	25	7	1	6	21	18	61	65	11	14	4	3	1	0	5	1
1/9/2019 22:45	28	65.8	15	8	1	4	20	8	62.1	75.2	7	8	8	0	1	0	4	0
1/9/2019 23:00	33	69.0	16	6	4	7	23	10	66.1	75.6	8	8	4	2	4	0	7	0
1/9/2019 23:15	41	60.1	22	10	3	6	28	13	61.2	57.6	13	9	8	2	2	1	5	1
1/9/2019 23:30	20	64.0	8	4	2	6	11	9	66.7	60.6	4	4	1	3	1	1	5	1
1/9/2019 23:45	32	66.1	16	8	1	7	21	11	66.9	64.6	9	7	5	3	1	0	6	1
Day Totals	**7885**	**65.1**	**5061**	**1763**	**402**	**659**	**4513**	**3372**	**65.2**	**65.0**	**2401**	**2660**	**1262**	**501**	**289**	**113**	**561**	**98**
AM Peak Hr	**11:30**																	
AM Peak Vol	**535**																	
AM PHF	**0.8858**																	
PM Peak Hr	**14:45**																	
PM Peak Vol	**720**																	
PM PHF	**0.9474**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/10/2019	17	65.6	7	1	1	8	12	5	69.9	55.3	5	2	0	1	0	1	7	1
1/10/2019 0:15	22	62.1	13	5	1	3	14	8	66	55.3	5	8	5	0	1	0	3	0
1/10/2019 0:30	16	64.8	3	6	1	6	13	3	64.5	66.2	1	2	6	0	1	0	5	1
1/10/2019 0:45	14	69.2	6	3	1	4	11	3	69.3	69	3	3	3	0	1	0	4	0
1/10/2019 1:00	25	63.1	14	3	3	5	15	10	64.4	61.2	6	8	2	1	2	1	5	0
1/10/2019 1:15	15	61.9	5	4	0	6	12	3	62.1	61	3	2	4	0	0	0	5	1
1/10/2019 1:30	16	63.8	6	2	2	6	10	6	62	66.8	2	4	1	1	2	0	5	1
1/10/2019 1:45	18	64.0	4	6	3	5	15	3	62.4	71.8	2	2	6	0	3	0	4	1
1/10/2019 2:00	15	63.3	6	5	2	2	13	2	61	78.2	5	1	4	1	2	0	2	0
1/10/2019 2:15	20	62.1	7	3	4	6	13	7	63	60.3	3	4	1	2	3	1	6	0
1/10/2019 2:30	18	57.3	6	4	3	5	15	3	59.1	48.4	4	2	4	0	2	1	5	0
1/10/2019 2:45	14	64.2	5	2	1	6	13	1	65.4	48.4	4	1	2	0	1	0	6	0
1/10/2019 3:00	11	68.3	5	2	2	2	10	1	70.3	48.4	4	1	2	0	2	0	2	0
1/10/2019 3:15	15	63.8	6	5	0	4	9	6	66.3	60.1	2	4	5	0	0	0	2	2
1/10/2019 3:30	14	67.9	8	2	2	2	10	4	67.7	68.3	4	4	2	0	2	0	2	0
1/10/2019 3:45	11	64.1	9	0	1	1	9	2	63.8	65.7	8	1	0	0	1	0	0	1
1/10/2019 4:00	19	65.5	10	4	1	4	16	3	65.5	65.7	7	3	4	0	1	0	4	0
1/10/2019 4:15	19	63.1	14	2	2	1	13	6	62.6	64.3	9	5	2	0	1	1	1	0
1/10/2019 4:30	30	66.2	14	7	5	4	22	8	63.8	72.9	8	6	5	2	5	0	4	0
1/10/2019 4:45	29	64.3	16	5	5	3	17	12	65.9	62	7	9	5	0	3	2	2	1
1/10/2019 5:00	36	59.7	21	5	3	7	17	19	63.1	56.7	7	14	1	4	3	0	6	1
1/10/2019 5:15	47	63.3	32	8	3	4	21	26	66.9	60.4	13	19	3	5	1	2	4	0
1/10/2019 5:30	33	59.2	21	7	2	3	17	16	61.9	56.4	10	11	4	3	1	1	2	1
1/10/2019 5:45	45	65.7	30	5	5	5	21	24	66.1	65.4	10	20	4	1	4	1	3	2
1/10/2019 6:00	54	67.0	38	8	4	4	29	25	64	70.4	17	21	5	3	4	0	3	1
1/10/2019 6:15	66	63.2	37	16	3	10	32	34	64	62.5	13	24	9	7	3	0	7	3
1/10/2019 6:30	55	60.5	32	11	3	9	31	24	62.6	57.7	12	20	9	2	2	1	8	1
1/10/2019 6:45	51	61.0	28	14	2	7	35	16	62.9	56.8	15	13	12	2	2	0	6	1
1/10/2019 7:00	60	61.4	41	8	4	7	32	28	63.9	58.5	21	20	3	5	4	0	4	3
1/10/2019 7:15	71	65.2	49	16	3	3	40	31	65.4	64.9	25	24	12	4	2	1	1	2
1/10/2019 7:30	82	63.7	62	12	2	6	48	34	64.7	62.4	31	31	11	1	2	0	4	2
1/10/2019 7:45	65	64.2	39	14	6	6	43	22	65.1	62.4	22	17	11	3	4	2	6	0
1/10/2019 8:00	78	64.7	56	16	4	2	47	31	64.9	64.4	30	26	12	4	3	1	2	0
1/10/2019 8:15	120	64.2	81	27	4	8	71	49	63	65.9	40	41	20	7	3	1	8	0
1/10/2019 8:30	103	64.3	57	30	8	8	65	38	63.1	66.4	30	27	21	9	7	1	7	1
1/10/2019 8:45	94	60.9	59	21	6	8	56	38	61.7	59.6	33	26	15	6	3	3	5	3
1/10/2019 9:00	108	63.6	61	22	10	15	65	43	63.3	64	32	29	16	6	7	3	10	5
1/10/2019 9:15	120	63.8	73	30	6	11	75	45	65.2	61.4	41	32	20	10	4	2	10	1
1/10/2019 9:30	118	63.8	74	30	10	4	76	42	63.8	63.8	40	34	24	6	8	2	4	0
1/10/2019 9:45	135	68.2	85	29	10	11	81	54	68.5	67.8	43	42	21	8	9	1	8	3
1/10/2019 10:00	105	63.5	72	21	5	7	60	45	63.9	62.9	37	35	13	8	3	2	7	0
1/10/2019 10:15	121	64.1	80	32	6	3	74	47	65.2	62.4	39	41	28	4	4	2	3	0
1/10/2019 10:30	133	64.1	83	32	10	8	75	58	63.8	64.5	40	43	22	10	6	4	7	1
1/10/2019 10:45	112	66.4	71	27	9	5	67	45	66.8	65.7	36	35	21	6	6	3	4	1
1/10/2019 11:00	148	64.5	103	27	9	9	75	73	63.5	65.5	40	63	18	9	9	0	8	1
1/10/2019 11:15	123	64.8	83	24	8	8	79	44	64.9	64.5	48	35	18	6	5	3	8	0
1/10/2019 11:30	126	65.8	83	29	6	8	78	48	65.6	66	43	40	22	7	6	0	7	1
1/10/2019 11:45	169	66.9	100	50	11	8	94	75	66.5	67.4	40	60	39	11	8	3	7	1
1/10/2019 12:00	146	65.6	96	27	11	12	78	68	68.2	62.7	41	55	20	7	8	3	9	3
1/10/2019 12:15	131	64.9	88	28	6	9	74	57	66.4	62.9	41	47	20	8	5	1	8	1
1/10/2019 12:30	153	63.9	100	34	8	11	89	64	64.2	63.5	47	53	27	7	4	4	11	0
1/10/2019 12:45	141	66.1	99	27	7	8	78	63	65.4	66.9	47	52	19	8	6	1	6	2
1/10/2019 13:00	176	65.8	118	38	5	15	99	77	66.1	65.5	55	63	26	12	5	0	13	2
1/10/2019 13:15	135	64.9	94	26	8	7	73	62	64.9	65	45	49	17	9	4	4	7	0
1/10/2019 13:30	167	66.1	102	41	8	16	84	83	65.4	66.8	35	67	29	12	7	1	13	3
1/10/2019 13:45	179	64.6	121	37	9	12	93	86	64.3	65	45	76	30	7	6	3	12	0

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/10/2019 14:00	171	67.2	106	46	10	9	101	70	67.3	67.1	49	57	38	8	7	3	7	2
1/10/2019 14:15	177	65.6	116	44	6	11	93	84	68.3	62.6	48	68	29	15	5	1	11	0
1/10/2019 14:30	200	66.6	123	50	15	12	102	98	66.9	66.3	48	75	30	20	13	2	11	1
1/10/2019 14:45	168	65.0	112	38	8	10	91	77	64.1	66	47	65	30	8	6	2	8	2
1/10/2019 15:00	191	66.0	135	38	11	7	98	93	66.7	65.2	57	78	30	8	4	7	7	0
1/10/2019 15:15	193	67.7	142	40	5	6	95	98	66.1	69.3	56	86	30	10	3	2	6	0
1/10/2019 15:30	202	68.3	146	44	6	6	98	104	67	69.5	54	92	34	10	5	1	5	1
1/10/2019 15:45	172	67.4	122	36	7	7	90	82	66.5	68.4	53	69	26	10	6	1	5	2
1/10/2019 16:00	177	66.8	126	36	9	6	80	97	65.6	67.8	44	82	23	13	7	2	6	0
1/10/2019 16:15	186	68.1	134	42	2	8	85	101	67.4	68.6	48	86	27	15	2	0	8	0
1/10/2019 16:30	168	66.8	126	26	6	10	78	90	66.7	66.9	52	74	14	12	3	3	9	1
1/10/2019 16:45	184	66.4	133	36	5	10	88	96	65.1	67.6	53	80	20	16	5	0	10	0
1/10/2019 17:00	185	66.9	125	34	10	16	94	91	65.8	68.1	49	76	23	11	9	1	13	3
1/10/2019 17:15	190	65.9	130	38	9	13	102	88	64.7	67.2	60	70	23	15	6	3	13	0
1/10/2019 17:30	123	65.6	78	35	3	7	60	63	66.9	64.3	35	43	17	18	2	1	6	1
1/10/2019 17:45	144	67.1	105	26	2	11	79	65	65.4	69.2	46	59	22	4	1	1	10	1
1/10/2019 18:00	140	63.8	93	32	6	9	80	60	63.9	63.7	45	48	23	9	3	3	9	0
1/10/2019 18:15	128	63.0	87	35	3	3	67	61	62.6	63.5	35	52	27	8	2	1	3	0
1/10/2019 18:30	112	65.0	71	21	11	9	57	55	63.6	66.4	29	42	12	9	8	3	8	1
1/10/2019 18:45	91	64.4	66	17	6	2	47	44	64.4	64.5	30	36	11	6	5	1	1	1
1/10/2019 19:00	93	65.9	60	22	1	10	54	39	67.1	64.3	30	30	17	5	0	1	7	3
1/10/2019 19:15	89	69.8	57	24	5	3	59	30	67.6	74.1	31	26	20	4	5	0	3	0
1/10/2019 19:30	93	61.3	61	19	9	4	57	36	64.6	56.1	35	26	17	2	3	6	2	2
1/10/2019 19:45	89	61.2	63	14	4	8	48	41	63.5	58.6	26	37	11	3	4	0	7	1
1/10/2019 20:00	79	62.0	52	23	1	3	44	35	64.9	58.4	22	30	18	5	1	0	3	0
1/10/2019 20:15	73	62.2	47	13	6	7	39	34	63.2	61.1	22	25	8	5	3	3	6	1
1/10/2019 20:30	65	63.7	39	16	3	7	38	27	64.2	63.1	20	19	10	6	3	0	5	2
1/10/2019 20:45	49	64.1	30	13	3	3	31	18	63.2	65.7	15	15	12	1	2	1	2	1
1/10/2019 21:00	58	63.8	35	11	3	9	34	24	61.6	66.8	22	13	4	7	3	0	5	4
1/10/2019 21:15	67	65.7	39	22	3	3	39	28	64.9	66.8	15	24	18	4	3	0	3	0
1/10/2019 21:30	44	64.4	27	11	1	5	30	14	64.9	63.2	18	9	8	3	1	0	3	2
1/10/2019 21:45	46	61.8	26	13	5	2	26	20	64.8	57.8	11	15	9	4	4	1	2	0
1/10/2019 22:00	48	62.1	29	11	3	5	37	11	62.9	59.6	20	9	9	2	3	0	5	0
1/10/2019 22:15	34	65.3	25	4	4	1	20	14	64.9	65.8	15	10	2	2	3	1	0	1
1/10/2019 22:30	36	62.8	23	6	4	3	21	15	63.4	62	10	13	5	1	3	1	3	0
1/10/2019 22:45	48	59.9	29	11	6	2	29	19	61.9	56.8	15	14	9	2	4	2	1	1
1/10/2019 23:00	35	58.8	21	9	2	3	24	11	61.7	52.4	13	8	8	1	0	2	3	0
1/10/2019 23:15	33	60.9	16	7	7	3	20	13	62.2	58.9	6	10	6	1	6	1	2	1
1/10/2019 23:30	18	59.2	13	1	1	3	9	9	62.9	55.4	5	8	0	1	1	0	3	0
1/10/2019 23:45	30	61.3	12	7	3	8	24	6	61.7	59.8	8	4	6	1	3	0	7	1
Day Totals	**8593**	**65.1**	**5613**	**1871**	**478**	**631**	**4802**	**3791**	**65.1**	**65.0**	**2553**	**3060**	**1351**	**520**	**358**	**120**	**540**	**91**
AM Peak Hr	**11:45**																	
AM Peak Vol	**599**																	
AM PHF	**0.8861**																	
PM Peak Hr	**15:00**																	
PM Peak Vol	**758**																	
PM PHF	**0.9381**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/11/2019	30	64.0	14	6	3	7	22	8	63.9	64.3	9	5	6	0	2	1	5	2
1/11/2019 0:15	27	63.1	15	1	4	7	17	10	64.4	60.9	7	8	1	0	2	2	7	0
1/11/2019 0:30	26	63.9	12	3	1	10	20	6	64.8	60.9	7	5	2	1	1	0	10	0
1/11/2019 0:45	24	63.1	9	5	2	8	17	7	64.6	59.6	4	5	4	1	2	0	7	1
1/11/2019 1:00	12	59.6	4	2	2	4	8	4	64.5	49.7	2	2	1	1	1	1	4	0
1/11/2019 1:15	14	62.2	7	1	1	5	9	5	62.7	61.2	2	5	1	0	1	0	5	0
1/11/2019 1:30	20	62.0	7	3	2	8	15	5	60.4	66.7	3	4	2	1	2	0	8	0
1/11/2019 1:45	14	63.7	4	3	0	7	12	2	62.7	69.5	3	1	2	1	0	0	7	0
1/11/2019 2:00	17	62.5	7	3	3	4	11	6	62.7	62.1	3	4	1	2	3	0	4	0
1/11/2019 2:15	10	66.3	3	1	2	4	9	1	66.8	62.1	2	1	1	0	2	0	4	0
1/11/2019 2:30	11	59.9	4	2	2	3	8	3	60.9	57.1	1	3	2	0	2	0	3	0
1/11/2019 2:45	15	59.6	6	4	2	3	10	5	60.3	58.3	4	2	3	1	1	1	2	1
1/11/2019 3:00	10	59.8	3	2	2	3	7	3	61.3	56.2	1	2	2	0	1	1	3	0
1/11/2019 3:15	16	63.0	6	3	1	6	12	4	61.8	66.4	3	3	3	0	1	0	5	1
1/11/2019 3:30	28	66.6	17	5	2	4	16	12	65.2	68.4	9	8	2	3	2	0	3	1
1/11/2019 3:45	21	63.2	7	6	3	5	19	2	64.6	50.1	6	1	5	1	3	0	5	0
1/11/2019 4:00	23	64.6	17	1	1	4	15	8	66.6	60.9	10	7	1	0	1	0	3	1
1/11/2019 4:15	19	59.5	12	2	2	3	13	6	61.4	55.3	8	4	2	0	1	1	2	1
1/11/2019 4:30	26	64.7	19	1	3	3	15	11	62.8	67.4	10	9	0	1	2	1	3	0
1/11/2019 4:45	28	62.8	15	8	2	3	15	13	61.9	63.9	8	7	2	6	2	0	3	0
1/11/2019 5:00	40	60.4	20	9	3	8	25	15	60.8	59.8	10	10	6	3	3	0	6	2
1/11/2019 5:15	45	68.2	32	11	1	1	20	25	69.9	66.8	13	19	6	5	1	0	0	1
1/11/2019 5:30	40	61.8	25	8	2	5	23	17	61.8	61.7	13	12	5	3	1	1	4	1
1/11/2019 5:45	48	66.3	24	8	11	5	24	24	66.1	66.5	9	15	5	3	6	5	4	1
1/11/2019 6:00	56	63.4	42	12	2	0	31	25	64.9	61.5	23	19	6	6	2	0	0	0
1/11/2019 6:15	54	68.5	34	16	1	3	25	29	66	70.7	15	19	6	10	1	0	3	0
1/11/2019 6:30	54	63.3	34	10	3	7	37	17	65.6	58.4	22	12	8	2	1	2	6	1
1/11/2019 6:45	47	60.4	25	11	6	5	26	21	64.4	55.4	10	15	9	2	3	3	4	1
1/11/2019 7:00	64	63.5	44	12	4	4	37	27	66	60.1	25	19	7	5	1	3	4	0
1/11/2019 7:15	82	65.0	57	12	7	6	48	34	66.5	62.8	27	30	10	2	5	2	6	0
1/11/2019 7:30	57	63.8	35	17	2	3	40	17	64.4	62.4	23	12	12	5	2	0	3	0
1/11/2019 7:45	66	64.3	42	12	4	8	39	27	63.8	65.1	21	21	9	3	3	1	6	2
1/11/2019 8:00	76	63.9	49	19	1	7	43	33	63.6	64.2	27	22	10	9	1	0	5	2
1/11/2019 8:15	113	60.4	74	24	3	12	60	53	62.9	57.6	38	36	12	12	2	1	8	4
1/11/2019 8:30	98	65.9	59	18	10	11	59	39	66.3	65.4	30	29	10	8	8	2	11	0
1/11/2019 8:45	86	67.2	48	29	3	6	58	28	66.9	67.7	30	18	19	10	3	0	6	0
1/11/2019 9:00	85	65.9	59	16	5	5	51	34	64.6	67.8	34	25	9	7	4	1	4	1
1/11/2019 9:15	151	67.1	83	57	7	4	89	62	65.7	69	43	40	36	21	6	1	4	0
1/11/2019 9:30	141	66.9	85	45	5	6	84	57	67.2	66.5	42	43	36	9	1	4	5	1
1/11/2019 9:45	152	65.3	86	42	13	11	94	58	66.7	63.1	48	38	28	14	8	5	10	1
1/11/2019 10:00	129	66.7	78	35	6	10	79	50	66.3	67.4	42	36	26	9	3	3	8	2
1/11/2019 10:15	162	64.4	99	46	13	4	88	74	65	63.7	43	56	34	12	8	5	3	1
1/11/2019 10:30	135	64.5	95	32	4	4	84	51	65.9	62.2	52	43	25	7	4	0	3	1
1/11/2019 10:45	117	66.1	75	22	12	8	76	41	65.7	66.9	44	31	17	5	9	3	6	2
1/11/2019 11:00	143	65.6	105	26	5	7	81	62	65.5	65.7	56	49	18	8	3	2	4	3
1/11/2019 11:15	154	67.8	108	29	8	9	85	69	66.8	69.1	49	59	21	8	6	2	9	0
1/11/2019 11:30	156	62.8	89	46	9	12	89	67	63.3	62.2	39	50	34	12	5	4	11	1
1/11/2019 11:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 12:00	163	64.8	111	37	9	6	88	75	65	64.6	50	61	26	11	7	2	5	1
1/11/2019 12:15	156	66.7	104	38	7	7	91	65	67.4	65.6	55	49	27	11	4	3	5	2
1/11/2019 12:30	163	66.6	116	40	3	4	82	81	66.6	66.6	52	64	26	14	0	3	4	0
1/11/2019 12:45	169	65.3	126	32	4	7	87	82	66.1	64.5	55	71	23	9	3	1	6	1
1/11/2019 13:00	177	67.8	124	35	6	12	94	83	67.1	68.6	55	69	22	13	5	1	12	0
1/11/2019 13:15	175	65.2	119	42	8	6	104	71	66.9	62.8	68	51	29	13	3	5	4	2
1/11/2019 13:30	168	68.2	122	31	7	8	86	82	67.5	68.9	50	72	22	9	6	1	8	0
1/11/2019 13:45	176	67.6	121	39	7	9	99	77	66.4	69.1	55	66	31	8	5	2	8	1

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/11/2019 14:00	185	65.4	126	45	8	6	95	90	66	64.7	51	75	36	9	4	4	4	2
1/11/2019 14:15	227	66.1	162	45	5	15	116	111	66.7	65.5	65	97	35	10	4	1	12	3
1/11/2019 14:30	188	65.8	140	32	8	8	85	103	66.5	65.2	50	90	21	11	7	1	7	1
1/11/2019 14:45	221	67.0	167	35	5	14	106	115	67.6	66.4	64	103	25	10	4	1	13	1
1/11/2019 15:00	223	66.1	174	35	4	10	106	117	65.6	66.6	67	107	25	10	4	0	10	0
1/11/2019 15:15	194	67.9	141	43	2	8	101	93	68.3	67.4	65	76	29	14	1	1	6	2
1/11/2019 15:30	184	66.3	131	43	6	4	104	80	67.5	64.8	71	60	27	16	3	3	3	1
1/11/2019 15:45	166	65.2	115	38	5	8	90	76	65.9	64.3	52	63	26	12	4	1	8	0
1/11/2019 16:00	171	69.2	118	38	8	7	89	82	66.9	71.8	56	62	21	17	6	2	6	1
1/11/2019 16:15	200	67.4	143	43	4	10	93	107	68	66.9	53	90	28	15	4	0	8	2
1/11/2019 16:30	203	66.6	151	44	2	6	101	102	65.7	67.4	67	84	28	16	1	1	5	1
1/11/2019 16:45	176	67.4	129	31	7	9	86	90	67.5	67.3	46	83	25	6	7	0	8	1
1/11/2019 17:00	182	67.2	123	43	8	8	97	85	67	67.5	48	75	35	8	6	2	8	0
1/11/2019 17:15	232	65.8	161	59	3	9	119	113	65.8	65.7	71	90	37	22	2	1	9	0
1/11/2019 17:30	186	67.6	142	34	7	3	92	94	66.7	68.5	63	79	22	12	6	1	1	2
1/11/2019 17:45	174	67.8	123	37	5	9	104	70	66.4	69.8	64	59	27	10	5	0	8	1
1/11/2019 18:00	150	67.5	110	32	3	5	76	74	66.5	68.5	49	61	21	11	2	1	4	1
1/11/2019 18:15	164	62.3	121	31	6	6	81	83	63.3	61.3	57	64	15	16	4	2	5	1
1/11/2019 18:30	118	65.5	89	16	6	7	58	60	64.7	66.3	38	51	9	7	5	1	6	1
1/11/2019 18:45	99	64.5	69	17	4	9	58	41	65.7	62.7	33	36	14	3	4	0	7	2
1/11/2019 19:00	95	65.4	68	18	4	5	58	37	65.2	65.8	39	29	12	6	2	2	5	0
1/11/2019 19:15	108	65.6	79	19	4	6	57	51	66.5	64.6	36	43	13	6	3	1	5	1
1/11/2019 19:30	102	65.8	75	17	2	8	62	40	67.1	63.9	39	36	14	3	1	1	8	0
1/11/2019 19:45	120	64.6	81	30	3	6	67	53	65	64.2	41	40	18	12	3	0	5	1
1/11/2019 20:00	94	70.6	59	29	2	4	51	43	70	71.4	27	32	18	11	2	0	4	0
1/11/2019 20:15	82	63.6	63	13	3	3	43	39	64.6	62.4	29	34	9	4	2	1	3	0
1/11/2019 20:30	96	61.1	68	20	1	7	51	45	64.4	57.4	26	42	17	3	1	0	7	0
1/11/2019 20:45	77	65.8	56	14	2	5	44	33	66.6	64.7	30	26	8	6	2	0	4	1
1/11/2019 21:00	77	63.7	53	17	5	2	42	35	66.8	59.9	23	30	15	2	2	3	2	0
1/11/2019 21:15	64	64.4	44	16	1	3	36	28	64.6	64.1	21	23	11	5	1	0	3	0
1/11/2019 21:30	73	61.7	52	16	1	4	29	44	62.9	60.9	20	32	4	12	1	0	4	0
1/11/2019 21:45	70	64.9	47	13	5	5	42	28	66.3	62.9	20	27	12	1	5	0	5	0
1/11/2019 22:00	133	65.1	102	26	2	3	85	48	64.3	66.6	62	40	18	8	2	0	3	0
1/11/2019 22:15	97	63.7	69	20	2	6	54	43	65.1	61.9	36	33	14	6	1	1	3	3
1/11/2019 22:30	43	65.8	34	8	1	0	20	23	68.8	63.2	13	21	6	2	1	0	0	0
1/11/2019 22:45	66	63.6	43	19	2	2	43	23	62.3	66.1	21	22	18	1	2	0	2	0
1/11/2019 23:00	39	68.0	20	16	1	2	22	17	65.7	70.9	11	9	8	8	1	0	2	0
1/11/2019 23:15	37	69.4	21	11	2	3	27	10	66.4	77.5	17	4	5	6	2	0	3	0
1/11/2019 23:30	36	61.0	24	8	2	2	21	15	64.8	55.6	14	10	7	1	0	2	0	2
1/11/2019 23:45	38	60.9	24	7	1	6	27	11	64.1	53.2	15	9	6	1	1	0	5	1
Day Totals	**9479**	**65.7**	**6454**	**2058**	**393**	**574**	**5234**	**4245**	**65.9**	**65.5**	**3040**	**3414**	**1412**	**646**	**283**	**110**	**499**	**75**
AM Peak Hr	**9:30**																	
AM Peak Vol	**584**																	
AM PHF	**0.9012**																	
PM Peak Hr	**14:15**																	
PM Peak Vol	**859**																	
PM PHF	**0.9460**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/12/2019	31	64.3	24	4	0	3	17	14	65	63.5	12	12	2	2	0	0	3	0
1/12/2019 0:15	21	59.2	9	5	4	3	14	7	63	51.6	5	4	3	2	4	0	2	1
1/12/2019 0:30	28	68.7	18	5	3	2	19	9	67.3	71.6	10	8	4	1	3	0	2	0
1/12/2019 0:45	18	69.9	9	4	1	4	12	6	67.2	75.4	3	6	4	0	1	0	4	0
1/12/2019 1:00	23	63.3	16	1	0	6	13	10	63.7	62.7	7	9	1	0	0	0	5	1
1/12/2019 1:15	22	64.9	11	5	2	4	14	8	63.3	67.6	6	5	3	2	2	0	3	1
1/12/2019 1:30	17	60.3	7	5	0	5	14	3	62.4	50.6	6	1	3	2	0	0	5	0
1/12/2019 1:45	24	59.7	9	6	2	7	16	8	60.6	58	4	5	5	1	2	0	5	2
1/12/2019 2:00	17	66.9	7	3	5	2	14	3	65.1	75.5	4	3	3	0	5	0	2	0
1/12/2019 2:15	15	69.2	9	3	2	1	6	9	67.6	70.2	3	6	1	2	2	0	0	1
1/12/2019 2:30	12	60.5	5	2	2	3	8	4	63.7	54.1	2	3	2	0	2	0	2	1
1/12/2019 2:45	15	64.4	9	2	1	3	13	2	66	54.1	7	2	2	0	1	0	3	0
1/12/2019 3:00	14	57.3	9	2	0	3	11	3	58.8	51.7	7	2	2	0	0	0	2	1
1/12/2019 3:15	15	62.1	9	1	0	5	12	3	64.6	52	7	2	1	0	0	0	4	1
1/12/2019 3:30	19	66.7	13	4	1	1	17	2	65.8	73.9	11	2	4	0	1	0	1	0
1/12/2019 3:45	13	55.9	7	5	1	0	7	6	64.7	45.7	3	4	3	2	1	0	0	0
1/12/2019 4:00	16	62.9	5	6	2	3	11	5	64	60.4	3	2	5	1	1	1	2	1
1/12/2019 4:15	16	70.0	11	3	1	1	6	10	69.4	70.3	2	9	2	1	1	0	1	0
1/12/2019 4:30	21	62.7	9	4	2	6	16	5	64	58.4	5	4	4	0	1	1	6	0
1/12/2019 4:45	17	64.3	6	5	1	5	9	8	65.8	62.6	1	5	3	2	1	0	4	1
1/12/2019 5:00	18	59.0	7	2	3	6	10	8	62.3	54.9	3	4	2	0	1	2	4	2
1/12/2019 5:15	20	67.7	11	2	1	6	15	5	67.1	69.3	7	4	2	0	1	0	5	1
1/12/2019 5:30	14	61.7	8	2	1	3	11	3	59.6	69.3	6	2	1	1	1	0	3	0
1/12/2019 5:45	26	65.6	16	7	2	1	19	7	64.2	69.4	9	7	7	0	2	0	1	0
1/12/2019 6:00	27	59.6	14	7	3	3	14	13	63.4	55.6	5	9	5	2	2	1	2	1
1/12/2019 6:15	37	60.9	27	6	2	2	25	12	62.7	57.2	17	10	6	0	0	2	2	0
1/12/2019 6:30	29	68.1	15	11	1	2	20	9	65.6	73.5	9	6	8	3	1	0	2	0
1/12/2019 6:45	37	63.4	21	8	3	5	19	18	62.9	64	9	12	5	3	2	1	3	2
1/12/2019 7:00	40	64.6	18	17	0	5	28	12	64.8	64	9	9	14	3	0	0	5	0
1/12/2019 7:15	56	63.7	34	14	3	5	30	26	65	62.3	13	21	10	4	3	0	4	1
1/12/2019 7:30	62	66.5	41	10	5	6	36	26	67	65.9	17	24	9	1	4	1	6	0
1/12/2019 7:45	53	64.0	36	13	1	3	29	24	67	60.3	16	20	9	4	1	0	3	0
1/12/2019 8:00	46	68.5	32	10	2	2	30	16	69.4	66.9	17	15	9	1	2	0	2	0
1/12/2019 8:15	74	67.0	40	24	4	6	44	30	67.8	65.9	17	23	18	6	3	1	6	0
1/12/2019 8:30	97	66.9	60	22	5	10	56	41	66.8	67.1	28	32	15	7	4	1	9	1
1/12/2019 8:45	86	67.1	66	18	1	1	51	35	66.6	67.9	37	29	12	6	1	0	1	0
1/12/2019 9:00	103	65.5	68	25	4	6	59	44	66.3	64.5	34	34	18	7	3	1	4	2
1/12/2019 9:15	106	64.1	77	23	3	3	67	39	66.3	60.4	46	31	16	7	3	0	2	1
1/12/2019 9:30	106	67.9	67	27	9	3	60	46	66.7	69.5	29	38	21	6	8	1	2	1
1/12/2019 9:45	122	67.1	81	30	7	4	74	48	66.8	67.5	45	36	19	11	6	1	4	0
1/12/2019 10:00	128	65.5	93	29	3	3	68	60	64.9	66.2	49	44	15	14	3	0	1	2
1/12/2019 10:15	131	66.7	95	22	3	11	76	55	65.7	68	45	50	17	5	3	0	11	0
1/12/2019 10:30	137	69.0	80	44	7	6	74	63	69.2	68.7	38	42	24	20	6	1	6	0
1/12/2019 10:45	142	67.1	97	33	4	8	85	57	66.7	67.8	48	49	26	7	4	0	7	1
1/12/2019 11:00	161	65.7	112	38	4	7	84	77	64.7	66.7	51	61	22	16	4	0	7	0
1/12/2019 11:15	170	68.3	117	35	7	11	90	80	67.7	69	56	61	22	13	5	2	7	4
1/12/2019 11:30	150	63.5	103	36	8	3	78	72	64	63	46	57	23	13	8	0	1	2
1/12/2019 11:45	151	68.0	107	31	8	5	89	62	68.4	67.5	57	50	21	10	8	0	3	2
1/12/2019 12:00	142	67.5	100	27	6	9	88	54	65.9	70.1	54	46	19	8	6	0	9	0
1/12/2019 12:15	155	67.1	107	37	4	7	89	66	66.7	67.6	57	50	22	15	3	1	7	0
1/12/2019 12:30	171	67.0	123	34	7	7	101	70	65.8	68.8	67	56	21	13	6	1	7	0
1/12/2019 12:45	184	67.6	132	43	4	5	88	96	64.5	70.4	64	68	18	25	2	2	4	1
1/12/2019 13:00	157	68.3	107	40	5	5	93	64	67.7	69.1	57	50	29	11	3	2	4	1
1/12/2019 13:15	155	64.4	111	36	4	4	90	65	64.4	64.3	60	51	25	11	1	3	4	0
1/12/2019 13:30	174	65.6	126	39	5	4	89	85	65.9	65.2	58	68	23	16	4	1	4	0
1/12/2019 13:45	145	65.7	93	38	6	8	82	63	65.6	65.8	47	46	25	13	3	3	7	1

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/12/2019 14:00	220	66.2	160	47	10	3	120	100	64.7	68	78	82	32	15	8	2	2	1
1/12/2019 14:15	168	65.8	120	34	8	6	91	77	65.8	65.7	60	60	20	14	7	1	4	2
1/12/2019 14:30	192	67.4	140	41	5	6	104	88	67.9	66.8	70	70	25	16	5	0	4	2
1/12/2019 14:45	191	65.7	119	59	6	7	106	85	64.8	66.8	54	65	41	18	4	2	7	0
1/12/2019 15:00	166	67.4	127	30	6	3	100	66	67.5	67.3	73	54	19	11	5	1	3	0
1/12/2019 15:15	158	66.5	113	34	4	7	84	74	66.6	66.3	50	63	25	9	3	1	6	1
1/12/2019 15:30	155	66.5	117	34	2	2	77	78	68	65	52	65	22	12	1	1	2	0
1/12/2019 15:45	163	66.3	111	43	6	3	90	73	65.8	67	53	58	32	11	3	3	2	1
1/12/2019 16:00	175	67.7	118	48	6	3	90	85	67.3	68.2	48	70	34	14	5	1	3	0
1/12/2019 16:15	159	67.2	114	36	3	6	86	73	66.6	68	51	63	27	9	2	1	6	0
1/12/2019 16:30	178	68.4	125	49	3	1	83	95	68.7	68.1	48	77	31	18	3	0	1	0
1/12/2019 16:45	158	67.0	118	31	2	7	82	76	69.4	64.5	54	64	21	10	1	1	6	1
1/12/2019 17:00	151	69.1	102	38	7	4	81	70	68.9	69.3	44	58	27	11	6	1	4	0
1/12/2019 17:15	141	65.9	100	37	3	1	76	65	66.2	65.6	49	51	24	13	2	1	1	0
1/12/2019 17:30	147	65.2	103	38	2	4	78	69	65	65.5	50	53	24	14	1	1	3	1
1/12/2019 17:45	136	67.0	79	50	6	1	71	65	64.8	69.5	33	46	33	17	4	2	1	0
1/12/2019 18:00	109	65.2	82	25	1	1	57	52	64.9	65.5	38	44	17	8	1	0	1	0
1/12/2019 18:15	107	67.0	70	32	2	3	61	46	66.2	68.1	33	37	23	9	2	0	3	0
1/12/2019 18:30	112	64.8	75	25	6	6	59	53	65.7	63.9	36	39	13	12	5	1	5	1
1/12/2019 18:45	89	65.4	65	21	1	2	52	37	66.8	63.5	37	28	13	8	1	0	1	1
1/12/2019 19:00	70	67.1	53	13	4	0	34	36	68	66.2	26	27	5	8	3	1	0	0
1/12/2019 19:15	85	67.3	61	21	2	1	48	37	68.7	65.5	29	32	16	5	2	0	1	0
1/12/2019 19:30	68	63.5	38	22	5	3	42	26	65.1	61	22	16	13	9	5	0	2	1
1/12/2019 19:45	49	72.8	36	11	0	2	25	24	68.3	77.4	19	17	4	7	0	0	2	0
1/12/2019 20:00	46	66.6	31	11	2	2	30	16	66.4	67	17	14	9	2	2	0	2	0
1/12/2019 20:15	48	64.5	34	12	0	2	36	12	65	62.8	24	10	12	0	0	0	0	2
1/12/2019 20:30	54	66.1	43	9	1	1	33	21	68.2	62.8	25	18	7	2	0	1	1	0
1/12/2019 20:45	56	62.9	42	9	1	4	33	23	63.7	61.8	22	20	8	1	1	0	2	2
1/12/2019 21:00	62	61.9	50	11	1	0	34	28	65.5	57.6	25	25	8	3	1	0	0	0
1/12/2019 21:15	47	65.9	35	9	0	3	26	21	66.8	64.7	18	17	7	2	0	0	1	2
1/12/2019 21:30	59	62.3	44	11	1	3	36	23	64	59.7	24	20	8	3	1	0	3	0
1/12/2019 21:45	32	60.2	25	4	1	2	16	16	59.5	60.8	11	14	3	1	1	0	1	1
1/12/2019 22:00	35	60.5	26	5	4	0	22	13	58.9	63.2	15	11	3	2	4	0	0	0
1/12/2019 22:15	42	62.4	26	12	0	4	26	16	63	61.3	16	10	6	6	0	0	4	0
1/12/2019 22:30	32	65.7	26	5	1	0	24	8	63.7	71.5	19	7	4	1	1	0	0	0
1/12/2019 22:45	30	58.1	23	4	3	0	16	14	58.8	57.2	11	12	2	2	3	0	0	0
1/12/2019 23:00	25	60.7	13	7	2	3	13	12	64.1	57.1	3	10	6	1	1	1	3	0
1/12/2019 23:15	27	60.0	18	7	1	1	14	13	66.8	52.6	8	10	5	2	0	1	1	0
1/12/2019 23:30	18	62.9	13	4	0	1	9	9	62	63.7	6	7	3	1	0	0	0	1
1/12/2019 23:45	22	65.6	16	4	0	2	9	13	64.4	66.5	6	10	2	2	0	0	1	1
Day Totals	**7968**	**66.1**	**5455**	**1858**	**293**	**362**	**4484**	**3484**	**66.1**	**66.2**	**2692**	**2763**	**1249**	**609**	**239**	**54**	**304**	**58**
AM Peak Hr	**11:00**																	
AM Peak Vol	**632**																	
AM PHF	**0.9294**																	
PM Peak Hr	**14:00**																	
PM Peak Vol	**771**																	
PM PHF	**0.8761**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/13/2019	27	63.3	20	5	2	0	19	8	61.9	66.5	12	8	5	0	2	0	0	0
1/13/2019 0:15	16	60.5	12	1	2	1	7	9	59.8	61	4	8	0	1	2	0	1	0
1/13/2019 0:30	11	68.1	8	2	1	0	5	6	65.7	70.1	2	6	2	0	1	0	0	0
1/13/2019 0:45	13	63.7	9	4	0	0	9	4	60.9	70.1	8	1	1	3	0	0	0	0
1/13/2019 1:00	13	64.4	6	4	1	2	8	5	56.6	76.9	4	2	1	3	1	0	2	0
1/13/2019 1:15	15	61.9	8	1	2	4	11	4	62.6	59.8	4	4	1	0	2	0	4	0
1/13/2019 1:30	9	56.9	5	1	0	3	5	4	55.4	58.8	3	2	0	1	0	0	2	1
1/13/2019 1:45	9	61.1	6	3	0	0	3	6	65.3	59	1	5	2	1	0	0	0	0
1/13/2019 2:00	23	67.3	20	1	2	0	17	6	67.4	67.1	14	6	1	0	2	0	0	0
1/13/2019 2:15	18	65.4	9	3	4	2	10	8	64.4	66.7	4	5	1	2	3	1	2	0
1/13/2019 2:30	10	62.3	5	2	1	2	8	2	61.2	66.7	3	2	2	0	1	0	2	0
1/13/2019 2:45	12	69.5	8	2	1	1	9	3	68.5	72.3	6	2	1	1	1	0	1	0
1/13/2019 3:00	25	61.0	15	6	1	3	12	13	62.1	59.9	4	11	5	1	1	0	2	1
1/13/2019 3:15	5	62.5	3	2	0	0	2	3	60.4	63.9	1	2	1	1	0	0	0	0
1/13/2019 3:30	14	65.9	9	1	3	1	13	1	65.1	76.7	8	1	1	0	3	0	1	0
1/13/2019 3:45	11	67.8	5	5	1	0	10	1	66.9	76.7	4	1	5	0	1	0	0	0
1/13/2019 4:00	5	63.4	0	1	2	2	5	0	63.4	76.7	0	0	1	0	2	0	2	0
1/13/2019 4:15	18	62.9	13	5	0	0	11	7	67.3	55.9	8	5	3	2	0	0	0	0
1/13/2019 4:30	9	64.3	4	3	2	0	7	2	62.6	70.3	3	1	3	0	1	1	0	0
1/13/2019 4:45	6	61.7	4	0	0	2	2	4	61.4	61.8	1	3	0	0	0	0	1	1
1/13/2019 5:00	10	60.1	9	0	1	0	2	8	63	59.4	1	8	0	0	1	0	0	0
1/13/2019 5:15	16	66.0	11	2	0	3	10	6	63.7	69.8	6	5	1	1	0	0	3	0
1/13/2019 5:30	13	68.1	7	5	0	1	12	1	68	69.8	6	1	5	0	0	0	1	0
1/13/2019 5:45	19	63.4	13	4	1	1	9	10	67	60.2	4	9	3	1	1	0	1	0
1/13/2019 6:00	13	68.4	8	3	0	2	8	5	69.5	66.7	5	3	2	1	0	0	1	1
1/13/2019 6:15	28	65.7	20	6	2	0	18	10	63.8	69.2	11	9	5	1	2	0	0	0
1/13/2019 6:30	18	64.0	8	9	0	1	11	7	63.1	65.3	4	4	7	2	0	0	0	1
1/13/2019 6:45	15	63.7	9	4	2	0	10	5	65.5	60.1	4	5	4	0	2	0	0	0
1/13/2019 7:00	27	64.3	20	5	2	0	22	5	66.3	55.4	16	4	4	1	2	0	0	0
1/13/2019 7:15	28	64.0	19	5	3	1	17	11	60.7	69	9	10	4	1	3	0	1	0
1/13/2019 7:30	39	67.1	21	13	2	3	19	20	68.4	65.9	7	14	10	3	0	2	2	1
1/13/2019 7:45	33	67.0	23	6	2	2	18	15	67.5	66.5	13	10	3	3	1	1	1	1
1/13/2019 8:00	65	66.5	45	16	2	2	40	25	67	65.7	29	16	9	7	1	1	1	1
1/13/2019 8:15	45	69.3	28	12	3	2	27	18	70.9	66.9	13	15	10	2	2	1	2	0
1/13/2019 8:30	62	66.5	45	12	5	0	34	28	65.1	68.2	20	25	10	2	4	1	0	0
1/13/2019 8:45	65	66.1	42	15	5	3	45	20	67.6	62.7	25	17	12	3	5	0	3	0
1/13/2019 9:00	55	66.2	37	14	1	3	33	22	68.8	62.4	18	19	12	2	1	0	2	1
1/13/2019 9:15	74	67.1	51	18	1	4	51	23	67.8	65.5	32	19	15	3	1	0	3	1
1/13/2019 9:30	89	65.9	65	20	3	1	52	37	66.1	65.5	34	31	14	6	3	0	1	0
1/13/2019 9:45	91	66.3	62	24	3	2	49	42	66.1	66.6	29	33	19	5	0	3	1	1
1/13/2019 10:00	89	67.2	63	22	1	3	59	30	67.6	66.4	36	27	19	3	1	0	3	0
1/13/2019 10:15	105	63.3	72	20	5	8	64	41	65.3	60.2	39	33	15	5	3	2	7	1
1/13/2019 10:30	100	67.0	68	27	1	4	66	34	65.4	70.2	40	28	21	6	1	0	4	0
1/13/2019 10:45	117	66.9	79	25	6	7	71	46	65.5	69.1	43	36	15	10	6	0	7	0
1/13/2019 11:00	113	66.8	78	26	4	5	61	52	66.7	67	41	37	15	11	1	3	4	1
1/13/2019 11:15	137	66.6	96	31	6	4	84	53	67.3	65.4	50	46	25	6	6	0	3	1
1/13/2019 11:30	131	67.8	91	31	7	2	71	60	67.4	68.2	41	50	23	8	5	2	2	0
1/13/2019 11:45	130	67.5	90	27	6	7	74	56	68.1	66.6	50	40	17	10	2	4	5	2
1/13/2019 12:00	155	66.5	106	35	9	5	86	69	66.1	67.1	54	52	20	15	8	1	4	1
1/13/2019 12:15	158	68.4	113	34	3	8	87	71	67.1	70.1	56	57	20	14	3	0	8	0
1/13/2019 12:30	160	69.3	116	35	4	5	82	78	69.8	68.7	58	58	18	17	1	3	5	0
1/13/2019 12:45	170	67.6	119	40	7	4	93	77	66.5	69	54	65	29	11	6	1	4	0
1/13/2019 13:00	201	69.8	146	39	6	10	109	92	70.4	69	71	75	26	13	3	3	9	1
1/13/2019 13:15	174	68.2	117	45	6	6	96	78	67.4	69.2	59	58	29	16	3	3	5	1
1/13/2019 13:30	210	68.7	152	44	11	3	113	97	68.1	69.4	73	79	29	15	8	3	3	0
1/13/2019 13:45	204	69.4	138	48	10	8	98	106	68.5	70.3	55	83	29	19	8	2	6	2

