

WASHINGTON CITY TRANSPORTATION MASTER PLAN

SEPTEMBER 2014

HORROCKS
ENGINEERS



Washington City
Where Dixie Begins





Table of Contents

1.0	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	STUDY NEED	2
1.3	STUDY PURPOSE	2
1.4	STUDY AREA	3
1.5	STUDY PROCESS	6
2.0	EXISTING CONDITIONS	7
2.1	LAND USE	7
2.2	SOCIO-ECONOMIC	7
2.3	FUNCTIONAL STREET CLASSIFICATION	12
2.4	BRIDGES	12
2.5	TRAFFIC COUNTS	18
2.6	TRAFFIC ACCIDENTS	19
2.7	WASHINGTON CITY BIKE LANE PLAN	20
2.8	TRAFFIC SIGNAL MASTER PLAN	21
3.0	FUTURE CONDITIONS	23
3.1	LAND USE AND GROWTH	23
3.1.1	Population and Employment Forecasts	23
3.1.2	Future Land Use	23
3.2	TRANSPORTATION MODEL	24
3.2.1	Modeling Procedure	24
3.2.2	Traffic Analysis Zones	24
3.3	ROADWAY NETWORK AND TRAFFIC FORECASTS	24
3.3.1	Roadway Network	25
3.3.2	Traffic Forecasts	25
4.0	TRANSPORTATION IMPROVEMENT PROJECTS	26
4.1	RECOMMENDED SHORT-TERM (0-5 YEAR) TRANSPORTATION IMPROVEMENT PROJECTS	28
4.2	RECOMMENDED LONG RANGE (6-20 YEAR) TRANSPORTATION IMPROVEMENT PROJECTS	29
5.0	TRANSPORTATION GUIDELINES AND POLICIES	34
5.1	SAFE TRANSPORTATION SYSTEM	34
5.2	FACILITIES MAINTENANCE	36
5.3	STREET DESIGN	37
5.3.1	Street Cross-Section Standards	37
5.3.2	Roadway Network Design	37
5.3.3	Improvement Requirements	39
5.3.4	Connected Street System or Grid System	39
5.3.5	Street Lighting Requirements	40
5.3.6	Technical Design Requirements	40
5.4	ACCESS MANAGEMENT	40
5.5	TRAFFIC IMPACT STUDY GUIDELINES	40
5.5.1	When Required	40
5.5.2	Initial Work Activity	41
5.5.3	Qualifications for Preparing Traffic Impact Study Documents	42
5.5.4	Analysis Approach and Methods	42
5.5.5	Report Format	46
5.6	MULTI-MODAL APPROACH	49
5.7	PRESERVE QUALITY OF LIFE	49
5.8	SUPPORT GENERAL PLAN	49



6.0	IMPACT FEES	50
7.0	TRANSPORTATION CORRIDOR PRESERVATION.....	51
7.1	INTRODUCTION	51
7.2	DEFINITIONS	51
7.3	CORRIDOR PRESERVATION TECHNIQUES	51
7.3.1	<i>Acquisition</i>	<i>51</i>
7.3.2	<i>Exercise of Police Powers.....</i>	<i>53</i>
7.3.3	<i>Voluntary Agreements and Government Inducements</i>	<i>55</i>
	ESTIMATES FOR SHORT-YEAR IMPROVEMENT PLAN	57
	ESTIMATES FOR LONG-RANGE IMPROVEMENT PLAN	58
	LIST OF APPENDICIES	59

List of Figures

Figure 1.1	Study Area Location.....	4
Figure 1.2	Study Area	5
Figure 2.1	Population.....	9
Figure 2.2	Annual Population Growth 1970-2011	11
Figure 2.3	Employment Sectors	11
Figure 2.4	Washington City Road Masterplan	14
Figure 2.5	Bridges.....	15
Figure 2.6	Telegraph Street Crash Rate, West of 300 West.....	19
Figure 2.7	Washington City Bike Lane Plan	20
Figure 2.8	Traffic Signal Master Plan.....	22
Figure 3.1	Transportation Improvement Projects.....	27

List of Tables

Table 2.1	Population.....	8
Table 2.2	Bridges.....	17
Table 2.3	Average Daily Traffic.....	18
Table 2.4	Traffic Accident Statistics 2009-2011.....	19
Table 3.1	Population and Employment.....	23
Table 5.1	Guidelines for Installing Sidewalks	36
Table 5.2	Street Cross-Section Configurations.....	38



1.0 INTRODUCTION

1.1 Background

Washington City is a quiet but rapidly growing community located in southwestern Utah just north of the Arizona border. The city is the second largest in Washington County and abuts St. George to the west, which is the largest city in the county. Las Vegas, which is 120 miles away, is the nearest large urban area, while Salt Lake City is located 300 miles to the north of Washington City.

The Virgin River is a significant feature in the area, flowing generally from east to west through the geographic center of the city. Washington City is also bisected by Interstate 15, which runs from northeast to southwest through the northern part of the city. This creates two notable barriers within the city's own boundaries. Most of the city's population is situated between the interstate and the river. Several large and small bluffs in the area also act as barriers within the city as well as between Washington City and other communities nearby.

The temperate, climate of the area and nearby attractions including national parks, national monuments and state parks has induced many short and long-term visitors to the city. The city has a large retirement population base, tourism activities, recreational activities, and agricultural activities. The large retirement and tourist influence in the area affects the type of travel behavior and patterns that occur. The increasing population of the area is encroaching upon agricultural lands, which are primarily located in the southern half of the city. As the population increases, more agricultural land is being converted to residential uses, as typified by the transition of agricultural lands in the Washington Fields area. However, residential uses are developing in all parts of the city where larger tracts of vacant land are not restricted by topography or environmental issues. In addition, as the residential population increases, retail and other services are also developing in Washington City.

Washington City's Transportation Guidelines and Policies are defined on page 29 of the Washington City General Plan, and are as follows:

Goal 9. Provide a transportation system that balances traffic needs and those of creating a livable, attractive community.