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/13/2019 14:00	210	68.5	150	43	10	7	110	100	67.8	69.2	70	80	27	16	7	3	6	1
1/13/2019 14:15	192	67.9	149	30	8	5	95	97	66.4	69.3	66	83	17	13	7	1	5	0
1/13/2019 14:30	223	68.7	174	39	4	6	126	97	68.1	69.4	89	85	29	10	2	2	6	0
1/13/2019 14:45	186	65.7	144	32	5	5	80	106	66.3	65.2	52	92	19	13	4	1	5	0
1/13/2019 15:00	224	67.0	149	60	9	6	110	114	67.7	66.3	54	95	46	14	7	2	3	3
1/13/2019 15:15	236	69.1	185	36	4	11	115	121	68.5	69.7	79	106	25	11	2	2	9	2
1/13/2019 15:30	221	67.3	170	45	2	4	100	121	68	66.8	68	102	28	17	0	2	4	0
1/13/2019 15:45	265	66.6	215	35	5	10	129	136	68.4	64.8	94	121	26	9	1	4	8	2
1/13/2019 16:00	236	66.6	173	49	9	5	110	126	66.8	66.5	67	106	32	17	6	3	5	0
1/13/2019 16:15	240	67.8	194	35	1	10	116	124	67.1	68.5	82	112	24	11	1	0	9	1
1/13/2019 16:30	232	68.7	186	37	4	5	106	126	68.9	68.5	73	113	25	12	3	1	5	0
1/13/2019 16:45	201	67.2	151	38	1	11	99	102	66.8	67.6	66	85	25	13	0	1	8	3
1/13/2019 17:00	216	68.6	167	44	2	3	105	111	69.6	67.7	71	96	30	14	1	1	3	0
1/13/2019 17:15	230	67.7	186	34	4	6	102	128	67.6	67.7	70	116	24	10	3	1	5	1
1/13/2019 17:30	217	69.4	174	39	3	1	95	122	67.2	71.2	72	102	20	19	2	1	1	0
1/13/2019 17:45	180	70.8	129	47	1	3	87	93	70.5	71	59	70	25	22	1	0	2	1
1/13/2019 18:00	172	67.6	138	26	3	5	89	83	68	67.1	64	74	18	8	2	1	5	0
1/13/2019 18:15	179	67.3	132	36	7	4	92	87	66.6	68	59	73	24	12	6	1	3	1
1/13/2019 18:30	154	64.2	120	27	3	4	77	77	65.7	62.7	50	70	20	7	3	0	4	0
1/13/2019 18:45	156	65.4	125	23	4	4	76	80	64.9	65.8	51	74	17	6	4	0	4	0
1/13/2019 19:00	176	66.3	125	43	3	5	81	95	65.7	66.9	47	78	28	15	2	1	4	1
1/13/2019 19:15	123	64.6	100	18	2	3	58	65	64.9	64.4	46	54	7	11	2	0	3	0
1/13/2019 19:30	158	66.2	123	29	0	6	74	84	67.8	64.8	53	70	15	14	0	0	6	0
1/13/2019 19:45	115	66.9	89	21	2	3	56	59	67.4	66.5	39	50	13	8	2	0	2	1
1/13/2019 20:00	139	68.5	105	27	5	2	66	73	69.8	67.4	46	59	14	13	4	1	2	0
1/13/2019 20:15	112	66.4	80	22	2	8	69	43	68.5	63.1	48	32	12	10	2	0	7	1
1/13/2019 20:30	120	66.8	85	25	2	8	66	54	68.3	64.9	38	47	19	6	1	1	8	0
1/13/2019 20:45	105	67.8	71	27	1	6	57	48	65.1	70.9	32	39	18	9	1	0	6	0
1/13/2019 21:00	104	67.7	78	15	4	7	46	58	66.6	68.6	27	51	9	6	3	1	7	0
1/13/2019 21:15	96	67.4	69	24	3	0	50	46	66.1	68.8	34	35	15	9	1	2	0	0
1/13/2019 21:30	91	66.4	68	14	4	5	49	42	67	65.6	36	32	7	7	3	1	3	2
1/13/2019 21:45	68	68.7	42	21	1	4	41	27	67.8	70.1	23	19	14	7	1	0	3	1
1/13/2019 22:00	64	68.4	47	12	1	4	30	34	66.1	70.5	18	29	7	5	1	0	4	0
1/13/2019 22:15	50	65.3	43	6	1	0	35	15	66.3	62.9	28	15	6	0	1	0	0	0
1/13/2019 22:30	81	64.8	64	11	3	3	52	29	64.1	66	40	24	6	5	3	0	3	0
1/13/2019 22:45	65	64.3	46	14	2	3	38	27	63.5	65.5	23	23	10	4	2	0	3	0
1/13/2019 23:00	51	65.6	36	11	3	1	30	21	64.8	66.8	17	19	9	2	3	0	1	0
1/13/2019 23:15	47	65.3	30	11	3	3	29	18	66.4	63.5	17	13	8	3	1	2	3	0
1/13/2019 23:30	29	66.6	19	6	1	3	14	15	67.5	65.8	10	9	1	5	0	1	3	0
1/13/2019 23:45	32	65.4	21	4	4	3	21	11	66.9	62.5	11	10	4	0	3	1	3	0
Day Totals	**9424**	**67.3**	**6908**	**1890**	**291**	**335**	**4955**	**4469**	**67.2**	**67.4**	**3189**	**3719**	**1258**	**632**	**215**	**76**	**293**	**42**
AM Peak Hr	**11:45**																	
AM Peak Vol	**603**																	
AM PHF	**0.9422**																	
PM Peak Hr	**15:45**																	
PM Peak Vol	**973**																	
PM PHF	**0.9179**																	

Client:	HDR																Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
1/14/2019	43	66.6	28	9	0	6	26	17	65.7	67.9	15	13	6	3	0	0	5	1
1/14/2019 0:15	23	65.7	14	6	1	2	13	10	64.7	67.1	7	7	3	3	1	0	2	0
1/14/2019 0:30	16	63.9	10	3	1	2	9	7	60.7	68	4	6	2	1	1	0	2	0
1/14/2019 0:45	23	63.9	11	5	1	6	17	6	62.8	66.9	8	3	4	1	1	0	4	2
1/14/2019 1:00	17	63.2	10	5	0	2	13	4	65.4	56.2	8	2	4	1	0	0	1	1
1/14/2019 1:15	16	64.6	12	1	2	1	9	7	63.9	65.4	5	7	1	0	2	0	1	0
1/14/2019 1:30	20	65.0	7	5	2	6	16	4	63.5	70.9	3	4	5	0	2	0	6	0
1/14/2019 1:45	14	60.5	9	1	2	2	8	6	63.7	56.3	4	5	0	1	2	0	2	0
1/14/2019 2:00	22	60.9	7	8	1	6	16	6	62.9	55.6	3	4	7	1	1	0	5	1
1/14/2019 2:15	9	64.6	4	2	2	1	8	1	65	61	3	1	2	0	2	0	1	0
1/14/2019 2:30	13	62.8	7	1	2	3	11	2	62	66.9	5	2	1	0	2	0	3	0
1/14/2019 2:45	12	66.7	7	1	3	1	10	2	66.6	66.9	6	1	0	1	3	0	1	0
1/14/2019 3:00	11	61.1	5	2	1	3	10	1	60.5	66.9	4	1	2	0	1	0	3	0
1/14/2019 3:15	10	70.4	5	1	2	2	6	4	67.8	74.3	3	2	0	1	2	0	1	1
1/14/2019 3:30	16	65.4	9	4	1	2	11	5	63.5	69.6	4	5	4	0	1	0	2	0
1/14/2019 3:45	13	65.1	8	1	2	2	9	4	66.6	61.6	4	4	1	0	2	0	2	0
1/14/2019 4:00	18	67.6	10	2	2	4	11	7	60.9	78.1	5	5	0	2	2	0	4	0
1/14/2019 4:15	19	62.9	13	4	0	2	14	5	64.2	59.1	8	5	4	0	0	0	2	0
1/14/2019 4:30	17	69.2	12	4	1	0	9	8	68.1	70.4	5	7	3	1	1	0	0	0
1/14/2019 4:45	30	62.7	14	9	3	4	18	12	60.7	65.6	8	6	5	4	2	1	3	1
1/14/2019 5:00	38	65.3	23	12	1	2	10	28	64.6	65.6	7	16	0	12	1	0	2	0
1/14/2019 5:15	49	64.4	32	13	1	3	25	24	65.4	63.4	12	20	9	4	1	0	3	0
1/14/2019 5:30	32	65.7	26	2	3	1	14	18	67.7	64.1	10	16	1	1	2	1	1	0
1/14/2019 5:45	46	65.0	30	13	1	2	17	29	63	66.2	9	21	5	8	1	0	2	0
1/14/2019 6:00	57	64.9	38	13	3	3	35	22	63	67.8	20	18	9	4	3	0	3	0
1/14/2019 6:15	77	63.6	55	16	2	4	42	35	63.5	63.7	28	27	11	5	0	2	3	1
1/14/2019 6:30	55	62.6	32	14	4	5	30	25	66.1	58.5	15	17	8	6	3	1	4	1
1/14/2019 6:45	51	62.6	28	11	6	6	31	20	64.4	59.8	13	15	8	3	4	2	6	0
1/14/2019 7:00	46	67.8	31	11	2	2	27	19	62.7	75.1	16	15	7	4	2	0	2	0
1/14/2019 7:15	85	64.5	61	13	3	8	45	40	64.3	64.8	28	33	7	6	3	0	7	1
1/14/2019 7:30	72	62.9	49	17	3	3	39	33	65	60.4	24	25	10	7	2	1	3	0
1/14/2019 7:45	90	64.4	60	19	6	5	52	38	64.8	63.9	29	31	14	5	5	1	4	1
1/14/2019 8:00	98	61.8	62	30	1	5	50	48	60.9	62.8	28	34	20	10	0	1	2	3
1/14/2019 8:15	100	65.1	68	25	3	4	56	44	64	66.4	33	35	17	8	2	1	4	0
1/14/2019 8:30	104	66.5	62	32	6	4	67	37	64.9	69.5	40	22	20	12	5	1	2	2
1/14/2019 8:45	90	62.2	59	19	7	5	49	41	63.5	60.6	28	31	13	6	4	3	4	1
1/14/2019 9:00	106	64.3	67	28	5	6	68	38	64.7	63.7	42	25	20	8	2	3	4	2
1/14/2019 9:15	123	64.8	77	30	9	7	68	55	64.2	65.6	39	38	18	12	6	3	5	2
1/14/2019 9:30	117	64.9	82	27	3	5	69	48	65.1	64.7	47	35	17	10	1	2	4	1
1/14/2019 9:45	130	67.3	84	32	3	11	78	52	67.1	67.6	42	42	26	6	2	1	8	3
1/14/2019 10:00	132	64.4	87	32	10	3	70	62	65	63.8	42	45	21	11	5	5	2	1
1/14/2019 10:15	138	63.4	85	41	5	7	82	56	63.4	63.4	40	45	34	7	2	3	6	1
1/14/2019 10:30	135	65.1	88	38	5	4	71	64	65.1	65.1	41	47	26	12	3	2	1	3
1/14/2019 10:45	123	65.7	88	24	5	6	76	47	65.5	66	47	41	19	5	4	1	6	0
1/14/2019 11:00	121	65.3	83	29	4	5	66	55	65.3	65.2	38	45	22	7	2	2	4	1
1/14/2019 11:15	137	64.1	90	30	12	5	79	58	66.2	61.3	42	48	23	7	9	3	5	0
1/14/2019 11:30	145	67.1	94	41	8	2	81	64	66.5	67.8	44	50	29	12	6	2	2	0
1/14/2019 11:45	138	66.0	93	35	4	6	82	56	65.4	67	48	45	27	8	2	2	5	1
1/14/2019 12:00	119	65.1	78	27	9	5	60	59	65.7	64.4	32	46	18	9	5	4	5	0
1/14/2019 12:15	150	66.2	82	60	3	5	81	69	66.3	66.1	36	46	39	21	2	1	4	1
1/14/2019 12:30	138	65.2	87	37	9	5	78	60	65.5	64.7	44	43	24	13	6	3	4	1
1/14/2019 12:45	173	67.4	121	41	6	5	92	81	66.8	68	53	68	30	11	4	2	5	0
1/14/2019 13:00	128	64.5	75	36	8	9	78	50	65.1	63.6	36	39	30	6	6	2	6	3
1/14/2019 13:15	176	65.1	118	34	14	10	97	79	64.3	66.1	56	62	24	10	9	5	8	2
1/14/2019 13:30	155	67.1	109	33	9	4	90	65	65.7	69.1	51	58	27	6	8	1	4	0
1/14/2019 13:45	158	65.3	107	32	8	11	97	61	65.6	64.7	65	42	18	14	4	4	10	1

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/14/2019 14:00	213	65.9	160	42	7	4	98	115	65.6	66.1	58	102	31	11	6	1	3	1
1/14/2019 14:15	182	67.8	110	55	6	11	88	94	67.6	67.9	38	72	37	18	3	3	10	1
1/14/2019 14:30	161	65.6	110	37	10	4	84	77	63.4	67.9	48	62	24	13	8	2	4	0
1/14/2019 14:45	195	66.0	134	47	9	5	109	86	66.3	65.7	70	64	28	19	6	3	5	0
1/14/2019 15:00	182	65.5	126	41	11	4	96	86	64.3	66.8	55	71	29	12	8	3	4	0
1/14/2019 15:15	186	67.2	139	30	5	12	93	93	66.6	67.8	61	78	15	15	5	0	12	0
1/14/2019 15:30	207	68.2	138	56	9	4	105	102	67.9	68.6	54	84	40	16	8	1	3	1
1/14/2019 15:45	171	68.5	121	32	11	7	83	88	67.5	69.4	48	73	19	13	10	1	6	1
1/14/2019 16:00	209	63.7	159	37	8	5	98	111	65.2	62.4	67	92	21	16	6	2	4	1
1/14/2019 16:15	253	66.0	183	57	7	6	101	152	65.8	66.1	68	115	23	34	5	2	5	1
1/14/2019 16:30	210	66.0	155	44	3	8	110	100	65.1	66.9	72	83	29	15	2	1	7	1
1/14/2019 16:45	172	67.3	125	36	4	7	86	86	67	67.6	54	71	22	14	3	1	7	0
1/14/2019 17:00	223	66.0	164	41	6	12	113	110	64.2	67.8	71	93	31	10	3	3	8	4
1/14/2019 17:15	135	68.8	101	17	10	7	72	63	66.3	71.7	45	56	11	6	9	1	7	0
1/14/2019 17:30	173	66.1	131	26	9	7	94	79	65.9	66.3	62	69	18	8	7	2	7	0
1/14/2019 17:45	153	68.3	111	30	5	7	78	75	67.9	68.8	47	64	22	8	3	2	6	1
1/14/2019 18:00	119	65.5	76	32	4	7	74	45	65.8	64.9	40	36	28	4	1	3	5	2
1/14/2019 18:15	113	62.3	75	22	5	11	58	55	64	60.6	31	44	15	7	3	2	9	2
1/14/2019 18:30	115	64.2	78	26	5	6	61	54	64.4	64	37	41	16	10	4	1	4	2
1/14/2019 18:45	94	64.7	56	31	3	4	49	45	64.6	64.8	23	33	20	11	3	0	3	1
1/14/2019 19:00	99	58.6	69	18	3	9	10	89	64.3	58	5	64	3	15	1	2	1	8
1/14/2019 19:15	94	64.1	69	13	3	9	50	44	64.7	63.5	34	35	8	5	2	1	6	3
1/14/2019 19:30	78	66.3	46	21	3	8	51	27	66.3	66.4	25	21	17	4	3	0	6	2
1/14/2019 19:45	53	61.6	33	7	2	11	37	16	63.4	57.4	18	15	7	0	2	0	10	1
1/14/2019 20:00	62	64.7	37	13	3	9	46	16	64.3	65.8	26	11	10	3	2	1	8	1
1/14/2019 20:15	70	66.5	44	22	1	3	39	31	66.9	65.9	18	26	17	5	1	0	3	0
1/14/2019 20:30	52	63.4	36	10	2	4	32	20	63	64.1	20	16	7	3	1	1	4	0
1/14/2019 20:45	54	67.7	40	11	2	1	35	19	66.7	69.6	24	16	8	3	2	0	1	0
1/14/2019 21:00	49	63.7	26	14	2	7	34	15	64.4	62.2	13	13	14	0	2	0	5	2
1/14/2019 21:15	32	61.9	19	5	2	6	25	7	62.2	61	14	5	3	2	2	0	6	0
1/14/2019 21:30	44	66.6	30	9	2	3	26	18	66.3	67	15	15	6	3	2	0	3	0
1/14/2019 21:45	28	68.0	18	7	3	0	20	8	68.5	66.8	12	6	6	1	2	1	0	0
1/14/2019 22:00	36	64.2	17	9	3	7	31	5	62.9	72.5	14	3	7	2	3	0	7	0
1/14/2019 22:15	34	64.0	19	8	3	4	24	10	67.7	55.2	11	8	6	2	3	0	4	0
1/14/2019 22:30	30	63.0	15	7	3	5	22	8	62.1	65.5	9	6	6	1	3	0	4	1
1/14/2019 22:45	30	59.3	14	11	3	2	23	7	59.7	58	9	5	9	2	3	0	2	0
1/14/2019 23:00	25	57.3	15	4	1	5	13	12	59.9	54.5	5	10	3	1	1	0	4	1
1/14/2019 23:15	37	60.3	17	6	6	8	24	13	61.7	57.7	8	9	5	1	5	1	6	2
1/14/2019 23:30	25	62.1	8	7	3	7	14	11	62.2	61.9	1	7	5	2	2	1	6	1
1/14/2019 23:45	27	56.5	12	5	1	9	17	10	60.8	49.3	5	7	4	1	1	0	7	2
Day Totals	**8619**	**65.4**	**5749**	**1967**	**408**	**495**	**4719**	**3900**	**65.2**	**65.6**	**2672**	**3077**	**1335**	**632**	**300**	**108**	**412**	**83**
AM Peak Hr	**11:30**																	
AM Peak Vol	**552**																	
AM PHF	**0.9200**																	
PM Peak Hr	**16:15**																	
PM Peak Vol	**858**																	
PM PHF	**0.8478**																	

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
1/15/2019	25	63.2	14	1	4	6	12	13	58.4	67.7	3	11	0	1	4	0	5	1
1/15/2019 0:15	15	61.3	7	2	3	3	10	5	64.9	54.2	4	3	1	1	2	1	3	0
1/15/2019 0:30	20	62.0	11	1	3	5	16	4	63.9	54.2	7	4	1	0	3	0	5	0
1/15/2019 0:45	22	64.9	8	5	1	8	18	4	67.3	54.2	5	3	4	1	1	0	8	0
1/15/2019 1:00	24	59.9	8	6	3	7	16	8	60.5	58.8	4	4	2	4	3	0	7	0
1/15/2019 1:15	26	62.3	8	5	3	10	20	6	62.2	62.8	5	3	4	1	3	0	8	2
1/15/2019 1:30	14	64.4	4	3	2	5	13	1	64	68.9	4	0	3	0	1	1	5	0
1/15/2019 1:45	15	57.7	7	2	0	6	9	6	62.9	50	3	4	1	1	0	0	5	1
1/15/2019 2:00	7	57.8	2	2	0	3	5	2	60.2	51.9	2	0	0	2	0	0	3	0
1/15/2019 2:15	13	65.6	4	2	6	1	11	2	62.4	83.1	3	1	1	1	6	0	1	0
1/15/2019 2:30	15	64.0	5	5	0	5	12	3	59.7	81.4	3	2	4	1	0	0	5	0
1/15/2019 2:45	10	61.3	4	2	2	2	6	4	65.5	55.1	2	2	1	1	1	1	2	0
1/15/2019 3:00	8	60.5	2	2	1	3	8	0	60.5	55.1	2	0	2	0	1	0	3	0
1/15/2019 3:15	13	61.9	7	3	1	2	9	4	61.6	62.7	3	4	3	0	1	0	2	0
1/15/2019 3:30	16	63.2	5	2	3	6	12	4	60.1	72.3	3	2	1	1	2	1	6	0
1/15/2019 3:45	15	65.8	11	0	2	2	9	6	64.6	67.7	5	6	0	0	2	0	2	0
1/15/2019 4:00	20	61.8	13	3	0	4	13	7	61.9	61.6	9	4	0	3	0	0	4	0
1/15/2019 4:15	17	60.4	10	2	2	3	14	3	62.7	49.7	8	2	2	0	2	0	2	1
1/15/2019 4:30	20	57.3	10	5	1	4	14	6	60	50.9	7	3	4	1	0	1	3	1
1/15/2019 4:45	27	59.5	13	7	0	7	17	10	58.5	61.2	7	6	4	3	0	0	6	1
1/15/2019 5:00	46	62.2	27	9	4	6	26	20	60.6	64.3	10	17	7	2	4	0	5	1
1/15/2019 5:15	37	65.2	27	9	0	1	14	23	65.4	65.1	8	19	5	4	0	0	1	0
1/15/2019 5:30	38	59.5	21	9	4	4	18	20	60.7	58.4	7	14	4	5	3	1	4	0
1/15/2019 5:45	47	61.5	31	9	3	4	24	23	61.7	61.3	12	19	6	3	2	1	4	0
1/15/2019 6:00	51	63.6	39	7	2	3	24	27	62	65	16	23	4	3	1	1	3	0
1/15/2019 6:15	63	65.7	45	9	6	3	34	29	63.7	68.1	22	23	5	4	4	2	3	0
1/15/2019 6:30	48	61.6	32	10	0	6	29	19	62.7	59.8	16	16	7	3	0	0	6	0
1/15/2019 6:45	55	59.9	35	11	5	4	33	22	60.9	58.4	17	18	8	3	4	1	4	0
1/15/2019 7:00	71	58.6	45	18	4	4	41	30	58.2	59.2	19	26	14	4	4	0	4	0
1/15/2019 7:15	81	67.3	63	13	3	2	42	39	68.4	66.2	31	32	9	4	1	2	1	1
1/15/2019 7:30	64	63.2	51	7	1	5	36	28	63	63.4	28	23	5	2	0	1	3	2
1/15/2019 7:45	64	59.7	45	9	2	8	35	29	63.4	55.3	21	24	6	3	1	1	7	1
1/15/2019 8:00	81	65.4	59	13	3	6	49	32	63.6	68.2	33	26	8	5	3	0	5	1
1/15/2019 8:15	132	64.8	90	33	3	6	74	58	65.2	64.3	45	45	21	12	3	0	5	1
1/15/2019 8:30	98	64.6	64	23	6	5	57	41	65.3	63.6	36	28	13	10	5	1	3	2
1/15/2019 8:45	84	62.5	59	17	6	2	48	36	62.9	62	32	27	10	7	4	2	2	0
1/15/2019 9:00	89	65.2	58	23	2	6	60	29	65.3	65	40	18	13	10	1	1	6	0
1/15/2019 9:15	111	64.3	76	22	4	9	61	50	63.1	65.8	39	37	11	11	3	1	8	1
1/15/2019 9:30	109	62.3	64	29	6	10	61	48	61.9	62.7	27	37	23	6	3	3	8	2
1/15/2019 9:45	131	62.4	74	33	13	11	79	52	62.9	61.6	39	35	26	7	5	8	9	2
1/15/2019 10:00	128	66.0	79	36	4	9	81	47	65.2	67.4	40	39	31	5	3	1	7	2
1/15/2019 10:15	122	60.6	81	24	9	8	81	41	62.2	57.5	48	33	19	5	8	1	6	2
1/15/2019 10:30	137	61.3	96	24	6	11	88	49	62.8	58.7	57	39	19	5	3	3	9	2
1/15/2019 10:45	129	63.0	86	28	8	7	78	51	63.6	62	40	46	24	4	7	1	7	0
1/15/2019 11:00	119	64.5	78	26	10	5	77	42	65.7	62.2	43	35	24	2	9	1	1	4
1/15/2019 11:15	154	62.9	102	36	7	9	92	62	63.2	62.4	56	46	20	16	7	0	9	0
1/15/2019 11:30	121	63.3	86	24	5	6	77	44	62.7	64.4	52	34	18	6	3	2	4	2
1/15/2019 11:45	129	61.9	88	29	5	7	74	55	62.8	60.6	43	45	21	8	5	0	5	2
Day Totals	**2881**	**63.0**	**1854**	**600**	**168**	**259**	**1737**	**1144**	**63**	**63**	**966**	**888**	**419**	**181**	**128**	**40**	**224**	**35**
AM Peak Hr	**10:30**																	
AM Peak Vol	**539**																	
AM PHF	**0.8750**																	

Client:	HDR						Site 3 Eastbound Average Traffic Count										Site Ref:	3
File Number:	1805550																Direction:	EB
Route:	US HWY 60																Latitude:	33.86620
Location:	At MP 119																Longitude:	-112.63603
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02	EB 01	EB 02
0:00	28	63.7	17	4	2	6	18	10	64.2	64.8	9	8	3	1	1	0	5	1
0:15	21	63.1	11	4	2	4	13	8	64.6	59.4	5	6	2	1	2	0	4	0
0:30	19	65.0	10	4	2	4	13	6	64.6	65.8	5	5	3	0	2	0	4	0
0:45	18	65.5	8	4	1	5	13	5	65.6	65.2	5	3	3	1	1	0	4	1
1:00	19	63.9	9	4	2	5	13	7	62.9	60.6	5	4	2	1	1	0	4	0
1:15	18	62.1	8	3	2	5	13	5	62.2	63.6	4	4	2	0	2	0	5	1
1:30	16	66.0	6	3	1	5	13	4	63.0	63.9	4	2	3	1	1	0	5	0
1:45	16	59.1	7	3	1	4	10	5	63.1	59.5	3	4	2	1	1	0	4	1
2:00	17	61.3	8	4	2	3	12	4	63.5	63.6	5	3	3	1	2	0	3	0
2:15	14	68.1	6	2	3	2	9	5	64.6	68.5	3	3	1	1	3	0	2	0
2:30	14	63.5	6	3	2	4	11	4	61.3	60.6	3	3	2	0	1	0	4	0
2:45	14	60.7	6	3	2	3	10	3	64.7	59.2	4	2	2	1	1	0	3	0
3:00	13	64.8	6	3	2	3	10	4	63.2	57.0	4	3	3	0	1	0	2	0
3:15	11	66.5	6	2	1	3	8	4	63.6	62.9	3	3	2	0	1	0	2	1
3:30	17	67.0	9	3	2	3	12	5	64.5	67.0	6	3	2	1	2	0	3	0
3:45	16	64.3	9	3	2	2	12	4	65.1	59.5	6	3	2	0	2	0	2	0
4:00	17	62.5	9	3	1	3	11	5	64.7	66.6	5	4	2	1	1	0	3	0
4:15	18	64.0	12	3	1	2	12	6	63.4	62.0	7	5	2	0	1	0	2	0
4:30	20	66.1	11	4	2	3	14	7	63.4	66.0	7	5	3	1	1	1	2	0
4:45	23	62.5	12	6	2	4	13	10	62.2	62.8	5	7	3	3	1	1	3	1
5:00	32	61.3	18	7	3	5	15	17	61.9	60.8	6	11	3	4	2	1	4	1
5:15	38	65.4	24	8	2	3	19	19	65.5	64.8	10	14	4	4	2	0	3	0
5:30	32	63.2	19	7	2	4	18	14	63.3	61.2	9	10	4	3	1	1	3	0
5:45	40	64.2	24	8	4	3	20	20	64.2	63.8	9	15	5	3	3	1	3	1
6:00	42	64.4	29	8	2	3	23	19	63.8	64.6	14	15	5	3	2	0	2	1
6:15	54	64.6	37	11	3	4	30	24	64.2	65.3	18	19	7	4	2	1	3	1
6:30	44	62.9	26	11	2	5	26	18	64.7	60.3	13	13	7	3	2	1	5	1
6:45	44	61.5	26	10	3	5	26	18	63.7	58.5	12	13	8	2	2	1	4	1
7:00	55	61.9	36	13	3	3	32	22	63.3	61.7	19	17	9	4	2	0	3	1
7:15	69	64.2	46	14	4	5	38	30	65.0	64.6	21	25	11	4	3	1	4	1
7:30	67	64.1	45	13	3	5	38	29	64.7	62.7	22	23	10	4	2	1	4	1
7:45	64	63.5	42	13	4	5	37	27	65.1	61.6	22	21	9	4	3	1	4	1
8:00	76	64.4	52	17	3	4	44	32	64.2	64.0	28	24	11	6	2	1	3	1
8:15	97	64.7	63	25	3	6	55	42	64.7	64.1	31	32	16	8	2	1	5	1
8:30	93	65.7	58	23	6	7	57	37	65.1	65.7	31	27	15	8	5	1	6	1
8:45	86	64.6	55	21	5	5	54	32	64.7	63.7	31	24	15	6	4	1	4	1
9:00	95	65.0	61	22	5	6	57	38	65.2	64.3	33	28	15	7	4	2	5	2
9:15	113	64.7	72	29	5	6	68	44	65.0	65.2	40	33	19	10	4	1	5	1
9:30	116	65.0	75	30	6	6	69	47	65.0	65.3	38	37	23	7	4	2	5	1
9:45	127	66.1	79	32	8	8	76	51	66.4	65.6	41	38	23	9	5	3	7	2
10:00	120	65.6	77	32	5	6	71	49	65.8	65.3	41	37	22	9	3	2	5	1
10:15	129	63.8	84	31	7	7	77	52	64.4	62.7	41	42	24	7	5	2	6	1
10:30	128	64.9	84	32	6	7	76	52	65.2	64.6	44	40	22	9	4	2	6	1
10:45	124	66.1	83	27	7	7	76	48	65.6	66.6	43	40	21	6	6	1	7	1
11:00	131	65.4	91	28	6	7	73	58	65.5	65.7	44	47	19	9	4	1	5	1
11:15	142	66.0	96	31	8	8	83	60	65.9	65.5	48	48	21	9	6	2	7	1
11:30	140	65.1	93	34	7	6	79	61	64.7	65.7	44	48	25	9	5	2	5	1
11:45	139	65.8	91	34	7	7	80	59	66.0	65.9	44	47	25	9	5	2	6	2
12:00	142	66.4	96	31	8	7	80	62	66.1	66.7	46	50	21	10	6	2	6	1
12:15	146	65.9	95	37	6	8	83	63	66.3	65.7	47	48	25	12	4	2	7	1
12:30	154	66.7	105	35	7	7	85	70	65.9	67.0	51	55	22	12	5	2	7	0
12:45	159	66.8	109	37	6	7	85	74	66.0	67.6	50	59	25	12	4	2	5	1
13:00	160	67.0	107	37	7	10	91	69	67.0	67.3	51	56	26	10	5	2	9	1
13:15	159	65.9	106	37	8	8	89	70	65.7	65.9	53	53	25	12	4	3	6	1
13:30	168	66.9	115	37	7	8	91	77	66.1	67.6	51	64	27	11	6	1	7	1
13:45	164	66.2	112	35	8	9	87	77	66.0	66.7	49	63	25	10	5	3	8	1

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805550**																Direction:	**EB**
Route:	**US HWY 60**																Latitude:	**33.86620**
Location:	**At MP 119**																Longitude:	**-112.63603**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**	**EB 01**	**EB 02**
14:00	188	66.2	129	43	8	8	100	88	66.1	66.4	56	73	32	11	6	3	6	1
14:15	180	66.8	121	42	7	9	95	86	66.6	66.5	52	69	29	13	5	2	8	1
14:30	188	66.7	129	41	9	9	98	90	66.8	66.5	56	73	27	14	7	2	7	1
14:45	187	66.5	131	40	6	10	100	87	66.1	67.0	58	73	28	12	5	2	9	1
15:00	189	66.4	133	40	9	7	103	87	66.5	65.8	60	73	30	11	7	3	6	1
15:15	190	67.4	139	37	5	9	97	93	67.1	67.6	61	78	25	12	4	1	8	1
15:30	192	66.9	136	46	5	6	100	92	67.2	66.8	61	75	30	15	3	2	5	1
15:45	183	66.8	132	37	6	8	96	86	67.3	66.7	59	73	27	10	4	2	7	1
16:00	179	66.8	126	41	7	6	89	90	66.8	67.2	53	73	27	14	5	2	5	1
16:15	198	67.2	144	41	4	8	94	104	67.3	66.8	57	88	27	14	4	1	7	1
16:30	190	67.6	139	41	5	6	95	96	66.7	68.0	60	79	26	15	3	1	6	1
16:45	168	67.0	122	35	4	8	82	86	67.3	66.7	50	72	22	12	3	1	6	1
17:00	186	67.3	131	40	6	9	96	89	67.0	68.1	55	76	29	11	5	1	7	1
17:15	179	67.4	130	36	5	8	91	88	66.5	68.0	56	74	24	13	3	1	8	0
17:30	163	66.9	121	31	4	7	84	79	66.3	67.6	56	65	20	12	3	1	5	1
17:45	150	68.0	105	33	4	7	79	71	66.7	69.2	47	58	23	10	3	1	6	1
18:00	131	65.1	95	26	5	6	72	59	65.4	65.2	45	50	19	7	3	2	5	1
18:15	132	64.8	94	28	5	5	70	62	64.7	64.6	43	51	19	9	3	1	4	1
18:30	116	65.3	81	24	6	6	61	55	65.4	65.1	36	44	15	9	5	1	5	1
18:45	99	64.9	69	21	4	5	55	44	65.2	64.5	32	37	15	6	3	1	4	1
19:00	100	64.8	69	21	3	7	48	52	65.9	64.0	28	40	12	8	2	1	5	2
19:15	90	65.3	64	17	3	6	51	39	65.7	64.9	32	32	13	5	2	1	4	1
19:30	92	64.9	64	19	3	5	52	40	66.0	63.0	32	32	14	6	2	1	5	1
19:45	80	65.5	56	16	2	6	46	34	65.7	65.0	27	29	11	5	2	0	5	1
20:00	78	66.1	52	18	2	5	45	33	66.4	65.1	26	27	13	5	2	0	4	0
20:15	71	65.5	49	14	2	6	42	30	65.3	64.0	26	23	10	4	1	1	4	1
20:30	70	63.9	48	15	2	6	41	29	65.6	62.1	23	24	11	4	1	1	5	0
20:45	60	65.3	43	12	2	3	35	25	64.9	65.9	22	21	9	3	1	0	3	1
21:00	64	63.8	44	12	3	5	35	29	64.7	63.1	20	24	9	3	2	1	4	1
21:15	55	65.3	36	13	2	3	32	23	64.4	65.8	18	18	9	4	2	1	3	0
21:30	57	64.6	38	12	2	4	33	24	65.1	63.9	20	18	7	5	2	0	3	1
21:45	44	64.3	29	10	3	3	26	18	65.4	64.3	14	15	7	3	2	1	2	0
22:00	56	64.4	38	11	3	4	37	19	63.7	66.3	22	16	8	3	3	0	4	0
22:15	47	64.7	32	9	3	3	30	17	65.2	62.3	19	13	6	2	2	1	3	1
22:30	42	64.1	29	7	2	4	26	16	63.7	65.3	16	13	5	2	2	0	3	1
22:45	42	63.4	27	11	3	2	27	16	62.4	62.9	14	13	9	2	2	0	2	0
23:00	35	63.6	20	8	3	4	22	13	64.1	62.6	10	11	6	2	2	1	4	0
23:15	35	64.1	19	8	3	4	23	13	63.9	60.9	11	9	6	2	2	1	4	1
23:30	24	62.9	14	5	2	4	13	11	64.5	60.2	6	7	3	2	1	1	3	1
23:45	30	63.8	16	6	2	6	20	10	63.9	61.0	8	8	5	1	1	0	5	1
Day Totals	**8597**	**65.8**	**5797**	**1890**	**384**	**526**	**4786**	**3811**	**65.7**	**65.7**	**2741**	**3056**	**1310**	**580**	**286**	**98**	**450**	**77**
AM Peak Hr	**11:45**																	
AM Peak Vol	**582**																	
AM PHF	**0.9448**																	
PM Peak Hr	**14:45**																	
PM Peak Vol	**759**																	
PM PHF	**0.9883**																	

Client:	HDR							Site 3 Westbound 7 Day Traffic Count									Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/8/2019 12:00	131	60.8	95	16	13	7	90	41	57.5	68.1	63	32	11	5	12	1	4	3
1/8/2019 12:15	129	60.7	95	22	7	5	93	36	59	65	66	29	17	5	6	1	4	1
1/8/2019 12:30	145	58.7	111	18	13	3	100	45	55.8	65	73	38	14	4	11	2	2	1
1/8/2019 12:45	146	62.2	120	9	10	7	96	50	60.1	66.1	72	48	7	2	10	0	7	0
1/8/2019 13:00	131	60.7	99	17	9	6	74	57	59.7	61.9	53	46	11	6	5	4	5	1
1/8/2019 13:15	134	61.3	105	12	10	7	87	47	59.4	64.8	62	43	11	1	7	3	7	0
1/8/2019 13:30	134	59.3	103	18	10	3	89	45	58.6	60.8	65	38	12	6	9	1	3	0
1/8/2019 13:45	120	59.9	96	7	14	3	89	31	59.3	61.6	68	28	5	2	13	1	3	0
1/8/2019 14:00	117	62.5	91	14	9	3	86	31	60.7	67.4	66	25	10	4	7	2	3	0
1/8/2019 14:15	134	59.4	101	13	15	5	99	35	57.3	65.2	71	30	9	4	15	0	4	1
1/8/2019 14:30	122	59.5	88	13	17	4	87	35	58.3	62.6	59	29	9	4	15	2	4	0
1/8/2019 14:45	132	59.6	103	16	9	4	92	40	56.6	66.5	70	33	12	4	6	3	4	0
1/8/2019 15:00	131	61.1	107	11	12	1	88	43	59.3	64.9	69	38	8	3	10	2	1	0
1/8/2019 15:15	123	59.9	95	13	12	3	88	35	57.3	66.3	68	27	8	5	11	1	1	2
1/8/2019 15:30	133	62.4	103	15	12	3	96	37	60.6	66.9	74	29	10	5	10	2	2	1
1/8/2019 15:45	125	61.9	96	13	11	5	87	38	59.3	67.9	64	32	8	5	10	1	5	0
1/8/2019 16:00	120	61.6	103	11	4	2	86	34	59.3	67.4	75	28	7	4	3	1	1	1
1/8/2019 16:15	138	61.1	110	14	13	1	95	43	58.8	66.3	74	36	10	4	10	3	1	0
1/8/2019 16:30	101	60.8	79	13	4	5	81	20	59.2	67.5	62	17	12	1	2	2	5	0
1/8/2019 16:45	126	59.4	94	15	11	6	88	38	57.6	63.7	63	31	11	4	9	2	5	1
1/8/2019 17:00	116	63.7	104	4	5	3	77	39	62.1	67	68	36	3	1	4	1	2	1
1/8/2019 17:15	112	58.6	96	9	7	0	76	36	55.8	64.6	62	34	8	1	6	1	0	0
1/8/2019 17:30	111	59.1	95	6	9	1	75	36	56.4	64.6	61	34	4	2	9	0	1	0
1/8/2019 17:45	94	61.3	73	7	11	3	68	26	58.6	68.5	50	23	5	2	10	1	3	0
1/8/2019 18:00	92	58.9	70	8	12	2	71	21	56.8	65.9	57	13	4	4	9	3	1	1
1/8/2019 18:15	87	55.2	70	3	11	3	59	28	52.9	60	44	26	3	0	9	2	3	0
1/8/2019 18:30	95	62.1	75	6	9	5	64	31	60.1	66.3	49	26	5	1	7	2	3	2
1/8/2019 18:45	80	62.6	58	6	11	5	52	28	60	67.4	34	24	5	1	10	1	3	2
1/8/2019 19:00	68	60.4	48	6	12	2	51	17	59.3	63.5	35	13	5	1	9	3	2	0
1/8/2019 19:15	56	59.3	42	7	6	1	41	15	57.2	65.2	29	13	5	2	6	0	1	0
1/8/2019 19:30	61	58.7	46	7	2	6	49	12	57.6	63	35	11	7	0	1	1	6	0
1/8/2019 19:45	70	57.6	44	9	12	5	52	18	55.7	63.1	30	14	6	3	11	1	5	0
1/8/2019 20:00	41	63.3	31	3	6	1	30	11	59.6	73.5	22	9	1	2	6	0	1	0
1/8/2019 20:15	47	58.5	36	3	8	0	35	12	57.2	62.4	26	10	2	1	7	1	0	0
1/8/2019 20:30	56	59.8	36	6	11	3	39	17	58.2	63.6	23	13	4	2	9	2	3	0
1/8/2019 20:45	39	59.9	30	2	5	2	26	13	57.5	64.6	20	10	1	1	4	1	1	1
1/8/2019 21:00	36	58.7	22	5	8	1	26	10	56.4	64.5	14	8	4	1	7	1	1	0
1/8/2019 21:15	29	58.3	19	1	7	2	23	6	54.8	71.6	13	6	1	0	7	0	2	0
1/8/2019 21:30	33	62.2	29	0	0	4	22	11	60.3	66.1	18	11	0	0	0	0	4	0
1/8/2019 21:45	32	62.7	21	0	5	6	27	5	62.6	63.4	17	4	0	0	5	0	5	1
1/8/2019 22:00	22	59.3	15	3	3	1	17	5	60.6	54.8	10	5	3	0	3	0	1	0
1/8/2019 22:15	21	58.9	17	3	1	0	13	8	57.9	60.5	10	7	2	1	1	0	0	0
1/8/2019 22:30	26	55.7	12	6	7	1	23	3	52.6	79.4	9	3	6	0	7	0	1	0
1/8/2019 22:45	16	59.1	13	0	2	1	10	6	55.4	65.3	7	6	0	0	2	0	1	0
1/8/2019 23:00	15	58.9	8	2	4	1	13	2	57.9	65.3	6	2	2	0	4	0	1	0
1/8/2019 23:15	14	61.1	9	2	3	0	10	4	61.4	60.4	6	3	2	0	2	1	0	0
1/8/2019 23:30	10	66.2	8	0	2	0	8	2	66	66.9	6	2	0	0	2	0	0	0
1/8/2019 23:45	21	59.4	13	2	5	1	15	6	55.5	69.2	8	5	2	0	4	1	1	0
Day Totals	**4072**	**60.4**	**3134**	**396**	**399**	**143**	**2863**	**1209**	**58.4**	**65.2**	**2106**	**1028**	**292**	**104**	**342**	**57**	**123**	**20**
AM Peak Hr	**11:45**																	
AM Peak Vol	**405**																	
AM PHF	**0.6983**																	
PM Peak Hr	**12:30**																	
PM Peak Vol	**556**																	
PM PHF	**0.9521**																	

Client:	HDR																Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/9/2019	16	66.1	9	2	4	1	12	4	61	81.3	5	4	2	0	4	0	1	0
1/9/2019 0:15	20	56.8	7	5	6	2	16	4	55.5	62.2	5	2	4	1	6	0	1	1
1/9/2019 0:30	21	56.7	9	1	9	2	18	3	55.8	62.4	6	3	1	0	9	0	2	0
1/9/2019 0:45	22	50.7	9	5	7	1	18	4	48.6	60.2	7	2	4	1	6	1	1	0
1/9/2019 1:00	14	60.9	7	0	6	1	11	3	60.6	61.9	5	2	0	0	6	0	0	1
1/9/2019 1:15	21	53.5	6	3	11	1	17	4	54.7	48.6	4	2	2	1	10	1	1	0
1/9/2019 1:30	21	52.7	7	9	5	0	17	4	53.7	48.6	7	0	5	4	5	0	0	0
1/9/2019 1:45	20	58.2	6	1	10	3	16	4	57.3	61.6	5	1	1	0	8	2	2	1
1/9/2019 2:00	15	57.7	3	1	7	4	15	0	57.7	61.6	3	0	1	0	7	0	4	0
1/9/2019 2:15	14	56.7	6	6	0	2	14	0	56.7	61.6	6	0	6	0	0	0	2	0
1/9/2019 2:30	17	58.1	3	1	11	2	14	3	57.4	61.3	2	1	1	0	9	2	2	0
1/9/2019 2:45	25	57.9	9	4	10	2	22	3	57.3	62.4	7	2	4	0	9	1	2	0
1/9/2019 3:00	18	56.7	5	5	5	3	12	6	55.1	60	2	3	3	2	5	0	2	1
1/9/2019 3:15	20	60.0	5	2	11	2	19	1	60	60	5	0	2	0	10	1	2	0
1/9/2019 3:30	28	57.8	10	2	11	5	23	5	55.2	69.5	7	3	2	0	10	1	4	1
1/9/2019 3:45	28	58.9	13	3	11	1	22	6	56.8	66.5	9	4	2	1	10	1	1	0
1/9/2019 4:00	34	58.0	8	7	15	4	28	6	56.2	66.6	4	4	7	0	15	0	2	2
1/9/2019 4:15	35	59.4	14	7	9	5	27	8	56.2	70.1	8	6	6	1	9	0	4	1
1/9/2019 4:30	43	59.2	29	6	5	3	31	12	59.8	57.6	18	11	6	0	5	0	2	1
1/9/2019 4:45	27	56.8	14	5	6	2	21	6	53.5	68.3	8	6	5	0	6	0	2	0
1/9/2019 5:00	29	61.6	17	3	5	4	24	5	59.5	71.6	12	5	3	0	5	0	4	0
1/9/2019 5:15	34	57.2	13	4	15	2	28	6	55.5	64.9	9	4	4	0	13	2	2	0
1/9/2019 5:30	72	57.5	48	11	10	3	47	25	53.6	64.9	28	20	9	2	8	2	2	1
1/9/2019 5:45	61	61.3	34	8	14	5	42	19	59.4	65.5	18	16	8	0	12	2	4	1
1/9/2019 6:00	61	63.1	50	5	4	2	45	16	61.9	66.3	36	14	5	0	3	1	1	1
1/9/2019 6:15	93	63.8	74	13	4	2	59	34	60.9	68.7	45	29	9	4	4	0	1	1
1/9/2019 6:30	124	62.3	100	16	6	2	86	38	59.8	68	68	32	10	6	6	0	2	0
1/9/2019 6:45	114	62.8	85	19	8	2	77	37	60.2	68.1	52	33	15	4	8	0	2	0
1/9/2019 7:00	113	63.3	92	11	8	2	70	43	61.4	66.4	52	40	10	1	6	2	2	0
1/9/2019 7:15	127	62.7	95	22	6	4	81	46	60.8	66	54	41	18	4	6	0	3	1
1/9/2019 7:30	182	62.6	166	10	5	1	110	72	59.8	67	98	68	6	4	5	0	1	0
1/9/2019 7:45	139	59.3	117	8	10	4	73	66	58.7	59.9	59	58	5	3	7	3	2	2
1/9/2019 8:00	131	60.3	99	19	9	4	59	72	58	62.1	42	57	13	6	2	7	2	2
1/9/2019 8:15	128	58.7	102	13	7	6	49	79	57.6	59.4	39	63	7	6	2	5	1	5
1/9/2019 8:30	143	60.0	124	11	5	3	62	81	58.1	61.5	52	72	7	4	2	3	1	2
1/9/2019 8:45	108	59.3	81	13	7	7	62	46	57.5	61.7	49	32	7	6	3	4	3	4
1/9/2019 9:00	130	58.4	81	34	14	1	48	82	56.3	59.6	27	54	18	16	3	11	0	1
1/9/2019 9:15	121	58.5	83	21	10	7	60	61	57.9	59	41	42	10	11	5	5	4	3
1/9/2019 9:30	131	58.2	100	17	7	7	77	54	56.5	60.6	59	41	10	7	5	2	3	4
1/9/2019 9:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/9/2019 10:00	132	56.7	87	23	16	6	61	71	56.2	57.2	36	51	12	11	9	7	4	2
1/9/2019 10:15	119	59.6	91	9	11	8	86	33	57.7	64.4	63	28	6	3	10	1	7	1
1/9/2019 10:30	155	60.3	126	20	4	5	117	38	58.9	64.8	94	32	18	2	3	1	2	3
1/9/2019 10:45	149	59.2	113	17	15	4	108	41	56.5	66.2	78	35	13	4	15	0	2	2
1/9/2019 11:00	163	60.1	116	26	12	9	118	45	57.8	66.1	79	37	20	6	11	1	8	1
1/9/2019 11:15	112	55.1	80	17	12	3	81	31	52.6	61.6	53	27	13	4	12	0	3	0
1/9/2019 11:30	148	57.4	115	17	13	3	101	47	54.1	64.5	72	43	16	1	10	3	3	0
1/9/2019 11:45	141	60.0	106	15	11	9	98	43	58.8	62.6	71	35	11	4	9	2	7	2
1/9/2019 12:00	132	57.1	95	15	13	9	93	39	53.8	64.9	64	31	13	2	9	4	7	2
1/9/2019 12:15	138	62.6	110	12	9	7	86	52	59.4	68	65	45	8	4	8	1	5	2
1/9/2019 12:30	133	58.5	99	13	17	4	95	38	56.6	63.2	69	30	11	2	13	4	2	2
1/9/2019 12:45	129	59.4	107	8	8	6	82	47	56.8	63.9	64	43	7	1	6	2	5	1
1/9/2019 13:00	118	58.2	83	18	11	6	71	47	54.9	63.2	44	39	15	3	8	3	4	2
1/9/2019 13:15	133	59.4	98	16	13	6	91	42	57.6	63.2	64	34	13	3	9	4	5	1
1/9/2019 13:30	139	59.5	105	16	13	5	86	53	55.6	65.9	61	44	10	6	10	3	5	0
1/9/2019 13:45	139	57.3	100	22	10	7	61	78	52.5	61	44	56	8	14	6	4	3	4

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/9/2019 14:00	129	59.6	98	14	10	7	70	59	58.3	61.2	50	48	9	5	6	4	5	2
1/9/2019 14:15	136	59.1	106	16	10	4	84	52	57.3	62	63	43	11	5	8	2	2	2
1/9/2019 14:30	139	61.5	108	10	12	9	81	58	59.7	63.9	56	52	8	2	9	3	8	1
1/9/2019 14:45	135	61.0	105	15	14	1	93	42	57.4	69	66	39	14	1	12	2	1	0
1/9/2019 15:00	157	61.2	119	13	17	8	99	58	57.2	68	72	47	6	7	15	2	6	2
1/9/2019 15:15	133	61.5	106	14	11	2	90	43	59.9	64.7	68	38	12	2	8	3	2	0
1/9/2019 15:30	145	62.0	109	20	12	4	98	47	58.4	69.5	71	38	12	8	11	1	4	0
1/9/2019 15:45	121	61.8	92	14	10	5	89	32	61.1	63.8	64	28	13	1	8	2	4	1
1/9/2019 16:00	111	61.7	88	8	10	5	84	27	60.3	66.1	65	23	7	1	8	2	4	1
1/9/2019 16:15	120	64.0	93	15	9	3	85	35	61.2	70.8	66	27	8	7	9	0	2	1
1/9/2019 16:30	117	62.8	100	8	7	2	83	34	61.9	65	69	31	6	2	6	1	2	0
1/9/2019 16:45	126	63.0	105	8	7	6	90	36	60.2	69.9	72	33	6	2	7	0	5	1
1/9/2019 17:00	117	60.9	85	14	14	4	85	32	59.9	63.6	59	26	12	2	10	4	4	0
1/9/2019 17:15	100	61.2	81	6	7	6	73	27	59.7	65.4	56	25	5	1	6	1	6	0
1/9/2019 17:30	116	61.7	101	7	6	2	87	29	60.5	65.2	74	27	5	2	6	0	2	0
1/9/2019 17:45	92	61.8	80	4	2	6	63	29	60.4	64.8	51	29	4	0	2	0	6	0
1/9/2019 18:00	95	59.4	63	15	13	4	69	26	57.2	65.4	47	16	11	4	9	4	2	2
1/9/2019 18:15	87	60.5	63	5	10	9	64	23	59.6	62.9	44	19	3	2	9	1	8	1
1/9/2019 18:30	98	61.3	76	12	8	2	69	29	59.6	65.3	52	24	10	2	5	3	2	0
1/9/2019 18:45	67	60.8	48	7	9	3	49	18	58.4	67.2	36	12	5	2	7	2	1	2
1/9/2019 19:00	70	60.4	56	5	7	2	55	15	59	65.6	43	13	5	0	5	2	2	0
1/9/2019 19:15	76	58.5	56	7	9	4	59	17	57.5	62.1	42	14	7	0	7	2	3	1
1/9/2019 19:30	62	56.8	42	6	13	1	45	17	54.3	63.5	27	15	6	0	12	1	0	1
1/9/2019 19:45	63	59.1	43	10	7	3	41	22	57.6	61.8	27	16	6	4	5	2	3	0
1/9/2019 20:00	57	62.2	43	5	6	3	44	13	61.7	63.7	33	10	3	2	5	1	3	0
1/9/2019 20:15	44	58.0	36	3	4	1	36	8	56.8	63.5	31	5	1	2	3	1	1	0
1/9/2019 20:30	41	64.8	35	1	3	2	35	6	64.2	68.6	29	6	1	0	3	0	2	0
1/9/2019 20:45	39	60.7	29	2	3	5	31	8	59.8	64.1	22	7	2	0	3	0	4	1
1/9/2019 21:00	34	60.9	22	3	7	2	26	8	57.7	71.1	17	5	2	1	5	2	2	0
1/9/2019 21:15	31	61.8	18	6	3	4	27	4	60.3	71.7	15	3	5	1	3	0	4	0
1/9/2019 21:30	30	64.7	22	4	2	2	25	5	61.2	82.4	18	4	4	0	2	0	1	1
1/9/2019 21:45	27	61.9	23	0	4	0	25	2	60.3	82.4	21	2	0	0	4	0	0	0
1/9/2019 22:00	22	61.7	19	0	3	0	19	3	62.5	56.4	16	3	0	0	3	0	0	0
1/9/2019 22:15	23	66.6	15	2	3	3	19	4	62.3	86.9	11	4	2	0	3	0	3	0
1/9/2019 22:30	22	60.0	10	3	5	4	17	5	56.3	72.5	6	4	2	1	5	0	4	0
1/9/2019 22:45	11	61.1	9	0	1	1	7	4	56.3	69.5	5	4	0	0	1	0	1	0
1/9/2019 23:00	14	59.8	11	0	3	0	10	4	56.5	67.9	7	4	0	0	3	0	0	0
1/9/2019 23:15	13	57.6	10	0	2	1	13	0	57.6	67.9	10	0	0	0	2	0	1	0
1/9/2019 23:30	14	59.6	9	0	3	2	11	3	56.5	71	6	3	0	0	3	0	2	0
1/9/2019 23:45	17	58.7	14	1	1	1	14	3	56.1	71	11	3	1	0	1	0	1	0
Day Totals	**7731**	**60.2**	**5719**	**880**	**788**	**344**	**5131**	**2600**	**58.2**	**64.1**	**3582**	**2137**	**646**	**234**	**641**	**147**	**262**	**82**
AM Peak Hr	**10:15**																	
AM Peak Vol	**586**																	
AM PHF	**0.8988**																	
PM Peak Hr	**14:45**																	
PM Peak Vol	**570**																	
PM PHF	**0.9076**																	

Client:	HDR																Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/10/2019	20	64.3	8	5	5	2	14	6	61.6	70.7	5	3	3	2	4	1	2	0
1/10/2019 0:15	10	55.3	4	1	5	0	9	1	53.6	70.7	3	1	1	0	5	0	0	0
1/10/2019 0:30	36	61.5	15	5	13	3	32	4	60	73.2	11	4	5	0	13	0	3	0
1/10/2019 0:45	24	63.0	13	3	4	4	22	2	62.1	73.2	11	2	3	0	4	0	4	0
1/10/2019 1:00	16	62.7	5	3	7	1	12	4	62.1	64.4	3	2	3	0	5	2	1	0
1/10/2019 1:15	17	48.5	6	2	8	1	17	0	48.5	64.4	6	0	2	0	8	0	1	0
1/10/2019 1:30	16	59.7	5	0	8	3	13	3	58.6	64.2	4	1	0	0	6	2	3	0
1/10/2019 1:45	15	56.1	4	1	9	1	14	1	55.5	64.2	3	1	1	0	9	0	1	0
1/10/2019 2:00	10	43.2	4	0	5	1	10	0	43.2	64.2	4	0	0	0	5	0	1	0
1/10/2019 2:15	20	58.1	4	2	11	3	18	2	57.4	64.2	3	1	2	0	11	0	2	1
1/10/2019 2:30	24	54.8	5	2	13	4	21	3	53.4	64.2	3	2	2	0	12	1	4	0
1/10/2019 2:45	11	53.4	2	2	5	2	10	1	52.3	64.2	1	1	2	0	5	0	2	0
1/10/2019 3:00	20	58.7	7	1	11	1	18	2	58.1	64.2	5	2	1	0	11	0	1	0
1/10/2019 3:15	30	59.4	7	3	15	5	26	4	58.6	64.9	5	2	3	0	14	1	4	1
1/10/2019 3:30	22	57.8	5	5	10	2	21	1	56.7	81	4	1	5	0	10	0	2	0
1/10/2019 3:45	16	62.8	9	0	3	4	13	3	61.2	69.9	8	1	0	0	2	1	3	1
1/10/2019 4:00	16	65.4	8	0	7	1	14	2	64.8	69.9	7	1	0	0	6	1	1	0
1/10/2019 4:15	37	62.7	20	3	9	5	30	7	60.8	71	14	6	3	0	9	0	4	1
1/10/2019 4:30	48	62.9	26	7	9	6	35	13	58	76.1	15	11	6	1	9	0	5	1
1/10/2019 4:45	31	57.2	15	4	9	3	26	5	57.2	57.2	10	5	4	0	9	0	3	0
1/10/2019 5:00	38	61.5	15	7	14	2	29	9	59.2	69.1	9	6	7	0	11	3	2	0
1/10/2019 5:15	35	57.7	21	5	8	1	30	5	58.8	50.9	19	2	3	2	7	1	1	0
1/10/2019 5:30	58	60.2	40	7	8	3	42	16	59.3	62.5	27	13	6	1	8	0	1	2
1/10/2019 5:45	58	62.7	37	7	10	4	42	16	59.6	70.9	26	11	4	3	8	2	4	0
1/10/2019 6:00	77	63.6	59	10	6	2	57	20	61	70.9	42	17	8	2	5	1	2	0
1/10/2019 6:15	98	63.9	70	11	12	5	68	30	62.7	66.6	44	26	8	3	11	1	5	0
1/10/2019 6:30	124	62.0	99	12	8	5	79	45	59.4	66.7	63	36	7	5	6	2	3	2
1/10/2019 6:45	117	63.1	90	20	5	2	78	39	60.6	68.2	57	33	15	5	5	0	1	1
1/10/2019 7:00	134	62.5	109	12	10	3	78	56	59.6	66.5	58	51	10	2	8	2	2	1
1/10/2019 7:15	128	60.5	100	15	8	5	74	54	57.6	64.5	53	47	10	5	7	1	4	1
1/10/2019 7:30	200	62.1	169	15	13	3	119	81	58.3	67.7	94	75	14	1	10	3	1	2
1/10/2019 7:45	166	61.2	141	17	5	3	102	64	58.7	65.3	81	60	14	3	5	0	2	1
1/10/2019 8:00	120	63.0	92	16	11	1	84	36	60.2	69.6	65	27	8	8	10	1	1	0
1/10/2019 8:15	139	60.5	112	14	11	2	90	49	57.7	65.7	69	43	12	2	8	3	1	1
1/10/2019 8:30	134	62.1	104	18	7	5	93	41	60.5	65.6	68	36	15	3	6	1	4	1
1/10/2019 8:45	133	62.6	102	18	9	4	94	39	59.5	70.2	67	35	15	3	8	1	4	0
1/10/2019 9:00	135	56.8	97	26	8	4	80	55	57.4	55.9	51	46	20	6	7	1	2	2
1/10/2019 9:15	138	59.8	101	18	18	1	102	36	58.5	63.5	70	31	17	1	14	4	1	0
1/10/2019 9:30	139	62.9	102	20	12	5	101	38	61	68.1	72	30	13	7	12	0	4	1
1/10/2019 9:45	117	60.4	92	12	9	4	78	39	58.5	64.3	54	38	11	1	9	0	4	0
1/10/2019 10:00	167	61.7	130	20	11	6	113	54	59.7	65.8	84	46	14	6	10	1	5	1
1/10/2019 10:15	131	56.8	85	22	16	8	82	49	54	61.5	51	34	15	7	10	6	6	2
1/10/2019 10:30	161	61.1	118	24	13	6	101	60	59.2	64.2	67	51	19	5	10	3	5	1
1/10/2019 10:45	131	59.1	100	17	9	5	94	37	57	64.6	70	30	13	4	8	1	3	2
1/10/2019 11:00	165	59.4	139	11	12	3	121	44	56.5	67.5	98	41	9	2	12	0	2	1
1/10/2019 11:15	157	61.2	134	8	6	9	104	53	58.3	67	84	50	7	1	5	1	8	1
1/10/2019 11:30	164	60.5	139	16	9	0	113	51	58.4	65.1	92	47	13	3	8	1	0	0
1/10/2019 11:45	167	59.7	127	21	16	3	119	48	58.3	63	87	40	14	7	15	1	3	0
1/10/2019 12:00	134	62.6	106	13	10	5	92	42	60.5	67.1	68	38	11	2	9	1	4	1
1/10/2019 12:15	152	59.2	130	11	7	4	110	42	57.2	64.5	93	37	8	3	6	1	3	1
1/10/2019 12:30	149	61.7	126	13	8	2	106	43	59.7	66.6	90	36	8	5	7	1	1	1
1/10/2019 12:45	127	61.9	104	12	8	3	81	46	60.2	64.9	63	41	9	3	7	1	2	1
1/10/2019 13:00	158	60.9	118	17	19	4	108	50	58.6	65.9	76	42	11	6	19	0	2	2
1/10/2019 13:15	161	63.1	125	15	9	12	114	47	62.3	65.2	88	37	10	5	6	3	10	2
1/10/2019 13:30	140	60.2	107	15	15	3	91	49	58.1	64.2	66	41	11	4	12	3	2	1
1/10/2019 13:45	157	62.2	130	13	12	2	114	43	60.7	66.2	90	40	11	2	11	1	2	0

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/10/2019 14:00	145	61.1	113	12	12	8	100	45	59.6	64.4	75	38	8	4	10	2	7	1
1/10/2019 14:15	148	60.6	108	17	18	5	101	47	58.9	64.4	71	37	12	5	15	3	3	2
1/10/2019 14:30	133	62.7	101	14	11	7	90	43	60.7	66.8	65	36	11	3	9	2	5	2
1/10/2019 14:45	139	60.8	106	14	12	7	94	45	58.3	65.9	71	35	7	7	10	2	6	1
1/10/2019 15:00	146	61.0	121	8	9	8	106	40	60	63.6	87	34	6	2	8	1	5	3
1/10/2019 15:15	152	61.6	116	18	16	2	105	47	59.6	66.1	74	42	14	4	16	0	1	1
1/10/2019 15:30	153	63.0	121	14	14	4	103	50	61.4	66.3	76	45	11	3	13	1	3	1
1/10/2019 15:45	115	58.9	96	11	6	2	80	35	56.5	64.3	66	30	6	5	6	0	2	0
1/10/2019 16:00	138	61.4	113	9	8	8	96	42	59.6	65.6	75	38	7	2	8	0	6	2
1/10/2019 16:15	143	64.5	107	16	14	6	99	44	62.7	68.6	73	34	9	7	12	2	5	1
1/10/2019 16:30	136	60.1	110	11	12	3	98	38	59.1	62.6	76	34	8	3	12	0	2	1
1/10/2019 16:45	123	60.9	105	10	5	3	81	42	59.4	63.8	69	36	6	4	4	1	2	1
1/10/2019 17:00	139	61.3	101	20	11	7	96	43	58.6	67.2	66	35	14	6	10	1	6	1
1/10/2019 17:15	139	63.0	112	6	16	5	92	47	61.6	65.6	67	45	5	1	15	1	5	0
1/10/2019 17:30	135	61.2	113	13	7	2	85	50	58.8	65.4	67	46	11	2	6	1	1	1
1/10/2019 17:45	101	61.9	83	7	8	3	75	26	60.3	66.4	60	23	5	2	7	1	3	0
1/10/2019 18:00	111	60.6	88	10	11	2	83	28	59	65.2	65	23	7	3	9	2	2	0
1/10/2019 18:15	87	59.3	74	6	5	2	65	22	58.6	61.3	55	19	4	2	4	1	2	0
1/10/2019 18:30	88	58.9	71	3	11	3	57	31	56.8	62.8	42	29	3	0	10	1	2	1
1/10/2019 18:45	108	61.5	73	16	12	7	78	30	59.6	66.6	48	25	12	4	12	0	6	1
1/10/2019 19:00	69	57.8	57	2	7	3	44	25	55.6	61.8	34	23	1	1	6	1	3	0
1/10/2019 19:15	77	61.4	59	8	5	5	55	22	59.1	67.3	42	17	6	2	5	0	2	3
1/10/2019 19:30	67	61.7	56	4	2	5	41	26	60.3	63.8	34	22	2	2	1	1	4	1
1/10/2019 19:45	62	60.8	48	1	4	9	46	16	59.7	64.1	34	14	1	0	2	2	9	0
1/10/2019 20:00	61	62.8	50	3	3	5	49	12	61.1	69.5	38	12	3	0	3	0	5	0
1/10/2019 20:15	66	61.5	46	5	9	6	53	13	58.8	72.3	35	11	4	1	9	0	5	1
1/10/2019 20:30	59	61.5	45	5	8	1	45	14	58.1	72.5	32	13	5	0	7	1	1	0
1/10/2019 20:45	46	61.7	34	3	8	1	35	11	59.8	67.8	24	10	2	1	8	0	1	0
1/10/2019 21:00	54	56.4	42	2	8	2	40	14	53	66.2	29	13	2	0	7	1	2	0
1/10/2019 21:15	53	61.8	39	6	5	3	35	18	60.1	65	23	16	4	2	5	0	3	0
1/10/2019 21:30	45	61.2	31	10	3	1	31	14	59.5	65.1	18	13	10	0	3	0	0	1
1/10/2019 21:45	34	60.2	25	1	5	3	27	7	59.5	62.7	20	5	1	0	3	2	3	0
1/10/2019 22:00	38	61.2	29	4	4	1	25	13	56.2	70.9	17	12	4	0	3	1	1	0
1/10/2019 22:15	21	60.3	14	0	1	6	16	5	61.4	56.7	9	5	0	0	1	0	6	0
1/10/2019 22:30	32	64.2	24	1	5	2	26	6	61.7	75.1	19	5	1	0	4	1	2	0
1/10/2019 22:45	26	65.4	16	5	4	1	22	4	63.6	75	12	4	5	0	4	0	1	0
1/10/2019 23:00	17	59.3	13	0	3	1	10	7	57.2	62.4	8	5	0	0	2	1	0	1
1/10/2019 23:15	12	56.9	8	0	4	0	11	1	56.4	62.4	7	1	0	0	4	0	0	0
1/10/2019 23:30	15	60.9	11	0	3	1	14	1	60.8	62.4	10	1	0	0	3	0	1	0
1/10/2019 23:45	24	62.8	17	1	4	2	18	6	63.3	61.1	12	5	1	0	3	1	2	0
Day Totals	**8605**	**61.1**	**6538**	**873**	**851**	**343**	**5985**	**2620**	**59.1**	**65.6**	**4286**	**2252**	**664**	**209**	**756**	**95**	**279**	**64**

AM Peak Hr	**11:00**
AM Peak Vol	**653**
AM PHF	**0.9775**
PM Peak Hr	**13:00**
PM Peak Vol	**616**

Client:	HDR																Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/11/2019	16	65.3	10	2	3	1	11	5	65.6	64.7	6	4	1	1	3	0	1	0
1/11/2019 0:15	28	57.7	12	1	10	5	23	5	56.6	62.6	10	2	1	0	8	2	4	1
1/11/2019 0:30	21	61.9	10	1	7	3	19	2	61.8	62.6	9	1	1	0	6	1	3	0
1/11/2019 0:45	22	56.1	6	4	10	2	19	3	54.6	65.7	4	2	3	1	10	0	2	0
1/11/2019 1:00	10	51.8	2	1	6	1	10	0	51.8	65.7	2	0	1	0	6	0	1	0
1/11/2019 1:15	27	61.9	9	4	11	3	22	5	59.9	70.8	7	2	2	2	10	1	3	0
1/11/2019 1:30	26	60.8	12	3	7	4	23	3	60.9	59.8	11	1	3	0	6	1	3	1
1/11/2019 1:45	20	57.0	9	1	10	0	18	2	56.1	65	7	2	1	0	10	0	0	0
1/11/2019 2:00	15	50.4	7	4	3	1	13	2	48.1	65	5	2	4	0	3	0	1	0
1/11/2019 2:15	12	60.2	6	0	5	1	9	3	58.6	65	4	2	0	0	4	1	1	0
1/11/2019 2:30	9	58.6	6	2	1	0	9	0	58.6	65	6	0	2	0	1	0	0	0
1/11/2019 2:45	23	62.4	8	3	9	3	20	3	61	71.7	6	2	3	0	8	1	3	0
1/11/2019 3:00	30	61.3	11	5	12	2	25	5	61	62.6	8	3	5	0	10	2	2	0
1/11/2019 3:15	19	63.9	7	1	9	2	16	3	64.1	62.6	5	2	1	0	8	1	2	0
1/11/2019 3:30	33	59.1	11	5	13	4	26	7	58.9	59.9	6	5	4	1	12	1	4	0
1/11/2019 3:45	25	59.6	14	4	6	1	22	3	58.5	67.4	11	3	4	0	6	0	1	0
1/11/2019 4:00	30	59.3	15	2	9	4	25	5	58.9	61	11	4	2	0	8	1	4	0
1/11/2019 4:15	36	63.1	22	5	5	4	27	9	59.9	72.8	15	7	5	0	4	1	3	1
1/11/2019 4:30	53	60.6	32	4	15	2	38	15	58.6	65.5	21	11	4	0	12	3	1	1
1/11/2019 4:45	39	61.4	23	5	8	3	28	11	59.5	66.3	13	10	5	0	8	0	2	1
1/11/2019 5:00	38	58.0	18	7	12	1	33	5	57.2	63.1	15	3	7	0	10	2	1	0
1/11/2019 5:15	26	58.9	16	3	6	1	20	6	58.3	60.9	13	3	2	1	4	2	1	0
1/11/2019 5:30	62	58.0	44	5	9	4	41	21	53.5	66.8	24	20	5	0	8	1	4	0
1/11/2019 5:45	61	64.7	42	10	5	4	45	16	61.8	72.7	32	10	5	5	5	0	3	1
1/11/2019 6:00	73	62.7	49	10	9	5	52	21	59.2	71.4	33	16	7	3	8	1	4	1
1/11/2019 6:15	94	62.9	80	7	5	2	67	27	61	67.5	54	26	6	1	5	0	2	0
1/11/2019 6:30	119	63.9	105	7	5	2	80	39	62	67.9	68	37	5	2	5	0	2	0
1/11/2019 6:45	129	61.2	100	18	9	2	84	45	57.7	67.8	61	39	14	4	8	1	1	1
1/11/2019 7:00	137	60.9	105	15	11	6	86	51	57	67.4	63	42	11	4	8	3	4	2
1/11/2019 7:15	149	61.8	112	23	12	2	88	61	59.1	65.6	61	51	15	8	10	2	2	0
1/11/2019 7:30	162	62.7	139	15	6	2	90	72	58.2	68.3	74	65	10	5	5	1	1	1
1/11/2019 7:45	140	62.7	121	13	6	0	84	56	59.8	67	67	54	11	2	6	0	0	0
1/11/2019 8:00	132	61.7	113	13	5	1	78	54	58.3	66.5	62	51	10	3	5	0	1	0
1/11/2019 8:15	128	61.1	96	17	9	6	87	41	59.3	65	59	37	16	1	7	2	5	1
1/11/2019 8:30	138	62.5	114	11	8	5	87	51	60.6	65.7	67	47	9	2	7	1	4	1
1/11/2019 8:45	155	61.5	135	7	11	2	113	42	58.9	68.4	96	39	6	1	10	1	1	1
1/11/2019 9:00	155	59.8	130	14	6	5	97	58	58.3	62.3	75	55	12	2	5	1	5	0
1/11/2019 9:15	160	62.1	127	16	10	7	119	41	59.9	68.6	93	34	15	1	6	4	5	2
1/11/2019 9:30	167	59.9	142	11	10	4	115	52	57.2	66	97	45	8	3	7	3	3	1
1/11/2019 9:45	175	62.3	141	17	8	9	112	63	59.3	67.5	83	58	16	1	7	1	6	3
1/11/2019 10:00	207	62.1	172	15	9	11	122	85	59.8	65.5	97	75	10	5	7	2	8	3
1/11/2019 10:15	194	60.4	162	11	16	5	129	65	57.4	66.4	101	61	9	2	15	1	4	1
1/11/2019 10:30	204	60.1	171	10	14	9	132	72	57.6	64.7	106	65	7	3	12	2	7	2
1/11/2019 10:45	199	60.8	173	15	10	1	127	72	56.7	68	104	69	12	3	10	0	1	0
1/11/2019 11:00	218	60.4	172	28	16	2	137	81	57.8	64.7	104	68	18	10	14	2	1	1
1/11/2019 11:15	216	61.3	178	17	15	6	107	109	56.2	66.4	85	93	9	8	10	5	3	3
1/11/2019 11:30	215	58.2	178	20	12	5	90	125	55.2	60.4	72	106	11	9	4	8	3	2
1/11/2019 11:45	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1/11/2019 12:00	199	59.8	164	15	15	5	123	76	56.9	64.6	91	73	14	1	14	1	4	1
1/11/2019 12:15	187	63.9	160	12	10	5	119	68	61.7	67.7	97	63	10	2	9	1	3	2
1/11/2019 12:30	187	62.9	160	14	7	6	126	61	61.3	66.1	104	56	10	4	7	0	5	1
1/11/2019 12:45	195	62.8	169	16	3	7	119	76	59	68.8	100	69	10	6	3	0	6	1
1/11/2019 13:00	185	63.9	157	14	8	6	111	74	61.3	67.9	87	70	12	2	7	1	5	1
1/11/2019 13:15	196	62.2	167	17	10	2	137	59	59.9	67.4	113	54	12	5	10	0	2	0
1/11/2019 13:30	216	63.1	185	18	12	1	138	78	60.6	67.4	115	70	11	7	11	1	1	0
1/11/2019 13:45	186	62.0	151	16	16	3	113	73	59.5	65.8	90	61	9	7	12	4	2	1

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/11/2019 14:00	202	62.4	165	19	11	7	125	77	59.8	66.5	95	70	15	4	10	1	5	2
1/11/2019 14:15	177	61.9	150	13	13	1	119	58	59.9	66	101	49	5	8	12	1	1	0
1/11/2019 14:30	180	60.8	143	19	10	8	110	70	58.3	64.7	79	64	17	2	9	1	5	3
1/11/2019 14:45	206	63.3	156	30	15	5	132	74	60.6	68	93	63	21	9	14	1	4	1
1/11/2019 15:00	176	61.8	145	15	12	4	105	71	58.1	67.2	79	66	12	3	10	2	4	0
1/11/2019 15:15	171	63.4	136	19	12	4	110	61	62.7	64.7	83	53	14	5	9	3	4	0
1/11/2019 15:30	186	59.8	150	22	10	4	127	59	58	63.7	94	56	20	2	10	0	3	1
1/11/2019 15:45	193	65.3	160	24	4	5	125	68	62.7	70.2	103	57	15	9	3	1	4	1
1/11/2019 16:00	203	61.2	173	13	15	2	123	80	58.4	65.4	100	73	11	2	12	3	0	2
1/11/2019 16:15	196	61.7	169	18	6	3	122	74	59.2	65.8	104	65	12	6	4	2	2	1
1/11/2019 16:30	193	61.3	163	20	8	2	132	61	58.6	67.3	109	54	14	6	7	1	2	0
1/11/2019 16:45	211	63.3	179	22	8	2	126	85	60.2	67.9	103	76	15	7	7	1	1	1
1/11/2019 17:00	201	61.8	175	14	6	6	134	67	58.5	68.3	113	62	11	3	5	1	5	1
1/11/2019 17:15	185	64.8	164	16	3	2	117	68	63.6	67	99	65	13	3	3	0	2	0
1/11/2019 17:30	197	61.5	168	14	11	4	117	80	57.8	66.8	96	72	10	4	8	3	3	1
1/11/2019 17:45	179	62.0	147	17	12	3	113	66	60.2	65.2	91	56	11	6	9	3	2	1
1/11/2019 18:00	185	61.2	161	12	9	3	129	56	59.7	64.5	112	49	9	3	7	2	1	2
1/11/2019 18:15	146	58.3	132	6	5	3	96	50	56.5	61.8	86	46	3	3	5	0	2	1
1/11/2019 18:30	146	61.3	133	8	3	2	99	47	59.6	65	87	46	7	1	3	0	2	0
1/11/2019 18:45	117	59.5	103	7	4	3	77	40	57.3	63.6	65	38	6	1	3	1	3	0
1/11/2019 19:00	122	62.5	110	7	5	0	83	39	60.8	66.2	74	36	4	3	5	0	0	0
1/11/2019 19:15	87	64.2	74	10	2	1	62	25	62.5	68.3	51	23	9	1	1	1	1	0
1/11/2019 19:30	112	59.4	91	16	1	4	72	40	56.5	64.7	57	34	11	5	1	0	3	1
1/11/2019 19:45	112	59.3	99	4	8	1	78	34	56.6	65.6	68	31	3	1	7	1	0	1
1/11/2019 20:00	97	62.4	76	4	9	8	68	29	61.7	64.2	51	25	3	1	7	2	7	1
1/11/2019 20:15	106	59.9	86	11	6	3	67	39	58.9	61.7	55	31	7	4	3	3	2	1
1/11/2019 20:30	63	65.6	56	4	2	1	45	18	66.1	64.3	38	18	4	0	2	0	1	0
1/11/2019 20:45	84	62.7	76	5	3	0	59	25	58.2	73.3	53	23	3	2	3	0	0	0
1/11/2019 21:00	63	60.2	48	4	9	2	45	18	60.7	59.1	33	15	3	1	7	2	2	0
1/11/2019 21:15	61	62.2	44	8	5	4	44	17	59.4	69.3	29	15	7	1	5	0	3	1
1/11/2019 21:30	36	57.8	29	3	2	2	27	9	55.9	63.5	21	8	2	1	2	0	2	0
1/11/2019 21:45	64	61.1	53	4	1	6	50	14	60.2	64.1	41	12	3	1	1	0	5	1
1/11/2019 22:00	41	54.5	34	4	3	0	30	11	51	64.1	24	10	4	0	2	1	0	0
1/11/2019 22:15	39	61.3	32	4	1	2	33	6	59.7	70	27	5	4	0	0	1	2	0
1/11/2019 22:30	22	63.1	20	1	0	1	15	7	61.6	66.3	13	7	1	0	0	0	1	0
1/11/2019 22:45	40	62.3	30	4	5	1	28	12	59.3	69.4	19	11	4	0	5	0	0	1
1/11/2019 23:00	22	58.0	16	0	5	1	19	3	57.3	62.7	13	3	0	0	5	0	1	0
1/11/2019 23:15	30	64.3	24	2	2	2	19	11	64.5	64	14	10	1	1	2	0	2	0
1/11/2019 23:30	18	62.3	13	0	2	3	17	1	62.2	64	12	1	0	0	2	0	3	0
1/11/2019 23:45	24	59.2	18	0	5	1	17	7	59.3	59.1	12	6	0	0	4	1	1	0
Day Totals	**10791**	**61.6**	**8781**	**957**	**747**	**306**	**7027**	**3764**	**59.2**	**66.1**	**5427**	**3354**	**720**	**237**	**638**	**109**	**242**	**64**
AM Peak Hr	**10:45**																	
AM Peak Vol	**848**																	
AM PHF	**0.9725**																	
PM Peak Hr	**16:00**																	
PM Peak Vol	**803**																	
PM PHF	**0.9514**																	

Client:	HDR																Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/12/2019	15	61.0	14	0	1	0	12	3	61.5	59.1	11	3	0	0	1	0	0	0
1/12/2019 0:15	21	60.0	13	4	1	3	16	5	57	69.5	9	4	4	0	1	0	2	1
1/12/2019 0:30	20	62.4	14	2	2	2	16	4	62	63.8	10	4	2	0	2	0	2	0
1/12/2019 0:45	27	55.9	12	4	9	2	22	5	53.9	64.6	7	5	4	0	9	0	2	0
1/12/2019 1:00	20	58.8	10	2	6	2	15	5	56.3	66.3	6	4	2	0	6	0	1	1
1/12/2019 1:15	19	53.6	5	4	10	0	17	2	52.8	60.5	4	1	4	0	9	1	0	0
1/12/2019 1:30	16	56.2	10	0	5	1	11	5	55.8	57.2	6	4	0	0	4	1	1	0
1/12/2019 1:45	22	54.6	10	4	4	4	18	4	52.2	65.5	7	3	4	0	4	0	3	1
1/12/2019 2:00	13	55.6	8	0	4	1	10	3	53.1	64	6	2	0	0	3	1	1	0
1/12/2019 2:15	18	56.4	9	3	5	1	15	3	56.4	56.3	6	3	3	0	5	0	1	0
1/12/2019 2:30	14	61.4	6	2	5	1	11	3	60.8	63.7	5	1	2	0	4	1	0	1
1/12/2019 2:45	16	57.4	10	1	4	1	14	2	56	66.9	8	2	1	0	4	0	1	0
1/12/2019 3:00	17	54.2	5	8	4	0	14	3	50.8	70.1	3	2	7	1	4	0	0	0
1/12/2019 3:15	8	63.8	3	0	2	3	6	2	60.7	73	2	1	0	0	2	0	2	1
1/12/2019 3:30	26	59.5	11	2	6	7	22	4	57.1	73	9	2	2	0	6	0	5	2
1/12/2019 3:45	18	59.6	8	2	6	2	16	2	58	72.1	6	2	2	0	6	0	2	0
1/12/2019 4:00	15	63.6	7	3	4	1	12	3	61.5	72.1	5	2	3	0	3	1	1	0
1/12/2019 4:15	29	63.2	18	1	6	4	22	7	61.1	69.8	12	6	1	0	6	0	3	1
1/12/2019 4:30	26	64.8	19	3	3	1	15	11	64	65.8	10	9	2	1	2	1	1	0
1/12/2019 4:45	33	58.0	20	5	3	5	22	11	56.4	61.2	13	7	5	0	1	2	3	2
1/12/2019 5:00	21	56.0	14	4	2	1	19	2	55.4	61.2	12	2	4	0	2	0	1	0
1/12/2019 5:15	45	60.0	36	5	3	1	29	16	56.6	66.1	21	15	5	0	3	0	0	1
1/12/2019 5:30	60	64.1	46	6	4	4	50	10	61.9	74.9	36	10	6	0	4	0	4	0
1/12/2019 5:45	73	62.0	60	8	4	1	58	15	61	65.7	48	12	6	2	3	1	1	0
1/12/2019 6:00	66	60.2	46	11	6	3	52	14	58.8	65.2	35	11	9	2	6	0	2	1
1/12/2019 6:15	65	63.2	50	10	3	2	45	20	59.7	71.1	30	20	10	0	3	0	2	0
1/12/2019 6:30	102	60.1	70	20	9	3	70	32	55.9	69.4	49	21	12	8	7	2	2	1
1/12/2019 6:45	91	61.0	73	9	6	3	62	29	58.7	65.9	48	25	6	3	6	0	2	1
1/12/2019 7:00	112	59.5	92	18	1	1	77	35	56.8	65.3	64	28	11	7	1	0	1	0
1/12/2019 7:15	99	64.0	82	12	3	2	71	28	61.6	70.1	58	24	8	4	3	0	2	0
1/12/2019 7:30	114	63.5	96	15	3	0	74	40	60	69.9	58	38	13	2	3	0	0	0
1/12/2019 7:45	121	65.2	106	8	5	2	79	42	63.4	68.6	65	41	8	0	4	1	2	0
1/12/2019 8:00	112	62.7	88	19	4	1	71	41	59.3	68.5	53	35	14	5	4	0	0	1
1/12/2019 8:15	157	60.5	119	29	7	2	103	54	58.2	64.9	78	41	19	10	5	2	1	1
1/12/2019 8:30	161	61.7	135	18	4	4	106	55	58.2	68.5	85	50	15	3	2	2	4	0
1/12/2019 8:45	189	62.7	141	33	12	3	115	74	58.4	69.4	80	61	24	9	9	3	2	1
1/12/2019 9:00	133	63.0	106	21	4	2	92	41	60.8	67.8	67	39	19	2	4	0	2	0
1/12/2019 9:15	187	61.3	165	18	2	2	129	58	58.9	66.7	113	52	13	5	2	0	1	1
1/12/2019 9:30	163	61.3	138	13	9	3	122	41	60.4	63.9	107	31	6	7	7	2	2	1
1/12/2019 9:45	171	64.7	154	12	3	2	120	51	63	68.6	108	46	7	5	3	0	2	0
1/12/2019 10:00	171	62.5	148	17	5	1	118	53	60	68	103	45	10	7	4	1	1	0
1/12/2019 10:15	184	63.3	172	11	0	1	121	63	60.5	68.8	115	57	5	6	0	0	1	0
1/12/2019 10:30	170	62.3	149	15	3	3	114	56	59.7	67.5	93	56	15	0	3	0	3	0
1/12/2019 10:45	179	62.9	147	18	8	6	127	52	61.2	66.9	100	47	16	2	7	1	4	2
1/12/2019 11:00	165	63.4	128	24	8	5	119	46	60.7	70.3	86	42	21	3	8	0	4	1
1/12/2019 11:15	182	63.5	157	13	5	7	117	65	60.1	69.6	102	55	5	8	5	0	5	2
1/12/2019 11:30	165	63.4	141	16	7	1	114	51	60.8	69.2	96	45	12	4	5	2	1	0
1/12/2019 11:45	175	60.6	150	15	8	2	127	48	58.9	65.1	107	43	10	5	8	0	2	0
1/12/2019 12:00	125	61.9	103	13	5	4	92	33	59.4	69	73	30	11	2	5	0	3	1
1/12/2019 12:15	123	62.3	107	9	6	1	88	35	60.9	65.7	75	32	6	3	6	0	1	0
1/12/2019 12:30	125	64.3	107	10	8	0	82	43	62.1	68.6	68	39	8	2	6	2	0	0
1/12/2019 12:45	128	62.8	114	8	3	3	91	37	61.4	66.4	80	34	7	1	1	2	3	0
1/12/2019 13:00	156	63.2	131	11	11	3	104	52	60.6	68.5	81	50	9	2	11	0	3	0
1/12/2019 13:15	120	60.4	104	9	6	1	90	30	57.7	68.4	77	27	7	2	6	0	0	1
1/12/2019 13:30	132	63.4	113	15	3	1	89	43	61	68.3	73	40	12	3	3	0	1	0
1/12/2019 13:45	128	64.0	109	11	6	2	93	35	61.6	70.2	77	32	8	3	6	0	2	0

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/12/2019 14:00	136	62.3	120	13	3	0	103	33	61.3	65.5	91	29	9	4	3	0	0	0
1/12/2019 14:15	134	63.0	113	8	9	4	89	45	59.1	70.7	71	42	6	2	8	1	4	0
1/12/2019 14:30	118	63.7	104	10	4	0	76	42	60.2	70	66	38	6	4	4	0	0	0
1/12/2019 14:45	132	65.7	119	6	4	3	88	44	63	71.1	77	42	5	1	4	0	2	1
1/12/2019 15:00	125	60.8	104	10	7	4	81	44	58.7	64.6	63	41	9	1	6	1	3	1
1/12/2019 15:15	136	63.8	119	8	8	1	92	44	60.2	71.4	81	38	3	5	7	1	1	0
1/12/2019 15:30	140	64.7	114	15	6	5	97	43	62.2	70.5	76	38	10	5	6	0	5	0
1/12/2019 15:45	129	62.1	104	11	10	4	93	36	58.8	70.5	72	32	8	3	9	1	4	0
1/12/2019 16:00	118	63.4	93	19	5	1	79	39	61.8	66.7	56	37	17	2	5	0	1	0
1/12/2019 16:15	129	62.7	106	16	7	0	90	39	60.1	68.8	74	32	10	6	6	1	0	0
1/12/2019 16:30	117	64.1	104	10	2	1	82	35	62.3	68.4	72	32	7	3	2	0	1	0
1/12/2019 16:45	140	62.3	112	19	5	4	90	50	60.1	66.3	71	41	13	6	3	2	3	1
1/12/2019 17:00	98	63.9	85	10	3	0	60	38	60.8	68.8	52	33	5	5	3	0	0	0
1/12/2019 17:15	104	63.0	78	15	9	2	70	34	60.7	67.8	50	28	11	4	8	1	1	1
1/12/2019 17:30	103	63.2	92	6	3	2	74	29	61.8	66.9	65	27	6	0	1	2	2	0
1/12/2019 17:45	88	63.0	76	2	5	5	62	26	59.9	70.5	52	24	2	0	5	0	3	2
1/12/2019 18:00	106	58.5	94	9	3	0	78	28	56.3	64.6	68	26	7	2	3	0	0	0
1/12/2019 18:15	84	61.1	78	0	5	1	65	19	59.8	65.4	60	18	0	0	4	1	1	0
1/12/2019 18:30	83	61.2	77	2	4	0	51	32	58.7	65.3	45	32	2	0	4	0	0	0
1/12/2019 18:45	89	62.3	79	5	4	1	64	25	61.3	64.7	56	23	3	2	4	0	1	0
1/12/2019 19:00	63	61.9	53	8	2	0	46	17	59.5	68.4	38	15	6	2	2	0	0	0
1/12/2019 19:15	75	60.4	63	5	4	3	51	24	57.9	65.7	42	21	4	1	3	1	2	1
1/12/2019 19:30	59	58.8	55	1	2	1	45	14	57.5	63.1	41	14	1	0	2	0	1	0
1/12/2019 19:45	51	59.2	48	2	0	1	40	11	58.2	62.8	37	11	2	0	0	0	1	0
1/12/2019 20:00	46	60.0	39	2	4	1	37	9	59.6	61.8	31	8	2	0	3	1	1	0
1/12/2019 20:15	54	60.8	49	2	1	2	41	13	59.1	66.3	36	13	2	0	1	0	2	0
1/12/2019 20:30	55	61.6	44	6	4	1	38	17	61.6	61.6	27	17	6	0	4	0	1	0
1/12/2019 20:45	35	60.5	33	0	0	2	28	7	60.3	61.4	26	7	0	0	0	0	2	0
1/12/2019 21:00	43	63.8	36	3	4	0	33	10	61	73	26	10	3	0	4	0	0	0
1/12/2019 21:15	44	62.7	29	6	4	5	32	12	62.2	64.2	22	7	3	3	3	1	4	1
1/12/2019 21:30	35	65.3	21	5	5	4	30	5	62	84.8	17	4	4	1	5	0	4	0
1/12/2019 21:45	32	62.4	25	4	1	2	23	9	61	65.8	19	6	1	3	1	0	2	0
1/12/2019 22:00	23	57.9	13	8	0	2	18	5	55.1	67.8	13	0	3	5	0	0	2	0
1/12/2019 22:15	35	60.9	5	27	1	2	27	8	60.2	63.4	2	3	22	5	1	0	2	0
1/12/2019 22:30	28	60.3	6	18	0	4	22	6	59.4	63.4	4	2	14	4	0	0	4	0
1/12/2019 22:45	30	66.9	3	20	2	5	21	9	66.4	68	2	1	13	7	1	1	5	0
1/12/2019 23:00	38	63.1	7	23	1	7	29	9	61.3	68.7	6	1	18	5	0	1	5	2
1/12/2019 23:15	22	67.5	11	9	0	2	13	9	68.8	65.7	2	9	9	0	0	0	2	0
1/12/2019 23:30	28	66.9	19	6	1	2	19	9	65.8	69.3	11	8	5	1	1	0	2	0
1/12/2019 23:45	25	64.2	11	11	0	3	19	6	62.6	69.3	8	3	8	3	0	0	3	0
Day Totals	**8193**	**62.3**	**6650**	**914**	**418**	**211**	**5732**	**2461**	**60.0**	**67.8**	**4494**	**2156**	**690**	**224**	**373**	**45**	**175**	**36**
AM Peak Hr	**10:00**																	
AM Peak Vol	**704**																	
AM PHF	**0.9565**																	
PM Peak Hr	**12:45**																	
PM Peak Vol	**536**																	
PM PHF	**0.8590**																	