Objective 1: Move people and goods safely and efficiently to, from, and through Washington City, while minimizing negative impacts on adjacent land uses.

Objective 2: Maintain a pedestrian-friendly setting for residential neighborhoods, downtown shopping, and business districts.

Objective 3: Anticipate future bus route needs in the planning and design of streets and developments.

Objective 4: Preserve rights-of-way to accommodate future traffic needs.

Objective 5: Reduce high speeds and traffic levels through neighborhoods.

Objective 6: Encourage alternative (non-auto) modes of transportation.

Objective 7: Provide walking and bike paths/lanes in an interconnected system that links major destinations.



The specifics of each transportation objective are outlined and discussed in this Transportation Master Plan.

1.2 Study Need

When a community such as Washington City experiences rapid growth it exposes various issues and concerns that relate to the transportation system. Washington City's transportation concerns are varied and include issues regarding:

- Internal circulation;
- Regional access;
- I-15 and Virgin River crossings;
- Population growth of the area; and
- Constraints of the existing roadway network.

Internal circulation issues included the adequacy of existing roadways, the lack of a completed network, and single-point access to residential areas. Regional access issues include the limited number of roadways that connect Washington City with I-15 and with the other communities in the county.

Both I-15 and the Virgin River form physical barriers that limit crossing locations. The limited number of crossings focuses trips to a single location. This often creates congestion and diminishes the ability of the roadway system to function as a network.

Washington City has experienced rapid population growth from 1980 to 2012 compared to the state of Utah as a whole. This fast growth rate is expected to continue into the near future based on state-generated projections and discussions with the local government officials and business people. It is anticipated that this increase in population will be comprised of new employment opportunities in the area and the increased number of retirees moving into the area.

Constraints of the existing roadway network and predicted growth place a burden on Washington City, Washington County, and the State of Utah to maintain an adequate transportation system.

The Washington City Transportation Master Plan was initiated to address many of the issues that have been previously discussed and serve as a comprehensive transportation study for the city. This study is an impact fee eligible study.

1.3 Study Purpose

The primary objective of this study is to establish a solid transportation plan to guide future developments and roadway expenditures. The transportation plan includes three major components:

- Transportation guidelines and policies
- A five-year short-range action plan
- A twenty-year long-range transportation plan

The transportation guidelines and policies will aid city staff and officials in making informed and consistent decisions regarding transportation policies. Five-year improvements focus on



specific projects to improve deficiencies in the existing transportation system. The twenty-year plan will identify those projects that require significant advance planning and funding to implement and are needed to accommodate the future traffic demand within the study area.

1.4 Study Area

The study area includes Washington City and land immediately adjacent to it which lies in St. George and Washington County. A general location map is shown in Figure 1.1. A more detailed map of the study area and city corporate limits is shown in Figure 1.2.

Major roadways within the roadway network include I-15, Telegraph Road, SR-9, Green Springs Drive, and 300 East. I-15 is a major traffic artery, which links Washington City to Salt Lake City to the north and Las Vegas and Southern California to the south. I-15 also diagonally bisects the city segregating the more developed areas of the city from the lesser-developed areas to the north. Telegraph Road bisects the city running east and west from Green Springs Road to SR-9. SR-9 is the eastern boundary and serves as the principle roadway to eastern Washington County. 300 East/Washington Fields Road serve as the primary north/south arterial. The remaining roadways within the study area are comprised of city streets and county roads.