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/13/2019	24	56.3	2	19	1	2	22	2	56.1	58	2	0	17	2	1	0	2	0
1/13/2019 0:15	15	63.4	5	6	0	4	13	2	61.6	75.1	3	2	6	0	0	0	4	0
1/13/2019 0:30	14	61.8	8	2	0	4	13	1	60.8	75.1	7	1	2	0	0	0	4	0
1/13/2019 0:45	16	59.0	10	2	0	4	13	3	62.1	45.5	8	2	1	1	0	0	4	0
1/13/2019 1:00	10	67.4	6	2	0	2	7	3	69.5	62.5	4	2	1	1	0	0	2	0
1/13/2019 1:15	10	63.1	5	1	2	2	9	1	63.2	62.5	4	1	1	0	2	0	2	0
1/13/2019 1:30	19	65.1	13	1	0	5	17	2	65.4	62.5	11	2	1	0	0	0	5	0
1/13/2019 1:45	19	68.1	10	4	2	3	15	4	67.7	69.7	6	4	4	0	2	0	3	0
1/13/2019 2:00	10	67.9	7	0	3	0	9	1	67.7	69.7	6	1	0	0	3	0	0	0
1/13/2019 2:15	9	61.1	7	0	1	1	8	1	60	69.7	6	1	0	0	1	0	1	0
1/13/2019 2:30	9	60.5	5	1	3	0	8	1	59.4	69.7	4	1	1	0	3	0	0	0
1/13/2019 2:45	9	61.5	5	1	2	1	8	1	60.5	69.7	4	1	1	0	2	0	1	0
1/13/2019 3:00	7	48.5	4	1	1	1	7	0	48.5	69.7	4	0	1	0	1	0	1	0
1/13/2019 3:15	9	67.5	6	1	1	1	6	3	66.4	69.7	3	3	1	0	1	0	1	0
1/13/2019 3:30	7	65.3	3	1	2	1	6	1	64.6	69.7	2	1	1	0	2	0	1	0
1/13/2019 3:45	16	68.0	7	1	3	5	12	4	69.5	63.6	4	3	1	0	2	1	5	0
1/13/2019 4:00	8	74.4	5	1	0	2	7	1	75.9	63.6	4	1	1	0	0	0	2	0
1/13/2019 4:15	19	52.7	10	3	3	3	15	4	47.7	71.6	6	4	3	0	3	0	3	0
1/13/2019 4:30	23	67.2	15	5	3	0	18	5	67	68	11	4	5	0	2	1	0	0
1/13/2019 4:45	21	58.2	12	3	4	2	18	3	56.3	69.8	10	2	2	1	4	0	2	0
1/13/2019 5:00	10	54.6	4	4	1	1	8	2	51.6	66.5	3	1	3	1	1	0	1	0
1/13/2019 5:15	26	61.7	24	1	0	1	21	5	60.4	67.3	19	5	1	0	0	0	1	0
1/13/2019 5:30	41	63.6	30	5	2	4	33	8	62.6	67.6	24	6	4	1	1	1	4	0
1/13/2019 5:45	34	62.2	25	5	2	2	24	10	61	65.2	16	9	4	1	2	0	2	0
1/13/2019 6:00	42	59.6	32	2	0	8	28	14	57.3	64.2	22	10	0	2	0	0	6	2
1/13/2019 6:15	42	59.9	34	3	3	2	31	11	57.6	66.3	25	9	2	1	2	1	2	0
1/13/2019 6:30	47	62.7	38	2	4	3	37	10	59.9	73.1	29	9	2	0	3	1	3	0
1/13/2019 6:45	48	57.4	41	3	2	2	34	14	54.2	65	27	14	3	0	2	0	2	0
1/13/2019 7:00	49	61.8	41	2	2	4	31	18	58.1	68.3	24	17	2	0	2	0	3	1
1/13/2019 7:15	45	62.9	40	3	2	0	40	5	62.1	69.1	36	4	2	1	2	0	0	0
1/13/2019 7:30	78	62.5	70	4	2	2	51	27	60.8	65.7	44	26	3	1	2	0	2	0
1/13/2019 7:45	63	61.4	53	8	1	1	47	16	60.9	62.7	37	16	8	0	1	0	1	0
1/13/2019 8:00	80	63.6	63	9	3	5	64	16	63.1	65.5	48	15	8	1	3	0	5	0
1/13/2019 8:15	84	63.1	76	3	3	2	61	23	61.3	68	53	23	3	0	3	0	2	0
1/13/2019 8:30	95	64.1	81	10	2	2	72	23	62.7	68.3	62	19	6	4	2	0	2	0
1/13/2019 8:45	100	64.6	84	6	5	5	69	31	62.1	70.1	56	28	4	2	5	0	4	1
1/13/2019 9:00	116	59.8	91	19	4	2	83	33	56.9	67.1	63	28	15	4	4	0	1	1
1/13/2019 9:15	139	63.0	108	19	3	9	103	36	62.5	64.3	76	32	17	2	2	1	8	1
1/13/2019 9:30	154	61.8	130	13	5	6	104	50	59.4	66.8	85	45	9	4	4	1	6	0
1/13/2019 9:45	126	60.0	102	9	11	4	97	29	58.5	65.2	77	25	5	4	11	0	4	0
1/13/2019 10:00	154	62.5	131	19	1	3	112	42	60.6	67.5	90	41	18	1	1	0	3	0
1/13/2019 10:15	136	62.9	123	9	3	1	103	33	61.7	66.7	93	30	6	3	3	0	1	0
1/13/2019 10:30	162	64.2	137	13	3	9	117	45	63.6	65.9	93	44	12	1	3	0	9	0
1/13/2019 10:45	165	62.0	137	17	6	5	114	51	59.7	67	94	43	10	7	5	1	5	0
1/13/2019 11:00	128	62.6	114	7	5	2	95	33	60.8	67.7	85	29	4	3	4	1	2	0
1/13/2019 11:15	152	64.3	132	13	2	5	101	51	61.4	70.1	84	48	11	2	2	0	4	1
1/13/2019 11:30	169	60.2	138	20	8	3	121	48	57.8	66.1	97	41	14	6	8	0	2	1
1/13/2019 11:45	184	61.3	170	7	5	2	125	59	59.9	64.3	113	57	5	2	5	0	2	0
1/13/2019 12:00	142	62.4	122	11	6	3	100	42	59	70.4	86	36	7	4	5	1	2	1
1/13/2019 12:15	152	61.3	128	13	4	7	104	48	59.7	64.8	83	45	10	3	4	0	7	0
1/13/2019 12:30	144	61.8	130	5	3	6	99	45	60.6	64.4	87	43	5	0	3	0	4	2
1/13/2019 12:45	149	65.0	136	6	2	5	106	43	62.4	71.3	94	42	5	1	2	0	5	0
1/13/2019 13:00	148	63.6	134	12	0	2	102	46	61.5	68.4	93	41	7	5	0	0	2	0
1/13/2019 13:15	170	63.2	141	10	5	14	105	65	62.6	64.2	83	58	7	3	3	2	12	2
1/13/2019 13:30	168	63.7	147	12	6	3	114	54	63.3	64.5	98	49	10	2	4	2	2	1
1/13/2019 13:45	140	63.4	116	14	4	6	94	46	61.2	67.9	75	41	9	5	4	0	6	0

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/13/2019 14:00	153	64.6	133	10	5	5	107	46	64.1	65.8	90	43	8	2	4	1	5	0
1/13/2019 14:15	138	64.3	120	10	3	5	95	43	62.7	67.7	81	39	6	4	3	0	5	0
1/13/2019 14:30	144	64.0	124	12	2	6	100	44	62.7	66.9	85	39	7	5	2	0	6	0
1/13/2019 14:45	162	60.6	140	10	6	6	104	58	57.9	65.4	84	56	9	1	5	1	6	0
1/13/2019 15:00	154	65.5	134	11	3	6	106	48	62.7	71.6	92	42	7	4	2	1	5	1
1/13/2019 15:15	139	64.0	125	5	3	6	93	46	62.9	66.1	82	43	4	1	2	1	5	1
1/13/2019 15:30	137	64.1	120	9	4	4	92	45	62.2	68	76	44	9	0	3	1	4	0
1/13/2019 15:45	146	64.8	122	11	9	4	96	50	62.1	69.9	76	46	9	2	8	1	3	1
1/13/2019 16:00	117	61.7	97	9	9	2	79	38	58.5	68.2	63	34	7	2	8	1	1	1
1/13/2019 16:15	141	62.3	121	11	3	6	89	52	61.2	64.2	74	47	9	2	2	1	4	2
1/13/2019 16:30	129	64.4	111	8	5	5	84	45	62.5	67.9	70	41	5	3	4	1	5	0
1/13/2019 16:45	107	64.2	95	9	2	1	70	37	60.6	71.1	61	34	6	3	2	0	1	0
1/13/2019 17:00	130	64.7	112	11	5	2	89	41	62.9	68.7	75	37	8	3	4	1	2	0
1/13/2019 17:15	109	66.0	93	8	6	2	74	35	63.9	70.3	61	32	5	3	6	0	2	0
1/13/2019 17:30	109	64.8	98	7	2	2	72	37	61.5	71.3	62	36	6	1	2	0	2	0
1/13/2019 17:45	104	61.7	93	8	3	0	70	34	58.7	67.9	61	32	6	2	3	0	0	0
1/13/2019 18:00	103	64.6	88	9	4	2	66	37	64.5	64.9	53	35	7	2	4	0	2	0
1/13/2019 18:15	111	62.1	94	8	5	4	70	41	61.8	62.7	58	36	5	3	3	2	4	0
1/13/2019 18:30	108	63.7	94	7	3	4	79	29	62.5	66.8	66	28	6	1	3	0	4	0
1/13/2019 18:45	83	63.5	74	5	2	2	56	27	63.3	63.8	47	27	5	0	2	0	2	0
1/13/2019 19:00	77	62.2	68	3	6	0	60	17	62.1	62.7	51	17	3	0	6	0	0	0
1/13/2019 19:15	88	66.2	77	7	1	3	61	27	63.7	71.9	54	23	4	3	0	1	3	0
1/13/2019 19:30	55	63.6	46	3	4	2	40	15	61.1	70.3	32	14	2	1	4	0	2	0
1/13/2019 19:45	75	63.7	64	3	1	7	55	20	60.6	72.1	45	19	3	0	1	0	6	1
1/13/2019 20:00	70	61.8	57	8	2	3	52	18	59.9	67.2	40	17	7	1	2	0	3	0
1/13/2019 20:15	53	60.1	43	5	5	0	40	13	57.8	67	32	11	4	1	4	1	0	0
1/13/2019 20:30	74	63.4	64	7	1	2	51	23	60.2	70.5	44	20	5	2	1	0	1	1
1/13/2019 20:45	41	60.7	34	4	0	3	27	14	57.3	67.4	20	14	4	0	0	0	3	0
1/13/2019 21:00	38	61.5	32	3	3	0	29	9	59.4	68.4	23	9	3	0	3	0	0	0
1/13/2019 21:15	57	59.8	51	2	3	1	45	12	58.9	63.1	39	12	2	0	3	0	1	0
1/13/2019 21:30	26	63.7	14	8	1	3	20	6	64.6	60.5	9	5	7	1	1	0	3	0
1/13/2019 21:45	31	62.5	25	3	1	2	26	5	61.7	66.9	21	4	3	0	0	1	2	0
1/13/2019 22:00	27	60.7	16	5	4	2	18	9	55.7	70.8	9	7	4	1	3	1	2	0
1/13/2019 22:15	26	57.4	17	2	6	1	21	5	55.1	66.8	14	3	1	1	5	1	1	0
1/13/2019 22:30	16	59.7	12	2	1	1	14	2	58.7	66.8	10	2	2	0	1	0	1	0
1/13/2019 22:45	16	69.1	11	0	1	4	11	5	69.2	69	6	5	0	0	1	0	4	0
1/13/2019 23:00	21	68.6	12	2	1	6	18	3	69.3	64.5	10	2	1	1	1	0	6	0
1/13/2019 23:15	18	61.7	11	4	2	1	18	0	61.7	64.5	11	0	4	0	2	0	1	0
1/13/2019 23:30	8	61.0	4	1	0	3	8	0	61	64.5	4	0	1	0	0	0	3	0
1/13/2019 23:45	18	64.0	15	0	1	2	18	0	64	64.5	15	0	0	0	1	0	2	0
Day Totals	**7515**	**62.9**	**6309**	**623**	**279**	**304**	**5304**	**2211**	**61.2**	**67.1**	**4289**	**2020**	**485**	**138**	**248**	**31**	**282**	**22**
AM Peak Hr	**11:15**																	
AM Peak Vol	**647**																	
AM PHF	**0.8791**																	
PM Peak Hr	**12:45**																	
PM Peak Vol	**635**																	
PM PHF	**0.9338**																	

Client:	HDR																Site Ref:	3
File Number:	1805549																Direction:	WB
Route:	US HWY 60																Latitude:	33.86617
Location:	At MP 119																Longitude:	-112.63609
	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	Volume	Speed	25	55	75	Len 76+	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02	WB 01	WB 02
1/14/2019	13	63.8	4	2	2	5	12	1	64	61.9	4	0	2	0	1	1	5	0
1/14/2019 0:15	17	65.0	10	1	2	4	16	1	65.2	61.9	9	1	1	0	2	0	4	0
1/14/2019 0:30	15	64.2	6	1	5	3	10	5	66.5	59.6	3	3	0	1	4	1	3	0
1/14/2019 0:45	24	57.1	13	3	3	5	19	5	55.4	63.6	10	3	3	0	2	1	4	1
1/14/2019 1:00	13	57.4	6	2	3	2	13	0	57.4	63.6	6	0	2	0	3	0	2	0
1/14/2019 1:15	16	66.7	4	4	3	5	13	3	67.4	63.6	2	2	3	1	3	0	5	0
1/14/2019 1:30	21	67.5	7	4	1	9	16	5	69.7	60.4	2	5	4	0	1	0	9	0
1/14/2019 1:45	21	65.5	5	2	6	8	18	3	66	62.3	4	1	2	0	4	2	8	0
1/14/2019 2:00	14	64.7	5	1	3	5	12	2	64.6	65.3	3	2	1	0	3	0	5	0
1/14/2019 2:15	14	64.5	8	0	2	4	11	3	62.9	70.3	6	2	0	0	1	1	4	0
1/14/2019 2:30	11	66.5	6	0	1	4	10	1	66.1	70.3	5	1	0	0	1	0	4	0
1/14/2019 2:45	22	68.1	7	3	4	8	21	1	68	70.3	7	0	3	0	4	0	7	1
1/14/2019 3:00	25	63.5	13	3	2	7	20	5	61.8	70.3	9	4	2	1	2	0	7	0
1/14/2019 3:15	20	65.0	10	4	1	5	14	6	67.4	59.5	5	5	3	1	1	0	5	0
1/14/2019 3:30	16	67.3	10	2	2	2	10	6	63.7	73.4	4	6	2	0	2	0	2	0
1/14/2019 3:45	25	63.8	17	2	4	2	23	2	62.6	77.9	15	2	2	0	4	0	2	0
1/14/2019 4:00	20	68.4	11	0	4	5	14	6	67	71.7	6	5	0	0	3	1	5	0
1/14/2019 4:15	40	63.1	28	3	5	4	33	7	62.6	65.2	22	6	3	0	4	1	4	0
1/14/2019 4:30	44	63.3	31	8	1	4	29	15	61.2	67.3	19	12	6	2	1	0	3	1
1/14/2019 4:45	32	63.7	23	2	5	2	25	7	63.3	65.1	18	5	1	1	4	1	2	0
1/14/2019 5:00	41	63.4	25	7	4	5	33	8	64.4	59.3	18	7	6	1	4	0	5	0
1/14/2019 5:15	46	58.6	31	7	6	2	36	10	56.8	65.3	22	9	6	1	6	0	2	0
1/14/2019 5:30	78	61.7	57	10	5	6	53	25	61.7	61.7	37	20	8	2	2	3	6	0
1/14/2019 5:45	71	61.2	50	8	5	8	48	23	57.2	69.5	32	18	6	2	4	1	6	2
1/14/2019 6:00	96	63.2	68	12	7	9	69	27	61.8	66.6	47	21	10	2	6	1	6	3
1/14/2019 6:15	110	64.2	84	15	6	5	74	36	61.3	70.2	54	30	10	5	5	1	5	0
1/14/2019 6:30	136	63.5	103	20	6	7	96	40	61.4	68.7	67	36	16	4	6	0	7	0
1/14/2019 6:45	136	62.8	106	23	4	3	84	52	61	65.8	62	44	16	7	3	1	3	0
1/14/2019 7:00	130	62.3	108	16	5	1	77	53	60.2	65.3	59	49	12	4	5	0	1	0
1/14/2019 7:15	153	63.2	122	20	5	6	91	62	61.4	65.8	67	55	17	3	3	2	4	2
1/14/2019 7:30	153	62.5	126	20	4	3	90	63	58.5	68.2	66	60	17	3	4	0	3	0
1/14/2019 7:45	167	62.6	139	23	3	2	105	62	60.3	66.4	80	59	21	2	2	1	2	0
1/14/2019 8:00	121	60.6	96	14	8	3	90	31	58.9	65.7	69	27	11	3	8	0	2	1
1/14/2019 8:15	119	60.9	88	10	15	6	83	36	58.5	66.3	53	35	9	1	15	0	6	0
1/14/2019 8:30	137	64.2	92	29	9	7	92	45	60.1	72.7	57	35	23	6	7	2	5	2
1/14/2019 8:45	151	61.2	115	22	11	3	102	49	59.5	64.6	73	42	17	5	9	2	3	0
1/14/2019 9:00	135	60.9	92	32	7	4	89	46	59.3	64	54	38	27	5	4	3	4	0
1/14/2019 9:15	179	61.8	129	38	9	3	123	56	59.4	67	91	38	23	15	6	3	3	0
1/14/2019 9:30	169	60.5	121	28	15	5	114	55	59.2	63.3	79	42	19	9	11	4	5	0
1/14/2019 9:45	159	62.3	116	26	6	11	108	51	60.2	66.6	75	41	18	8	5	1	10	1
1/14/2019 10:00	149	60.4	96	25	16	12	115	34	59.8	62.5	69	27	21	4	13	3	12	0
1/14/2019 10:15	151	60.7	120	19	9	3	112	39	58.2	67.9	87	33	14	5	8	1	3	0
1/14/2019 10:30	167	63.3	136	16	9	6	112	55	60.7	68.7	87	49	11	5	8	1	6	0
1/14/2019 10:45	167	62.4	135	16	9	7	111	56	60.7	65.9	87	48	11	5	6	3	7	0
1/14/2019 11:00	167	61.5	136	18	6	7	115	52	60.4	64	90	46	14	4	4	2	7	0
1/14/2019 11:15	157	63.5	122	9	9	17	105	52	62.7	65.1	74	48	6	3	9	0	16	1
1/14/2019 11:30	151	62.8	114	15	13	9	105	46	60.8	67.3	76	38	12	3	10	3	7	2
1/14/2019 11:45	169	61.3	124	24	12	9	120	49	59.8	64.9	82	42	18	6	11	1	9	0
1/14/2019 12:00	146	61.4	114	12	10	10	107	39	60.4	64	82	32	10	2	6	4	9	1
1/14/2019 12:15	139	61.3	104	17	10	8	104	35	60.1	64.9	75	29	12	5	10	0	7	1
1/14/2019 12:30	162	63.1	119	23	13	7	108	54	59.4	70.4	76	43	16	7	10	3	6	1
1/14/2019 12:45	130	61.4	99	11	11	9	97	33	59.2	67.7	70	29	9	2	9	2	9	0
1/14/2019 13:00	140	62.3	109	12	9	10	94	46	60.4	66.3	66	43	10	2	9	0	9	1
1/14/2019 13:15	130	64.3	101	12	11	6	90	40	62.6	68.1	69	32	8	4	9	2	4	2
1/14/2019 13:30	148	61.5	121	11	10	6	101	47	59.5	65.9	78	43	8	3	9	1	6	0
1/14/2019 13:45	155	61.6	111	15	13	16	99	56	59.2	65.8	68	43	12	3	8	5	11	5

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/14/2019 14:00	134	61.8	106	10	11	7	94	40	61.4	62.9	71	35	8	2	8	3	7	0
1/14/2019 14:15	131	60.8	100	17	10	4	92	39	58.8	65.6	71	29	9	8	9	1	3	1
1/14/2019 14:30	135	61.1	108	8	14	5	90	45	58.1	67	66	42	5	3	14	0	5	0
1/14/2019 14:45	143	61.1	120	14	7	2	96	47	58.5	66.4	78	42	11	3	6	1	1	1
1/14/2019 15:00	143	60.0	114	16	9	4	104	39	57.9	65.6	85	29	9	7	7	2	3	1
1/14/2019 15:15	120	59.5	96	10	9	5	80	40	57.1	64.4	62	34	8	2	7	2	3	2
1/14/2019 15:30	134	63.0	108	13	8	5	91	43	59.9	69.6	71	37	8	5	8	0	4	1
1/14/2019 15:45	139	62.6	113	14	8	4	98	41	60.2	68.2	78	35	10	4	7	1	3	1
1/14/2019 16:00	118	61.8	97	6	11	4	80	38	60.1	65.3	64	33	5	1	9	2	2	2
1/14/2019 16:15	106	61.2	84	3	11	8	72	34	59.1	65.6	53	31	2	1	10	1	7	1
1/14/2019 16:30	112	60.9	91	5	11	5	83	29	60.3	62.6	65	26	5	0	9	2	4	1
1/14/2019 16:45	113	60.7	94	6	8	5	80	33	58.2	66.6	67	27	4	2	6	2	3	2
1/14/2019 17:00	106	63.1	86	5	10	5	68	38	59.7	69.3	55	31	4	1	7	3	2	3
1/14/2019 17:15	112	63.0	93	9	9	1	80	32	60.3	69.6	63	30	7	2	9	0	1	0
1/14/2019 17:30	123	62.8	93	14	12	4	85	38	60.2	68.5	62	31	10	4	10	2	3	1
1/14/2019 17:45	111	60.4	92	11	6	2	82	29	58.9	64.8	66	26	10	1	6	0	0	2
1/14/2019 18:00	88	59.3	66	9	8	5	63	25	57.6	63.6	50	16	5	4	5	3	3	2
1/14/2019 18:15	86	62.0	69	7	5	5	64	22	61.1	64.7	49	20	7	0	4	1	4	1
1/14/2019 18:30	78	57.6	60	5	9	4	64	14	57.8	56.8	48	12	5	0	8	1	3	1
1/14/2019 18:45	70	62.0	56	7	4	3	58	12	60.4	69.5	46	10	7	0	3	1	2	1
1/14/2019 19:00	66	58.6	52	8	4	2	45	21	55.5	65.1	32	20	7	1	4	0	2	0
1/14/2019 19:15	60	58.7	51	2	5	2	46	14	56.3	66.5	38	13	2	0	4	1	2	0
1/14/2019 19:30	74	62.5	62	4	5	3	55	19	60.9	67.2	45	17	3	1	4	1	3	0
1/14/2019 19:45	52	62.1	36	8	5	3	41	11	62	62.6	28	8	6	2	5	0	2	1
1/14/2019 20:00	56	61.9	40	3	9	4	43	13	61.5	63.4	28	12	3	0	8	1	4	0
1/14/2019 20:15	56	63.8	41	3	7	5	44	12	63.8	64	29	12	3	0	7	0	5	0
1/14/2019 20:30	38	62.4	28	4	6	0	28	10	60.3	68.3	19	9	3	1	6	0	0	0
1/14/2019 20:45	36	60.1	31	0	4	1	31	5	57.3	77.1	26	5	0	0	4	0	1	0
1/14/2019 21:00	48	59.4	32	5	8	3	37	11	57.6	65.5	22	10	5	0	8	0	2	1
1/14/2019 21:15	38	61.6	30	1	5	2	27	11	61.7	61.3	20	10	1	0	5	0	1	1
1/14/2019 21:30	32	59.8	22	3	6	1	26	6	58.3	66.4	17	5	3	0	5	1	1	0
1/14/2019 21:45	35	56.7	28	2	4	1	27	8	54.1	65.3	21	7	2	0	3	1	1	0
1/14/2019 22:00	30	62.6	24	2	2	2	22	8	61.1	66.7	17	7	2	0	2	0	1	1
1/14/2019 22:15	23	60.8	15	3	3	2	17	6	59.2	65.4	11	4	2	1	2	1	2	0
1/14/2019 22:30	25	62.6	11	2	3	9	22	3	61.7	69	8	3	2	0	3	0	9	0
1/14/2019 22:45	26	57.0	5	6	4	11	24	2	56.6	61.8	3	2	6	0	4	0	11	0
1/14/2019 23:00	8	61.4	1	2	1	4	8	0	61.4	61.8	1	0	2	0	1	0	4	0
1/14/2019 23:15	23	58.2	5	8	1	9	18	5	58.4	57.5	2	3	6	2	1	0	9	0
1/14/2019 23:30	19	66.6	11	4	1	3	14	5	66.7	66.2	6	5	4	0	1	0	3	0
1/14/2019 23:45	12	62.4	7	0	1	4	10	2	61.1	68.6	5	2	0	0	1	0	4	0
Day Totals	**8397**	**61.9**	**6331**	**941**	**633**	**492**	**5900**	**2497**	**60.0**	**66.2**	**4205**	**2126**	**725**	**216**	**534**	**99**	**436**	**56**
AM Peak Hr	**10:30**																	
AM Peak Vol	**658**																	
AM PHF	**0.9850**																	
PM Peak Hr	**12:00**																	
PM Peak Vol	**577**																	
PM PHF	**0.8904**																	

Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**

	Total	Avg	Len 0-	Len 26-	Len 56-		Volume by Lane		Average Speed by Lane		Length 0-25' by Lane		Length 26-55' by Lane		Length 56-75' by Lane		Length 76-120' by Lane	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
1/15/2019	18	57.7	6	1	5	6	14	4	56.7	61	4	2	1	0	4	1	5	1
1/15/2019 0:15	26	61.9	9	3	3	11	23	3	60.7	71	7	2	3	0	2	1	11	0
1/15/2019 0:30	9	60.7	5	0	4	0	8	1	60.2	64.8	5	0	0	0	3	1	0	0
1/15/2019 0:45	14	50.5	4	2	8	0	12	2	48.6	62.1	3	1	1	1	8	0	0	0
1/15/2019 1:00	22	60.5	2	8	8	4	21	1	60.2	67.6	2	0	8	0	7	1	4	0
1/15/2019 1:15	13	66.4	5	0	3	5	11	2	66.4	66.5	3	2	0	0	3	0	5	0
1/15/2019 1:30	19	61.2	4	2	6	7	19	0	61.2	66.5	4	0	2	0	6	0	7	0
1/15/2019 1:45	16	61.4	1	2	10	3	11	5	60.7	62.8	0	1	1	1	7	3	3	0
1/15/2019 2:00	22	68.5	5	3	5	9	17	5	70.5	61.8	3	2	2	1	4	1	8	1
1/15/2019 2:15	13	42.2	5	5	2	1	11	2	38.8	61.2	3	2	5	0	2	0	1	0
1/15/2019 2:30	16	60.6	7	6	1	2	12	4	58.4	67	5	2	6	0	0	1	1	1
1/15/2019 2:45	20	60.8	6	4	7	3	18	2	60.1	67	5	1	4	0	6	1	3	0
1/15/2019 3:00	17	64.2	6	1	8	2	14	3	63.4	68.2	5	1	1	0	7	1	1	1
1/15/2019 3:15	25	67.8	10	2	3	10	21	4	67.8	67.8	6	4	2	0	3	0	10	0
1/15/2019 3:30	19	59.2	6	0	7	6	14	5	59.2	59.1	4	2	0	0	6	1	4	2
1/15/2019 3:45	28	63.7	7	2	9	10	27	1	63.9	59.1	6	1	2	0	9	0	10	0
1/15/2019 4:00	23	64.9	7	4	3	9	16	7	65.8	62.7	3	4	4	0	3	0	6	3
1/15/2019 4:15	43	64.6	5	21	4	13	32	11	64.5	64.7	3	2	14	7	3	1	12	1
1/15/2019 4:30	45	64.2	9	23	2	11	35	10	63.3	67.5	4	5	18	5	2	0	11	0
1/15/2019 4:45	33	57.2	2	17	1	13	23	10	58.6	54	0	2	11	6	1	0	11	2
1/15/2019 5:00	34	57.6	12	9	3	10	23	11	57.3	58.2	6	6	7	2	3	0	7	3
1/15/2019 5:15	45	50.7	21	5	8	11	14	31	46.5	52.6	6	15	4	1	3	5	1	10
1/15/2019 5:30	48	56.8	31	5	7	5	18	30	57.2	56.5	13	18	1	4	2	5	2	3
1/15/2019 5:45	57	55.6	36	11	5	5	26	31	52.5	58.2	15	21	5	6	2	3	4	1
1/15/2019 6:00	71	59.2	41	15	9	6	43	28	59.4	58.8	25	16	10	5	4	5	4	2
1/15/2019 6:15	100	61.4	76	15	8	1	67	33	59.2	65.9	50	26	9	6	7	1	1	0
1/15/2019 6:30	123	64.3	90	20	8	5	75	48	61.2	69.1	50	40	13	7	7	1	5	0
1/15/2019 6:45	113	59.0	92	11	6	4	77	36	55.9	65.6	58	34	10	1	6	0	3	1
1/15/2019 7:00	120	62.8	95	11	10	4	73	47	60.1	66.9	53	42	8	3	9	1	3	1
1/15/2019 7:15	134	63.6	108	16	8	2	78	56	61.6	66.4	59	49	12	4	5	3	2	0
1/15/2019 7:30	164	63.4	141	11	7	5	90	74	59.9	67.6	71	70	8	3	6	1	5	0
1/15/2019 7:45	153	64.8	122	24	6	1	91	62	61.7	69.3	66	56	18	6	6	0	1	0
1/15/2019 8:00	125	64.2	91	18	9	7	75	50	61.2	68.7	49	42	13	5	8	1	5	2
1/15/2019 8:15	103	64.1	81	7	8	7	74	29	62.2	69	54	27	6	1	7	1	7	0
1/15/2019 8:30	144	60.3	115	14	11	4	101	43	58.6	64.2	76	39	13	1	9	2	3	1
1/15/2019 8:45	118	63.7	90	21	3	4	81	37	62.4	66.7	57	33	17	4	3	0	4	0
1/15/2019 9:00	98	62.8	69	12	5	12	75	23	61.6	66.5	50	19	10	2	4	1	11	1
1/15/2019 9:15	99	58.9	80	9	7	3	78	21	57.6	63.6	64	16	7	2	5	2	2	1
1/15/2019 9:30	149	62.9	118	17	8	6	100	49	61	66.8	78	40	10	7	6	2	6	0
1/15/2019 9:45	105	63.2	83	13	2	7	72	33	61.8	66.4	52	31	12	1	2	0	6	1
1/15/2019 10:00	134	61.2	102	15	10	7	95	39	59.2	66.2	70	32	11	4	8	2	6	1
1/15/2019 10:15	127	56.4	52	53	10	12	99	28	55.5	59.4	44	8	36	17	7	3	12	0
1/15/2019 10:30	171	57.2	62	82	13	14	112	59	54.6	62	29	33	61	21	11	2	11	3
1/15/2019 10:45	155	60.0	65	58	15	17	103	52	56.8	66.4	36	29	39	19	13	2	15	2
1/15/2019 11:00	181	60.0	125	29	7	20	124	57	58.2	63.9	84	41	22	7	5	2	13	7
1/15/2019 11:15	140	61.6	58	65	5	12	106	34	60	66.4	44	14	48	17	3	2	11	1
1/15/2019 11:30	170	61.6	28	120	12	10	117	53	59.8	65.6	11	17	87	33	10	2	9	1
1/15/2019 11:45	131	58.4	12	97	5	17	91	40	56.5	62.6	5	7	67	30	4	1	15	2
Day Totals	**3753**	**61.1**	**2207**	**889**	**314**	**343**	**2537**	**1216**	**59.4**	**64.8**	**1350**	**857**	**649**	**240**	**251**	**63**	**287**	**56**
AM Peak Hr	**10:30**																	
AM Peak Vol	**647**																	
AM PHF	**0.8936**																	

Client:	**HDR**						Site 3 Westbound Average Traffic Count										Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
0:00	17	63.8	8	4	3	2	14	4	60.3	66.9	5	2	4	1	3	0	2	0
0:15	20	61.4	9	3	4	4	17	3	58.8	66.9	7	2	3	0	3	0	4	0
0:30	19	63.0	10	2	6	2	17	3	60.6	64.9	7	2	2	0	5	0	2	0
0:45	21	55.5	10	3	6	3	18	3	55.3	61.9	7	2	3	1	6	0	2	0
1:00	15	59.9	5	3	5	2	13	2	59.2	64.4	4	1	2	0	5	0	2	0
1:15	18	56.5	6	3	7	2	15	2	58.0	62.1	4	1	2	1	6	0	2	0
1:30	20	61.5	8	3	5	4	17	3	61.0	58.2	6	2	2	1	4	1	4	0
1:45	19	60.0	6	2	7	3	16	3	59.2	64.4	5	2	2	0	6	1	3	0
2:00	14	58.7	6	1	4	3	12	2	58.6	63.9	4	1	1	0	4	0	3	0
2:15	14	55.8	6	2	4	2	12	2	55.8	64.0	5	2	2	0	3	0	2	0
2:30	14	58.1	5	2	5	2	12	2	58.3	65.0	4	1	2	0	4	1	2	0
2:45	18	60.8	7	3	6	3	16	2	60.0	67.3	5	1	3	0	5	0	3	0
3:00	19	58.9	7	3	6	2	16	3	58.2	65.3	5	2	3	1	6	0	2	0
3:15	19	61.0	7	2	6	4	15	3	63.1	64.8	4	2	2	0	6	0	4	0
3:30	22	58.3	8	2	7	4	17	4	58.2	67.1	5	3	2	0	7	0	3	1
3:45	22	61.3	11	2	6	4	19	3	61.2	67.8	8	2	2	0	6	0	3	0
4:00	21	63.4	9	2	6	4	17	4	62.2	66.4	6	3	2	0	5	1	3	1
4:15	34	63.6	17	6	6	5	27	8	59.9	69.0	11	5	5	1	5	0	5	1
4:30	40	63.8	23	8	5	4	29	12	61.0	66.8	14	9	7	1	5	1	3	1
4:45	31	59.4	16	6	5	4	23	8	58.0	62.3	10	5	5	1	5	0	4	1
5:00	30	59.5	15	6	6	3	24	6	58.8	63.5	11	4	5	1	5	1	3	0
5:15	37	56.4	23	4	7	3	25	11	56.7	59.3	16	8	4	1	5	1	1	2
5:30	60	60.3	42	7	6	4	41	19	58.7	63.4	27	15	6	1	5	2	3	1
5:45	59	62.2	41	8	6	4	41	19	59.3	66.0	27	14	5	3	5	1	3	1
6:00	69	61.5	49	9	6	5	49	20	60.2	66.0	34	15	7	2	5	1	4	1
6:15	86	63.0	67	11	6	3	59	27	60.6	68.1	43	24	8	3	5	1	3	0
6:30	111	62.9	86	14	7	4	75	36	60.1	68.5	56	30	9	5	6	1	3	0
6:45	107	61.5	84	15	6	3	71	36	58.7	66.8	52	32	11	3	5	0	2	1
7:00	114	61.6	92	12	7	3	70	43	59.0	66.5	53	38	9	3	6	1	2	1
7:15	119	63.0	94	16	6	3	75	45	60.5	66.1	55	39	12	4	5	1	2	1
7:30	150	62.5	130	13	6	2	89	61	59.2	67.8	72	57	10	3	5	1	2	0
7:45	136	62.7	114	14	5	2	83	53	60.4	65.7	65	49	12	2	4	1	1	0
8:00	117	62.0	92	15	7	3	74	43	59.8	66.3	55	36	11	4	6	1	2	1
8:15	123	60.8	96	13	9	4	78	44	59.2	64.4	58	38	10	3	7	2	3	1
8:30	136	62.0	109	16	7	4	88	48	59.8	66.1	67	43	13	3	5	2	3	1
8:45	136	62.0	107	17	8	4	91	45	59.7	67.3	68	39	13	4	7	2	3	1
9:00	129	60.1	95	23	7	4	81	48	58.8	62.3	55	40	17	5	4	2	4	1
9:15	146	60.9	113	20	8	5	102	44	59.4	64.6	78	35	15	5	6	3	3	1
9:30	153	61.0	122	17	9	5	105	48	59.3	64.9	82	39	11	6	7	2	4	1
9:45	142	62.2	115	15	7	6	98	44	60.3	66.7	75	40	12	3	6	0	5	1
10:00	159	61.1	124	19	10	7	105	54	59.6	64.4	78	45	14	5	7	2	6	1
10:15	149	60.3	115	19	9	5	105	44	58.0	65.5	79	36	13	6	8	2	5	1
10:30	170	61.2	128	26	8	7	115	55	59.2	65.3	81	47	20	5	7	1	6	1
10:45	164	61.2	124	23	10	6	112	52	58.5	66.6	81	43	16	6	9	1	5	1
11:00	170	60.8	133	20	9	7	118	51	58.8	66.0	89	43	15	5	8	1	5	2
11:15	159	61.6	123	20	8	8	103	56	59.0	66.9	75	48	14	6	7	1	7	1
11:30	169	60.5	122	32	11	4	109	60	58.3	64.6	74	48	24	8	8	3	4	1
11:45	161	60.2	115	30	10	7	113	48	58.8	63.8	78	37	21	9	9	1	6	1
12:00	144	61.2	114	14	10	6	100	45	58.2	66.6	75	39	11	3	9	2	5	1
12:15	146	61.8	119	14	8	5	101	45	59.7	66.0	79	40	10	4	7	1	4	1
12:30	149	61.5	122	14	10	4	102	47	59.4	66.5	81	41	10	3	8	2	3	1
12:45	143	62.1	121	10	6	6	96	47	59.9	67.1	78	44	8	2	5	1	5	0
13:00	148	62.0	119	14	10	5	95	53	59.8	66.1	71	47	11	4	8	1	4	1
13:15	149	62.0	120	13	9	7	102	47	60.4	65.7	79	41	10	3	7	2	6	1
13:30	154	61.8	126	15	10	3	101	53	59.7	65.4	79	46	11	4	8	2	3	0
13:45	146	61.8	116	14	11	6	95	52	59.5	65.1	73	43	9	5	9	2	4	1

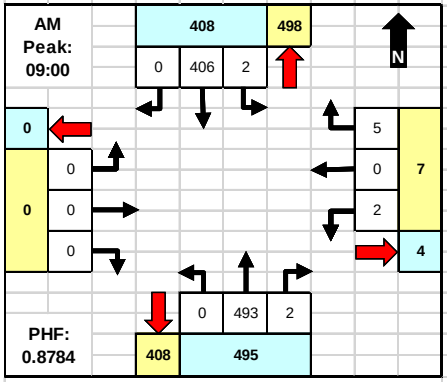
Client:	**HDR**																Site Ref:	**3**
File Number:	**1805549**																Direction:	**WB**
Route:	**US HWY 60**																Latitude:	**33.86617**
Location:	**At MP 119**																Longitude:	**-112.63609**
	Total	**Avg**	**Len 0-**	**Len 26-**	**Len 56-**		**Volume by Lane**		**Average Speed by Lane**		**Length 0-25' by Lane**		**Length 26-55' by Lane**		**Length 56-75' by Lane**		**Length 76-120' by Lane**	
Count Date	**Volume**	**Speed**	**25**	**55**	**75**	**Len 76+**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**	**WB 01**	**WB 02**
14:00	145	62.0	118	13	9	5	98	47	60.8	64.7	77	41	10	4	7	2	5	1
14:15	143	61.5	114	13	11	4	97	46	59.2	65.9	76	38	8	5	10	1	3	1
14:30	139	62.0	111	12	10	6	91	48	59.7	65.9	68	43	9	3	9	1	5	1
14:45	150	61.8	121	15	10	4	100	50	59.0	67.4	77	44	11	4	8	1	3	1
15:00	147	61.5	121	12	10	5	98	49	59.2	66.7	78	42	8	4	8	2	4	1
15:15	139	62.0	113	12	10	3	94	45	60.1	66.2	74	39	9	3	9	2	2	1
15:30	147	62.6	118	15	9	4	101	46	60.3	67.6	77	41	11	4	9	1	4	1
15:45	138	62.7	112	14	8	4	95	43	60.3	68.3	75	37	10	4	7	1	4	1
16:00	132	62.2	109	11	9	3	90	43	59.6	66.2	71	38	9	2	8	1	2	1
16:15	139	62.5	113	13	9	4	93	46	60.3	66.9	74	39	9	5	8	1	3	1
16:30	129	61.9	108	11	7	3	92	37	60.4	66.1	75	34	8	3	6	1	3	0
16:45	135	62.0	112	13	7	4	89	46	59.5	67.1	72	40	9	4	5	1	3	1
17:00	130	62.9	107	11	8	4	87	43	60.2	67.7	70	37	8	3	6	2	3	1
17:15	123	63.0	102	10	8	3	83	40	61.0	67.1	65	37	8	2	8	1	2	0
17:30	128	62.1	109	10	7	2	85	43	59.4	66.9	70	39	7	2	6	1	2	0
17:45	110	61.8	92	8	7	3	76	34	59.6	66.6	62	30	6	2	6	1	2	1
18:00	111	60.8	90	10	9	3	80	32	58.8	64.8	65	25	7	3	7	2	2	1
18:15	98	59.5	83	5	7	4	69	29	58.6	62.4	57	26	4	1	5	1	3	0
18:30	99	60.8	84	6	7	3	69	30	59.5	64.7	56	28	5	1	6	1	2	1
18:45	88	61.8	70	8	7	3	62	26	59.9	65.6	47	23	6	1	6	1	3	1
19:00	76	61.2	63	6	6	1	55	22	59.2	64.8	44	20	4	1	5	1	1	0
19:15	74	62.3	60	7	5	3	54	21	59.4	67.2	43	18	5	1	4	1	2	1
19:30	70	60.1	57	6	4	3	50	20	58.2	65.0	39	18	5	1	4	1	3	0
19:45	69	60.0	55	5	5	4	50	19	58.4	64.9	38	16	4	1	4	1	4	0
20:00	61	62.0	48	4	6	4	46	15	60.9	65.9	35	13	3	1	5	1	3	0
20:15	61	60.6	48	5	6	2	45	16	59.0	64.6	35	13	3	1	5	1	2	0
20:30	55	62.6	44	5	5	1	40	15	61.2	66.8	30	14	4	1	5	0	1	0
20:45	46	61.6	38	2	3	2	34	12	58.6	68.6	27	11	2	1	3	0	2	0
21:00	45	59.7	33	4	7	1	34	11	58.0	65.9	23	10	3	0	6	1	1	0
21:15	45	60.3	33	4	5	3	33	11	59.7	65.8	23	10	3	1	4	0	3	0
21:30	34	62.2	24	5	3	2	26	8	60.1	68.0	17	7	4	0	3	0	2	0
21:45	36	60.2	29	2	3	3	29	7	59.9	65.3	23	6	1	1	2	1	3	0
22:00	29	59.5	21	4	3	1	21	8	57.0	66.3	15	6	3	1	2	0	1	0
22:15	27	61.2	16	6	2	2	21	6	59.4	65.9	12	4	5	1	2	0	2	0
22:30	24	62.5	14	5	3	3	20	5	58.9	69.9	10	4	4	1	3	0	3	0
22:45	24	64.2	12	5	3	3	18	6	61.2	68.6	8	5	4	1	3	0	3	0
23:00	19	60.8	10	4	3	3	15	4	60.7	65.7	7	2	3	1	2	0	2	0
23:15	19	62.2	11	4	2	2	15	4	61.4	62.9	7	4	3	0	2	0	2	0
23:30	16	63.9	11	2	2	2	13	3	63.0	68.0	8	3	1	0	2	0	2	0
23:45	20	61.1	14	2	2	2	16	4	60.5	65.4	10	3	2	0	2	0	2	0
Day Totals	**8480**	**61.5**	**6557**	**931**	**635**	**357**	**5813**	**2667**	**59.5**	**66.0**	**4270**	**2287**	**700**	**231**	**543**	**92**	**300**	**57**
AM Peak Hr	**10:30**																	
AM Peak Vol	**663**																	
AM PHF	**0.9750**																	
PM Peak Hr	**13:00**																	
PM Peak Vol	**597**																	
PM PHF	**0.9692**																	

Site a TMC

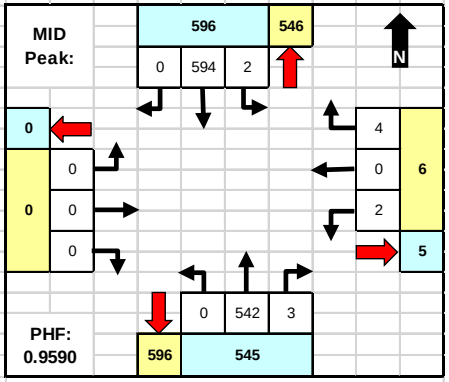
Intersection ID: 1805541
Count Date: 1/8/2019

US HWY 60 & SAN DOMINGO PEAK TRAIL

Time	From West (EB) US HWY 60					From North (SB) NONE					From East (WB) US HWY 60					From South (NB) SAN DOMINGO PEAK TRAIL					INTSEC
	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
8:00	2	93	0	0		2	0	3	0		0	108	1	0		0	0	0	0		209
8:15	1	96	0	0		0	0	2	0		0	115	0	0		0	0	0	0		214
8:30	1	77	0	0		2	0	0	0		0	127	1	0		0	0	0	0		208
8:45	0	85	0	0		1	0	0	0		0	98	1	0		0	0	0	0		185
9:00	1	96	0	0		0	0	2	0		0	111	1	0		0	0	0	0		211
9:15	0	108	0	0		1	0	2	0		0	101	1	0		0	0	0	0		213
9:30	1	92	0	0		1	0	1	0		0	132	0	0		0	0	0	0		227
9:45	0	110	0	0		0	0	0	0		0	149	0	0		0	0	0	0		259
12:00	1	139	0	0		0	0	1	0		0	133	1	0		0	0	0	0		275
12:15	1	136	0	0		1	0	0	0		0	126	0	0		0	0	0	0		264
12:30	1	157	0	0		1	0	1	0		0	138	1	0		0	0	0	0		299
12:45	1	142	0	0		0	0	1	0		0	132	2	0		0	0	0	0		278
13:00	0	156	0	0		0	0	2	0		0	135	0	0		0	0	0	0		293
13:15	0	139	0	0		1	0	0	0		0	137	0	0		0	0	0	0		277
13:30	1	152	0	0		0	0	0	0		0	127	0	0		0	0	0	0		280
13:45	0	145	0	0		1	0	0	0		0	127	0	0		0	0	0	0		273
15:00	2	161	0	0		0	0	1	0		0	123	0	0		0	0	0	0		287
15:15	0	185	0	0		0	0	1	0		0	114	1	0		0	0	0	0		301
15:30	3	187	0	0		0	0	0	0		0	129	0	0		0	0	0	0		319
15:45	1	165	0	0		1	0	1	0		0	131	1	0		0	0	0	0		300
16:00	2	145	0	0		0	0	0	0		0	120	0	0		0	0	0	0		267
16:15	1	159	0	0		0	0	0	0		0	122	0	0		0	0	0	0		282
16:30	0	180	0	0		0	0	0	0		0	117	0	0		0	0	0	0		297
16:45	1	159	0	0		0	0	0	0		0	125	2	0		0	0	0	0		287
Total	21	3264	0	0	0	12	0	18	0	0	0	2977	13	0	0	0	0	0	0	0	6305
AM Peak Hr:																					9:00
Pk Vol	2	406	0	0	0	2	0	5	0	0	0	493	2	0	0	0	0	0	0	0	910
PHF	0.500	0.923	n/a	n/a	n/a	0.500	n/a	0.625	n/a	n/a	n/a	0.827	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.878
MID Peak Hr:																					12:30
Pk Vol	2	594	0	0	0	2	0	4	0	0	0	542	3	0	0	0	0	0	0	0	1147
PHF	0.500	0.946	n/a	n/a	n/a	0.500	n/a	0.500	n/a	n/a	n/a	0.982	0.375	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.959
PM Peak Hr:																					15:00
Pk Vol	6	698	0	0	0	1	0	3	0	0	0	497	2	0	0	0	0	0	0	0	1207
PHF	0.500	0.933	n/a	n/a	n/a	0.250	n/a	0.750	n/a	n/a	n/a	0.948	0.500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.946



Weather: Clear



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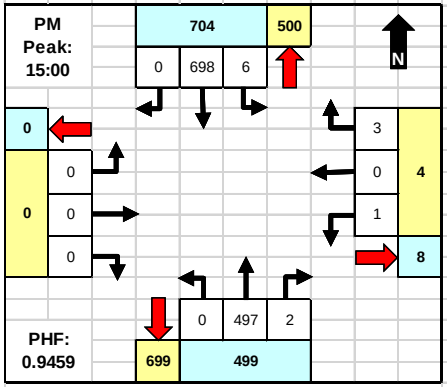

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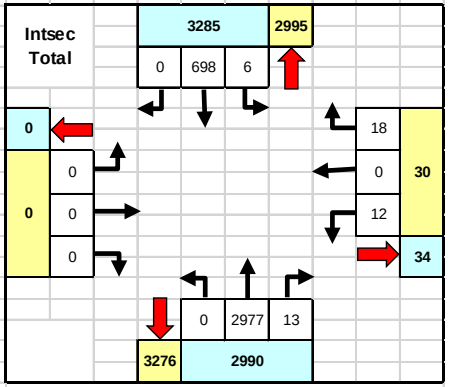


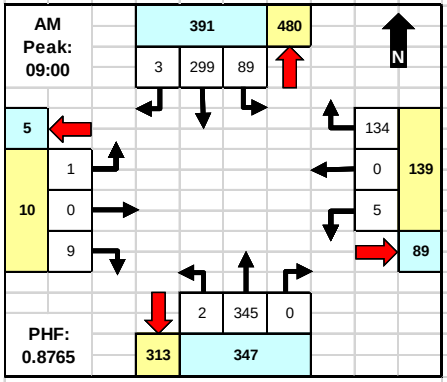
Weather: Clear

Site b TMC

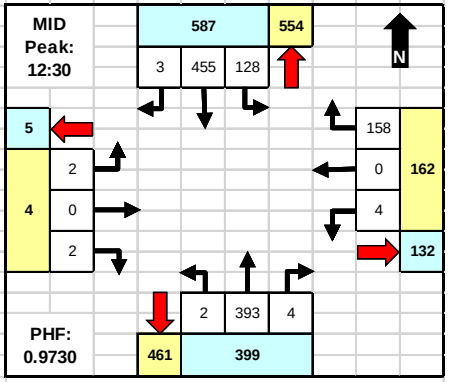
Intersection ID: 1805553
Count Date: 1/8/2019

US HWY 60 & AZ-74

Time	From West (EB) US HWY 60					From North (SB) AZ-74					From East (WB) US HWY 60					From South (NB) AZ-74					INTSEC
	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	LT	Thru	RT	U	Cwlk	TOTAL
8:00	20	67	0	0		1	0	26	0		0	78	1	1		1	1	0	0		196
8:15	22	65	0	0		1	1	41	0		0	70	0	0		1	0	2	0		203
8:30	25	57	2	0		0	0	29	0		1	93	3	0		1	0	0	0		211
8:45	22	61	0	0		0	0	33	0		0	68	0	0		1	0	2	0		187
9:00	24	69	0	0		0	0	30	0		0	73	0	0		0	0	2	0		198
9:15	17	87	2	0		0	0	29	0		0	81	0	0		0	0	1	0		217
9:30	20	69	1	0		3	0	39	0		1	83	0	0		1	0	2	0		219
9:45	28	74	0	0		2	0	36	0		1	108	0	0		0	0	4	0		253
12:00	32	107	2	0		1	0	28	0		1	106	0	0		0	0	4	0		281
12:15	38	96	2	0		2	0	23	0		2	102	1	0		1	0	2	0		269
12:30	34	116	0	0		2	0	48	0		0	90	0	0		0	0	0	0		290
12:45	28	119	0	0		1	0	44	0		0	102	2	0		0	0	0	0		296
13:00	24	110	1	0		1	0	41	0		2	89	2	0		2	0	2	0		274
13:15	42	110	2	1		0	0	25	0		0	112	0	0		0	0	0	0		292
13:30	26	119	2	0		2	0	41	0		0	89	2	0		1	0	2	0		284
13:45	33	94	1	0		1	0	26	0		1	91	2	0		2	0	0	0		251
15:00	31	122	2	0		0	0	34	0		1	101	0	0		0	0	0	0		291
15:15	43	140	1	0		2	0	31	0		0	88	2	0		0	0	1	0		308
15:30	40	139	2	0		1	0	46	0		1	86	4	0		1	0	3	0		323
15:45	34	130	2	0		1	0	39	0		2	83	2	0		1	0	0	0		294
16:00	30	104	1	0		0	0	33	0		1	83	2	0		2	0	1	0		257
16:15	49	122	0	0		1	0	35	0		2	106	1	0		0	0	1	0		317
16:30	36	132	2	0		0	0	26	0		3	76	0	0		0	0	1	0		276
16:45	39	101	1	0		0	0	45	0		0	83	2	0		0	0	0	0		271
Total	**737**	**2410**	**26**	**1**	**0**	**22**	**1**	**828**	**0**	**0**	**19**	**2141**	**26**	**1**	**0**	**15**	**1**	**30**	**0**	**0**	**6258**
AM Peak Hr:																					**9:00**
Pk Vol	**89**	**299**	**3**	**0**	**0**	**5**	**0**	**134**	**0**	**0**	**2**	**345**	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**0**	**887**
PHF	**0.795**	**0.859**	**0.375**	**n/a**	**n/a**	**0.417**	**n/a**	**0.859**	**n/a**	**n/a**	**0.500**	**0.799**	**n/a**	**n/a**	**n/a**	**0.250**	**n/a**	**0.563**	**n/a**	**n/a**	**0.876**
MID Peak Hr:																					**12:30**
Pk Vol	**128**	**455**	**3**	**1**	**0**	**4**	**0**	**158**	**0**	**0**	**2**	**393**	**4**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**1152**
PHF	**0.762**	**0.956**	**0.375**	**0.250**	**n/a**	**0.500**	**n/a**	**0.823**	**n/a**	**n/a**	**0.250**	**0.877**	**0.500**	**n/a**	**n/a**	**0.250**	**n/a**	**0.250**	**n/a**	**n/a**	**0.9730**
PM Peak Hr:																					**15:00**
Pk Vol	**148**	**531**	**7**	**0**	**0**	**4**	**0**	**150**	**0**	**0**	**4**	**358**	**8**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**1216**
PHF	**0.860**	**0.948**	**0.875**	**n/a**	**n/a**	**0.500**	**n/a**	**0.815**	**n/a**	**n/a**	**0.500**	**0.886**	**0.500**	**n/a**	**n/a**	**0.500**	**n/a**	**0.333**	**n/a**	**n/a**	**0.9412**



Weather: Clear



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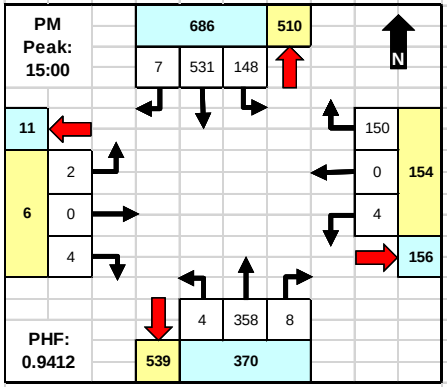

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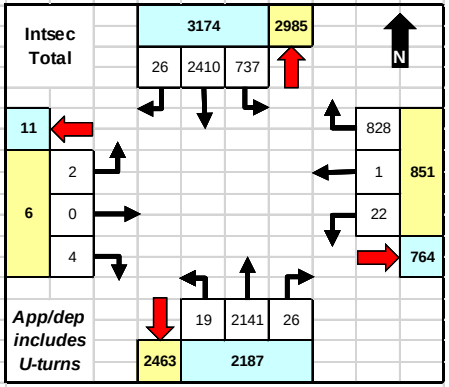

Weather: Clear

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Appendix B. Crash Data

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IncidentID	Date	IncidentOn	MP	Offset	Injury Severity	UnitTravel	FirstHarmfulEvent	CollisionManner	LightCondition
2740313	6/7/2013 2:00	US Highway 60	111	0.3	NO INJURY	4 - WEST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3244728	6/16/2017 5:52	US Highway 60	111	0.9	POSSIBLE INJURY	4 - WEST	OTHER_POST_POLE_OR_SUPPORT	SINGLE_VEHICLE	DAYLIGHT
3297913	10/29/2017 18:19	US Highway 60	111	0.5	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3170743	12/9/2016 15:39	US Highway 60	111	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE	DAYLIGHT
3210051	3/24/2017 10:52	US Highway 60	111	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3298357	10/29/2017 15:27	US Highway 60	111	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2958481	5/27/2015 11:36	US Highway 60	111	0.92	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3220709	4/9/2017 11:56	US Highway 60	111	0	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2980503	7/11/2015 11:24	US Highway 60	111	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3043244	1/28/2016 10:20	US Highway 60	111	0.1	NON INCAP INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3197494	2/18/2017 10:17	US Highway 60	111	0	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2706538	2/5/2013 18:01	US Highway 60	111	0.8	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DUSK
2817598	2/17/2014 14:31	US Highway 60	111	0	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	HEAD_ON	DAYLIGHT
3075751	4/3/2016 15:39	US Highway 60	111	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3094488	5/22/2016 14:18	US Highway 60	111	0.18	NO INJURY	3 - EAST	CURB	SINGLE_VEHICLE	DAYLIGHT
3321936	12/19/2017 18:19	US Highway 60	111	0	NON INCAP INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	HEAD_ON	DARK_LIGHTED
2806570	1/30/2014 14:20	US Highway 60	111	0.1	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE	DAYLIGHT
3199380	2/9/2017 9:47	US Highway 60	111	0	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3196535	2/17/2017 9:37	US Highway 60	111	0.14	NON INCAP INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2706536	2/28/2013 15:07	US Highway 60	111	0	NO INJURY	4 - WEST	PARKED_MOTOR_VEHICLE	ANGLE	DAYLIGHT
3199039	2/18/2017 10:19	US Highway 60	111	0	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2844331	5/6/2014 14:50	US Highway 60	111	0	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3162019	11/26/2016 23:28	US Highway 60	111	0.7	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3257079	7/30/2017 18:36	US Highway 60	111	0	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE	DAYLIGHT
3277706	9/14/2017 14:34	US Highway 60	111	0.5	POSSIBLE INJURY	3 - EAST	CURB	OTHER	DAYLIGHT
3253849	8/2/2017 8:52	US Highway 60	111	0.49	POSSIBLE INJURY	3 - EAST	CURB	SINGLE_VEHICLE	DAYLIGHT
3070194	3/8/2016 16:01	US Highway 60	111	0.4	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2725851	5/30/2013 23:51	US Highway 60	111	0.8	INCAP INJURY	4 - WEST	EMBANKMENT	SINGLE_VEHICLE	DARK_LIGHTED
2827233	4/16/2014 20:27	US Highway 60	112	0.97	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2834222	5/9/2014 2:12	US Highway 60	112	0.47	NO INJURY	4 - WEST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2997795	9/24/2015 20:11	US Highway 60	112	0.01	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DARK_LIGHTED
3029534	12/19/2015 19:23	US Highway 60	112	0.9	NO INJURY	4 - WEST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_LIGHTED
3029535	12/19/2015 19:23	US Highway 60	112	0.9	NO INJURY	4 - WEST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3294759	11/11/2017 22:54	US Highway 60	112	0	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_LIGHTED
2808410	2/22/2014 14:00	US Highway 60	112	0.5	NO INJURY	4 - WEST	CURB	SINGLE_VEHICLE	DAYLIGHT
3062231	3/2/2016 11:20	US Highway 60	112	0.97	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DAYLIGHT
3027583	12/14/2015 17:09	US Highway 60	112	0.19	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DUSK
3216654	4/13/2017 6:16	US Highway 60	112	0.67	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
2817129	3/13/2014 16:28	US Highway 60	112	0.1	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2786074	12/13/2013 14:23	US Highway 60	112	0.96	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3294760	11/15/2017 9:25	US Highway 60	112	0.72	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3169139	12/21/2016 19:44	US Highway 60	112	0.64	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	OTHER	DARK_NOT_LIGHTED
3208115	3/19/2017 10:29	US Highway 60	112	0.49	NON INCAP INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2768314	10/13/2013 20:56	US Highway 60	113	0	NO INJURY	4 - WEST	ANIMAL_PET	SINGLE_VEHICLE	DARK_NOT_LIGHTED

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2797686	1/18/2014 18:38	US Highway 60	113	0.5	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2988890	9/3/2015 12:18	US Highway 60	113	0.5	NO INJURY	3 - EAST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DAYLIGHT
3053780	2/20/2016 0:19	US Highway 60	113	0.29	POSSIBLE INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3060475	3/10/2016 9:39	US Highway 60	113	0.85	NO INJURY	3 - EAST	FIRE_EXPLOSION	SINGLE_VEHICLE	DAYLIGHT
3074602	4/14/2016 5:54	US Highway 60	113	0.7	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAWN
3202482	3/8/2017 13:20	US Highway 60	113	0.37	NO INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2754601	8/25/2013 22:57	US Highway 60	113	0.4	NON INCAP INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3156620	11/11/2016 17:56	US Highway 60	113	0.06	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DARK_NOT_LIGHTED
3223369	5/7/2017 18:08	US Highway 60	113	0.9	NO INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2953901	5/13/2015 16:19	US Highway 60	113	0.56	NON INCAP INJURY	3 - EAST	EMBANKMENT	SINGLE_VEHICLE	DAYLIGHT
2990677	9/11/2015 13:04	US Highway 60	113	0.85	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3038360	1/17/2016 17:05	US Highway 60	113	0	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3048306	2/14/2016 14:27	US Highway 60	113	0.75	NO INJURY	3 - EAST	BRIDGE_RAIL	SINGLE_VEHICLE	DAYLIGHT
3164345	12/9/2016 23:08	US Highway 60	113	0.82	NO INJURY	3 - EAST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3161613	11/27/2016 18:08	US Highway 60	113	0.56	NO INJURY	4 - WEST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2871852	9/4/2014 6:05	US Highway 60	113	0.32	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
3208111	3/23/2017 10:15	US Highway 60	113	0.2	NO INJURY	4 - WEST	FIRE_EXPLOSION	SINGLE_VEHICLE	DAYLIGHT
2880462	10/15/2014 11:52	US Highway 60	113	0.1	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3101643	7/1/2016 5:17	US Highway 60	113	0	NON INCAP INJURY	3 - EAST	GUARDRAIL_FACE	SINGLE_VEHICLE	DAWN
2871851	8/30/2014 0:32	US Highway 60	113	0.6	INCAP INJURY	3 - EAST	EMBANKMENT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3283199	10/12/2017 10:15	US Highway 60	114	0.26	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAYLIGHT
2728253	6/5/2013 20:45	US Highway 60	114	0	NO INJURY	4 - WEST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2744945	7/30/2013 3:25	US Highway 60	114	0.1	NO INJURY	4 - WEST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2786098	12/11/2013 18:43	US Highway 60	114	0.2	NO INJURY	4 - WEST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2847529	6/15/2014 17:00	US Highway 60	114	0	NO INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3029437	12/22/2015 20:45	US Highway 60	114	0.41	NO INJURY	3 - EAST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3148752	11/6/2016 20:28	US Highway 60	114	0.28	NON INCAP INJURY	3 - EAST	ANIMAL_WILD_GAME	OTHER	DARK_NOT_LIGHTED
3167542	12/12/2016 22:33	US Highway 60	114	0.47	NO INJURY	4 - WEST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3169164	12/24/2016 14:28	US Highway 60	114	0.57	NO INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3292843	11/9/2017 6:32	US Highway 60	114	0.26	NO INJURY	3 - EAST	ANIMAL_WILD_NON_GAME	SINGLE_VEHICLE	DAYLIGHT
3169206	12/24/2016 14:07	US Highway 60	114	0.34	POSSIBLE INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3193155	2/18/2017 23:06	US Highway 60	114	0.55	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DARK_NOT_LIGHTED
2939638	4/6/2015 13:00	US Highway 60	114	0.5	NO INJURY	4 - WEST	CURB	SINGLE_VEHICLE	DAYLIGHT
2834170	5/3/2014 18:28	US Highway 60	114	0.26	INCAP INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3143362	10/21/2016 12:43	US Highway 60	114	0.66	NON INCAP INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3131638	9/20/2016 21:26	US Highway 60	114	0.45	NO INJURY	3 - EAST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3216613	4/17/2017 12:50	US Highway 60	115	0.05	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3252066	7/26/2017 15:23	US Highway 60	115	0.08	NO INJURY	4 - WEST	TREE_BUSH_STUMP_STANDING	SINGLE_VEHICLE	DAYLIGHT
2724739	5/22/2013 18:25	US Highway 60	115	0.5	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAYLIGHT
2806308	2/13/2014 22:59	US Highway 60	115	0.3	NO INJURY	4 - WEST	ANIMAL_LIVESTOCK	OTHER	DARK_NOT_LIGHTED
3043243	1/20/2016 19:26	US Highway 60	115	0.02	NON INCAP INJURY	4 - WEST	CURB	OTHER	DARK_NOT_LIGHTED
3053696	2/24/2016 10:49	US Highway 60	115	0.89	NO INJURY	4 - WEST	EMBANKMENT	SINGLE_VEHICLE	DAYLIGHT
3098011	6/18/2016 21:28	US Highway 60	115	0.08	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3142827	9/19/2016 13:03	US Highway 60	115	0.29	FATAL	4 - WEST	EMBANKMENT	SINGLE_VEHICLE	DAYLIGHT

IncidentID	Date	IncidentOn	MP	Offset	Injury Severity	UnitTravel	FirstHarmfulEvent	CollisionManner	LightCondition
3131331	9/22/2016 13:44	US Highway 60	115	0.83	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3235085	5/29/2017 5:50	US Highway 60	115	0.03	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAYLIGHT
3106612	7/12/2016 9:49	US Highway 60	115	0.47	NO INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3171717	12/30/2016 18:42	US Highway 60	115	0.47	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DARK_NOT_LIGHTED
3102300	7/3/2016 8:28	US Highway 60	115	0.57	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAYLIGHT
3119589	8/12/2016 8:00	US Highway 60	115	0.03	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2968638	6/21/2015 21:38	US Highway 60	115	0.28	NON INCAP INJURY	3 - EAST	GUARDRAIL_END	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2701080	3/7/2013 10:42	US Highway 60	115	0.2	NO INJURY	4 - WEST	FENCE	SINGLE_VEHICLE	DAYLIGHT
2718000	4/15/2013 7:19	US Highway 60	115	0.2	NON INCAP INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2963597	6/14/2015 11:15	US Highway 60	115	0.15	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3024687	12/10/2015 16:21	US Highway 60	115	0.06	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
3050662	2/15/2016 9:45	US Highway 60	115	0.55	NON INCAP INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2858799	8/5/2014 8:48	US Highway 60	115	0.1	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2942384	4/2/2015 14:18	US Highway 60	115	0	POSSIBLE INJURY	4 - WEST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DAYLIGHT
3008555	11/1/2015 19:19	US Highway 60	116	0.65	NO INJURY	4 - WEST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3167880	10/16/2016 12:37	US Highway 60	116	0.07	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE	DAYLIGHT
3236898	6/7/2017 20:27	US Highway 60	116	0.14	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3264066	8/19/2017 22:10	US Highway 60	116	0.76	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2992992	9/16/2015 13:22	US Highway 60	116	0.92	NO INJURY	3 - EAST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DAYLIGHT
2902063	12/17/2014 15:30	US Highway 60	116	0.66	NO INJURY	3 - EAST	FENCE	SINGLE_VEHICLE	DAYLIGHT
3161615	11/30/2016 22:10	US Highway 60	116	0.08	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DARK_NOT_LIGHTED
2862676	8/13/2014 12:34	US Highway 60	116	0.04	NO INJURY	3 - EAST	EMBANKMENT	SINGLE_VEHICLE	DAYLIGHT
3066280	3/27/2016 0:00	US Highway 60	116	0.44	NON INCAP INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2810417	2/7/2014 20:51	US Highway 60	116	0	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3065282	3/24/2016 12:38	US Highway 60	116	0.09	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3225928	5/13/2017 16:50	US Highway 60	116	0.08	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
3252057	7/20/2017 9:14	US Highway 60	116	0.914	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2724707	5/24/2013 18:14	US Highway 60	116	0.8	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
2693409	2/6/2013 16:24	US Highway 60	116	0.7	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
2973404	7/13/2015 6:25	US Highway 60	116	0.43	NO INJURY	4 - WEST	CURB	SINGLE_VEHICLE	DAYLIGHT
2790965	12/23/2013 18:22	US Highway 60	116	0.1	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DARK_NOT_LIGHTED
2886515	11/3/2014 0:04	US Highway 60	116	0.07	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DARK_NOT_LIGHTED
2933274	3/14/2015 12:55	US Highway 60	116	0.9	INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2931508	3/12/2015 13:21	US Highway 60	116	0.07	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	ANGLE	DAYLIGHT
3171699	12/30/2016 18:50	US Highway 60	116	0	NO INJURY	3 - EAST	OTHER_FIXED_OBJECT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3220075	4/12/2017 13:12	US Highway 60	116	0.08	INCAP INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
3034798	1/2/2016 9:32	US Highway 60	116	0.1	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
2736791	6/23/2013 9:14	US Highway 60	116	0.407	NON INCAP INJURY	4 - WEST	DITCH	SINGLE_VEHICLE	DAYLIGHT
3063081	3/21/2016 16:12	US Highway 60	116	0.93	POSSIBLE INJURY	3 - EAST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2781363	11/17/2013 20:31	US Highway 60	116	0.1	NO INJURY	3 - EAST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2829842	4/4/2014 14:49	US Highway 60	116	0.1	NO INJURY	3 - EAST	OTHER_POST_POLE_OR_SUPPORT	SINGLE_VEHICLE	DAYLIGHT
3216614	4/17/2017 4:04	US Highway 60	116	0.05	POSSIBLE INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DARK_NOT_LIGHTED
2857004	7/27/2014 0:50	US Highway 60	116	0.9	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DARK_LIGHTED
2791450	12/8/2013 23:54	US Highway 60	117	0.77	NO INJURY	4 - WEST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DARK_NOT_LIGHTED

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2944958	4/21/2015 17:13	US Highway 60	117	0.9	NO INJURY	3 - EAST	CONCRETE_TRAFFIC_BARRIER	SINGLE_VEHICLE	DAYLIGHT
3062678	3/16/2016 18:47	US Highway 60	117	0.88	NO INJURY	3 - EAST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3109639	5/22/2016 17:16	US Highway 60	117	0.5	NO INJURY	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
3240977	6/21/2017 21:15	US Highway 60	117	0	NO INJURY	3 - EAST	ANIMAL_WILD_NON_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2710685	3/27/2013 21:06	US Highway 60	117	0.9	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2776735	11/16/2013 7:33	US Highway 60	117	0.8	NO INJURY	4 - WEST	BRIDGE_RAIL	SINGLE_VEHICLE	DAYLIGHT
2864781	8/19/2014 8:31	US Highway 60	117	0.38	POSSIBLE INJURY	4 - WEST	EMBANKMENT	SINGLE_VEHICLE	DAYLIGHT
2990778	9/11/2015 16:56	US Highway 60	117	0.752	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	LEFT_TURN	DAYLIGHT
2691162	2/6/2013 11:02	US Highway 60	117	0.7	NON INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3300529	12/3/2017 11:33	US Highway 60	117	0	NON INCAP INJURY	3 - EAST	GUARDRAIL_FACE	SINGLE_VEHICLE	DAYLIGHT
3239900	5/30/2017 20:02	US Highway 60	117	0.62	FATAL	4 - WEST	CURB	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3290559	11/5/2017 10:05	US Highway 60	118	0.08	NO INJURY	4 - WEST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DAYLIGHT
2837075	5/10/2014 19:54	US Highway 60	118	0.2	NO INJURY	3 - EAST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3088266	5/20/2016 21:56	US Highway 60	118	0.49	NO INJURY	3 - EAST	ANIMAL_WILD_NON_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3240980	6/17/2017 15:04	US Highway 60	118	0.97	NON INCAP INJURY	4 - WEST	FIRE_EXPLOSION	SINGLE_VEHICLE	DAYLIGHT
3299839	11/28/2017 11:15	US Highway 60	118	0.1	NO INJURY	4 - WEST	ANIMAL_PET	SINGLE_VEHICLE	DAYLIGHT
2928095	2/22/2015 14:40	US Highway 60	118	0.5	NO INJURY	4 - WEST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DAYLIGHT
3163353	12/2/2016 10:11	US Highway 60	118	0.79	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3124392	7/15/2016 14:01	US Highway 60	118	0.25	FATAL	4 - WEST	PEDESTRIAN	OTHER	DAYLIGHT
2781368	11/22/2013 14:08	US Highway 60	118	0.5	NON INCAP INJURY	4 - WEST	GUARDRAIL_FACE	SINGLE_VEHICLE	DAYLIGHT
3178563	1/1/2017 7:28	US Highway 60	118	0.14	NO INJURY	3 - EAST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DAWN
3252026	7/24/2017 12:33	US Highway 60	118	0.9	NO INJURY	4 - WEST	GUARDRAIL_END	SINGLE_VEHICLE	DAYLIGHT
2923454	1/31/2015 15:36	US Highway 60	118	0	NO INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
3234076	6/1/2017 16:30	US Highway 60	118	0.46	INCAP INJURY	3 - EAST	MOTOR_VEHICLE_IN_TRANSPORT	OTHER	DAYLIGHT
2917751	1/30/2015 10:19	US Highway 60	118	0.11	NO INJURY	4 - WEST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DAYLIGHT
3238054	5/23/2017 0:42	US Highway 60	118	0.72	NON INCAP INJURY	4 - WEST	CURB	OTHER	DARK_NOT_LIGHTED
3259810	8/12/2017 7:03	US Highway 60	118	0.34	NO INJURY	4 - WEST	TRAFFIC_SIGN_SUPPORT	SINGLE_VEHICLE	DAWN
2744631	7/17/2013 18:35	US Highway 60	118	0.2	FATAL	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	HEAD_ON	DAYLIGHT
3102588	6/28/2016 20:40	US Highway 60	118	0.95	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DARK_LIGHTED
2765537	10/10/2013 14:24	US Highway 60	118	0.5	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	SIDESWIPE_SAME_DIRECTION	DAYLIGHT
2917752	1/30/2015 10:19	US Highway 60	118	0.1	NO INJURY	4 - WEST	OTHER_NON_FIXED_OBJECT	SINGLE_VEHICLE	DAYLIGHT
3065183	2/29/2016 11:27	US Highway 60	119	0.35	FATAL	4 - WEST	OVERTURN_ROLLOVER	SINGLE_VEHICLE	DAYLIGHT
2857011	7/23/2014 13:07	US Highway 60	119	0.57	NO INJURY	4 - WEST	FIRE_EXPLOSION	SINGLE_VEHICLE	DAYLIGHT
2897555	12/5/2014 8:46	US Highway 60	119	0.28	NON INCAP INJURY	4 - WEST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DAYLIGHT
3150991	11/4/2016 22:39	US Highway 60	119	0.46	NO INJURY	4 - WEST	ANIMAL_WILD_GAME	SINGLE_VEHICLE	DARK_NOT_LIGHTED
2806312	2/12/2014 7:38	US Highway 60	119	0.912	NO INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT
2930733	3/5/2015 18:38	US Highway 60	119	0.59	NO INJURY	3 - EAST	CULVERT	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3137348	9/18/2016 2:11	US Highway 60	119	0.11	NO INJURY	4 - WEST	ANIMAL_WILD_NON_GAME	SINGLE_VEHICLE	DARK_LIGHTED
3127720	9/10/2016 21:40	US Highway 60	119	0.31	NO INJURY	3 - EAST	ANIMAL_LIVESTOCK	SINGLE_VEHICLE	DARK_NOT_LIGHTED
3267848	9/1/2017 10:05	US Highway 60	119	0.9	NO INJURY	3 - EAST	CARGO_EQUIPMENT_LOSS_SHIFT	OTHER	DAYLIGHT
2751974	8/17/2013 6:37	US Highway 60	119	0.38	NON INCAP INJURY	4 - WEST	PEDALCYCLE	OTHER	DAYLIGHT
2984472	8/14/2015 7:04	US Highway 60	119	0.79	POSSIBLE INJURY	4 - WEST	MOTOR_VEHICLE_IN_TRANSPORT	REAR_END	DAYLIGHT

Appendix C. Environmental Overview

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ENVIRONMENTAL OVERVIEW

US 60 CORRIDOR STUDY
MP 111 to MP 120
MPD0051-18

Prepared by:
Del Sol Group, LLC
319 E. Palm Lane
Phoenix, Arizona 85004

Prepared for:
HDR
20 East Thomas Road, 26th Floor
Phoenix, AZ 85012

May 2019

Del Sol Group
environment redefined

p - 480.642.9845
f - 480.642.9847
www.groupdelsol.com

319 E. Palm Lane
Phoenix, Arizona 85004

Table of Contents

1 INTRODUCTION

This Environmental Overview (EO) provides a review of environmental resources for US Highway 60 (US 60) between Milepost (MP) 111 to MP 120/State Route 74 (SR 74) in Maricopa County, Arizona (Figures 1 and 2). This EO is being prepared for Arizona Department of Transportation (ADOT) as part of MPD0051-18 US 60 Corridor Study MP 111 to MP 120 ("study"). The study is being funded by State and Federal Highway Administration (FHWA) dollars.

1.1 Project Description

The US 60 Corridor Study will review existing conditions along US 60 between MP 111 and MP 120, and assess alternatives for improvements to capacity and safety, resulting in recommendations for improvement projects. The resulting project recommendations could be included in future ADOT Five-Year Transportation Facilities Construction Programs.

1.2 Existing Conditions

US 60 is also known as the Phoenix-Wickenburg Highway throughout the study area. The north end of the study limits links to the Town of Wickenburg and US Highway 93 (US 93), which continues to northwest Arizona and Las Vegas, then north through Nevada, Idaho, and Montana, to Canada. At the south end of the study limits, US 60 continues southeast to Phoenix and has a junction with SR 74, which continues east to link to Lake Pleasant, Interstate 17 (I-17), and northern Phoenix and Scottsdale. The US 60 corridor provides a critical link between the Phoenix metropolitan area and Las Vegas.

Within the study limits, US 60 is a four-lane undivided highway with two lanes in each direction, with varying sections of left-turn lane, median, and shoulder. Within the study limits, the highway parallels the Hassayampa River and the Burlington Northern and Santa Fe (BNSF), which is located west of the river throughout the majority of the study area. The right-of-way for the US 60 Corridor is owned by the ADOT.

Properties adjacent to the roadway within the study area consist of privately-owned residential, commercial, preserve, and vacant properties, as well as Arizona State Trust, Maricopa County, and Bureau of Land Management lands (Figure 2).

2 AFFECTED ENVIRONMENT

2.1 Physical and Natural Environment

2.1.1 Topography/Physiology

The project is located in northwestern Maricopa County and includes portions of the Town of Wickenburg, Arizona. The United States Geological Survey's (USGS) "Wickenburg, Arizona" and "Wickenburg SW, Arizona" 7.5-Minute Topographic Quadrangle maps indicate the overall slope in the area is from the northeast to southwest, toward the Hassayampa River. The terrain consists of rolling hills with rock outcrops. The elevation of the existing roadway ranges from approximately 2,040 feet above mean sea level (amsl) at the north end of the project limits to approximately 1,940 feet amsl at the south end of the project limits.

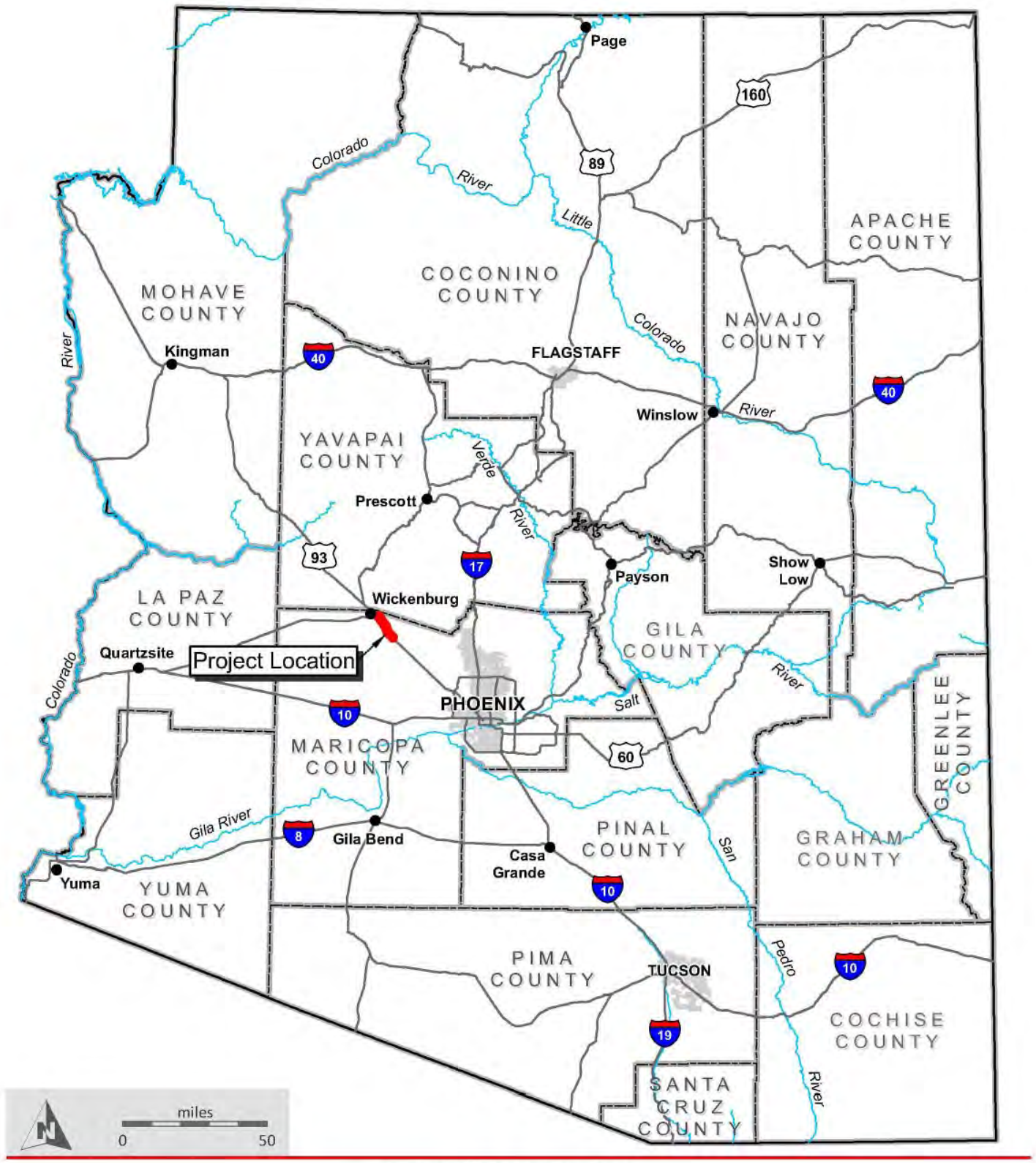

Figure 1. State Location Map

Figure 2. Study Area and Adjacent Land Use

Rock cuts abut US 60 at several locations within the study area, primarily on the eastern side of the roadway. The roadway runs parallel to the Hassayampa River throughout all but the south approximately two miles of the study limits, and sits higher than the river.

A query of the National Resources Conservation Service soils database indicates that the study area lies within the "Aguila-Carefree Area, Arizona, Parts of Maricopa and Pinal Counties" Soil Survey. The major map units within the study limits are: Anthony-Arizo complex, low precipitation (45%), Rock outcrop-Lehmans complex, low precipitation, 8 to 30 percent slopes (12%), and Nickel-Cave complex, low precipitation, 8 to 30 percent slopes (10%).

2.1.2 Vegetation

The study area lies within the Arizona Upland subdivision of the Sonoran Desertscrub biome (Brown, 1994). The Arizona Upland subdivision is the "best watered and least desert-like desertscrub in North America" (Brown, 1994). Drainage patterns in this region tend to consist of a dendritic network of channels that ultimately converge into a regional drainage, in this case the Hassayampa River. The vegetation most often takes on the appearance of a scrubland or low woodland of leguminous trees with intervening spaces held by one to several open layers of shrubs and perennial succulents.

The study area contains vegetation characteristic of the Arizona Upland subdivision of the Sonoran desertscrub biome. Overall, the parcel plant community is dominated by creosote bush (*Larrea tridentata*), velvet mesquite (*Prosopsis velutina*), and foothills paloverde (*Parkinsonia mycrophyllum*). Other common species were desert broom (*Baccharis sarothroides*), Saguaro (*Carnegiea gigantea*), and triangle-leaf bursage (*Ambrosia deltoidea*).

2.1.3 Biology

2.1.3.1 Threatened, endangered, and sensitive species

A review was conducted of the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) system (USFWS, 2019a) and the Arizona Game and Fish Department (AGFD) online environmental review tool (AGFD, 2019).

The USFWS IPaC search indicated three Endangered Species Act (ESA)-listed species as having the potential to occur in the project vicinity. Seven other Candidate Conservation Agreement or Species of Concern were noted in the AGFD search as being documented within three (3) miles of the study area. Species are summarized in Table 1.

There is designated critical habitat for the southwestern willow flycatcher and proposed critical habitat for the yellow-billed cuckoo, both located along the Hassayampa River (Figure 3). Potential implications of the corridor study on these species is discussed further in Section 3.1.2

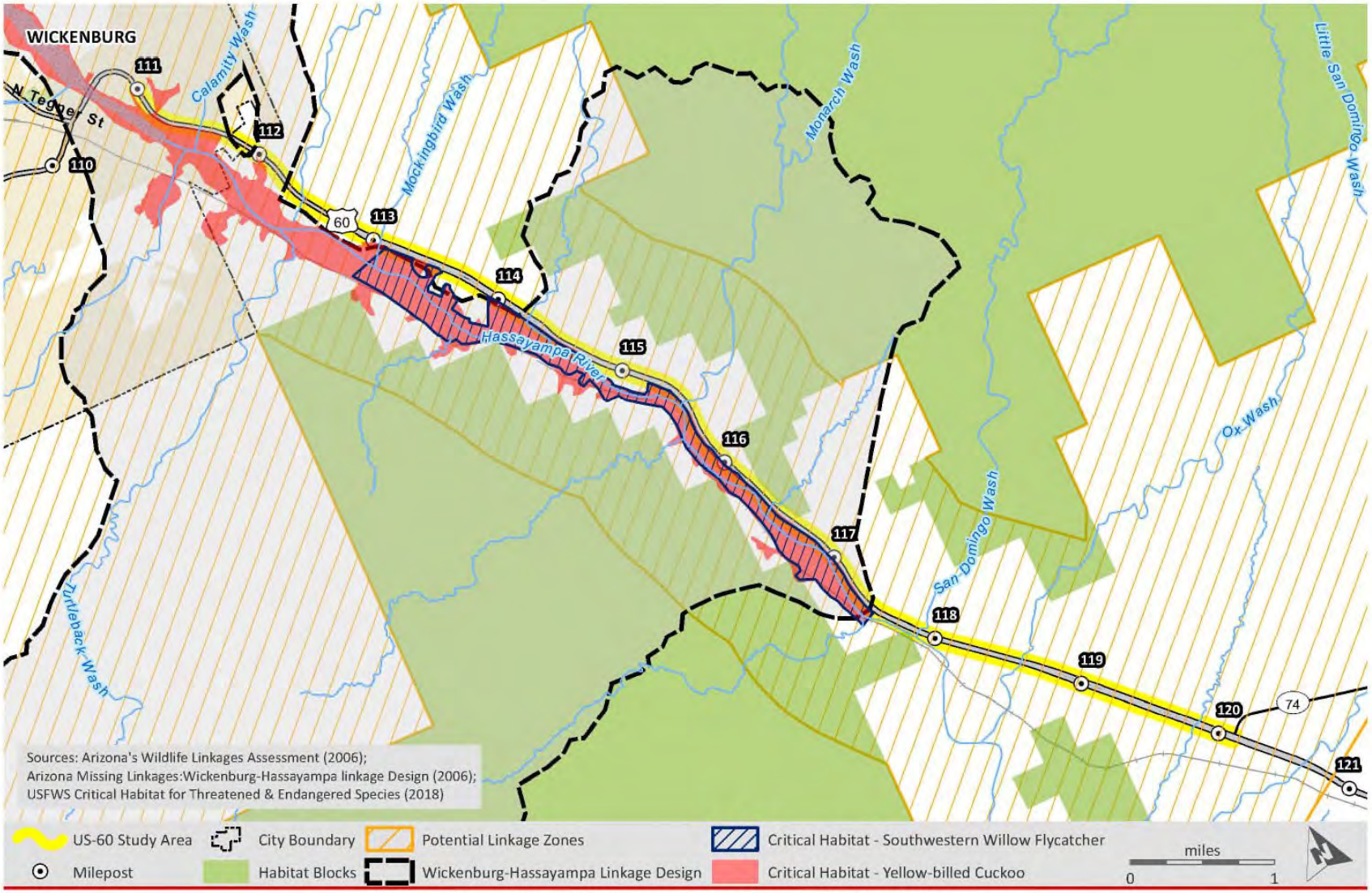

Figure 3. Habitat Blocks, Potential Linkage Zones, and Critical Habitat Areas

2.1.3.2 Table 1. Special Status Species Documented in Study Area

Table 1. Special-Status Species Documented in the Study Area

Common name	Scientific name	Status[a]	Suitable habitat present?	Critical habitat present?
Southwestern willow flycatcher	*Empidonax traillii extimus*	LE	Yes	Designated Critical Habitat
California least tern	*Sterna antillarum browni*	LE	No	No
Yellow-billed cuckoo	*Coccyzus americanus*	LT	Yes	Proposed Critical Habitat
Sonoran Desert tortoise	*Gopherus morafkai*	CCA	Yes	No
Hohokam agave	*Agave murpheyi*	SC	Yes	No
Arizona toad	*Anaxyrus microscaphus*	SC	Yes	No
Maricopa tiger beetle	*Cicindela oregona maricopa*	SC	Yes	No
Lowland leopard frog	*Lithobates yavapaiensis*	SC	Yes	No
California leaf-nosed bat	*Macrotus californicus*	SC	Yes	No
Cave myotis	*Myotis velifer*	SC	Yes	No

[a] Status Definitions: LE=Listed Endangered, LT=Listed Threatened, CCA=Candidate Conservation Agreement, SC=AGFD Species of Concern; Reference: AGFD, 2019 and USFWS, 2019a.