Figure 1.1 Study Area Location

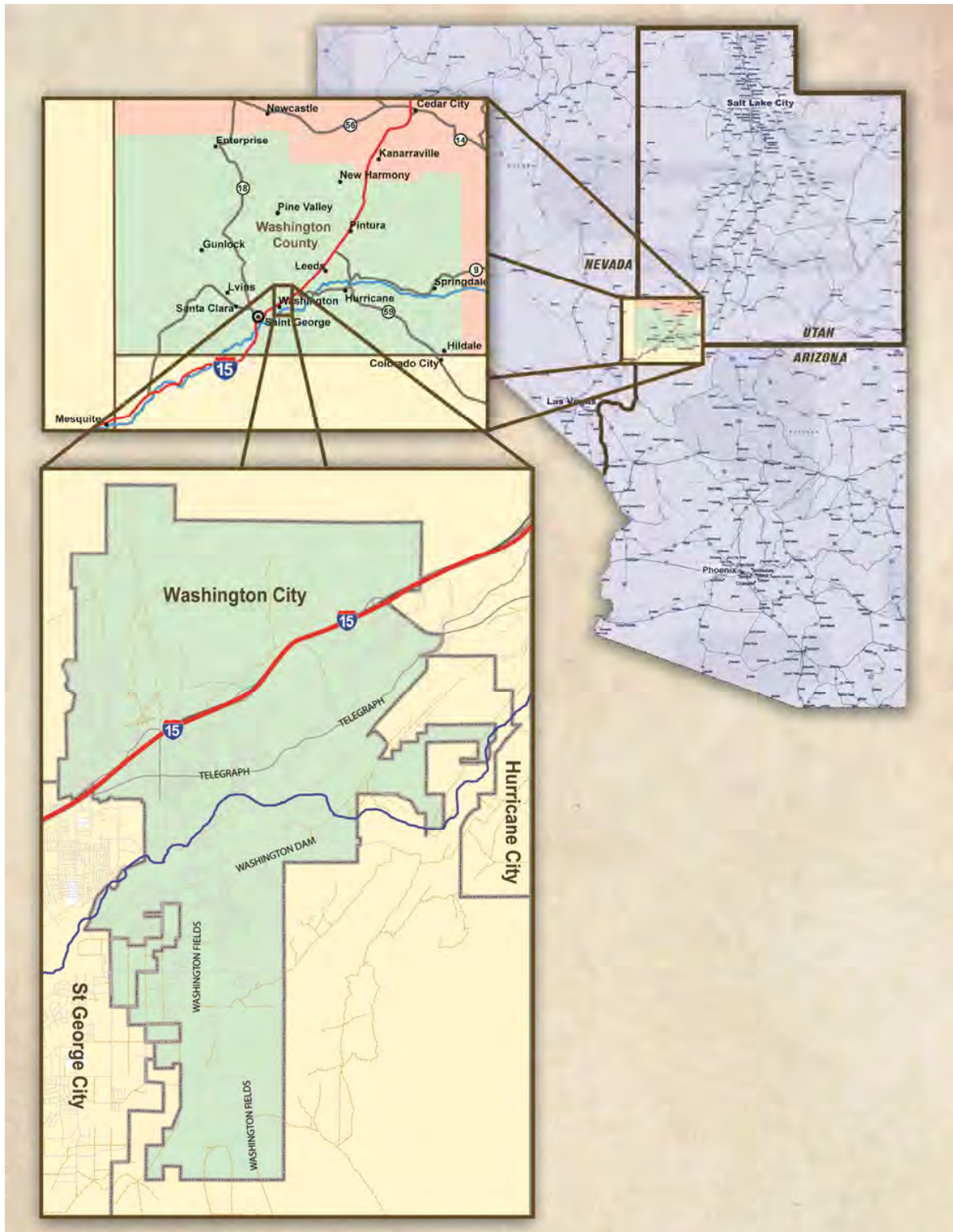
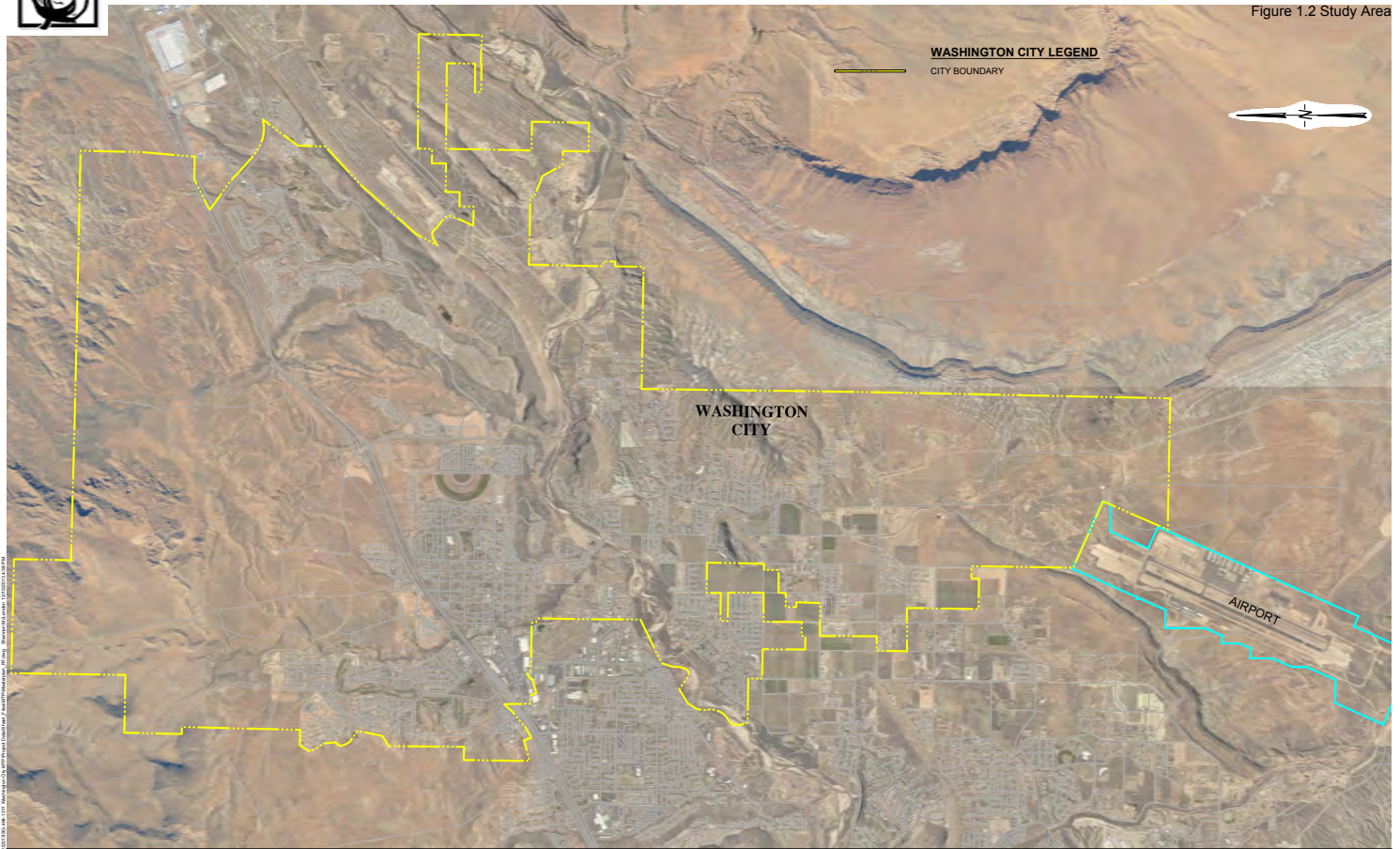




Figure 1.2 Study Area





1.5 Study Process

The current master plan update is being administered and financed by Washington City and the Dixie Metropolitan Planning Organization. It is being conducted under the guidance of city staff. This report documents the Washington City Transportation Master Plan as reflected in year 2013. The 2013 update prepared by Horrocks Engineers is an update to the previous 2009 Master Plan performed by Horrocks Engineers. Tables, text and figures are updated with the most recent available information. This Master Plan is, therefore, consistent with the previously approved and adopted Transportation Master Plan and provides information and data that reflects current conditions.