2.1.3.3 MBTA and BGEPA

Migratory birds are protected under the federal Migratory Bird Treaty Act of 1916 (MBTA), as amended, which prohibits injury or death to migratory birds and their active nests, eggs, and young. A permit from USFWS is required for impacts to birds protected under the MBTA. Additionally, the Bald and Golden Eagle Protection Act (BGEPA) prohibits anyone from taking, possessing, or transporting a bald eagle or golden eagle or the parts, nests, or eggs of such birds.

Table 2 indicates birds listed by the AGFD On-Line Environmental Review Tool as migratory and Species of Greatest Conservation Need protected under the MBTA, BGEPA, and Arizona state law that may occur in the study area. These and numerous other birds native to the study area that are protected by the MBTA would be expected to use habitat in the vicinity throughout the year, particularly for foraging and nesting along the Hassayampa River.

2.1.3.4 Table 2. MBTA and BGEPA Species Having Potential to Occur in Study Area

Table 2. MBTA and BGEPA Species Having Potential to Occur in the Study Area

Albert's towhee (*Melozone aberti*)	Golden eagle (*Aquila chrysaetos*)
American bittern (*Botaurus lentiginosus*)	LeConte's thrasher (*Toxostoma lecontei*)
American peregrine falcon (*Falco peregrinus anatum*)	Lincoln's sparrow (*Melospiza lincolnii*)
Bald eagle (*Haliaeetus leucocephalus*)	Lucy's warbler (*Oreothlypic luciae*)
Bell's vireo (*Vireo bellii arizonae*)	Marsh wren (*Cistothorus palustris*)

Brewer's sparrow (*Spizella breweri*)	Mouring dove (*Zenaida macroura*)
Brown-crested flycatcher (*Myiarchus tramulus*)	Pacific Wren (*Troglodytes pacificus*)
Common black hawk (*Buteogallus anthracinus*)	Red-naped sapsucker (*Sphyrapicus nuchalis*)
Costa's hummingbird (*Calypte costae*)	Sage thrasher (*Oreoscoptes montanus*)
Eastern meadowlark (*Sturnella magna*)	White-winged dove (*Zenaida asiatica*)
Gambel's quail (*Callipepla gambelii*)	Wood duck (*Aix sponsa*)
Gila woodpecker (*Melanerpes uropygialis*)	Yellow warbler (*Setophaga petechia*)
Gilded flicker (*Colaptes chrysoides*)	Sprague's pipit (*Anthus spragueii*)
Gray flycatcher (*Empidonax wrightii*)	

Reference: AGFD, 2019

2.1.3.5 Wildlife movement corridors

The approximate northern two-thirds of the study area lies within the Wickenburg-Hassayampa wildlife corridor (AGFD, 2019). Specifically, two large drainages cross the study corridor and serve as wildlife passages along the San Domingo and Ox washes (Figure 3; AGFD, 2018).

Design alternatives should consider maintaining wildlife movement corridors by allowing for access through culverts under the highway and/or wildlife bridges in high traffic areas. Additional coordination with the AGFD is on-going to determine areas of wildlife access.

2.1.4 Hydrology

The study corridor lies within the Hassayampa River drainage area of the Middle Gila watershed (USGS Hydrologic Unit Code 15070103). The Hassayampa River flows north to south parallel to the US 60 along the northern two thirds of the study length, then turns south. Separate, distinct tributary washes flow toward the Hassayampa from the west and the east. Washes approaching from the west flow directly into the river. Washes from the east are intercepted by culverts which convey flow under the highway.

2.1.4.1 Clean Water Act Section 402

The Arizona Department of Environmental Quality (ADEQ) administers the Arizona Pollutant Discharge Elimination System (AZDPES) General Permit for Stormwater Discharges Associated with Construction Activities (Construction General Permit AZG2013-001) for construction projects exceeding one acre in size. Development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) including erosion control best management practices and a monitoring plan are typically required prior to construction.

The reach of the Hassayampa River through the study area is a Category 2 water (Attaining Some Uses) per the 2016 Clean Water Act Assessment, with exceedances for Dissolved Oxygen, E. coli, and bottom deposits (Condon and Jones, 2016).

2.1.4.2 Clean Water Act Section 404

Regulated under Section 404 of the Clean Water Act, waters of the United States (Waters) are defined as encompassing navigable Waters, including tributaries and adjacent wetlands where dredge or fill material requires a permit from the U.S. Army Corps of Engineers (33 CFR Part 328.3).

The Hassayampa River, the washes directly tributary to the river such as Mockingbird Wash, and other washes in the study area, are likely to be considered Clean Water Act Section 404 Waters.

2.1.4.3 FEMA Floodplain

The following Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels cover the study limits: 04013C0328L, 04013C0329L, 04013C0340L, 04013C0345L (all effective October 16, 2013), and 04013C0735M (effective November 4, 2015).

The FEMA FIRM indicates that the Hassayampa River and several of its tributaries within the study corridor lie within Zone AE 100-year floodplain with a delineated floodway. The US 60 is located in a Zone X (shaded) except for a few locations where the Zone A/AE 100-year floodplain inundates the roadway.

2.1.4.4 Wetlands and Riparian Areas

The USFWS National Wetlands Inventory (USFWS, 2019) documents known wetlands and riparian habitats. The main channel of the Hassayampa River and the tributary washes are identified in the inventory as R4SBC, described as seasonally- flooded, intermittent, riverine streambed. Areas of the overbank of the Hassayampa River are identified as either PSSC, described as seasonally-flooded, scrub-shrub, non-tidal wetland, or PFOC, described as seasonally-flooded, forested, non-tidal wetland.

2.1.5 Noise

Sensitive noise receptors in the study area include residents and businesses along the east and west sides of the US 60 corridor.

2.1.6 Air Quality

The central and southern portion of the study area, south of MP 117, lies within the boundaries of the 8-hour Ozone non-attainment zone (ADEQ, 2019). The 2015 8-hour Ozone standard is 0.070 parts per million (ppm) with 2018 monitoring data averaging 0.078 ppm (MAG, 2019b).

2.1.7 Hazardous Materials

A query was conducted for the study area using the ADEQ interactive eMaps online mapping system and the ADEQ searchable database for Leaking Underground Storage Tanks (LUST). Two confirmed LUST cases are located within or near the study area, at L & N Service Fuel Stop and Wickenburg Shell Station (ADEQ, 2019a). A review of each case will be considered during final design to determine proximity to the study corridor. Potential impacts are further discussed in Section 3.1.6.

2.1.8 Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1996 (49 USC 303) restricts the use of any publicly-owned park, recreation area, wildlife and waterfowl refuge, or any significant historic site that either is on or is eligible for listing on the National Register of Historic Places.

There are two Section 4(f) resources within the study area: the Hassayampa River Preserve and the proposed Vulture Mountain Recreation Area (TNC & MCPR, 2019a and 2019b).

2.2 Socioeconomic Environment

2.2.1 Land Use

The current US 60 roadway is within right-of-way maintained and managed by ADOT. Properties adjacent to the roadway within the study area consist of privately-owned residential, commercial, preserve, and vacant properties, as well as Arizona State Trust, Maricopa County, and Bureau of Land Management lands. An ADOT-maintained Hassayampa Rest Area is located near MP 116.

2.2.2 Socioeconomics

Census block groups along the study corridor (Figure 4) were reviewed in the 2010 Census data and the 2017 estimate data (US Census Bureau, 2019). Table 3 presents age, ethnicity, median income, and unemployment demographics from the 2010 and 2017 data.

As noted in Table 3, populations have increased nearly 10% near Wickenburg in Census Tract 405.02 whereas other areas have decreased. This appears consistent throughout the State of Arizona as other municipalities have outpaced growth in rural communities throughout the State. In rural areas, the increase in Asian and Hispanic/Latinos is shown within Census Tracts 405.15 and 405.18

2.2.2.1 Table 3. Demographics within the Study Area

Table 3. Demographics within the Study Area

Demographic	Census Tract 405.02		Census Tract 405.15		Census Tract 405.18	
	2010	2017	2010	2017	2010	2017
Population	4,738	5,110	4,319	4,652	5,402	7,038
Median Age	48.9	51.2	53.5	55.0	37.3	41.3
Black or African American	1.5%	0.0%	0.9%	0.0%	1.9%	0.0%
American Indian and Alaska Native	0.0%	3.3%	0.2%	1.2%	0.4%	0.0%
Asian	0.0%	0.1%	0.0%	0.2%	1.0%	3.9%
Native Hawaiian and Other Pacific Islander	0.0%	0.2%	0.0%	0.0%	1.8%	0.0%
Two or More Races	2.8%	1.3%	0.4%	0.6%	7.0%	0.9%
Hispanic or Latino	16.3%	16.3%	21.9%	27.8%	12.7%	20.8%
White/Caucasian	87.8%	93.2%	92.1%	95.2%	81.0%	83.9%
Median household income	$35,524	$40,434	$47,120	$52,911	$59,702	$68,192
Unemployment	11.0%	1.2%	9.7%	5.1%	5.0%	3.1%

Reference: US Census Bureau, 2019.

Figure 4. Census Tracts and Block Groups

2.2.3 Title VI/Low-Income Populations

Title VI of the Civil Rights Act of 1964 and Executive Order 12898 give guidance on identifying sensitive populations to ensure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity on the basis of race, color, national origin, age, sex, and disability. A review of Environmental Justice concerns would be conducted during individual project design.

2.2.4 Right-of-Way

Right-of-way for the US 60 corridor is owned by ADOT and varies between 200 and 300 feet in width. Adjacent land ownership is a mixture of private, Arizona State Trust, and Bureau of Land Management lands. Right-of-way owners would be determined during design of each project resulting from the study.

2.2.5 Utilities

Existing utilities within the study area likely include water, sewer, storm drain, telecommunications, and power. Utility coordination to identify specific utilities within the project limits would occur during the design stage of each project resulting from the study.

2.3 Cultural Resource Environment

In order to determine the extent of prior cultural survey and previously-identified cultural sites, a review was conducted of: the AZSITE database maintained by the Arizona State Museum; the General Land Office (GLO) database; historic USGS topographic maps; the National Register of Historic Places (NRHP); and the ADOT Historic Preservation Team Portal. Results from the database reviews are summarized in Tables 4 and 5.

A total of fourteen (14) prior cultural surveys have been recorded as overlapping the study area, with five (5) of those being associated with transportation-related projects. Two (2) previously identified cultural sites were noted, including a Hohokam habitation site and the US 60 historic roadway (PaleoWest, 2019). The historic context of the US 60 corridor is the affiliation with mining, ranching, homesteading, commerce and economic development (BLM, 2005).

2.3.1 Table 4. Previous Survey Projects within the Study Area

Table 4. Previous Survey Projects within the Study Area

Reference Number	Name	Author(s)	Year
1991-141.ASM	Cultural Resources Surveys of three Highway 93 Right-of-Way Segments in Northwestern Maricopa County	Hathaway	1991
1992-303.ASM	U.S. 60, Wickenburg	Stone and Stone	1992
1992-6.ASM	Hassayampa Rest Area	Stone	1992
1998-394.ASM	U.S. 60, Mileposts 119.92–120.30, and S.R. 74, Mileposts 0.0–0.3	Shepard	1998
2001-536.ASM	ADOT Wickenburg Maintenance Yard	Garcia and Folb	2001
2001-780.ASM	APS 69K Power Line	Bauer and Rogge	2001
2003-1250.ASM	San Domingo Wash Materials Pit	Mitchell and Ryden	2003

Table 4. Previous Survey Projects within the Study Area

Reference Number	Name	Author(s)	Year
2003-1379.ASM	U.S. 93: Wickenburg Bypass	Punzmann; Moreno et al.	2001; 2003
2003-670.ASM	U.S. 60, Mileposts 111.26 and 112.80	Touchin and Brodbeck	2003
2004-1046.ASM	U.S. 60, Mileposts 111.26 and 112.80	Touchin	2004
2009-770.ASM	PHO Allah	Erickson and Rogge	2009
ADOT	APS T5- to T-9 500kV Transmission Line	Rogge and Erickson	2007
ADOT	Supplemental Evaluation of Culvert Feature 4 (of AZ T: 2:30(ASM) on U.S. 60, near Wickenburg	Stone	1992
A:2:1 GP	AZSITE	AZSITE	AZSTE

2.3.2 Table 5. Previously Recorded Cultural Resources within the Study Area

Table 5. Previously Recorded Cultural Resources within the Study Area

Site No. / Name	Affiliation	Site Type	NRHP Eligibility Status
AZ V:2:101(ASM), AZ T:2:30(ASM) / U.S. 60	Euro-American (A.D. 1900–1950)	Road	Determined eligible; Criteria A, C, and D (11/13/2001)
AZ T:2:66(ASM)	Hohokam (A.D. 200–1500)	Structure / Artifact Scatter	Recommended eligible; Criterion D

3 ENVIRONMENTAL CONCERNS

3.1 Physical and Natural Environment

3.1.1 Land Form

There are no concerns associated with the project regarding changes to the existing topography. During design, project components are likely to occur within the existing transportation corridor with minimal impact to existing landforms.

3.1.2 Sensitive Species/Habitat

As discussed in Section 2.1.3, sensitive species could occur within the study area. Impacts to sensitive species or habitats will be evaluated during the design process. Design alternatives should consider maintaining wildlife movement corridors by allowing for access through culverts under the highway and/or wildlife bridges in high traffic areas. Specifically, federal land managed by the Bureau of Land Management (BLM) near MP 116.5, may be considered for a future wildlife corridor crossing (AGFD, 2018).

Additional coordination with the AGFD is on-going to determine areas of wildlife access.

3.1.3 Water Quality

3.1.3.1 Clean Water Act Section 402

If a project within the study corridor will include greater than one acre of ground disturbance, submittal of a Notice of Intent to comply with the ADEQ AZDPES General Permit for Stormwater Discharges Associated with Construction Activity (Construction General Permit AZG2013-001) will be required. Development and implementation of a SWPPP including erosion control best management practices would be required in compliance with this permit.

3.1.3.2 Clean Water Act Section 404

Projects within the study corridor would require review with regards to work within or adjacent to potential jurisdictional Waters of the US. If work within potentially jurisdictional Waters would occur as a result of the project, review, and potentially permitting, under Regional General Permit 96 (US Army Corps of Engineers, 2016), held by ADOT, would be required.

3.1.3.3 FEMA Floodplain

If a project within the study area would occur within a mapped FEMA 100-year floodplain, analysis of the impacts of the project components on the 100-year water surface elevations may be required. Coordination with the Flood Control District of Maricopa County, who administers FEMA floodplains within Maricopa County, may be required.

3.1.4 Noise

Due to the presence of sensitive noise receptors along the study corridor, projects that would result in an increase in traffic capacity may require a quantitative noise analysis. A qualitative noise analysis would be required for projects which would not result in an increase in traffic capacity.

During individual projects, construction-related noise impacts to nearby receptors would be sporadic, temporary, and localized. However, construction-related noise would need to be evaluated regarding any negative impacts it may have on the ESA-listed species found in the study area. For example, restricting construction to certain times of day or certain months of the year may lessen impacts to ESA- and MBTA-listed bird species which inhabit the study area or use it for foraging.

3.1.5 Air Quality

Project construction would cause local ambient air quality to be only temporarily impacted by fugitive dust and gaseous emissions from construction equipment. Effects would be sporadic, temporary, and localized, and would not be expected to adversely affect offsite ambient air quality or result in nonattainment of national ambient air-quality standards.

Long-term increase in particulate matter may occur as a result of the project due to the increased roadway capacity. The project should be reviewed for compliance with the State's Implementation Plan (ADEQ, 2019b), specifically projects located in the central to southern portion of the study corridor.

3.1.6 Hazardous Materials

During project design, an updated database review would be required to determine open- case status with ADEQ and location of the project in relation to confirmed/open LUST cases. Additionally, site review of each project's limits is recommended to identify any new or undocumented hazardous materials. A Phase I Environmental Site Assessment for hazardous materials may also be completed prior to any new property acquisitions.

3.1.7 Section 4(f) Resources

For each project within the corridor study area, Section 4(f) resources within or adjacent to the project limits would be identified. In addition to identifying any publicly-owned parks, recreation

areas, and wildlife or waterfowl refuges, the cultural resource reviews and surveys prepared for the project would be reviewed for potential register-eligible sites.

If Section 4(f) resources are identified for the project, coordination with the resource owner/agency would occur, and a determination of use of and impacts to the resource would be made (FHWA, 2012).

3.2 Socioeconomic Environment

3.2.1 Relocations

It is not anticipated that relocations would be required as part of projects resulting from the corridor study.

3.2.2 Land-Use Change/Employment Impacts/Access

The study area is currently utilized for transportation use. Any changes to transportation use, including right-of-way encroachment, would be handled by ADOT.

3.2.3 Title VI/Low-Income Populations

A review of Title VI, low income and minority population concerns would be conducted during project design; however, no concerns are anticipated.

3.2.4 Right-of-Way Acquisitions

Although projects would be anticipated to occur within existing ADOT right-of-way, the need for additional right-of-way or temporary construction easements would be assessed during the design stage of each project.

3.2.5 Neighborhood/Community Cohesion

No adverse impacts to neighborhoods or community cohesion is anticipated to occur. Neighborhood and community cohesion would be assessed when specific projects are proposed.

3.3 Cultural Resource Environment

Approximately 62% of the US 60 corridor right-of-way has been surveyed to current standards. The remaining area has either not been surveyed or was surveyed to outdated standards. For each project within the corridor, it is recommended to review the databases for the specific project's limits. Areas with no prior survey or with outdated survey would require new survey.

Design alternatives should address the cultural resource environment by attempting to avoid known cultural resources. Coordination with the State Historic Preservation Office (SHPO) will occur during design phases.

4 CONCLUSIONS

This document has been prepared in support of ADOT's study of the US 60 corridor between MP 111 and MP 120. The existing environmental resources and preliminary potential impacts described herein would be used as a basis for completing environmental documentation for projects within the corridor, as required to meet federal requirements in accordance with National Environmental Policy Act (NEPA).

5 COORDINATION

In accordance with the requirements of NEPA, additional scoping to federal, state, and local agencies and adjacent property owners may be necessary during project design. The primary objective of the scoping effort is to solicit public comments and identify potential issues and concerns.

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Appendix D. Study Public Survey Report

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US 60 Corridor Study
DRAFT2 Public Survey Report
September 25, 2019

Introduction

US 60 serves as Wickenburg's principal connection to the Phoenix metropolitan area. An increase in through-traffic, along with increased local traffic that uses US 60, is contributing to congestion and safety concerns for the route. The US 60 Corridor Study is identifying and evaluating improvement alternatives on US 60 between milepost 111 and 120, and will recommend feasible solution(s) to improve safety and ease of travel on this stretch of the highway.

This report summarizes and reports the results of a survey that was released to the Wickenburg community on August 7, 2019 and available through September 6, 2019. The survey was designed to solicit input from the community about what improvements are needed on this stretch of roadway. The survey asked the following questions:

1. There are many driveways and streets along this section of US 60. Are there any access points (streets or driveways) that cause you concerns? Why?
2. If the two-way left turn lane section of US 60 were replaced with a median (in this case, a curbed roadway divider with occasional openings for left-turning vehicles), where would you want to see median crossings?
3. Crashes involving animals (livestock, wildlife, pets) are common along this section of US 60. Have you experienced animals along this section of US 60? Where?
4. Do you have any specific concerns or comments on this section of US 60?

Publicizing the Survey

The survey was available online and in hard copy, in both English and Spanish. Appendix A includes a copy of the survey. A half-page advertisement was placed in the Wickenburg Sun (pictured at right) on August 7, 2019 and August 21, 2019. ADOT advertised the week of August 14 on KSWG 96.3 FM, Arizona's Real Country, Wickenburg's local radio station. The radio advertisements included 38 30-second commercials Monday through Sunday 6 a.m. – 11 p.m.; a linked (300x250) web banner ad; an e-mail blast to REAL COUNTRY listeners; and a Facebook post to REAL COUNTRY listeners.

August 7, 2018 THE WICKENBURG SUN Page A-3

Hotel plans

(from the front page)

"I can remove all those buildings right now, and open up a big vacant lot and put a big sign on it that says 'hotel site – for sale.'"
– Jeff Davis, ARW partner

Jake's Spoon

Introducing Taco Tuesday and Bistro Dinner Saturday at Jake's Spoon

Call to make your reservations | (928) 445-8117

3450 Club Terrace Way | www.wickenburgranch.com

Arizona Department of Transportation Pre-Construction Survey

US 60 CORRIDOR STUDY BETWEEN CAREFREE HIGHWAY (SR74) AND THE ROUNDABOUT AT US 93

ADOT Needs Your Input!

Do you travel on US 60 between State Route 74 and the roundabout at US 93? ADOT is taking a look at this segment of highway and wants to hear from you!

¡ADOT Necesita Su Participación!

¿Viaja en la US 60 entre Ruta Estatal 74 y la glorieta en la US 93? ADOT está evaluando este segmento de la carretera y quiere saber su opinión.

HOW TO PROVIDE INPUT/ CÓMO PROPORCIONAR ENTRADA:

- Please visit https://azdot.gov/US60Wickenburg and fill out a brief survey. Surveys are also available at the Wickenburg Public Library, Wickenburg Town Hall, or by calling 928-777-5986.
- Visite https://azdot.gov/US60Wickenburg y complete una breve encuesta. También están disponibles las encuestas en la Biblioteca Pública de Wickenburg, el Ayuntamiento de Wickenburg, o por llamar al 928-777-5986.

SURVEY DEADLINE/ FECHA LÍMITE DE LA ENCUESTA:

- Comments are requested by September 6, 2019.
- Se piden sus comentarios antes del 6 de septiembre de 2019.

Project Area Map/ Proyecto Mapa de la zona

WICKENBURG

WHITTEMAN

ADOT U.S.Department of Transportation Federal Highway Administration

ADOT PROJECT MPD0051-18 US 60 CORRIDOR STUDY MP 111 TO MP 120

The study team also distributed surveys door-to-door along the corridor and provided printed copies of the survey at both Wickenburg Town Hall and the Wickenburg public library for people who preferred hard copy to online. The survey included email and mailing address options for hard copy responses.

Business visited along the US 60 corridor were as follows:

60 West Gallery
Academy of Early Learning
All Title and Design Co
Anita's Cochina
Antiques & Artisans
Award Realty
AZ Auto Tech
AZ Highway Patrol
AZMVD
Aztec Villas
Bedoians Bakery & Bistro
Best Western
Big O
Burger King
Cactus Maddy's
Chapparrel Ice Cream
Cliff Rose Café
Community First Health Care
Cowboy Casitas
Cowboy Cookin'
Desert Cypress RV Park
El Grande Taco Logo
Farmers Insurance
Forest View Realty
G Lazy B Trailer Park
Gramma Lizard
Green Spot Nursery
Hassayampa BBQ
Hassayampa Vet
High Desert Flooring
HorseShoe Café
Isabille's Parlour Yarn Boutique
Jonas Chrysler Jeep Dodge
K-9 Clips
K9 Connection
K9 Korral
Lewis Welding Supplies
Li's Chinese Food
Liberty Haven Ranch
M2 Ink Tattoo
McDonalds
Mecca Mexican
Nest Home
NRS Trailers
Perfect Peach
Peterson Real Estate
Pizza Hut
Quality Inn
Rancho 7 Restaurant
Riata Saddle
River Rentals
Robbies Grooming
Rollin' Hogan RV Park
Shields Custom Homes
Shell station
Son Silver West
Sonoran Desert Realty
Southwestern Equipment
Spurs Café
Subway
Sunbird Trailer
Taco Bell
Tasty
The Meadows
Trader J's Gifts
TX Hay Sales
Weight Loss of Arizona
Wickenburg Candy Co
Wickenburg Station Ice Cream

At locations likely to be frequented by locals, (e.g., Big O, Trailer Parks, Welding Supply Store, Jonas Jeep, Dodge, etc.) the team provided extra printed copies of the notices for customers to

take and fill out. General suggestions and comments received during business visits included the following:

- Possibly install a flashing yellow/slow down/yield light before the roundabout.
- Speed Cameras that show your speed are needed before the roundabout and along US 60.
- Police need to enforce the speed along US 60.

ADOT received 183 Completed surveys. A total of 113 respondents provided email addresses to receive project updates. Appendix B includes the individual responses to the questions. A summary of the feedback is as follows:

In response to questions 1 and 4, where respondents were asked to indicate locations of concern along the corridor, the location cited were as follows (alphabetical order):

- 0.2 mile north of SR 74
- 265th Avenue
- 271st Ave
- 288th Avenue (MP 115, Skip-In-Hills Ranch)
- 296th Avenue
- ADOT Rest Area MP 116
- All fuel stations and fast food restaurants
- Aztec Mobile Park
- Castle Hot Springs Road
- Cowboy Cooking
- Driveway at MP 112
- Gates Road
- Garden City Hill
- Hassayampa River Preserve
- Hassayampa Vet
- Herndon Road
- Intersection of Rockaway Hills and US 60 at Morristown
- Jones Ford
- McDonalds/Subway at Jack Burden Road, El Recreo and Remuda Ranch Rd
- Mills Painting
- Mockingbird Lane
- Morristown post office
- Multiple driveways SR 74 – MP 114
- North San Domingo Peak Trail MP 118
- Quiet Hills Drive MP 117
- Rockaway Hills at Morristown
- RV Parks
- Shell Station at 530 E. Wickenburg Way
- SR 74 Carefree Highway
- Sullivan Street
- Shell Station at 530 E Wickenburg Way
- Street by post office
- Stretch between Quality Inn and the Horspitality RV Park

Issues of Concern and Suggestions:

- Bicycles and pedestrians use shoulder (runners)
- Speeding
- U-turns
- Signals might help
- Sight distance issues caused by blind corners, grade changes, vegetation, and truck parking
- Need longer turn bays; current turn bays are too short
- Roundabouts—needs better markings and signage. People don't know how to use them.
- Rockfall near the rest stop
- Need better lighting
- Pavement condition is poor—maintenance concerns, including lack of regular trimming of shrubbery
- Water puddles on roads when it rains
- Need for alternative limited access option (i.e., bypass) mentioned by some
- Acceleration/deceleration lanes
- Flashing speed limit signs, especially at transitions from one speed limit to another
- Need better speed control/signage
- Need more dedicated turns lanes (left and right)

Medians

Of the 142 responses to this question, 36, or 25 percent, expressed specific opposition to the idea of raised medians, and when asked where breaks would be needed, many comments cited numerous locations – e.g., "for all residents and businesses."

Wildlife

More than half of the responses indicated no experienced with wildlife crashes. Those that did have experience indicated the following locations:

- Near the Hassayampa River Preserve and the ADOT rest area
- Wickenburg Nature Conservancy Area
- From SR 74 to the rest area
- Cattle on the highway between MPs 114 and 111
- MP 116-118
- Coyotes and javalina, usually where there is open areas
- Hit a deer at MP 115

How the Team will Use this Information

The input received from the community will be shared with the entire study team and the Technical Advisory Committee, and will be taken in to consideration as the team develops recommendations for improvements. It is intended that the community will see that their input has been considered and used. When recommendations are developed, ADOT will present them to the Town of Wickenburg along with an accounting of how the recommendations reflect the community input.

Appendix A—Survey
English and Spanish versions

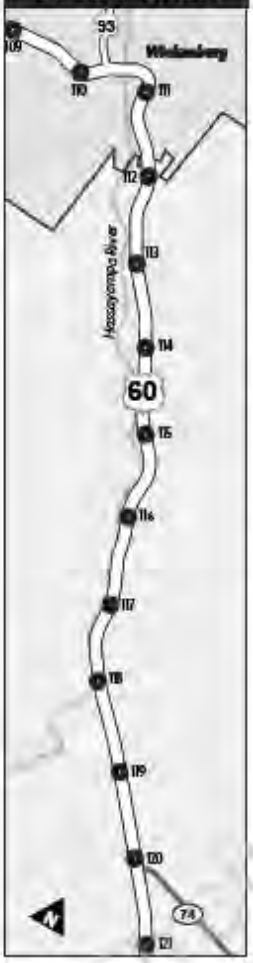
ADOT

60 US 60 CORRIDOR STUDY *(State Route 74 to Wickenburg)* SURVEY

The US 60 Corridor Study is evaluating improvements for US 60 between SR 74 and the Hassayampa River to recommend feasible solutions to improve safety and ease of travel on this stretch of the highway. An increase in traffic that uses US 60, is contributing to congestion and safety concerns for the route.

As part of our outreach for this study we are conducting a survey to gather input on the corridor. Please assist us by providing your comments on the topics noted here, or feel free to comment on other issues of concern regarding the route. Additional information, and an electronic version of this survey may be found at ADOT's webpage at **https://azdot.gov/US60Wickenburg.**

STUDY AREA



1. There are many driveways and streets along this section of US 60. Are there any access points (streets or driveways) that cause you concerns? Why?

2. If the two-way left turn lane section of US 60 were replaced with a median (in this case, a curbed roadway divider with occasional openings for left-turning vehicles), where would you want to see median crossings?

3. Crashes involving animals (livestock, wildlife, pets) are common along this section of US 60. Have you experienced animals along this section of US 60? Where?

4. Do you have any specific concerns or comments on this section of US 60? (feel free to take as much space as needed)

5. Would you like to be added to the email list to keep involved in planning for this section of US 60? ☐ YES ☐ NO

Please return survey by using the following methods:

Online: https://azdot.gov/US60Wickenburg
Email: michael.labianca@hdrinc.com
Mail: HDR Engineering | 20 E. Thomas Road, Suite 2500 | Phoenix, AZ 85012-3118
Attention: Michael LaBianca

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Deborrah Miller at 928.777.5986 or DMiller5@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Name _____

Address _____ City _____ State _____ ZIP _____

Email _____

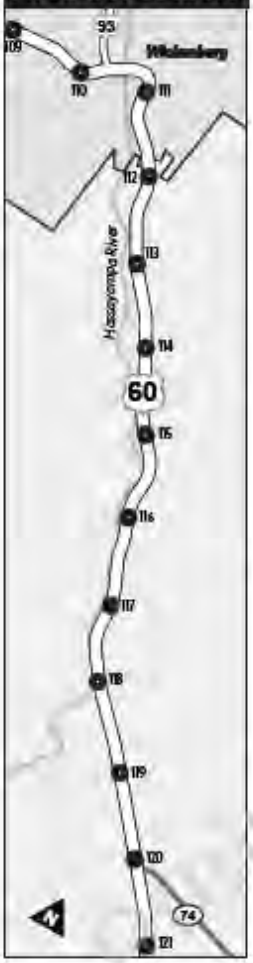
ENCUESTA ADOT

60 ESTUDIO DEL CORREDOR US 60 *(La Ruta Estatal 74 hasta Wickenburg)*

Los miembros del equipo del Estudio del Corredor US 60 están evaluando mejoras para la US 60 entre la Ruta Estatal (SR, por sus siglas en inglés) 74 y el Río Hassayampa con el fin de recomendar soluciones viables para mejorar la seguridad y la facilidad del tráfico en esta parte de la carretera. Un aumento en el volumen del tráfico que usa la US 60 contribuye a ciertas preocupaciones respeto a la congestión y la seguridad de esta ruta.

Como parte de nuestros esfuerzos de alcance para este estudio, estamos llevando a cabo una encuesta para recopilar los comentarios en cuanto al corredor. Por favor, ayúdenos por darnos sus comentarios en los temas notados a continuación, o no dude en comentar sobre otras preocupaciones respeto a esta ruta. Puede obtener información adicional y una versión electrónica de esta encuesta en la página web de ADOT **https://azdot.gov/US60Wickenburg.**

Área del estudio



1. Hay muchos caminos para el auto y calles a lo largo de esta sección de la US 60. ¿Hay puntos de acceso (calles o caminos para el auto) que le preocupan? ¿Por qué?

2. Si el carril de dos sentidos para dar vuelta a la izquierda de la carretera US60 fuera reemplazado por un camellón central (en este caso una división con cordón con ciertas aperturas para los carros que van a dar vuelta a la izquierda), ¿en dónde le gustaría ver cruces en el camellón?

3. Las colisiones con animales (ganado, vida salvaje, mascotas) son comunes a lo largo de esta sección de la US 60. Ha encontrado animales a lo largo de esta sección de la US 60? ¿Dónde?

4. ¿Tiene alguna preocupación o algún comentario especifico sobre esta sección de la US 60? (no dude en usar tanto espacio como sea necesario)

5. ¿Quisiera ser agregado a la lista de correo para continuar a participar en la planificación de esta sección de la US 60? ☐ YES ☐ NO

Favor de devolver la encuesta por los siguientes métodos:
En línea: https://azdot.gov/US60Wickenburg
Correo Electrónico: michael.labianca@hdrinc.com
Correo: HDR Engineering | 20 E. Thomas Road, Suite 2500 | Phoenix, AZ 85012-3118
Atención: Michael LaBianca

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Deborrah Miller al 928.777.5986 o en DMiller5@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Nombre _____

Dirección _____ Ciudad _____ Estado _____ Código Postal _____

Correo Electrónico _____

Appendix B—Individual Responses

Question 1: There are many driveways and streets along this section of US 60. Are there any access points (streets or driveways) that cause you concerns? Why?

The entrance to Quiet Hills Dr. Coming east from Wickenburg, the left turn lane from US60 to Quiet Hills is very short. Travelers tend to tailgate when slowing to get into the turn lane.
Access to Quiet Hills drive, just past MM 117. Speeding is a problem in both directions. Also, certain property owners heading north from Wickenburg area, must make a U turn at our roadway in order to access their property. These are safety concerns. Turn lanes need to be cleaned of debris & gravel more often as these are safety concerns particularly for motorcycle riders.
No, I think you have done a good job along I-60, the shoulder is wide enough to turn right and you have a left lane access to get into our neighborhood. Thanks for the great job!
Yes, I live off of Quiet Hills Drive and at certain times of the day, it is almost impossible to make a left on to 60. Also when going east on 60 and turning left on to Quiet Hills Dr, it's hard to slow down to make the turn especially when there are cars behind you doing 70 mph.
The southbound left turn lane at Quiet Hills drive is extremely short when people are behind you and going Northbound and turning East off of the 60 onto Quiet Hills drive is perilous when people are behind you.
We own property on Quiet Hills Drive, which connects directly to Hwy 60. The southbound turn lane is very short - would be nice if it was longer and wider. A northbound turn lane would also be great.
People Drive To Fast on the Section Before Wickenburg. Entering Quiet Hills Drive and other driveways from 60 is dangerous. Hy 60 needs more road maintenance as well. The Speed Limit is too fast entering Wickenburg and not enforced. The roundabout entering Wickenburg has had accidents, Too many semis and not enough turning room and the paint needs to be redone!!!!
Yes. The Quiet Hills Drive exit org 60. Not enough room for southbound traffic to slow down and turn into either Quiet Hills Drive or the subdivision to the south of Quiet Hills Drive.
Access into the Hassayampa River Preserve and the ADOT rest area is not adequate. There is no right hand turn lane coming from the north, and drivers, many of whom are not familiar with the area, must decelerate quickly in order to turn into the access to these areas. Other drivers on the highway may not be paying attention and may not be able to get in the other lane to avoid them. For the Preserve, access coming from the South is also bad as the turn lane is very short.
Intersection of Rockaway Hills and US 60 at Morristown. Residents of Morristown expressed their concerns when the RV Resort wanted to build on the southwest corner of Gates Rd. at Hwy 60 - domestic water being one of them. Our concern is that the intersection cannot handle the added horse trailer traffic going into the new roping arenas as it is, without the danger of collisions. We live off 271st Ave. and drive through that intersection and to Wickenburg frequently. We have seen results of speed and lack of visibility cause mangled wrecks. People complain about the roundabouts - personally I like them, but the south Wickenburg one has had several big rig accidents, as has the one at Wickenburg Ranch. The public needs signs that indicate that the vehicles IN the roundabouts have right-of-way. Yield does not seem to deter traffic coming into the roundabouts. I realize this study only goes to Milepost 120 - please include the next mile 121!!

It is scary to turn left to go back to Wickenburg crossing 60 including at Jones Ford, Cowboy Cooking, Aztec Mobile Park. Coming into Wickenburg on the roundabout, traffic from Hwy 93 (Vegas) is very scary. There should be signs coming into all roundabouts that say "ROUND-ABOUT - YIELD TO THE LEFT." There are so many people from other places who have no idea how to use a roundabout. Maybe they knew once and have forgotten.
Herndon Rd. and US60. That is where we access 60. It is somewhat a blind access. The traffic coming from the south is not visible until they are almost on top of us. Plus the speed limit drops from 65 to 45 about a mile from Herndon road but a lot of the cars and semis don't slow down by the time they reach Herndon road. also, when we pull out to go south the turn lane is too small.
US 60/Gates Rd - Drivers fly through here, having done the NASCAR trip down the overpass, and this is the road to the post office, the Morristown school, the fire station and the roping arena. And there are several residences that use this intersection for access. Sometimes it seems safer to go to Castle Hot Springs Road, turn right onto US 60 and left at the median (although that left turn land is very narrow).
288 Ave Going south from Wickenburg need a left turn to enter Skip-In-Hills Ranch (288 Ave.)
The left turn into the rest stop is not safe. The sign is not far enough back to let people know it is a left turn. Also, the entry onto 60 from the rest stop is very dangerous. There needs to be a merging lane put back into service that is already there at the rest stop. I've had near misses here; people just pull out onto 60 in front of oncoming traffic. There should also be an entry lane into the rest stop heading east.
River Preserve and Rest Stop. Traffic moves very fast through here and have experienced near accidents due to motorists turning in and out unexpectedly.
Exiting McDonalds (near roundabout) to access 60 going East, it has signage that states (NO LEFT TURN). That would mean anyone visiting McD's would have to enter roundabout just to turn around. No one follows this sign anyway, so it should go. Current median only works when people know how to use them, but they don't.
Yes!! driveway to Skip In Ranch, 288th Avenue, mile marker 115
Yes just attempting to stop at any stores along the corridor is dangerous when pulling out into traffic
Yes there is and many people pull out in front of you. I drive from Circle City to Wickenburg often and so many people speed on US 60 up to Wickenburg.
The Hassayampa Preserve and AZDOT rest area. These are high traffic turns and this concerns me.
Entering US60 from Sullivan Street is exceedingly dangerous as traffic off 93 and the bridge is accelerating and entry is blind to both parties! Similar to the ADOT Yard but worse.
Too many people who do not know how to drive pulling in and out of businesses and then going 5 mph. and what moron came up with these unsafe "roundabouts" ?
None. Use the road mainly to get to Surprise and other parts of Phoenix.
The turn to AZ-74; the accesses to the business near town is always scary

The turn to A74, because no one slows down there. The access to businesses just as the speed limit changes near Wickenburg. The turn out of the rest stop. There is not enough visibility, and people usually get impatient and turn when there is traffic coming.
McDonalds entrance
Rockaway Hill in the Winter when the out of state ropers try to turn out onto US60 at a curve in the road with trees blocking the view.
Yes-access to Cowboy Cooking- being on the curve, it is treacherous trying to get on the highway west from there!
MM 120 very close to 74 intersection congestion in traffic
The entrance to the Hassayampa River Preserve. Many drivers miss the entrance off US 60 and hit the brakes. Other drivers coming out of the Preserve cross traffic unsafely.
I know this is just past 74, but the access from Castle Hot Spring Road and Hwy 60 is very dangerous. There is not enough space between the hwy 60 lanes to enable pulling out and waiting in the center. Therefore, you have to wait for traffic in both directions to clear, but the road has some turns that make it hard to see and to do so at times. The driveways and streets as you begin to enter the out skirts of Wickenburg because so many vehicles ignore the traffic speed revision down to 45.
Intersection at Gates Road, because of the people moving in and the Morristown Elementary School buses pulling in and out.
My biggest concern is the intersection of 74 & 60. I've several motorists have a hard time stopping to make the turn off of 74 to 60. The cross traffic entering 74 is as dangerous.
Yes, it is difficult to enter my driveway, which is at MP112 due to speeding traffic. It is also hard to turn onto US-60, from my driveway
Rest stop at mile marker 116. RV parks (don't know mile markers but believe there are three). McDonalds/Subway at Jack Burden Road Cowboy Cookin'
McDonalds driveway because it's on a curve and people suddenly stop and want in right lane as they go north. With all the semis it's dangerous.
Yes. People pull onto the 60 going slow compared to the cars already traveling on the 60. Maybe increase and pave larger shoulders
Morristown
The REST AREA as drivers pull out and don't get up to speed quickly
I believe every drive way deserves a turning lane. With turn lanes our safety increases as the one turning and the drivers following.

Normally the cross overs or the access where traffic is trying to get onto 60 around the Hassayampa Vet and Mills painting. Also near the fuel stations and fast food restaurants.
Rest area south side of 60 cars/truck pull out turn left in front of oncoming traffic in unsafe manner may benefit from merge lanes
Every single one, making a left turn is impossible. It's even worse when the snowbirds are in town
When traveling at dawn, dusk or during darkness I feel you are at a higher risk for accidents. Most drives are blind to the curve traffic approaching and there have been times for urgent reaction to someone pulling out. The field of vision is better during day light hours.
Especially where the state yard and DPS police use on west bound on the right, the curb comes right out into unsuspecting traffic. Badly lit.
We live on North San Domingo Peak Trail, mile 118. Difficult to just get on 60 going NW to Wickenburg, if we go SE on 60, we have to cross the two NW lanes and hope we don't get caught in the "median" because of SE traffic using the left(fast) lane. Generally, traffic in both directions use the left lane, so that makes it difficult to cross over and merge. Speed limits are 65, but there are lots of bends in the road and trees blocking vision and traffic speeds undoubtedly exceed the 65 mph. Wintertime traffic is greater due to snowbirds and within past few years now we have "ropers" who are here for several months and they drive over the speed limit while towing their trailers. Ref. Truck and horse trailer rearend accident last year injuring Good Samaritan pushing disabled vehicle into the median, I think the truck and trailer driver was also on his phone. We have a couple of friends that had vehicles totaled within the past couple of years in the 118 mile marker zone. Most drivers are inconsiderate and speeding. On one occasion, we were driving home from Wickenburg and we had to exit 60 from the left turn lane @ N San Domingo Pk Trl and the vehicle behind us actually stopped in the fast lane and blew his horn in disgust with us for exiting in front of him. There is also a great amount of semi truck traffic and that is contributing to great damage to the roadway itself, many turnovers in Wickenburg by Trucks and their speed is excessive too. I don't think roundabouts would help, I think the speed limit is too high, perhaps too many visual obstructions and curves and perhaps caution signs over merging traffic and considerations of use of the fast lane may help. Speed limit from 74 into mm111 should be no more than 55mph. I am willing to show you all aforementioned problem areas.
Current access points are good at this time. HOWEVER, the current left turn bays are way too short. Dangerous to turn left when traffic is going 65mph and the lane is so short they have to slam on brakes.
All of them do. There needs to be a limited access highway between Wickenburg and Loop 303.
Inbound to Wickenburg there are multiple drives causing people to pull off the shoulder to turn right. With high speed limits and blind corners in some locations it is difficult to slow down for some of these. Right turn lanes and more turn off spots are needed.
Exiting the southern most Shell station to the north: when checking flow of traffic from south (your left) a curve in the road gives a short sight distance relative to the speed of oncoming vehicles
The rest area has heavy use and the traffic on 60 is going 65 mph. Trucks and RV must merge into fast moving traffic quickly

The entrance to the rest stop often cause sudden stops
Yes, the Hassayampa River Preserve entrance is a dangerous one. The reason being the speed limit is increased from 45 MPH to 65 MPH before the entrance. It is hard enough with people behind you to get safely in at 45MPH and with the signage being not that great for visitors looking for it is an accident waiting to happen. If you changed the speed limit to increase after the preserve that would help. Better signage would help too. We were almost rear-ended the first two times we visited. We go often during the winter months to walk so this is a big concern for us.
Traffic going in and pulling out of McDonalds parking lot. This is a high congestion area.
The driveways along the US 60 about a mile before the SR 74 entrance are hazardous. If someone has to turn into one of them, the shoulder isn't wide enough and they don't have their own turning lane. I've almost rear ended a few people by them doing this.
The roundabout entering Wickenburg.
Yes, the middle lane is not used as a turn lane. It is used to wait for an entry lane. Very dangerous.
When traveling from Wickenburg 288th Ave should have a left turn bay. Also the left turn to 296th should be longer.
Hassayampa River Preserve Northbound Left turn lane is too short and is dangerous to try and slip in the lane at highway speeds.
Wickenburg by pass traffic circle. Speeding and intentional violations of yielding to traffic in the circle.
Access to 60 0.2 mile north of hwy 74. Weekend access is especially difficult. Property owner for 14 years; and traffic has increased exponentially in this time.
1. Turnoff from eastbound 60 on to 74. Traffic gets backed up and after awhile people are turning in front of oncoming traffic. 2. All business driveways on 60 in Wickenburg. People end pulling out of businesses and sitting in turning lanes in middle of road to enter traffic. 3. The roundabout on 93 near Wickenburg ranch. Too many people not noticing roundabout on southbound 93 until too late. Also northbound 93 on same roundabout, many people misunderstand and take exit lane to go into Wickenburg Ranch and then quickly divert back on to 93.
All of the merging traffic
From Mile Markers 114 to 113 there are multiple driveway entrances on to Hwy 60, which could benefit from an acceleration lane. We are in Rio Via at 296th Ave. It would be beneficial for the speed limit to be reduced to 45 mpg at least 1/2 mile south of Mile Marker 114 in order to slow traffic down. MANY motorists do not slow down to 45 until at least Mile Marker 112 (if they slow down at all). A flashing electronic speed limit sign may help warn traffic of the speed limit change, in advance. McDonald's is a VERY hazardous turn in/turn out.

At mile post 118 Northbound needs a right hand turn lane and Southbound needs a LONGER turn lane. It's VERY dangerous to try to make a left hand turn going southbound with such a short turn lane
Ingress and egress congestion from the traffic circle in Wickenburg south 3-4 miles where you have multiple businesses.
There are a few that you don't see until you are right on them.
The carefree highway and 60. People turning onto 60 sometimes don't have enough room
Yes, the side streets that are blind to 60 drivers and the u-turns people have to make to get into the local businesses. It makes it very dangerous.
Any that don't have turn lanes. People speed and don't pay attention when someone slows to turn.
I realize that you are only looking at the stretch from town to SR74 but just passed there the intersections; Rockaway Hills & Castle Hot Springs roads at Morristown are extremely dangerous. Trying to pull out either direction is very hard with the curve in the road and the speed of traffic. There is no clear line of sight with brush and the traffic speed in this area.
Hassayampa River Preserve access point. Turning west has limited visibility with cars having just left a 40mph zone to a 65 mph zone. These vehicles are moving quickly forcing vehicles leaving the preserve going west to accelerate quickly. The rest area needs a designated turning lane in both directions.
No, but if you lowered the speed limit to 35 it would reduce accidents. People think the speed limit is 65 all the way to town.
N 265th Ave, traveling north on us 60. There is no appropriate way to slow enough to take a right at this turn without being in danger of rear-ending from traffic merging off of 74. This road could really use a right hand turn lane to allow turning traffic to slow before turning
The rest area... People pull out not realizing traffic is going 65/70 miles an hour...
Access to the rest area, and the preserve
Most residents have shoulders to pull off on while slowing down and are used to the traffic. However there is no right turn lane available for traffic to exit into the rest stop, which does cause trouble at times. I believe as long as there is an access point to each driveway or street then it is fine.
Not really. I confess I don't travel this road during rush hour but I have never really experienced the congestion you are talking about.
Jack Burden Road, El Recreo, I live nearby and use these intersections on a daily basis. The traffic speed is overwhelming for a 25mph posted area. Many are traveling at least twice that speed.
Hwy 60 and 74 the amount of traffic using this intersect will only contribute to more and deadly crashes

The most notable would be the access point for the Shell Station at 530 E Wickenburg Way. It is situated between two curves and three different speed changes. Often traffic is quite heavy. View of oncoming traffic is often obscured because of these curves. This is made worse due to foliage along the road as well.
The street in front of the Morristown post office. An eighteen wheeler began his left turn to head East crossing our West bound lane after we were already in sight of the post office. Fortunately I happened to be watching him to see if he would enter the roadway and had time to slow. My wife commented she would never have seen him in time.
The only issue we have found is the lack of regular trimming of shrubbery in the center divider at the north end of the divided highway portion of the 60.
Because people don't drive 65. Every time I try to make a left turn out of my driveway. I have to hope there is enough time to get across the highway. People just use that part of the highway like a racetrack.
Yes, by McDonalds trying to get onto US 60. Also the speed at which vehicles travel through this congested area
Folks accessing Hwy 60 from some streets/driveways have to "jackrabbit" out hoping no one is barreling around a curve on Hwy 60 in the right hand lane.
265th Ave. When I turn into this driveway I have almost been rear-ended by traffic merging into the turning lane for 74
Garden City Hill - traffic is traveling at 70+ MPH. It is difficult pulling out at these speeds. You must wait or floor it to get out of traffics way.
At the rest area and the area you drive next to the cliffs with falling debris.
El Recro and Remuda Ranch Rd near Mc Donalds .. Lots of traffic trying to make left turns in/out and oncoming traffic is going to fast.
Yes. Traffic doesn't slow down behind a person traveling. Hard to pull out into traffic from these spots as well. No or few turn lanes.
No, each driver has the responsibility to pay attention to other vehicles.
Between Hwy 74 and MP 114 there are multiple location with no right or left turn lanes. Its a safety issue
Street by post office. Big horse trailers use this road to get to roping arena during winter and hard to access because street is not large enough and hard to get back on to 60 from that road due to excessive traffic
Rest area could use a south bound turning lane
1. Hassayampa Vet as the speed limit drops to 45mph coming into Wickenburg - traffic has not slowed as it should have. 2. The Hassayampa River Preserve entrance is not marked well - need some advance-notice signage. 3. Turning from SR74 onto NW 60 can be a little dicey at times with a lot of traffic already on 60 but not slowing down to 55 - or some slowing to 55 and others not doing so. Perhaps an acceleration lane would help. 4. And of course the roundabout at downtown Wickenburg - some people are confused

about where to turn, many people ignore 20 MPH which is a problem if there is a confused driver there at the same time. Better signage? Better speed control?
Speed is the biggest factor. To often people fly through the business district on the 60 and it is dangerous to merge into traffic.
No. Because the population here is low
The entrances to the fast food businesses. Speed limits in that area need to be strictly enforced because of the amount of traffic and congestion.
I am a business owner at mile marker 112 and the speed limit is 45mph posted- but most vehicles that pass by each day are traveling at a much higher speed. I have 2 driveways and I am always concerned when my customers turn in to my store and even more so when they leave because of the highway speeds. My observation is that all of the ingress/egress points on this highway are dangerous especially in winter when winter visitor traffic is at its peak.
Some sort of "on ramp" lane on northbound 60 would be helpful when turning onto 60 from 74. The traffic on 60 often has to swerve left to avoid the slower turning vehicles until they get up to speed.
Short turning left lanes. People are always speeding on the highway and aggressive drivers get mad when you are trying to slow down to utilize these left turn lanes.
Eastbound vehicles turning out of Mockingbird lane drive on private property in front of Hassayampa Vet, facing into the oncoming traffic to reach the median crossing. East bound Left turn lane to enter RioVista is too short for vehicles driving at speed limit to stop in time without overshooting into the ditch.
Cowboy Cookin restaurant is very hard to pull out of because curves create lack of visibility and large volume of semi trucks and fast traffic. McDonald's is always congested; traffic pulling in and out, large trucks and vehicles changing lanes creates a lot of activity, fast traffic making it difficult to pull out safely. The roundabout is ALWAYS a problem. The trucks don't yield to traffic in the roundabout, signage is confusing, too much speeding.
All of them. There is a cement factory and big cement trucks. Area around rest area.
Improve traffic safety at the Rest Area between Morristown and Wickenburg; both for cars turning into and departing the Rest Area. Vehicles leaving the rest area frequently enter US_60 without regard to oncoming traffic. Improve visibility of driveways and streets for traffic on US-60
All on tight or blind curves, especially coming into Wickenburg
Yes, too many vehicles entering and exiting the roadway with high speed traffic approaching
It's often difficult to make a left turn toward Phoenix off of El Recreo Drive because of heavy traffic and people driving too fast toward the bridge.
Ones that are close to a turn lane where the residents go head on to traffic to go the extra distance to get to their road instead of going to the next turn lane. Plus the turn lanes are small, so they either have to slow down a lot before entering them or put on their brakes hard when they get it them.

Roundabout because of the many past accidents
Only the intersection of 74 and 60.
Only the one where the garbage trucks come out.
The entrance to Hassayampa River Preserve. It is difficult to turn right there when headed south out of town. I usually have to brake and move into the breakdown land. There is also not good signage for this county park either coming south or north. Not a good left turn either from the high speed lane with lots of trucks using the road.
The stretch between Quality Inn and the Horspitailty RV Park is especially bad. Out of town drivers speed through here and there are no shoulders to allow turning vehicles to get out of the fast traffic. Entering traffic that has to cross the road to proceed the opposite direction is also at risk from the heavy & high-speed traffic.
Yes because they are unsafe and cause accidents and close calls
Beginning where it's busiest after divided road ends heading into Wickenburg. It's the speed transition in my opinion. Start = 45 mph at Rest Stop.
Need center median acceleration lanes at places like the rest area and San Domingo Pear Trail.
No but better signage would help.
No, if all will still be available.
Rio Vista Hills traffic is going 65 mph and there about 100 homes trying to access hwy 60 - make 45 mph in this area.
We live at MM113. Driving out of Wickenburg. To get home we must turn L at the cross over to access Mockingbird Rd. This is also the location where the speed limit changes to 65. As we slow down the traffic speeds up.
Jack Burden RD - Because of Subway and McDonalds residents cannot make left turn - difficult to go right - traffic is very fast. We need a traffic signal desperately.
Yes, old rt. 60 Garden City access to US60.
Areas of concern - All of the 2-way left turn area, particularly from Jones Ford to the 93 roundabout. This area contains enough "grade" to conceal oncoming traffic in addition to having a long curve with various driveways and streets abutting same. The area from the end of the divided road to the Quality Inn is of less concern but, nonetheless a hazard. Access to the many businesses needs to be maintained but ??? Access roads would solve the problem but would eliminate the availability of the bordering businesses due to the narrow margins available for this construction. Not acceptable. Lowering the speed limit might help, but will not solve the problem without strict and immediate enforcement. No amount of enforcement can solve engineering problems.
Access to entrance to Rio Vista Hills subdivision at milepost 112.

When going toward Px. From Wickenburg I turn left to cross highway at mile marker 113. The median is so grown up with weeds, it is dangerous. You can't see cars coming.
My business is on the west side of US60 between mile marker 111 and 112. It can be hazardous leaving the parking lot entering the highway. Especially when a high percentage of drivers are exceeding the 45mph speed limit.
People pulling out McDonalds in Wickenburg - Shell Gas and fast food places going into Wickenburg allow right side

Question 2: If the two-way left turn lane section of US 60 were replaced with a median (in this case, a curbed roadway divider with occasional openings for left-turning vehicles), where would you want to see median crossings?

Quiet Hills Dr & US60
I would prefer no median at all.
No, you have done a good job of putting them in the appropriate places.
I don't think that would make a difference.
Not many
At Quiet Hills Drive.
I would not want to see medians. It is already difficult for large trucks, horse trailers driving in the area - medians would make this area more difficult to navigate. Too many places.
The current median crossings work, although it would be nice to see good access to Hassayampa Veterinary. Many people, especially coming out of Wickenburg toward Morristown, have to make a U-turn and get back on US 60 to get to their destination.
Cross roads
288 Ave. Skip-In-Hills Ranch road.
A median is a dumb idea.
Prior to any major businesses, or at least every 1/2 mile.
Skip In Ranch, mile post 115 at the newly named 288th Avenue (the homes and properties, not the illegal trailer park)
In safe locations
Leave the way it is.
From Jones Ford to McDonald's.
Sorry, have no idea. However, in Circle City the turning lanes make it safer.
Same two as above plus Jones Ford closer to town
With events on Constellation Rd, commercial traffic from both directions at Shell, Jones Ford area, ADOT yard, Motel, Auto Tech, Feed store, other Shell/Quarter Horse, Vern Lewis, Horspitality business areas have much traffic from both directions and solid median might be problem vs individual residential access.
I would not like it replaced. It would make it even more inconvenient to access the driveways. Please note the driveways where the road is divided.

I like the road as it is today.
Nowhere
74 only
I would say just on the roads, people will have to U-Turn to go to businesses.
Entrance to the vet and the businesses across the street. Entrance to Taco Bell, entrance to Jones Ford. I don't think this would be feasible any closer to the roundabout.
At 74.
At all the intersections that left lanes turns occur.
Not of a concern
The rest stop, the River Preserve and near clusters of commercial businesses.
Hassayampa River Preserve, the businesses along 60, the rest stop, the Morristown Post Office
Not sure what this means. We like the openings for left turning vehicles.
At my driveway, as it serves several people, 3 houses and other private property as well as access to mail delivery, trash pickup, and daily access in and out
Rest stop at mile market 116 Where RV parks enter the highway
No medians are better and safer.
What is there seems to serve the purpose.
Not sure they are needed
Tough one there are a lot of driveways, which would require quite a few turn lanes.
Not having a median in the 45 mph section is good. The left turn lanes on the rest of Hwy 60 need to be longer.
I'm not sure but I would think in a 10-mile stretch maybe 4 median crossings.
Yes
Yes, for business access and entrance and exit from various driveways. But this would help get the traffic out of the lane of traffic for turning.
Only where ADOT deemed necessary for emergency vehicles
All gas stations and restaurants

I would think it would be at all current open driveways and entry points for attractions
No concern
Offhand, I know that N San Domingo Peak Trail needs a right hand turn lane and a wider median and the next two access driveways, including N Quiet Hills Drive need ingress and egress as well as median width for crossing safely.
At businesses
Only where necessary in that there are multiple homes at this access point. Otherwise if 5 or less homes, no access and must U-Turn and then take a right turn. Make sure left turn bays are sufficient for speed. Current ones are way too short and are dangerous.
A median would destroy most local businesses just like it did in Maryvale. A limited access RT 60 bypass is essential for the future of this town as well as convenient access from most of metro PHX to Las Vegas.
Prefer it not be. The section from non-divided highway into Wickenburg needs the open lanes with all the horse trailers trucks and larger RVs coming Through some of the sections.
There are so many business along that section I am not sure a median will help traffic flow
It is very hard to determine where the divider should be due to the traffic and McDonalds.
DON'T REPLACE
US 74, Rockabilly
Every few miles
Nowhere
About every mile
At businesses
296th Ave, 288th Ave.
Major streets and Hassayampa River Preserve
Don’t want any medians
I would prefer to see the roadway stay the way it is with no physical barriers. Physical barriers will deter traffic movement, which you are apparently trying to prevent.
0.2 mile north of the intersection of hwy 74 and 60; and at the intersection of 60/74.
For residences and business on both sides of the highway. There could be multiple along that area. You would need to study the highest use areas such as Jones Ford and the fast food places. Semi parks

frequently PARK in between the lanes to go to the fast food places all the way up to the first round-a-bout. We have NEVER seen Wickenburg police ticket any of these drivers/rigs.
Major business driveways in local Wickenburg area
Gates Rd, Crystal Rock Rd and Rockaway Rd.
You might need them both where there are roads and a few not far from the driveways.
Don't do that. Leave the open median the way it is.
Where there are businesses and homes
I wouldn't want to see this. The turn center turn lane works. If you put certain access points only with a median you would never get out if you were going left without a traffic light
I think instead of actual points, it might be better to consider doing the left turns every half mile, that way there is no favoritism for any one business.
Nowhere, the road isn't wide enough for extra curbing & large vehicles turning left
Rest stop. Hanson turn. All business access.
I personally don’t see a use for medians along the freeway. The open medians are beneficial to allow traffic to get off the freeway. I would however like to see maybe fences put in that can help stop vehicles from crossing the open median into opposite traveling traffic.
I would not like to see any median. That would only create a backup in the left turning lanes and increase u turns. The most dangerous part of this whole road is the roundabout.
Not necessary, at overwhelming expense. Just slow traffic to a reasonable speed.
I'd prefer to see median crossings at the various local business sites.
In areas of maximum visibility. Currently vehicles making left turns in front of incoming traffic is very unnerving!
At McDonald's and Taco Bell and cross streets
I would like to see one at 288th Ave. There are 12 houses up in Skip In hills. It makes it the most dangerous one in my opinion when traveling (south) and wanting to turn onto 288th Ave. All of the following are ways to enter into Skip In Hills. 1: Make a U turn on a blind corner at the turn bay after Monarch wash (after rocking horse lane) 2: Make a U-turn at the turn that does not have a median and be stopped in the middle of the road. (Across from river rentals) 4: Have seen people just go over the curbed median. 3: lastly and most common I see and most dangerous is turning at the median right after mile marker 115 and then going the wrong way to enter into 288th (Skip in hills). Long story short out of all the housing developments along this strip of highway 288th (Skip in Hills) has the most traffic. It is only a matter of time before someone gets hit and at these speeds possibly killed.

Bad idea! There are too many businesses in that area that would be impacted and their customers inconvenienced. For example if I were leaving Burger King and headed to the valley and there was no opening there, I would be forced to turn right and go to the next opening and make a U-turn. That would be much less safe than making a left turn and using the two-way left turn lane until southbound traffic clears.
Their same location
Already have that to turn into my driveway from westbound lanes like because there is a turn out.
Yes on the median crossings, but is this is at multiple mileposts or just milepost 120?
Wouldn't want to see this at all. Think this would make it even harder to access businesses and would negatively affect businesses.
Nowhere, I think this is a horrible idea unless of course you are going to put one at every single driveway and street. By putting them at occasional openings people will have to bypass their destination then make a U-turn and back track.
Would not like
At all designated road intersections with Hwy 60
Where there are businesses
My main concern is the 74 and 60 intersection people do not STOP before merging. also the castle hot springs road and Rockaway hills roads traffic entering onto hwy 60 is scary, Visibility is limited because of the turn and traffic is really speeding through there.
Please do not take out the turning lane
Actually need frontage roads on each side of the roadway, starting at the city limits. I don’t know how you would get the land to do that. Should have been thinking about this problem many years ago.
I do not think that a curbed roadway divider would be helpful at all to increase safety again due to the high rate of speed that I observe on average. For example, several weeks ago a Wickenburg PD officer pulled over a vehicle in my parking lot and I overheard him say the person was clocked at 99mph- he was only cited but I believe that is criminal speeding and that driver should have had his car impounded.
I think it is a bad idea in Wickenburg
I prefer not removing the terrain for curbs as the current format works well. I certainly would not eliminate any existing cross-overs.
Near Hassayampa. There are several businesses in that area that are hard to get into.
Jones Ford and Big O Tire. Jack Burden road for access to McDonald’s and Subway, Constellation Rd, RV park.
Restaurants and shopping

The area of the rest area. The area where the k9 korral is located, Hassayampa.
As few as possible, linked via frontage roads in most areas, plus large (bigger than the accident prone ones in Wickenburg) roundabouts at several places when coming into Wickenburg, like those planned for 93 going north
Leave the 2 way turn lane
I think this is a bad idea.
2 way left turn lanes are fine if idiots would learn and use them as intended! Education?
El Recreo/US 60 and in front of the fast food restaurants such as McDonalds, Burger Kind, and Taco Bell
Hassayampa River Preserve Entrance
At all major cross streets with options to complete a U-turn
At least every 1/4 mile in business areas every mile afterward would suffice
Circle City and the gas station.
None, it works fine the way it is
I don't think it's necessary
Burger King and Shell station
This same stretch needs better traffic management controls. No one intersection stands out above the others to me as being unsafe.
Streets.
No specifics - just frequently and long cut outs. People slowing too much in travel lanes prior to turn is dangerous. So are panicky people that have to drive another mile to turn a U-turn when the miss their turn. They make overly risky maneuvers to get their turn in instead of back-tracking a little.
This is not a good solution. The current turning lanes cause issues as people slow to navigate the turn. A medium will cause people to go faster! I believe U-Turns are more hazardous.
Should remain in same locations.
Don't change it.
All OK as long as you will be able to turn into a business along 60.
None
Wildlife Center

Hass. Preserve
Jack Burden RD - making left onto J.B. Road (?) Hwy 60 - I always expect to get rear ended. One man did and won lots of money for injuries.
Yes, the turn into Garden City very dangerous. Make signs or extended entrance lane.
Curbed roadway divider-This concept is apt to leave out access to some or many of the roadside businesses. Placement of the median crossings will need to be in areas where the visibility if not impeded (grades and curves) and done in a manner to allow access to all the businesses. Some of the access to the main-line US 60 might need to be limited to One-way with u-turns available in the safer areas, or, travel to the round-about to reverse your direction. (not applicable to the east bound traffic--there is no roundabout--yet??)
Have median crossing at milepost 112 improved.
Where it is, at mile marker 113.
I like this. McCarroll Road.
Macias Lane. Our clients would need to be able to turn left exiting our parking lot, to drive north on US60.
Ok the way it is.

Question 3: Crashes involving animals (livestock, wildlife, pets) are common along this section of US 60. Have you experienced animals along this section of US 60? Where?

Have not experienced any issues.
No.
Never have encountered any animals.
No.
I have never hit an animal on 60.
I haven't hit anything bigger than a rabbit
So far not many issues, although I've seen dead animals along the roadway
No just too much rude speeding and flipping lanes from Las Vegas and CA drivers
Yes, near the Hassayampa River Preserve and the ADOT rest area. The railroad does not maintain their fence, allowing livestock to wander onto various lands and make their way onto the highway. Wildlife crossings should be considered in the area of the Hassayampa River Preserve. I have seen numerous wildlife hit in the area of the Preserve.
No
Have seen dead skunks by the Hassayampa River.
No
I have not encountered any 4-leggeds, but I frequently see broken ones by the side of the road.
No
No
Just past the rest stop there seems to be a lot of animals trying to cross due to the river back there.
No - but have seen dead skunks.
No, never. And I have driven here for over 12 years.
Yes, my son hit a black angus steer in the 1980s near the Wickenburg Nature Conservancy area
Yes cows were loose crossing 60 entering Wickenburg where the median goes away and it was night time and very dangerous since the speed limit is 65
No

No
Have never seen large animals being hit, but in the rest area so many small animals get hit.
Usually between the rest area and Highway 74
As Fire Dept and as Veterinarian I have responded to many animal/vehicle incidents. Incomplete highway fencing with respect to deeper access to State/BLM lands and “recreationalist” leaving gates open and or cutting fence are the major cause. Livestock grazing areas thru much of the corridor are not abusing the 60 right of way and the private landowners separating the areas are ignorant.
Yes, due to a broken fence, several times. How about a slower speed limit when Hwy 60 gets closer to Wickenburg?
None - I travel this road everyday between Wickenburg to Phoenix, and for the past 3.5 yrs, I have never seen livestock or animals on this road.
No
Never seen any
I have seen lots of various animals. Mostly near 74 and the Hassayampa preserve
No.
No
Along 60 approaching Wittmann, in both directions. I have driven this road for 21 years and the congestion you speak is on the Surprise end of 60 not Wickenburg...
No I have not.
yes-I hit a deer south on the divided hiway
No
Yes, close to rest stop and River Preserve. There needs to be a fence or barrier or something along US 60 to deter the deer and cattle etc from crossing the highway
No
Yes, but don't remember where though.
No I have not experienced this in the last 13 years. However I do see dead animals. It'd be great to have an animal underpass for wildlife.
No
Yes on several occasions I have seen cattle on the highway between MPs 114 and 112. Occasionally it has resulted in serious crashes and injury to people and death to livestock

Not personally but know mile market1 116-118 is bad.
No
No
Yes but they were here first
No
No
Coyotes and javalina, usually where there is open areas.
No I have not yet knock on wood.
No
Yes, not personally, but have seen aftermath of the animal left behind from an accident. Mostly near the River Preserve and Roadway Rest Area.
No
Along all 9 miles of the roadway
NO
I have not
None as yet, but i have been told of livestock in the road
No
No, and I drive a LOT
Skunks
No
Yes, but I think they are very minimal.
Yes, I recall seeing a dead cow near Wickenburg and once reported a loose cow on the roadside about halfway between 74 & Wickenburg
Only close to the preserve area
I've seen the road-kills, but I have not had any animal near misses or there.
No

Yes. At the start of the divided highway section.
Close to the Preserve
No
No have not ever seen an animal on that section of US60.
NEVER
Have not experienced except Coyotes
Yes, between the Carefree Highway exit and wickenburg
Yes, I've seen a mountain lion run across the US 60, rabbits, coyotes, people. The US60 starting at the Hassayampa River and going down towards Surprise is where I've seen the most activity when driving.
Yes, Hit a deer. About mile marker 115.
No
No
Cows in the preserve from local ranchers, although not in the roadway
No
No. Crashes are probably caused by very excessive speeds which can be observed daily.
The first year I owned there was a fatality involving a heifer that got out onto 60 in front of my home.
Yes. Eastbound on 60 close to intersection to 74.
No
Between Mile Markers 114 and 111.
Yes. Frequently along the Preserve area-skunks.
No
No
No
Yes
No
Yes, near the preserve and domestic animals in town

No
No
Yes. Near the Hassayampa River Preserve and it was cattle.
No
Yes near mp 114 to 115
Yes, cattle escape due to the stupidity & selfishness of 'off roaders' driving through gates/ fences or leaving gates open. There are cattle grids at some driveways, we need them at every driveway. Especially milepost 112 1/2 where I live.
Yes, cows near the azdot office
Yes... Mostly dogs... I have stopped several times to get a dog off the highway... I carry a rope in my car just for that purpose... At different areas... Nor one specific place...
No
People who stay in left lane for no apparent reason
I've hit wildlife around the Wittmann light on the 60 but nothing between the described corridor. I do however know of cattle being hit throughout different sections of the 60 and then dogs are consistently hit on the US 60 within 1/2-1 mile of the 73.
I may have seen a dead dog once
Not for some time. This is Open Range and ranchers cannot be responsible for destroyed fences and unclosed gates.
Yes between 115 & 113
Cattle
No
No.
No
No
I have been in 2 accidents hitting a deer and javelina. One at mile marker 115 and another at 114.
No (We've been driving this area for eleven years).

No experience with animals
All alone the area from wild animals to domestic animals.
No
No
Yes- by the river preserve and the rest area.
Yes. Mostly near River Rentals. They should have required fencing!
No
No
I have seen several that have been hit laying on the road, primarily near Wittman and occasionally near Morristown. I have also seen DPS escorting livestock across the highway in front of their yard, stricter rules for ranchers are definitely needed.
No
Primarily along the river between Nature Conservancy and the rest area
NO
Yes I have seen dogs, cows and donkeys on this hwy. The main issue is the excessive speeding. I get passed frequently by vehicles traveling from Vegas to Phoenix at speeds of 90+mph! Very dangerous !
No
No
Entering Morristown prior to 74 junction. Hit a deer.
No
No
Yes- mostly deer and javelina out by the rest area. Occasionally I have observed cattle on the roadway as well.
No
Between the bluffs and the Hassayampa river
No, but friends have lost pets to traffic, though the fault lies with the pet and/or owner, not with traffic.
Cows and burros. Throughout the whole stretch between Hassayampa and 74

Javalina between Hassayampa River preserve and Rest Area. Dogs near Rt. 74
Occasionally there has been a dog on the east side of us 60 north if 74. Otherwise occasional coyotes and skunks. It is very dark at night, many curves and hard to see animals running across the road.
Yes. Coyotes, skunks, dogs, javelina. located on US- 60 anywhere from Hassayampa river reserve all the way to highway 74.
Not yet.
No
Yes, lots of cattle on roadway from homeowners not maintaining fencing along the rear of their property
No.
None, and I travel this section going to doctor's appointments in Surprise frequently!
I haven't had this experience.
I can usually smell the skunks that someone has hit by the river preserve.
No
No
No
No
No
Never
Have seen many dead foxes where the Preserve is and know of cattle crossing the road there.
In four years of living here in Wickenburg and traveling this stretch several times monthly I have not encountered wildlife.
Just before Wickenburg
No
Yes! Across from Hassayampa Preserve. Please prioritize the support, advertisement and goal of introducing wildlife cross-overs. They are a huge notch in the belt of the municipalities that prioritize them. Please PLEASE. Private funds will also support these types of endeavors. A few plaques on the crossing and voila. Such a project will become the topic of dozens of journals, magazines and social media posts. It generates buzz. Good buzz.
Yes. Cows on the side of the road/river-side near posts 115-117. Better fencing is needed.

No experience with animals.
Animals in the area of the Hassagarnpa (sp?) River Preserve.
There has been a large increase in cows in the river. We have had to reinforce our fencing to keep cows out. ADOT may need to do same.
Not while I have been driving. Have heard about cars hitting animals.
Cows about MM 115
No.
Drive this several times every week. Have never encountered animals.
No, thank goodness. But friends have, the area was near Hass. Animal Clinic and one was near rest stop.
Yes, deer.
Animals--Over the years this area (along the river) has involved wild life coming out of the hills on the east side of the highway and crossing to get to the water in the river. I have not witnessed this phenomenon lately but your accident stats will give you the facts.
Entire corridor.
Yes, mile marker 113 going west. Cows and bulls. Have not seen any in about 5 years.
MM 118 Deer
Yes. Javelina in front of business, between MM 111 and 112
No.

Question 4: Do you have any specific concerns or comments on this section of US 60?

I tend to do 10k runs along this stretch of road. The shoulders are great for this. Please consider keeping the shoulders their current width or wider when making improvements as there are other runners and bikers that also use this stretch of road.
Main concern is speeding & vehicles making U turns at certain access points as they do not have an access point at their property.
This stretch of highway is fine the way it is. I see no need for improvements.
No concerns...great job!
I think traffic lights and a slower speed limit might help.
Aside from what I mentioned at Quiet Hills Dr, I think the speed limit in Morristown should be reduced to 55 mph. When you merge onto the US60 coming out of the post office you can't see people going Northbound because of the curve in the road.
There's increasing amounts of traffic - getting out from Quiet Hills Drive to go south is getting harder and harder. A center median that we could pull out into would help
All addressed earlier. Need turning lanes to get to driveways and enforced speed limits plus better paint jobs and signs!!!!!
See concerns about Quiet Hills Drive.
Sixty-five mph is too fast for this stretch of road. I believe that the speed limit should be lowered to 55 from Carefree Highway to Wickenburg. I work in the Wickenburg area and travel this road on a daily basis.
The speed limit is far too fast for the amount of traffic in this area. And many folks entering US 60 from the 74 forget to stop for oncoming traffic and slide right on through that stop sign.
The left turn lanes are way too short as they are now for the 65 mph speed. The left hand lanes are the high-speed lanes anyway, and these short turn lanes can cause rear-end collisions for those vehicles slowing before they reach the turnout lane.
Dangerous entering from 288th Ave. and turning left from Wickenburg to get to 288th Ave.
Wise move would be to put up a tall fence along the river section and move the animals towards an underpass. Seen this done in Colorado a lot.
ABSOLUTELY....PLEASE get rid of the roundabout. People do NOT know how to use these, and I have seen many, many close calls. If you DO keep it, PLEASE, Mark the lanes and have CLEAR, large signs stating yield and where. Still, we Americans were never taught how to use roundabouts, and for some reason, it just scares people.

Since our purchase of a property in the Skip In Ranch (288th Avenue) area in 1978 we have accessed our property two ways: First, left turning through the opposing left turn lane located across from River Rentals (formerly Vita's Mexican Food when US 60 was THE California Highway) and secondly, going around the curve to the left turn lane just west of the Rest Area, to a commercial driveway that once was a landscaping business (easier now the business closed)...The River Rentals/Vita's U-turn into the emergency lane is VASTLY safer in that there is room to see oncoming traffic and that traffic, many times traveling above the posted rate of speed, has a straight line to see us and "move over a lane", when our residents are in the emergency lane and signaling (turn) to make a low-speed right hand turn into Skip In Ranch (milepost 115). Most of us residents make more trips into Wickenburg than we do Phoenix, and many of our residents are seniors and retirees and need the extra time to execute high speed highway drivers, this has been a problem for over 40 years, at least since Interstate 10 went in. FYI Using the rest area left turn lane, there is a blind curve and is EXTREMELY DANGEROUS, in that you are blind to oncoming traffic while completing your U-turn and trying to get off the highway to complete your turn, then turn your head around and re-evaluate FAST oncoming traffic, charging out of that blind curve...you are then required to try to come back up to speed, spinning tires on the gravel tracked in from off road incidents and get back in the flow of speedy highway traffic, cross the curved bridge, travel around a mile, signal, slow down, get back in the emergency lane and make your low-speed turn on to 288th Avenue... Again, when we moved to Skip In Ranch the realtor and the Department of Public Safety Officer neighbor said the safest access to the properties is hitting the median hole at River Rentals, even resting backwards in the almost abandoned westbound left hand turn lane and flipping into the emergency lane for an easy, low-speed continuation to Skip In Ranch/288th Avenue. The existing left hand turn lane has been pretty much worthless since Vita's Mexican Food closed with bypass to California and creation of I-10...River Rentals traffic comes from Wickenburg, not Phoenix. Please HELP US...the residents in our area have been told everything from there "needs to be 3 fatalities" before the state will address the problem to "No, Louis Hayes cannot donate his time and tractor to tear out the median and put the left turn lane in the RIGHT direction."
There are several unsafe sections of this road the cliffs have rocks falling off onto the road, animals.
It is so slow going through town
Major concern is the speeding going up to Wickenburg and coming out of Wickenburg. That area where it's 45 miles an hour is a major problem in my opinion. The first roundabout is bad. That hill in the middle needs to be taken down. Can't see the traffic coming through. The first time driving through such roundabout I was so confused. The lines are not marked good.
It needs help to be sure. I am not an expert but please NO more roundabouts. Accidents waiting to happen.
Speed and inattention to congestion thru the non divided highway areas are the major problem. From mp113 to Hwy 74 accidents seem to be more like any Highway vs high rate from mp113 to river.
If people drove a little slower (even the speed limit) there would be less of a problem. Turning left out of McCarroll take quite a while sometimes.
None. I love this drive. I feel very safe and it is a very easy drive to and from Phoenix. No congestion and a very nice route to travel.
Create a Wickenburg bypass

Just would like to see the entire area repaved as it's obviously old and needs a top coat of asphalt. It's pretty dark at night.
People speed excessively coming into town, and the roundabout is not functional... so that would be a major help to change - maybe have turn offs instead
The road quality on this section of US 60 is terrible. The ruts on the road are painful in dry weather, and downright dangerous when the fill with water in the rain.
Coming from the west, turning into McDonalds (in Wickenburg) can be tricky with limited visibility of cars coming up 60 from Phoenix because of the curve in the highway. This entrance gets quite busy. Cars coming out of the lot also take some risk. It's too close to the circle for a light. Not sure what to do better.
Why is there no concern for the massive amount of neighborhoods going in on the Surprise end of 60 and the congestions getting from Morristown to Surprise. Seems to me this survey should be addressing that problem. Roundabouts are not the solution and will only add to the congestion with more accidents.
We should have four way signals with turning signals at all intersections. This would help with the congestion at the four way stop signs. The traffic would flow much smoother than it does now.
Just the increase of traffic
Traffic goes to fast
No, whenever I have traveled this route from Surprise to Las Vegas, I have not had any problems except slow start-up of trucks in the left lane.
YES. There are two large hills on the east side of US60 close to the rest stop that were cut away to construct the hwy..... rocks and boulders fall onto the hwy from these two hills. They are very close to hwy pavement and dangerous.
I live seasonally in Morristown and travel frequently during the winter months into Wickenburg. I enter 60 at the intersection of 74 so I may not have as many difficulties with exiting and entering as those who live on roads along 60 into Wickenburg. Traffic is usually going faster than the speed limit so it can be challenging where there are no merging and exiting lanes.
I wish there could be better cleared bike lanes and for them to go out further
I live off HWY 60. I hope your plans include the eventual "Turner Parkway" which should hook up at 74 or perhaps a little East of 74. It's the most level and sensible route.
I wish it still had the path you could walk to town on. We lost it years back when US 60 was widened. It is difficult to walk to town now and unsafe to ride a bike.
Speed needs to be reduced: 45 to 35; 35 to 25
We need access to Hwy 74. It is crucial to get to Phx and Scottsdale.

I don't see any need to add "features" to the roadway. Improve the pavement would be OK and add some informational signage for turnoffs, etc.
Needs a paved lane to merge on the 60 going to Wickenburg
Leave it alone!
The lack of lighting
Just the large volume of traffic when I-17 is closed.
When it rains, the water puddles very badly nearly this whole section. The new coating put down on the slow lanes is awful and when it gets wet, will be very dangerous.
Turn lanes and please no roundabouts please.
In some areas there is some rough patches on the right lane (slow lane) so I see more and more people traveling in the left lane and not moving over for the faster traffic.
If a median is built some sections would benefit from landscaping that would block/reduce headlights from opposite side of road
Widening it would help and more visits indicators
Road surface is very rough and noisy with numerous areas with asphalt patching.
The high speeds at which vehicles drive. The speed limit is 65 and people go much faster. This poses more danger to those that drive the speed limit. They ride up on the back of us and proceed with unsafe lane changes to in front of vehicles thus cutting us off and making us break quick
Yes, falling rocks into the roadway, nicknamed rock pass. Hillside needs to be wired to prevent falling debris, or a safety wall to be installed. Seen many wrecks in this area. also the meridian approaching the town would really look nice if it was planted with western plants or palms, like bell road west is. This would greatly improve the approach roads into town. Doing this would also prevent the on going problem with semis parking in the meridian and getting lunch at the fast food outlets.
The only concern is that if the section is down, getting from and two work requires an incredibly large detour. There should be a bypass somewhere, which would also alleviate some of the traffic.
Not at this time, should be left alone, people need to pay attention while driving. it is a beautiful area of AZ
I travel this entire section 2 times per day commuting from Wickenburg to work every day. I feel this section is indeed much busier in the past few years, but pretty safe for the volume and speed, other than the left turn bays way too short.
Yes! It is the lifeblood connecter between Wickenburg and the metro area. There is no alternative access or convenient work-around if this section of 60 is shut down for any reason. An alternative limited access road is the only solution.

Blind corners, no safety pullouts and the turn on and off 74 which is always dangerous. Castle Hot springs needs right turn lane.
I have traveled it for 24 years, so maybe I'm jaded. I don't see significant safety issues other than speed at the US60/SR74 intersection. I will say that the road surface has rinsed away leaving a very rough texture that is starting to break up. It is in sore need of a re-surfacing. There's been some activity lately but it is not clear whether the work will be a real re-surface or just mickey mouse treatment.
Eroding rock faces need to be either netted, or a physical barrier provided. I've had rocks bounce up after having come off one of these rock faces during wet weather and go straight through the radiator grille on my truck. This has happened twice. Putting up a sign saying "Watch for Rocks" just doesn't cut it. These events happen suddenly, and the falling rocks are pretty much impossible to avoid without swerving either off the road or into another road user. This is an extremely dangerous situation that needs to be rectified before someone is killed. Having to use that stretch of road, in bad weather, even at reduced speed risks damage to one's vehicle, serious personal injury, or even death. I can't imagine how motorcyclists feel when having to run this gauntlet! It's telling that after every rainstorm we see rocks being bulldozed off the travel lanes.
Roadway needs to be resurfaced
The crossing at Gates Road & US 60 in Morristown. With the new roping area to the west. Trucks and trailer try to cross and don't release how fast the cross traffic is.
See #1 . We are looking forward to a nice road to drive on to and from Phoenix and Sun City. My only other concern would be the number of people that speed on the 60
Circle needs to be larger for the trucks. Stop sign on 93 south approaching the roundabout as several vehicles do not yield to vehicles already in the roundabout.
KEEP AS WIDE AS POSSIBLE AND ASPHALT OFTEN!
Better speed enforcement
The road has a lot of potholes and bumps
Make the left turn lane on to San Domingo Peak Trail a little longer.
The center lane should be eliminated
Current pavement is in bad shape causing many cars and trucks to travel in the left lane. this makes passing on the right very common
Longer left-turn lanes. A right turn lane at 288th and 296th.
Speeds are way too fast for this section unless significant safety improvements are made.
The roundabouts in Wickenburg, especially at the junction of 93, are too small for the semis that come through and pose the greatest safety issues. We need to revert back to stop lights

I do not see that the roadway itself is broken for the proposed fix. Therefore, if ain't broke don't fix it!
At the minimum; a light needs to be added at the intersection of 60/74 for ease of homeowners/taxpayers to access 60 north; of the intersection. It could be left a yellow blinking light during the week, and activated to stop traffic from Friday morning to Sunday night. This would suffice in the short term. Merging medians would be helpful as well for a further study. Thank you for the opportunity to convey my thoughts. Jeffery Lust - 42905 N Grand Ave, Morristown
Just the amount of traffic and the bad judgments increasing with drivers on making turns, and traffic trying to enter 60.
Increased congestion
Most traffic does not slow down to 45 mph at the posted areas, much less slow down to 35 or 30. Very occasionally, we see an enforcement officer pull someone over from Mile Marker 114 all the way through all three roundabouts -- even through Wickenburg Ranch. We drive this area on a daily basis and rarely see law enforcement stopping drivers. Sometimes an empty patrol car is parked at Quality Inn; however, drivers are on to this trick. We appreciate your studying this area and look forward to some positive changes to help safety.
Just what was mentioned before about the turn lanes @ milepost 118. Some sort of speed cameras would be nice to slow down speeders. I hardly ever see any police presence in this stretch of highway and there are PLENTY of speeders. A bit ridiculous. That would also help with proper speed through the roundabouts which are a heated subject in this area. I think mostly in part to high rates of speed and not knowing HOW to maneuver through a roundabout
Get rid of the roundabouts or put in stop signs instead of yield signs. The semis seem to think that because they're much bigger they can do whatever the hell they want. We've come so close to being it way to may times. By the way, this was an absolutely ridiculous idea on someone's part.
Needs to be resurfaced
Make people slow down when trying to enter the previous Roads mentioned.
I have experienced falling rocks and vehicles going way too fast.
Generally all the drives that access
Fix the road and change the blind curves that people have to use to get on the road. And, open up crossovers for the local businesses.
Speeding and the risk of wrong way driving
Please consider Morristown intersections when looking at this road as a whole.
Hope you are considering a roundabout for the intersection of 60 & 74. And consider doing some PSAs on how to use a roundabout, Arizonans still haven't mastered them.
Too many speeders and no cops.

Local livestock get on roadway
You widened this road & made a center turn [eliminating the cycle lanes] a few years ago, we do not want the dust, noise & congestion that created to repeat. Lower the speed limit to 35 back to where the 45 limit begins & reduce the 65 limit to 45 a couple miles further south. You have done this at the approaches to Wittman.
I am fearful that adding medians would disrupt local business traffic by making it inconvenient due to lack of turn lanes
Yes... The roundabout is a death trap... Cars coming off the freeway don't slow down and merge... The just come flying off of the freeway... I have had so many close calls there... I absolutely hate that area... Also cars coming across to enter the freeway while your trying to watch for cars flying off the freeway... Maybe putting those round bump things for about 50' on the exit would slow people down... Also cars come flying into town from the 74... So many DO NOT pay attention to the 45 mph speed limit, and I hardly ever see an officer out there... I have called in several times...
Loose rubble from the mountains after storms is concerning. Some of the left turn lanes are short which can cause traffic to slow excessively to make the left turn. I've had this happen several times where drivers slow to 30mph to get into a short left turn lane though the speed limit is at 65. Other concerns I have is several exits from stores/restaurants within Wickenburg on the 60 (such as Taco Bell) have significant drops which forces you to exit at extremely low speeds which can be troublesome when trying to enter traffic. Though it's supposed to be 35mph, traffic often still travels at 50+mph
Scraps from blown tires are more of a problem than animals. I like the road. I had someone recently mention what a pleasant drive it was. It needs to be resurfaced. I end up driving on the right edge to make the trip a little less rough.
I think the danger would be greatly diminished if seed enforcement became a priority, for City and State.
Due to the increased traffic and speed the roadway is deteriorating and the traffic is not slowing down. The road noise is so bad you cant go outside and its starting to smell like phoenix
The various speed changes within the town of Wickenburg are often unobserved by commercial vehicles. I would like to see them both enforced and made more uniform. While not part of the survey speeds from the first roundabout on the 93 to the survey area range from 55 to 30 as well as 65 for the further end of the survey area.
Vehicles pulling out into traffic from a stop sign, and not concerning themselves with the need to quickly reach speeds of existing traffic flow. Acceleration lanes might be helpful.
I've heard someone say they wish it was a freeway so we could get to Phoenix faster
We need a turn bay at 288th please (Skip in Hills)
There is a serious lack of traffic enforcement in this area and on US 93 north of Wickenburg, especially for speeding violations and commercial vehicle enforcement. Your limited funding would be better spent improving US 93 to four lanes divided throughout its entire length.