2.0 EXISTING CONDITIONS

An inventory and evaluation of existing conditions within the study area was conducted so existing transportation problems could be identified and a framework for the analysis of future conditions could be accomplished. In addition to an examination of existing conditions, Washington City adopted a General Plan in March of 2005 that is a comprehensive document that plans for future growth and has assigned land uses to various undeveloped sections of the city. Traffic forecasts will rely on the concepts laid out in the General Plan.

2.1 Land Use

In order to analyze and forecast traffic volumes, it is essential to understand the land use patterns within the study area. An example of how land use is an integral component of the traffic modeling process is evident in the land use patterns of Washington City. The majority of land use in the city is residential, thus it can be assumed that a large percentage of trips are made to employment and commercial areas located outside the community. By recognizing this, it can be determined which transportation facilities are used to make these trips and the number of trips made each day. However, it is important to understand that land use is only a single component of the overall modeling process.

Residential land uses are concentrated in the north around the Green Springs Golf Course; to the south in Washington Fields (near the Virgin River); between I-15 and the Virgin River; and Coral Canyon near I-15 and SR-9. A high concentration of homes have been built in the last 5 years south of the Virgin River in Washington Fields. In the past, commercial land uses have consisted of small commercial properties with direct access from I-15, and neighborhood commercial uses. However, large “big box” retailers such as Home Depot, Wal-Mart, Kohl's, and Best Buy have located in Washington City near I-15 mile post 10.

Industrial land use is defined as those businesses that manufacture, process or fabricate goods. There are two areas in Washington City that are designated for industrial uses. One area is located along Industrial Road between 100 East and the City limits; this area ties into Millcreek Industrial Park located in St. George. The other industrial area is located along Washington Dam Road.

Public land uses include the government center, schools, parks, and golf courses. City Hall is located on 100 East just north of 100 North. A new Public Works building and associated facilities are located on Washington Dam Road. Public schools located within the City's limits include Washington Elementary School, Horizon Elementary School, Riverside Elementary School, and Coral Canyon Elementary School. Pine View High and Middle schools are located just west of the city in St. George. Future school sites and parks are planned as a part of the Sienna Hills development.

2.2 Socio-Economic

Historical growth rates have been identified for this study, because past growth is usually a good indicator of what might occur in the future. Table 2.1 identifies the population growth over the past 50 years for Utah, Washington County and Washington City. Between 1950 and 1960 Washington City was small and experienced very little growth. However, since that time, Washington City has experienced phenomenal growth, especially between 1970 and 1980, while growth in the State has fluctuated between 18 and 38 percent during the past 50 years.



Table 2.1 Population

Population from 2000 to 2011												
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Utah	2,246,467	2,290,632	2,331,826	2,372,457	2,430,224	2,505,844	2,576,228	2,636,077	2,691,122	2,731,558	2,774,663	2,813,923
Washington County	91,128	94,729	98,924	103,637	110,239	119,265	127,108	131,778	135,326	136,183	138,761	141,219
Washington City	8,186	9,534	11,556	13,241	14,926	16,611	17,619	17,905	18,143	18,428	18,713	19,249

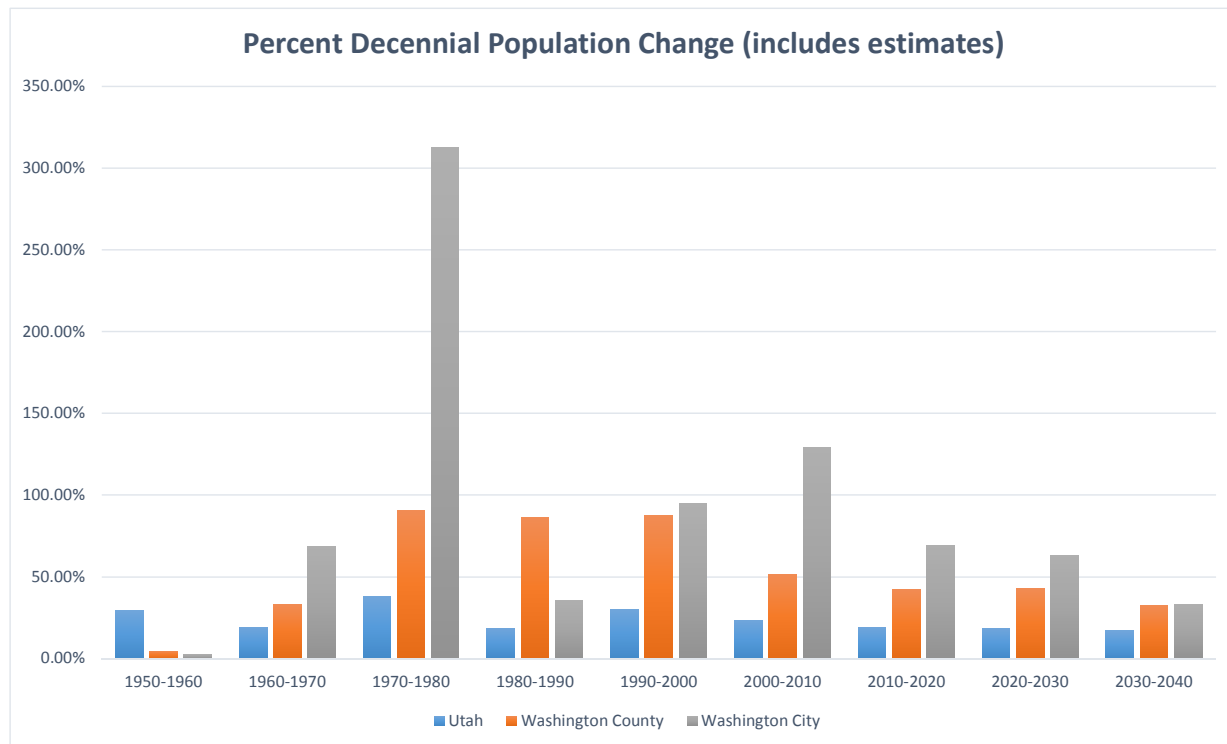
Decennial Population and Estimates										
	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040
Utah	689,000	891,000	1,059,273	1,461,037	1,729,266	2,246,214	2,774,283	3,309,234	3,914,984	4,570,433
Washington County	9,836	10,271	13,669	26,065	48,560	91,104	138,115	196,762	280,558	371,743
Washington City	435	445	750	3,092	4,198	8,186	18,761	31,753	51,678	68,820