How long will it take from start to finish
I just wish people would slow down when traveling through the area. With people trying to get in and out of driveway.
From the town limits to the bridge. Excess speed
It would be nice to have turnout lanes (?) to allow passing of slower moving vehicles (i.e. Hwy 74).
Poor roads that seem to hold a lot of water during storms. Low spots need attention and new pavement installed.
Would want the cliffs to have netting added!
SPEED .. Everyone goes to fast
Turn lanes and more lights could be helpful.
I hope you don't, but if you do put anymore roundabouts in, please make them bigger. The 2 currently in Wickenburg are very dangerous and been the cause of many accidents.
Leave it alone
There is a section that occasionally has a rock fall. Netting in this location would be helpful
Just the intersection by Us Post Office which is just east of 74
Yes the speeding is a problem, I drive about 5-10 miles over the speed limit and I am practically getting run off the road by drivers trying to get around me. Dangerously passing on the right to beat me before I pass a semi etc.
If ADOT is going to have Roundabouts the need to do Public Service Announcements on Television. People do not know how to use a roundabout. Right of Way is the big issue.
Take the roundabout out at 60 and 93. It’s not large enough to support big trucks and most people have no clue as to how to use them properly or safely
The sooner something is done the better
Absolutely; in January my employee, Michael Bennett, was assisting a disabled motorist helping to push his vehicle in the northbound lane and was struck by a truck pulling a horse trailer who failed to change lanes to avoid an accident despite hazard lights on the vehicle and a woman waving her arms to move over. Both of Michael's legs were run over and he has had to endure numerous surgeries on both legs and is still in a rehab facility and unable to walk. The responsible driver was cited but we have learned that Maricopa County declined to prosecute. So here is a young man trying to help whose whole life was turned upside down in an instant; that is the danger of this highway; speed and inattention. I would be happy to speak further with any of your representatives should you require further information. Thank you- Mike Shelton/ Store Manager/ Vern Lewis Welding Supply/ 30249 N Hwy 60/89/ 928-231-1212.

The road surface is rough, noisy, and jarring.
In that the traffic is increasing, it is getting harder and harder to enter onto 60, especially when turning right, as drivers tend to populate the right hand lane more so than the left one (I am thankful for the courteous drivers who look ahead and move to the left lane to allow ingress onto 60, but they are few). Adding right hand merge lanes (on ramps) from roadways onto 60 would greatly increase safe entry. Often when making a right turn onto the highway, one has to either wait, wait, wait... or turn across on-coming traffic into the left lane. This of course in not safe, but often is the only way to get onto the roadway. Otherwise, did I say one would have to WAIT and WAIT and....? Thanks guys for the opportunity to give some feedback.
Road not maintained as much as it needs to be.
My driveway serves a number of homes from a common frontage road, MM119.5, NE side of Rt. 60. It washes out regularly. We have requested repaving and regrading the apron many times. Did not happen. This work has been needed for the past 20 years. Liberty Haven Ranch, 42439 NW HWY 60
Too many large trucks that speed and congested the road. The trucks and the roundabout are my biggest concerns and fear. There is no other alternate choices for local traffic to get to 60.
Whatever traffic control is implemented, please size it realistically. Both roundabouts already installed are entirely too small for long-haul trucks to negotiate them and stay in their lane. Very poorly conceived. The same would apply for curbed median crossings. Every one I have seen, such as in Surprise, is too small to negotiate while pulling a trailer of any size. This is Wickenburg, Arizona, not Rome, Italy. People drive crewcab, dually, longbox pickups, and pull horse trailers, or large toy haulers, etc. Traffic engineers need to wake up, and take that into account. Spending tens of millions of dollars for traffic control sized for a Smart Car does no good for anyone, and is a colossal waste of money.
Traffic from SR-74 that turns north onto US-60 frequently ignores (or tries to "beat" traffic coming from the south. This creates dangerous conditions. SR-74 needs more passing lanes. Increasing traffic has lead to vehicles that pass in no-pass zones as well as vehicles that pass unsafely against oncoming traffic. SR-74 used to be a nice drive. I've been run off the road by unsafe drivers on multiple occasions.
The stupid, narrow, poorly marked roundabout at the river! If you want thru trucks to bypass the town give them enough space! With all the new homes and development north and east of 303 this road needs to be more like a freeway - an exit overpass to 74 would be much safer than current arrangement.
Livestock
I have a problem with this section, as well as the section from Loop 303 to 74. That is the large number of drivers who insist on driving in the left lane for miles. That behavior is worse here than on any other road I drive. I would suggest the addition of "Keep Right Except to Pass" signs, or similar.
Only that it would be nice if drivers obeyed the traffic speed limits!
Semi Trucks often park in the two-way left lane to eat at McDonalds or Subway. This causes blind spots and blocks the lane for other drivers.
Provide safety but maintain ability to travel through quickly

I have not experienced problems with this section of US60
It is rough in spots
I travel it often and always thought it was fine.
As above - there needs to be better signage and crossing at the entrance to Hassayampa River Preserve.
Speed controls are definitely needed within the town limits on this stretch! The speed limits are not bad, but our police force cannot keep up with the heavy volume of traffic through here. Photo radar is probably the only effective control to get most drivers to slow down and reduce the high number of accidents in this area.
I am not concerned about this section of the highway. Traffic seems to flow very well
I think the issues is not L turns. The people coming out of their drive way are challenged to match speed and distance. Give them a merging lane so they can enter traffic safely.
No specific concerns. How long will this project last, start to finish?
Needs to be repaved in a more timely manor. Trucks destroy surface in less than a year. Until I-10 is completed, most truck traffic to Vegas, etc. use 60.
Get I-11 done ASAP to get Vegas traffic off of this road. Slow down traffic to 45 mph farther out of town.
Need to get more speed signs to slow traffic.
Circles in Wickenburg need larger yield signs. About 50% of the time people do not yield.
At the junction where traffic traveling S wants to access 74 you never know when a vehicle will rush across the traffic going N.
Julia Brooks from Chamber of Comm. told me there will never be a traffic signal at Jack Burden Rd. Why not? I expect to be killed here one day.
Lower the speed limit on 60 from 74 into Wickenburg from 65 to 55 then when it becomes 45 mph people drive too fast.
General comments-The main area of concern is within the Town of Wickenburg and they should be imminently involved in any solution. I fear that your engineers will not be sufficient in this matter-you need a "magician"!
There is quite a bit of truck traffic from Phoenix coming into Wickenburg on highway 74. From that direction if 2 more passing lanes would be placed the congestion would east up a bit. By having a few right and/or left lanes along side 74 people could turn off toward more home developments easier. These might be a couple of thoughts for your consideration. A few extra side pull offs may help ease traffic, while still not destroying our beautiful desert scenery.
Increase speed near milepost 121 as slow traffic changes increase possible accident possibilities.

My concern is several, I reside with my family just west of mile post 114, (RIO VISTA HILLS) Approx. 50 home sites turning off US 60 to egress. I must turn R passing a supper club by the name of "FIRE SIDE SUPPER CLUB" now closed. Bus has been open and closed several times since, my (20) twenty years of residence. The traffic West Bound on 60 is very "Dangerous" at present! When and if the "SUPPER CLUB" opens this will be a "DISASTER"! At present a speed limit sign of 45 MPH is approx. 100 yards to the west of the Supper Club not allowing West Bound Traffic time to slow down!
The only problem I see is the roundabout into town. Not enough room for trucks and autos at the same time. Some do not yield.
Speeding drivers! Enforcement of vehicles exceeding speed limits needs to be of greater importance.
Needs to be paved to cattle guard. It’s a road hazard and a pull out for autos. Please pave this road.
Yes. 74/60 Intersection should be at an angle going toward Wickenburg onto 60N with a long merge lane. 74/60 going south remains as is with stop sign.

Appendix E. Synchro Results

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SR 74 Existing

HCM 2010 TWSC
3:

12/04/2019

Intersection	
Int Delay, s/veh	2.5

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	1	150	530	1	360	10	5	150
Future Vol, veh/h	1	150	530	1	360	10	5	150
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	0	0	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	163	576	1	391	11	5	163

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	391	402	0	576	-	0	1009	196
Stage 1	-	-	-	-	-	-	393	-
Stage 2	-	-	-	-	-	-	616	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	811	1153	-	619	-	-	237	812
Stage 1	-	-	-	-	-	-	651	-
Stage 2	-	-	-	-	-	-	501	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	1147	1147	-	619	-	-	203	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	-
Stage 1	-	-	-	-	-	-	557	-
Stage 2	-	-	-	-	-	-	501	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1147	-	619	-	-	203	812
HCM Lane V/C Ratio	0.143	-	0.002	-	-	0.027	0.201
HCM Control Delay (s)	8.7	-	10.8	-	-	23.2	10.5
HCM Lane LOS	A	-	B	-	-	C	B
HCM 95th %tile Q(veh)	0.5	-	0	-	-	0.1	0.7

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HCM 2010 TWSC
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Intersection	
Int Delay, s/veh	11.7

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	5	450	1500	20	1000	25	15	450
Future Vol, veh/h	5	450	1500	20	1000	25	15	450
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	0	-	0	-	0	0	0
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	5	489	1630	22	1087	27	16	489

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1087	1114	0	1630	-	0	2934	544
Stage 1	-	-	-	-	-	-	1131	-
Stage 2	-	-	-	-	-	-	1803	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	292	623	-	130	-	-	~ 12	~ 483
Stage 1	-	-	-	-	-	-	270	-
Stage 2	-	-	-	-	-	-	117	-
Platoon blocked, %				-		-	-	
Mov Cap-1 Maneuver	468	~ 468	-	130	-	-	0	~ 483
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	117	-

Approach	EB	WB	SB
HCM Control Delay, s	20.3	0.7	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 468	-	130	-	-	-	483
HCM Lane V/C Ratio	1.057	-	0.167	-	-	-	1.013
HCM Control Delay (s)	87.3	-	38.2	-	-	-	73.7
HCM Lane LOS	F	-	E	-	-	-	F
HCM 95th %tile Q(veh)	15.4	-	0.6	-	-	-	13.9

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

SR 74 Alternative 1

Lanes, Volumes, Timings
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12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	1583
Flt Permitted		0.235		0.115			0.950	
Satd. Flow (perm)	0	438	3539	214	3539	1583	1770	1583
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		167
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Perm	Perm	NA	Perm	NA	Perm	Perm	Perm
Protected Phases			4		8			
Permitted Phases	4	4		8		8	6	6
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	119.0	119.0	119.0	119.0	119.0	119.0	31.0	31.0
Total Split (%)	79.3%	79.3%	79.3%	79.3%	79.3%	79.3%	20.7%	20.7%
Maximum Green (s)	114.5	114.5	114.5	114.5	114.5	114.5	26.5	26.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
Act Effct Green (s)		114.5	114.5	114.5	114.5	114.5	26.5	26.5
Actuated g/C Ratio		0.76	0.76	0.76	0.76	0.76	0.18	0.18
v/c Ratio		1.48	0.60	0.13	0.40	0.02	0.05	1.17
Control Delay		252.3	8.9	6.8	6.6	1.4	52.0	134.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		252.3	8.9	6.8	6.6	1.4	52.0	134.6

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Lanes, Volumes, Timings
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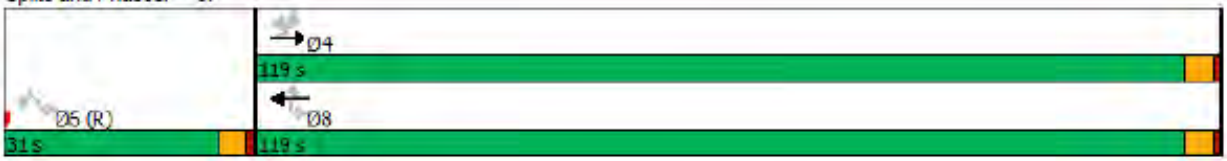
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		F	A	A	A	A	D	F
Approach Delay			65.5		6.5		132.0	
Approach LOS			E		A		F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay: 56.6		Intersection LOS: E	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 2

Lanes, Volumes, Timings
3:

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Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450	
Future Volume (vph)	5	450	1500	20	1000	25	15	450	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	
Frt						0.850		0.850	
Flt Protected		0.950		0.950			0.950		
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	1583	
Flt Permitted		0.125		0.145			0.950		
Satd. Flow (perm)	0	233	3539	270	3539	1583	1770	1583	
Right Turn on Red						Yes		Yes	
Satd. Flow (RTOR)						27		468	
Link Speed (mph)			30		30		30		
Link Distance (ft)			145		598		447		
Travel Time (s)			3.3		13.6		10.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right	
Median Width(ft)			12		12		12		
Link Offset(ft)			0		0		0		
Crosswalk Width(ft)			16		16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	9	15		9		9	15	9	
Turn Type	pm+pt	pm+pt	NA	pm+pt	NA	Perm	pm+pt	Perm	
Protected Phases	7	7	4	3	8		5		1
Permitted Phases	4	4		8		8	1	6	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	25.0	25.0	47.6	9.5	32.1	32.1	9.5	23.4	32.9
Total Split (%)	27.8%	27.8%	52.9%	10.6%	35.7%	35.7%	10.6%	26.0%	37%
Maximum Green (s)	20.5	20.5	43.1	5.0	27.6	27.6	5.0	18.9	28.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)			7.0		7.0	7.0		7.0	
Flash Dont Walk (s)			11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)			0		0	0		0	
Act Effct Green (s)		52.6	43.1	32.6	27.6	27.6	28.4	18.9	
Actuated g/C Ratio		0.58	0.48	0.36	0.31	0.31	0.32	0.21	
v/c Ratio		1.02	0.96	0.12	1.00	0.05	0.03	0.70	
Control Delay		70.9	38.3	12.0	60.2	8.9	21.6	9.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		70.9	38.3	12.0	60.2	8.9	21.6	9.9	

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Synchro 10 Report
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Lanes, Volumes, Timings
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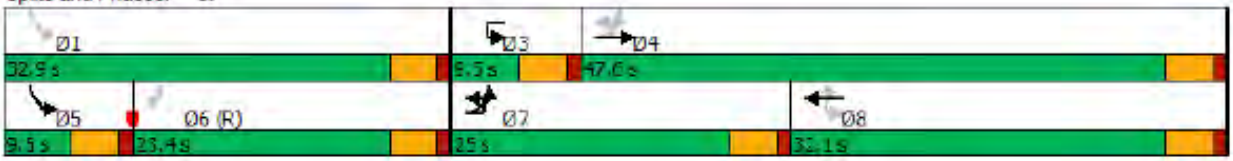
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
LOS		E	D	B	E	A	C	A	
Approach Delay			45.9		58.1		10.2		
Approach LOS			D		E		B		

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 44.8 Intersection LOS: D
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3:



SR 74 Alternative 3

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	1583
Flt Permitted		0.950		0.950			0.950	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1770	1583
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		475
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Prot	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	7	7	4	3	8		1	
Permitted Phases						8		6
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	32.0	32.0	56.5	9.5	34.0	34.0	24.0	24.0
Total Split (%)	35.6%	35.6%	62.8%	10.6%	37.8%	37.8%	26.7%	26.7%
Maximum Green (s)	27.5	27.5	52.0	5.0	29.5	29.5	19.5	19.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Walk Time (s)			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)			0		0	0		0
Act Effct Green (s)		27.5	52.0	5.0	29.5	29.5	19.5	19.5
Actuated g/C Ratio		0.31	0.58	0.06	0.33	0.33	0.22	0.22
v/c Ratio		0.91	0.80	0.22	0.94	0.05	0.04	0.68
Control Delay		54.3	18.7	46.4	45.4	8.4	28.3	9.1
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		54.3	18.7	46.4	45.4	8.4	28.3	9.1

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Lanes, Volumes, Timings
3:

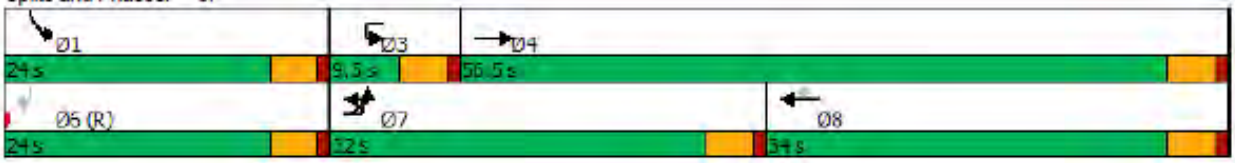
12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	B	D	D	A	C	A
Approach Delay			27.0		44.6		9.7	
Approach LOS			C		D		A	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 30.0 Intersection LOS: C
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3:



SR 74 Alternative 4

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	1583
Flt Permitted		0.213		0.082			0.950	
Satd. Flow (perm)	0	770	3539	153	3539	1583	1770	1583
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		107
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			24		24		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Perm	Perm	NA	Perm	NA	Perm	Perm	Perm
Protected Phases			4		8			
Permitted Phases	4	4		8		8	6	6
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	54.4	54.4	54.4	54.4	54.4	54.4	25.6	25.6
Total Split (%)	68.0%	68.0%	68.0%	68.0%	68.0%	68.0%	32.0%	32.0%
Maximum Green (s)	49.9	49.9	49.9	49.9	49.9	49.9	21.1	21.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
Act Effct Green (s)		49.9	49.9	49.9	49.9	49.9	21.1	21.1
Actuated g/C Ratio		0.62	0.62	0.62	0.62	0.62	0.26	0.26
v/c Ratio		1.03	0.74	0.23	0.49	0.03	0.03	0.99
Control Delay		67.7	13.1	13.9	9.1	2.4	22.3	62.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		67.7	13.1	13.9	9.1	2.4	22.3	62.6

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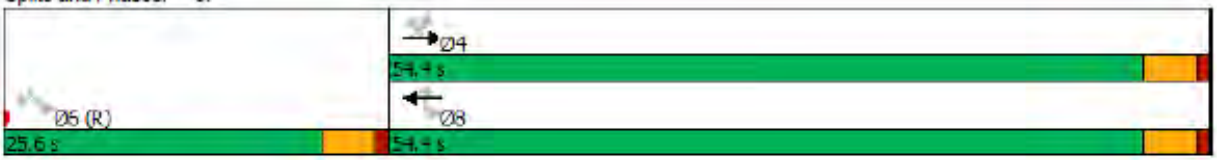
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		E	B	B	A	A	C	E
Approach Delay			25.8		9.1		61.3	
Approach LOS			C		A		E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 5

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450	
Future Volume (vph)	5	450	1500	20	1000	25	15	450	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	1.00	
Frt						0.850		0.850	
Flt Protected		0.950		0.950			0.950		
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	1583	
Flt Permitted		0.099		0.112			0.950		
Satd. Flow (perm)	0	358	3539	209	3539	1583	1770	1583	
Right Turn on Red						Yes		Yes	
Satd. Flow (RTOR)						27		292	
Link Speed (mph)			30		30		30		
Link Distance (ft)			145		598		447		
Travel Time (s)			3.3		13.6		10.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right	
Median Width(ft)			24		24		12		
Link Offset(ft)			0		0		0		
Crosswalk Width(ft)			16		16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	9	15		9		9	15	9	
Turn Type	pm+pt	pm+pt	NA	pm+pt	NA	Perm	pm+pt	Perm	
Protected Phases	7	7	4	3	8		5		1
Permitted Phases	4	4		8		8	1	6	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	16.2	16.2	47.0	9.5	40.3	40.3	9.5	24.0	33.5
Total Split (%)	18.0%	18.0%	52.2%	10.6%	44.8%	44.8%	10.6%	26.7%	37%
Maximum Green (s)	11.7	11.7	42.5	5.0	35.8	35.8	5.0	19.5	29.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)			7.0		7.0	7.0		7.0	
Flash Dont Walk (s)			11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)			0		0	0		0	
Act Effct Green (s)		52.0	42.5	40.8	35.8	35.8	29.0	19.5	
Actuated g/C Ratio		0.58	0.47	0.45	0.40	0.40	0.32	0.22	
v/c Ratio		0.82	0.98	0.12	0.77	0.04	0.03	0.86	
Control Delay		30.2	41.2	10.4	28.1	6.7	21.2	29.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		30.2	41.2	10.4	28.1	6.7	21.2	29.8	

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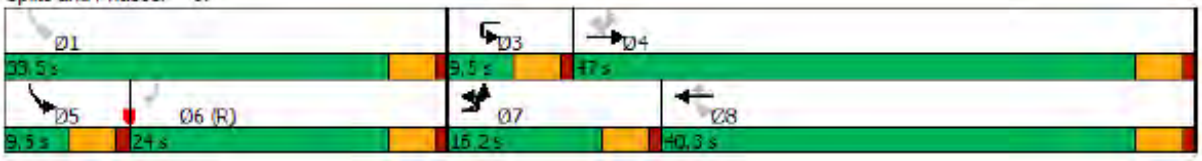
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
LOS		C	D	B	C	A	C	C	
Approach Delay			38.7		27.3		29.6		
Approach LOS			D		C		C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 6

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	1583
Flt Permitted		0.950		0.950			0.950	
Satd. Flow (perm)	0	3433	3539	1770	3539	1583	1770	1583
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		278
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			24		24		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Prot	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	7	7	4	3	8		1	
Permitted Phases						8		6
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	19.1	19.1	45.0	9.5	35.4	35.4	25.5	25.5
Total Split (%)	23.9%	23.9%	56.3%	11.9%	44.3%	44.3%	31.9%	31.9%
Maximum Green (s)	14.6	14.6	40.5	5.0	30.9	30.9	21.0	21.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Walk Time (s)			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)			0		0	0		0
Act Effct Green (s)		14.6	40.5	5.0	30.9	30.9	21.0	21.0
Actuated g/C Ratio		0.18	0.51	0.06	0.39	0.39	0.26	0.26
v/c Ratio		0.79	0.91	0.20	0.80	0.04	0.03	0.79
Control Delay		41.8	27.5	40.1	27.1	6.5	22.3	22.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		41.8	27.5	40.1	27.1	6.5	22.3	22.4

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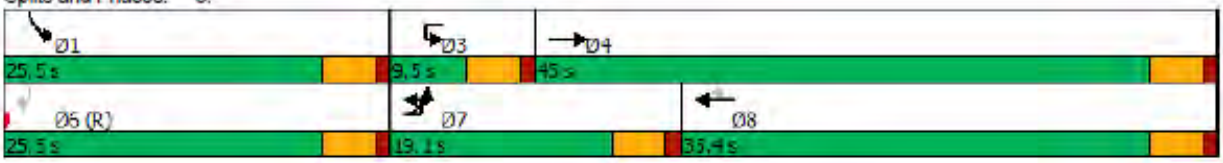
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	C	D	C	A	C	C
Approach Delay			30.8		26.8		22.4	
Approach LOS			C		C		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 28.5		Intersection LOS: C	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 7

Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.88
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	2787
Flt Permitted		0.245		0.126			0.950	
Satd. Flow (perm)	0	456	3539	235	3539	1583	1770	2787
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		333
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Perm	Perm	NA	Perm	NA	Perm	Perm	Perm
Protected Phases			4		8			
Permitted Phases	4	4		8		8	6	6
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	127.0	127.0	127.0	127.0	127.0	127.0	23.0	23.0
Total Split (%)	84.7%	84.7%	84.7%	84.7%	84.7%	84.7%	15.3%	15.3%
Maximum Green (s)	122.5	122.5	122.5	122.5	122.5	122.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
Act Effct Green (s)		122.5	122.5	122.5	122.5	122.5	18.5	18.5
Actuated g/C Ratio		0.82	0.82	0.82	0.82	0.82	0.12	0.12
v/c Ratio		1.33	0.56	0.12	0.38	0.02	0.07	0.77
Control Delay		184.0	5.6	4.2	4.0	0.9	59.3	28.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		184.0	5.6	4.2	4.0	0.9	59.3	28.9

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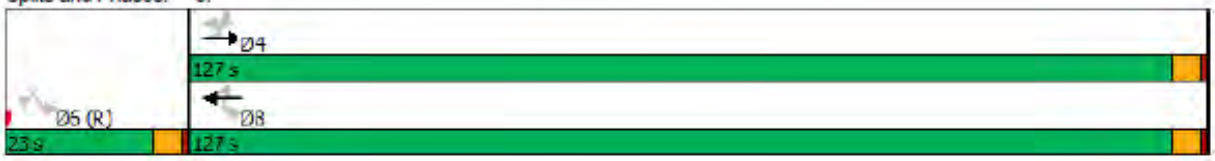
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		F	A	A	A	A	E	C
Approach Delay			47.1		4.0		29.9	
Approach LOS			D		A		C	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Natural Cycle: 150
Control Type: Pretimed
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 79.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3:



SR 74 Alternative 8

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450	
Future Volume (vph)	5	450	1500	20	1000	25	15	450	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.88	
Frt						0.850		0.850	
Flt Protected		0.950		0.950			0.950		
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	2787	
Flt Permitted		0.125		0.145			0.950		
Satd. Flow (perm)	0	233	3539	270	3539	1583	1770	2787	
Right Turn on Red						Yes		Yes	
Satd. Flow (RTOR)						27		489	
Link Speed (mph)			30		30		30		
Link Distance (ft)			145		598		447		
Travel Time (s)			3.3		13.6		10.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right	
Median Width(ft)			12		12		12		
Link Offset(ft)			0		0		0		
Crosswalk Width(ft)			16		16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	9	15		9		9	15	9	
Turn Type	pm+pt	pm+pt	NA	pm+pt	NA	Perm	pm+pt	Perm	
Protected Phases	7	7	4	3	8		5		1
Permitted Phases	4	4		8		8	1	6	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	25.0	25.0	47.6	9.5	32.1	32.1	9.5	23.4	32.9
Total Split (%)	27.8%	27.8%	52.9%	10.6%	35.7%	35.7%	10.6%	26.0%	37%
Maximum Green (s)	20.5	20.5	43.1	5.0	27.6	27.6	5.0	18.9	28.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)			7.0		7.0	7.0		7.0	
Flash Dont Walk (s)			11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)			0		0	0		0	
Act Effct Green (s)		52.6	43.1	32.6	27.6	27.6	28.4	18.9	
Actuated g/C Ratio		0.58	0.48	0.36	0.31	0.31	0.32	0.21	
v/c Ratio		1.02	0.96	0.12	1.00	0.05	0.03	0.50	
Control Delay		70.9	38.3	12.0	60.2	8.9	21.6	5.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		70.9	38.3	12.0	60.2	8.9	21.6	5.0	

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Lanes, Volumes, Timings
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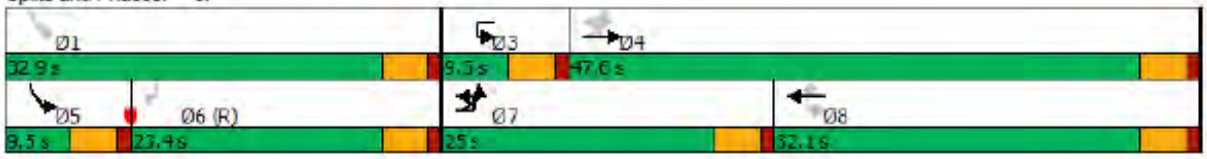
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
LOS		E	D	B	E	A	C	A	
Approach Delay			45.9		58.1		5.5		
Approach LOS			D		E		A		

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 44.1		Intersection LOS: D	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 9

Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.88
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1770	2787
Flt Permitted		0.950		0.950			0.950	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1770	2787
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		489
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Prot	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	7	7	4	3	8		1	
Permitted Phases						8		6
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	32.0	32.0	56.5	9.5	34.0	34.0	24.0	24.0
Total Split (%)	35.6%	35.6%	62.8%	10.6%	37.8%	37.8%	26.7%	26.7%
Maximum Green (s)	27.5	27.5	52.0	5.0	29.5	29.5	19.5	19.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Walk Time (s)			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)			0		0	0		0
Act Effct Green (s)		27.5	52.0	5.0	29.5	29.5	19.5	19.5
Actuated g/C Ratio		0.31	0.58	0.06	0.33	0.33	0.22	0.22
v/c Ratio		0.91	0.80	0.22	0.94	0.05	0.04	0.50
Control Delay		54.3	18.7	46.4	45.4	8.4	28.3	4.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		54.3	18.7	46.4	45.4	8.4	28.3	4.8

12/04/2019 Baseline

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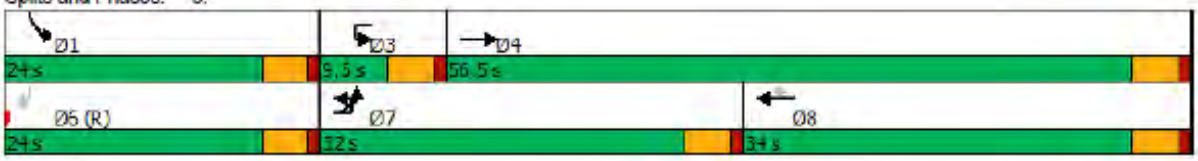
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	B	D	D	A	C	A
Approach Delay			27.0		44.6		5.6	
Approach LOS			C		D		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:SBR, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 29.4		Intersection LOS: C	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 10

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	0.88
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	2787
Flt Permitted		0.228		0.102			0.950	
Satd. Flow (perm)	0	824	3539	190	3539	1583	1770	2787
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		241
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			24		24		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Perm	Perm	NA	Perm	NA	Perm	Perm	Perm
Protected Phases			4		8			
Permitted Phases	4	4		8		8	6	6
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	67.0	67.0	67.0	67.0	67.0	67.0	23.0	23.0
Total Split (%)	74.4%	74.4%	74.4%	74.4%	74.4%	74.4%	25.6%	25.6%
Maximum Green (s)	62.5	62.5	62.5	62.5	62.5	62.5	18.5	18.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0
Act Effct Green (s)		62.5	62.5	62.5	62.5	62.5	18.5	18.5
Actuated g/C Ratio		0.69	0.69	0.69	0.69	0.69	0.21	0.21
v/c Ratio		0.86	0.66	0.17	0.44	0.02	0.04	0.64
Control Delay		29.0	9.5	8.3	6.7	1.7	29.1	20.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.0	9.5	8.3	6.7	1.7	29.1	20.5

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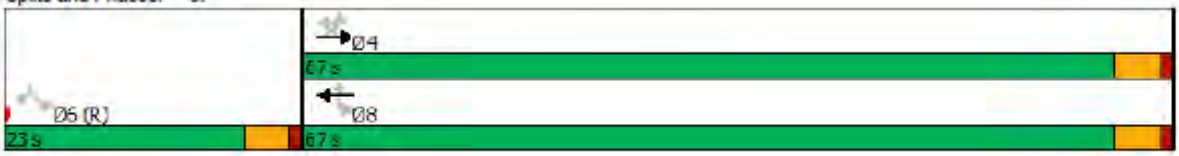
Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		C	A	A	A	A	C	C
Approach Delay			14.0		6.7		20.8	
Approach LOS			B		A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3:



SR 74 Alternative 11

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
Lane Configurations									
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450	
Future Volume (vph)	5	450	1500	20	1000	25	15	450	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	0.88	
Frt						0.850		0.850	
Flt Protected		0.950		0.950			0.950		
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	2787	
Flt Permitted		0.106		0.108			0.950		
Satd. Flow (perm)	0	383	3539	201	3539	1583	1770	2787	
Right Turn on Red						Yes		Yes	
Satd. Flow (RTOR)						27		489	
Link Speed (mph)			30		30		30		
Link Distance (ft)			145		598		447		
Travel Time (s)			3.3		13.6		10.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right	
Median Width(ft)			24		24		12		
Link Offset(ft)			0		0		0		
Crosswalk Width(ft)			16		16		16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	9	15		9		9	15	9	
Turn Type	pm+pt	pm+pt	NA	pm+pt	NA	Perm	pm+pt	Perm	
Protected Phases	7	7	4	3	8		5		1
Permitted Phases	4	4		8		8	1	6	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	16.0	16.0	48.0	9.5	41.5	41.5	9.5	23.0	32.5
Total Split (%)	17.8%	17.8%	53.3%	10.6%	46.1%	46.1%	10.6%	25.6%	36%
Maximum Green (s)	11.5	11.5	43.5	5.0	37.0	37.0	5.0	18.5	28.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)			7.0		7.0	7.0		7.0	
Flash Dont Walk (s)			11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)			0		0	0		0	
Act Effct Green (s)		53.0	43.5	42.0	37.0	37.0	28.0	18.5	
Actuated g/C Ratio		0.59	0.48	0.47	0.41	0.41	0.31	0.21	
v/c Ratio		0.80	0.95	0.12	0.75	0.04	0.03	0.51	
Control Delay		27.8	36.5	10.1	26.5	6.4	21.9	5.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.8	36.5	10.1	26.5	6.4	21.9	5.1	

12/04/2019 Baseline

Synchro 10 Report
Page 1

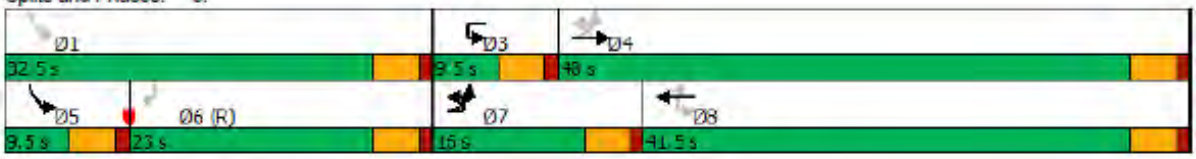
Lanes, Volumes, Timings
3: 12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	Ø1
LOS		C	D	B	C	A	C	A	
Approach Delay			34.4		25.7		5.6		
Approach LOS			C		C		A		

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2: and 6:SBR, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3:



SR 74 Alternative 12

Lanes, Volumes, Timings
3:

12/04/2019

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	5	450	1500	20	1000	25	15	450
Future Volume (vph)	5	450	1500	20	1000	25	15	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	1.00	0.88
Frt						0.850		0.850
Flt Protected		0.950		0.950			0.950	
Satd. Flow (prot)	0	3433	3539	1770	3539	1583	1770	2787
Flt Permitted		0.950		0.950			0.950	
Satd. Flow (perm)	0	3433	3539	1770	3539	1583	1770	2787
Right Turn on Red						Yes		Yes
Satd. Flow (RTOR)						27		478
Link Speed (mph)			30		30		30	
Link Distance (ft)			145		598		447	
Travel Time (s)			3.3		13.6		10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	489	1630	22	1087	27	16	489
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	494	1630	22	1087	27	16	489
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			24		24		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Turn Type	Prot	Prot	NA	Prot	NA	Perm	Prot	Perm
Protected Phases	7	7	4	3	8		1	
Permitted Phases						8		6
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	18.3	18.3	43.0	9.5	34.2	34.2	22.5	22.5
Total Split (%)	24.4%	24.4%	57.3%	12.7%	45.6%	45.6%	30.0%	30.0%
Maximum Green (s)	13.8	13.8	38.5	5.0	29.7	29.7	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Walk Time (s)			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)			0		0	0		0
Act Effct Green (s)		13.8	38.5	5.0	29.7	29.7	18.0	18.0
Actuated g/C Ratio		0.18	0.51	0.07	0.40	0.40	0.24	0.24
v/c Ratio		0.78	0.90	0.19	0.78	0.04	0.04	0.47
Control Delay		39.5	24.9	37.0	24.4	6.0	22.3	4.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.5	24.9	37.0	24.4	6.0	22.3	4.5

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Synchro 10 Report
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Lanes, Volumes, Timings
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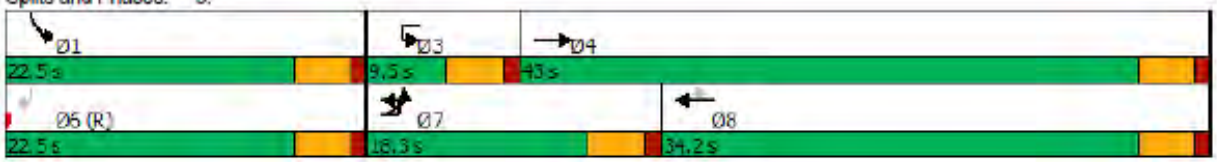
Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
LOS		D	C	D	C	A	C	A
Approach Delay			28.3		24.2		5.1	
Approach LOS			C		C		A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:SBR, Start of Green			
Natural Cycle: 75			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 24.0		Intersection LOS: C	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3:



El Recreo Drive 2022 No Build

HCM 2010 TWSC
2:

12/04/2019

Intersection	
Int Delay, s/veh	59.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	1000	10	4	1000	70	6	1	4	60	1	100
Future Vol, veh/h	140	1000	10	4	1000	70	6	1	4	60	1	100
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	-	-	None	-	-	None	-	-	None
Storage Length	260	-	-	260	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	152	1087	11	4	1087	76	7	1	4	65	1	109

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1163	0	0	1098	0	0	1949	2568	549	1981	2535	582
Stage 1	-	-	-	-	-	-	1397	1397	-	1133	1133	-
Stage 2	-	-	-	-	-	-	552	1171	-	848	1402	-
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	596	-	-	631	-	-	39	26	480	~ 37	27	456
Stage 1	-	-	-	-	-	-	148	206	-	216	276	-
Stage 2	-	-	-	-	-	-	486	265	-	322	205	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	596	-	-	631	-	-	23	19	480	~ 28	20	456
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	19	-	~ 28	20	-
Stage 1	-	-	-	-	-	-	110	153	-	161	274	-
Stage 2	-	-	-	-	-	-	366	263	-	236	153	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	160	$ 862.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	34	596	-	-	631	-	-	67
HCM Lane V/C Ratio	0.352	0.255	-	-	0.007	-	-	2.612
HCM Control Delay (s)	160	13.1	-	-	10.7	-	-	$ 862.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.1	1	-	-	0	-	-	17.3

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

09/30/2019 Baseline

Synchro 10 Report
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El Recreo Drive 2022 Build

Lanes, Volumes, Timings
2:

12/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1000	10	4	1000	70	6	1	4	60	1	100
Future Volume (vph)	140	1000	10	4	1000	70	6	1	4	60	1	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.990			0.955			0.916	
Flt Protected	0.950			0.950				0.972			0.982	
Satd. Flow (prot)	1770	3532	0	1770	3504	0	0	1729	0	0	1676	0
Flt Permitted	0.181			0.201				0.875			0.891	
Satd. Flow (perm)	337	3532	0	374	3504	0	0	1557	0	0	1520	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			19			4			89	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			652			323			195	
Travel Time (s)		15.1			14.8			7.3			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	1087	11	4	1087	76	7	1	4	65	1	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1098	0	4	1163	0	0	12	0	0	175	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	42.0	42.0		42.0	42.0		23.0	23.0		23.0	23.0	
Total Split (%)	64.6%	64.6%		64.6%	64.6%		35.4%	35.4%		35.4%	35.4%	
Maximum Green (s)	37.5	37.5		37.5	37.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	37.5	37.5		37.5	37.5			18.5			18.5	
Actuated g/C Ratio	0.58	0.58		0.58	0.58			0.28			0.28	
v/c Ratio	0.78	0.54		0.02	0.57			0.03			0.35	

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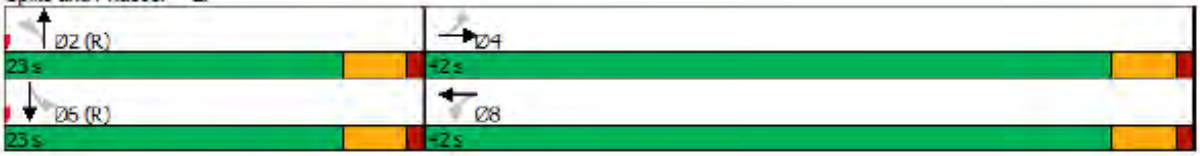
Lanes, Volumes, Timings
2:

12/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	43.4	9.6		6.2	9.9			14.6			12.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	43.4	9.6		6.2	9.9			14.6			12.0	
LOS	D	A		A	A			B			B	
Approach Delay		13.8			9.9			14.6			12.0	
Approach LOS		B			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2:



El Recreo Drive 2032 Build

Lanes, Volumes, Timings
2: 12/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1700	10	4	1700	100	6	1	4	90	1	180
Future Volume (vph)	200	1700	10	4	1700	100	6	1	4	90	1	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.992			0.955			0.910	
Flt Protected	0.950			0.950				0.972			0.984	
Satd. Flow (prot)	1770	3536	0	1770	3511	0	0	1729	0	0	1668	0
Flt Permitted	0.074			0.087				0.735			0.885	
Satd. Flow (perm)	138	3536	0	162	3511	0	0	1308	0	0	1500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			14			4			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		663			652			323			195	
Travel Time (s)		15.1			14.8			7.3			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	1848	11	4	1848	109	7	1	4	98	1	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	1859	0	4	1957	0	0	12	0	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	123.0	123.0		123.0	123.0		27.0	27.0		27.0	27.0	
Total Split (%)	82.0%	82.0%		82.0%	82.0%		18.0%	18.0%		18.0%	18.0%	
Maximum Green (s)	118.5	118.5		118.5	118.5		22.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	118.5	118.5		118.5	118.5			22.5			22.5	
Actuated g/C Ratio	0.79	0.79		0.79	0.79			0.15			0.15	
v/c Ratio	1.99	0.67		0.03	0.70			0.06			1.12	

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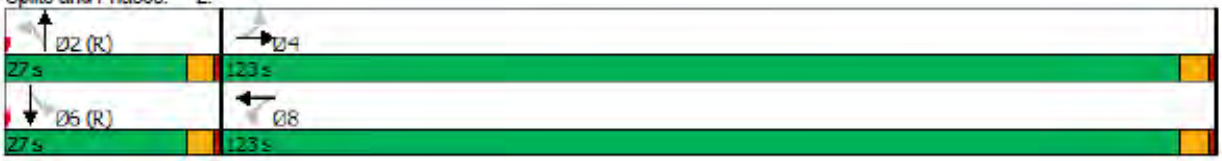
Lanes, Volumes, Timings
2:

12/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	495.9	8.4		4.0	9.1			43.9			137.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	495.9	8.4		4.0	9.1			43.9			137.6	
LOS	F	A		A	A			D			F	
Approach Delay		59.4			9.1			43.9			137.6	
Approach LOS		E			A			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 150			
Control Type: Pretimed			
Maximum v/c Ratio: 1.99			
Intersection Signal Delay: 41.9		Intersection LOS: D	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2:



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Appendix F. AGFD Improvement Study Comments and Recommendations

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September 16, 2019

Mr. Michael LaBianca
HDR
20 E. Thomas Road, Suite 2500
Phoenix, AZ 85012-3118

RE: Arizona Game and Fish Department's US 60 Technical Advisory Committee Corridor Improvement Study Comments and Recommendations

Mr. Michael LaBianca:

The Arizona Game and Fish Department (Department) appreciates the opportunity to participate in the Arizona Department of Transportation's (ADOT) Technical Advisory Committee (TAC) corridor study to determine potential traffic and safety issues and solutions within the segment of US 60 south of Wickenburg, AZ. The Department, under the authority of the Arizona Game and Fish Commission, and pursuant to Title 17 of the Arizona Revised Statutes, has jurisdictional authority and public trust responsibility for wildlife in the State of Arizona. In addition, the Department manages threatened and endangered species though Section 6 authorities and the Department's 10(a)1(A) permit. It is the mission of the Department to conserve Arizona's diverse fish and wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations. As requested by the TAC, the Department is providing its comments and recommendations for corridor improvement based on our subject-matter expertise and the information provided throughout the TAC study.

The US 60 corridor study area runs from milepost 111 in Wickenburg, AZ south and east to milepost 120 near the US 60 / Highway 74 intersection and about one mile north of Morristown, AZ. This landscape has been identified as an important wildlife movement corridor (see the Wickenburg-Hassayampa Linkage Design at http://corridordesign.org/linkages/arizona).

The Hassayampa River runs parallel to this road corridor on average within 300 yards of its eastbound traffic lanes for more than 7 miles before diverging from it and continuing south to the Gila River. The road also runs perpendicular to the washes which feed into the Hassayampa River from the mountains to the east, including Monarch, Ox, and San Domingo Washes, among others. This alignment presents a significant obstacle to wildlife attempting to use these washes to move into and out of the river corridor during their daily and/or seasonal movements and dispersals. Without adequate crossing structures and appropriate funnel fencing to prevent them from entering the roadway and safely cross the highway, wildlife will inevitably continue to come into conflict with motorists.

In order to provide recommendations regarding specific types or locations of improvements during the project planning and design phase of corridor improvement, it will first be necessary to understand the movements of wildlife in the vicinity of the roadway. This information should include both the species which may be crossing or attempting to cross and the locations within the road corridor which could provide the greatest impact for enhancing corridor safety and habitat connectivity. In addition to the information already provided, the following data will be necessary in order to identify these specific types and locations of improvements:

- Catalog of the types and locations of the existing crossing structures such as bridges and culverts within the corridor
- Camera monitoring to identify the species and frequency of use of existing culverts and bridges that may serve as wildlife crossings when linked with fencing
- Identification of target species travel corridors through telemetry/GPS movement studies
- Review of ADOT roadkill data to ascertain the areas of highest wildlife mortality
- Additional roadkill studies to identify collision hotspots and species not captured by ADOT Crash Data

Any valid approach to reducing wildlife-vehicle collisions must have a foundation in the data described above. Measures taken without such context can jeopardize the persistence of wildlife populations and/or shift wildlife behaviors such that collisions are relocated rather than reduced.

The Department also asks that any improvements or modifications to bridges or culverts within the corridor incorporate design elements that would benefit roosting bats. These types of structures have been identified as roosting habitat for bats. Surveys should also be performed prior to the maintenance or improvement of bridges or culverts to avoid disturbing maternity roosts during breeding season.

Thank you for the opportunity to participate in the TAC US 60 corridor improvement study. If you have any questions or require further information please contact me at (928) 341-4069 or Twilliford@azgfd.gov.

Sincerely,

T. Tyler Williford

Tyler Williford
Habitat Specialist, Yuma

AGFD # M19-09102859