Population Change and Estimates									
	1950- 1960	1960- 1970	1970- 1980	1980- 1990	1990- 2000	2000- 2010	2010- 2020	2020- 2030	2030- 2040
Utah	29.32%	18.89%	37.93%	18.36%	29.89%	23.51%	19.28%	18.30%	16.74%
Washington County	4.42%	33.08%	90.69%	86.30%	87.61%	51.60%	42.46%	42.59%	32.50%
Washington City	2.30%	68.54%	312.27%	35.77%	95.00%	129.18%	69.25%	62.75%	33.17%

Sources: U.S. Census Bureau, Census 2010; Utah Population Estimates Committee; GOPB, 2012



Figure 2.1 Population



Source: U.S. Census Bureau, Census 2012, Washington City and Utah Population Estimates Committee



Figure 2.2 identifies population growth rates for Utah and Washington County on an annual basis from 1970 to 2012. According to U.S. Census Bureau, Utah Population Estimates Committee, and Washington City, the figures indicate that Washington County grew at a much faster rate (5.7% average annual growth) than the State as a whole (2.4%) until 2007. With the economic downturn, the County experienced a 4.0% population decrease in 2008 and low increasing rates up to 2012. Washington City's population, however, always increased through this downturn period.

The City has experienced dramatic rate changes in building permits issued. In 2004, there were approximately 880 new residential building permits issued which nearly doubled the permits issued the previous year in 2003. Since 2004, building permits issued have consistently declined to 572 in 2005, 524 in 2006, and 504 in 2007, with a sharp decline in 2008 to 182. However, there has been an upturn for the past several years. In 2011, there were 281 permits and in 2012 there were substantially more at 446. In 2013, it is on track to exceed 600.

Washington City has some unique demographic characteristics when compared with the State. For example, according to the 2010 Census over 15 percent of the city's population is 65 years or older; this compares to 9.0% on a statewide basis. Thus, the 2010 median age is higher in Washington City (31 years old) than for the state (29 years old).

Also, the city has a much lower occupancy rate than the State with 18 percent of the dwelling units being unoccupied while only 10.0% of the State's dwelling units were unoccupied. This can be attributed to the large portion of the dwelling units being second or seasonal homes. According to the U.S. Census Bureau, 2010 Census, twelve percent of the total dwelling units in Washington City are classified as seasonal, recreational or occasional use; this compares to four percent for the State during the same time period.

The 2010 Census median household income in Washington City was \$47,396 which was lower than the Washington County median average household income of \$55,117. Every year, the U.S. Census Bureau conducts the American Community Survey to ascertain key milestones in the country's economic health. In 2007, Washington County's median average household income rose to \$46,822, and continued to increase to \$52,768 in 2012. The State average rose above the U.S. average to \$58,341 in 2012, ranking Utah the 11th highest median average household income in the nation.

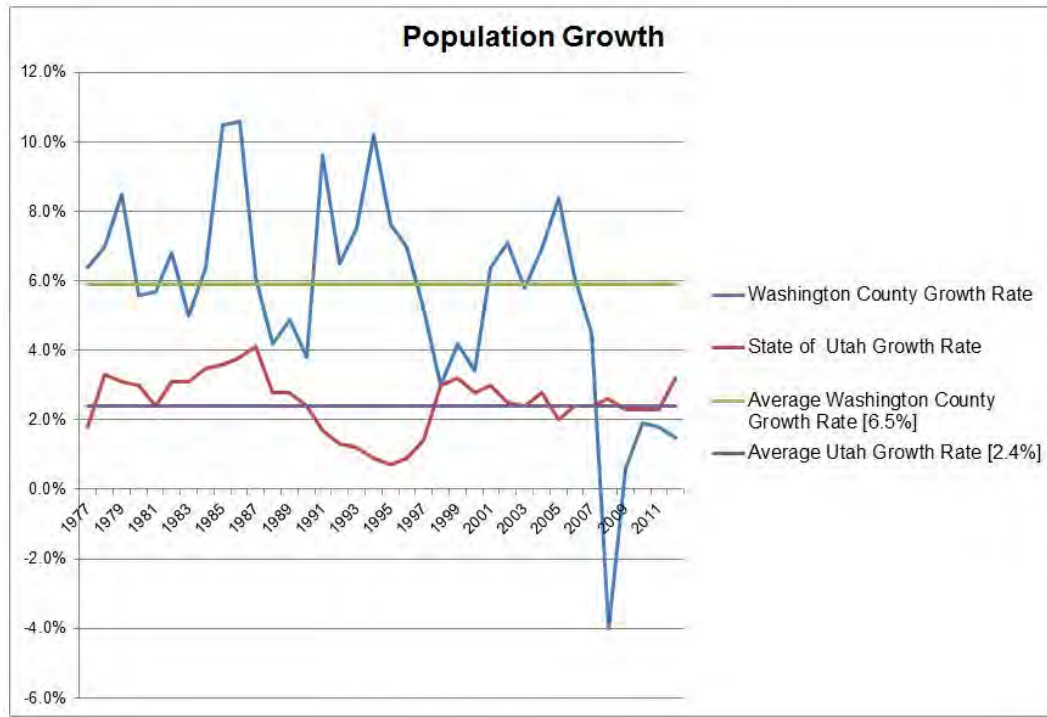
Thousands of tourists are attracted to the area because of the proximity of the national parks, state parks and other scenic attractions including: Zion National Park, Bryce Canyon National Park, Cedar Breaks National Monument, and Snow Canyon State Park.

Employment, on a national basis, tends to grow at a faster rate than population. This same trend has occurred in Washington County. According to Utah Department of Workforce Services, the average annual population increase in Washington County between 1970 and 2012 was 5.9 percent. Even though the employment growth pattern is similar to the State's, Utah's annual average increase is much lower at 2.4 percent for the same time period.

The unemployment rate in Washington County was 5.5 percent in 2012 and has generally been slightly lower than the State, the exception of the economic downturn from 2007 to 2011 where unemployment in Washington County reached a high of 10.5%, slightly higher than the State.

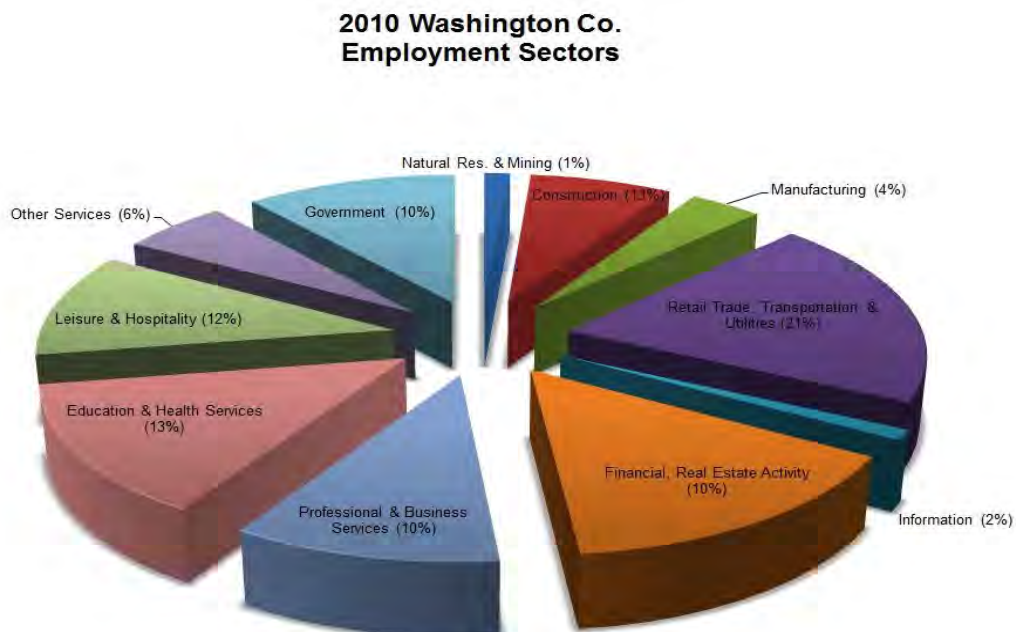


Figure 2.2 Annual Population Growth 1970-2012



Source: U.S. Census Bureau, Utah Population Estimates Committee, and Washington City.

Figure 2.3 Employment Sectors



Source: Utah Department of Workforce Services, Workforce Information (2012).



According to data published by the Utah Department of Workforce Services, Workforce Information, in 2005 the majority of employees in Washington County worked in three primary employment sectors: trade, services and government industries. In 2008, these trends moved more towards professional/business services and financial services and away from government and trade. This was primarily due to the declining housing market that occurred in 2007 and 2008. In 2010, as shown in Figure 2.3, 21% of employees worked in trade, transportation, and utilities. Following at 13% are construction, and education and health. Next is leisure and hospitality with 12%. Close behind are professional and business services, financial and real estate activity, and government, each at 10%.

The following assumptions regarding travel demand were made from the socio-economic data described above:

- higher growth areas experience large changes in travel demand,
- populations with higher average ages generally have a lower travel demand,
- winter residents and visitors effect seasonal travel demand,
- tourism attracts regional travel demand and focuses travel in the main highway corridors,
- areas with lower income generally have lower travel demand, and
- communities with predominantly residential land uses (“bedroom communities”) focus travel demand on the primary roadways.

2.3 Functional Street Classification

This document classifies the current functional and operational characteristics of the selected roadway network of Washington City. Functional street classification is a subjective means to identify how a roadway functions and operates when a combination of the roadway’s characteristics are evaluated. These characteristics include; the configuration, access to and from, right-of-way, traffic volume, carrying capacity, land use access, speed limit, pacing and length of the roadway.

Six primary classifications were used to classify the selected roadways of Washington City. These classifications are: freeways, major arterials, minor arterials, major collectors, minor collectors and local access streets. A freeway’s function is to provide movement at higher speeds with limited access. Arterials also provide movement with as little interface as possible and often connect into the freeway system. Collectors penetrate neighborhoods to distribute and collect traffic from the local streets and channel that traffic to the arterials. Local streets provide access to private property.

Washington City’s current Road Masterplan (Figure 2.4) indicates the future functional street classifications that are anticipated as development occurs.

2.4 Bridges

There are sixteen bridges located in the study area. Bridges are very important components of the City’s roadway network, helping to increase network continuity through physical barriers. Figure 2.5 identifies the location of these structures.

The sufficiency rating utilized by the Utah Department of Transportation (UDOT) is a method of evaluating data that includes structural adequacy, serviceability, and essentiality for public use.



The result of this rating procedure is a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient bridge.



Figure 2.4 Washington City Road Master Plan

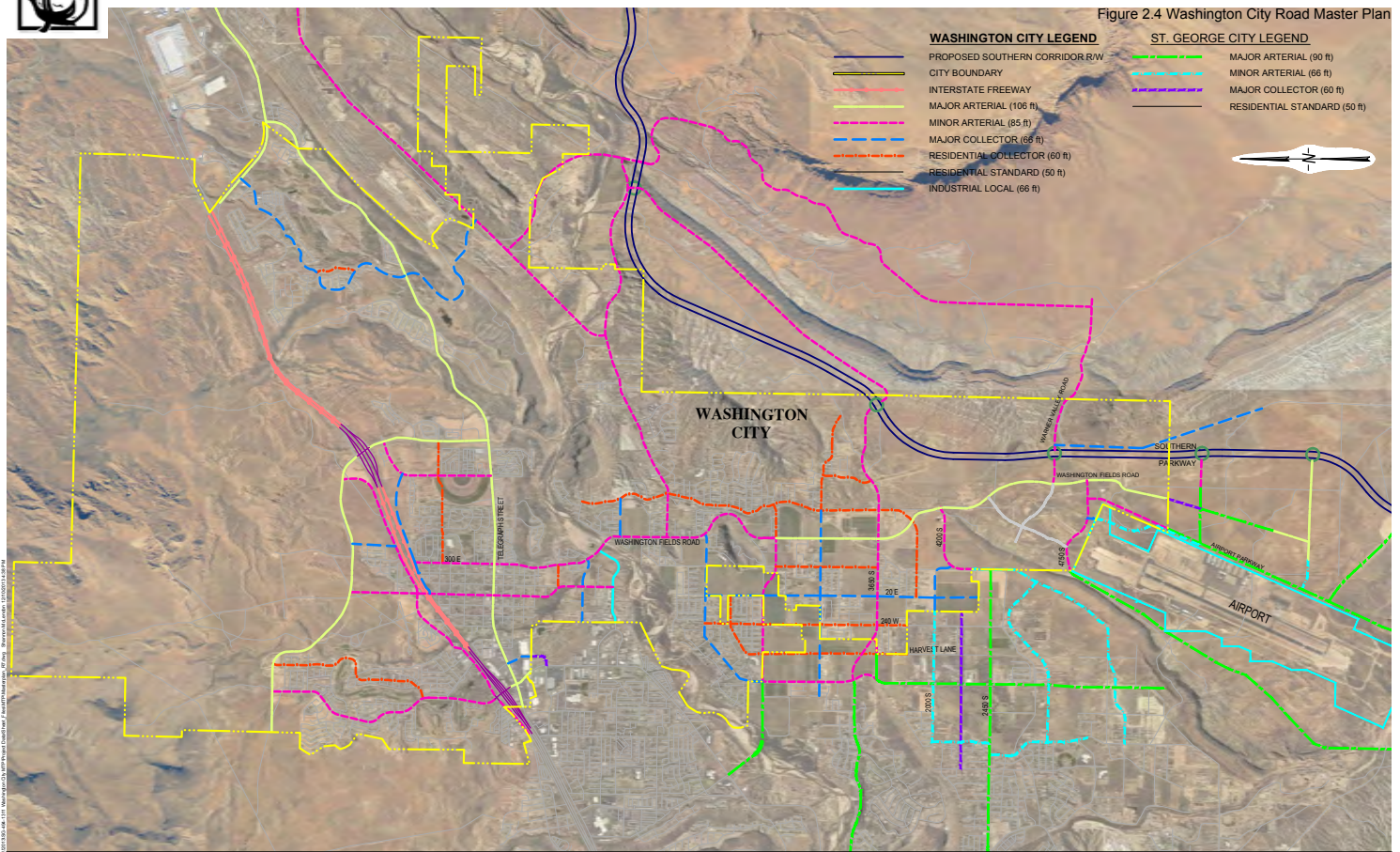
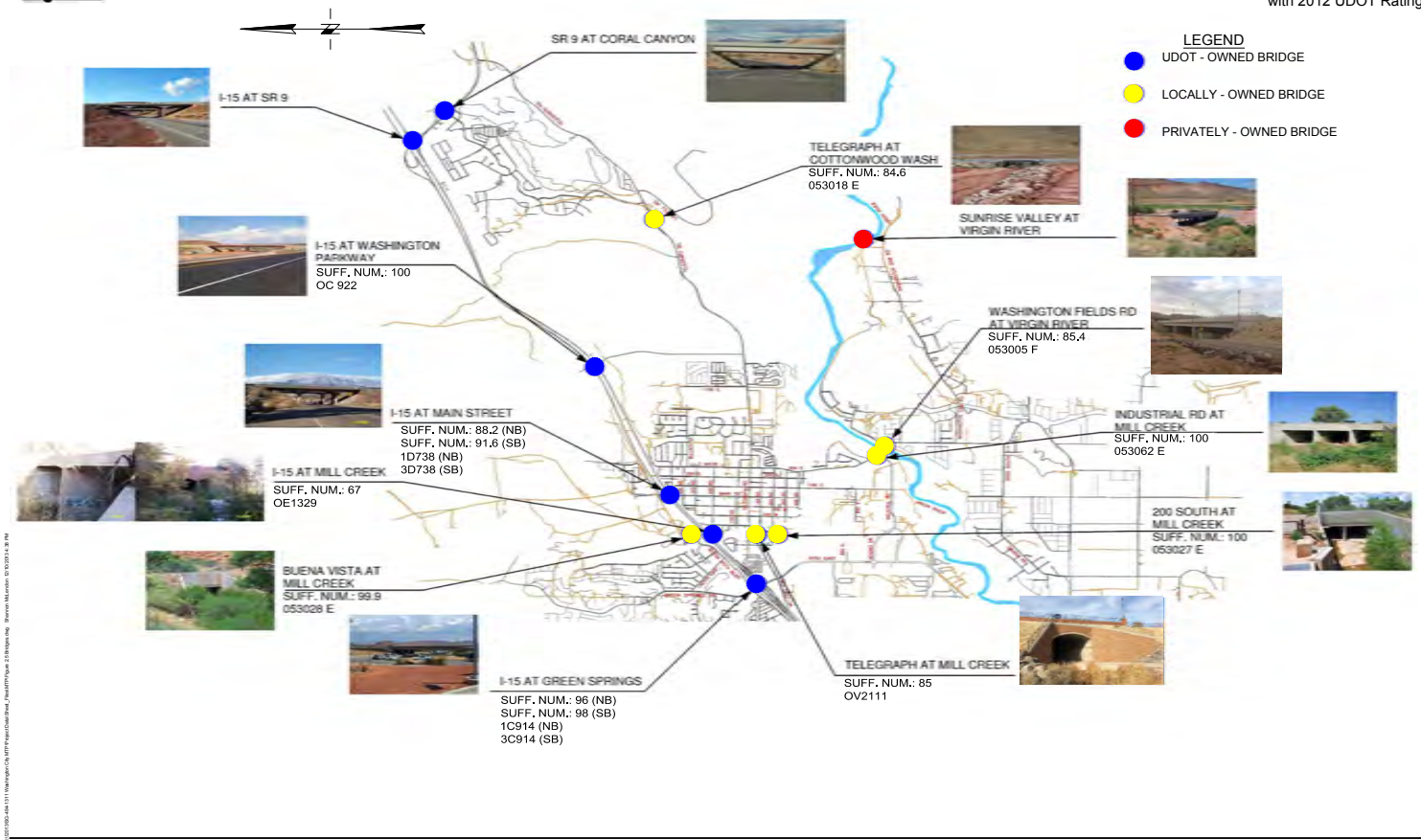




Figure 2.5 Bridges
with 2012 UDOT Rating





Bridges and box culverts which have a 20 foot span or longer within the state are evaluated by the UDOT. These bridges are eligible for Federal funding through the Bridge Replacement Program. All bridges with a rating of less than 50 are eligible to receive the Federal funding on a first come, first serve basis. UDOT re-inventories the bridges about every two years.

The State Transportation Commission has established a policy that 65 percent of these funds will be used for bridges on the state system with the remaining 35 percent being used for bridges under local jurisdiction. The federal share for these projects is 80 percent.

Both the state-owned bridges and locally-owned bridges are shown in Figure 2.5. The known sufficiency ratings and bridge numbers are reported for each bridge.

Table 2.1 compares the bridges owned by the State Utah and the local Washington City bridges that are inspected by UDOT in the study area. These bridges are essential links to cross I-15, the Virgin River, and Mill Creek. The impacts of the bridges on the transportation system are very important to the safe and efficient movement of vehicles. Growing residential and commercial developments depend on these bridges for their access.



**Table 2.2
Bridges**

Location	Maximum Span	No. of Lanes & Roadway Width	Sidewalk	Sufficiency Rating in 2012
State Bridges				
I-15 NB @ Green Springs	44 ft.	2 lanes 38 ft.	no	96
I-15 SB @ Green Springs	44 ft.	2 lanes 38 ft.	no	98
I-15 NB @ Main Street	44 ft.	2 lanes 38 ft.	no	88.2
I-15 SB @ Main Street	44 ft.	2 lanes 38 ft.	no	91.6
I-15 @ Mill Creek	14 ft.	4 lanes n/a	no	67
I-15 @ MP 13 (Washington Parkway)	N/A	3 lanes	yes	100
I-15 NB @ SR-9	50 ft.	2 lanes 38 ft.	no	Not available
I-15 SB @ SR-9	51 ft.	2 lanes 38 ft.	no	Not available
SR-9 @ Coral Canyon	111 ft.	6 lanes 112 ft.	no	Not available
Local Bridges				
Telegraph @ Cottonwood Wash	15 ft.	2 lanes 65 ft.	no	84.6
Telegraph St. @ Mill Creek	46 ft.	4 lanes 65 ft.	yes	No rating- recently replaced
200 South @ Mill Creek	14 ft.	2 lanes 50 ft.	no	100.0
Buena Vista @ Mill Creek	12 ft.	2 lanes 50 ft.	no	99.9
Wash. Fields @ Virgin River	76 ft.	2 lanes 30 ft.	no	85.4
Industrial Road @ Mill Creek	72 ft.	2 lanes 42 ft.	yes	100.0
Sunrise Valley Bridge	115 ft.	2 lanes 46 ft.	yes	Privately owned



2.5 Traffic Counts

Recent average daily traffic count data were obtained from UDOT, Washington City, and St. George City. Table 2.2 shows the traffic count data on the key study area roadways. The number of vehicles that pass over a given segment of roadway in a 24-hour period is referred to as the average daily traffic (ADT) for that segment.

Table 2.3 Average Daily Traffic			
Street	Segment	Year	Total ADT (both directions)
Green Springs Road (SR-212)	Between I-15 & Telegraph Street	2012	15,375
I-15	South of Green Springs Road	2012	40,050
I-15	Between Green Springs Road & SR-9	2012	37,890
I-15	North of SR-9	2012	19,845
Main Street	North of Telegraph Street	2012	2,082
SR-9	Between I-15 & Telegraph Street	2012	20,480
Telegraph Street (SR-212)	East of Green Springs	2012	21,583
Telegraph Street (SR-212)	West of Main Street	2012	16,310
Telegraph Street (SR-212)	West of 300 East	2011	16,850
Telegraph Street (SR-212)	West of Washington Parkway	2012	8,263
300 East	South of Telegraph Street	2008	5,953
Washington Fields Road (FAS 415)	South of the Virgin River	2008	10,414
Source: 2012 State Highway Traffic Book, Utah Department of Transportation; Washington City Counts, 2008-2012.			



2.6 Traffic Accidents

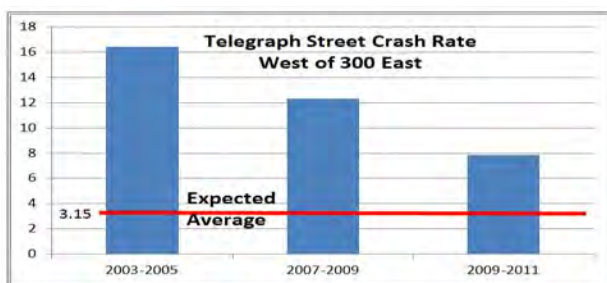
Traffic accident data were obtained from UDOT's database of reported crashes from 2009 through 2011.

Table 2.3 summarizes the crash statistics for those segments and intersections that were analyzed. The table shows for a three year period, 2009 to 2011, the average daily traffic, the number of reported accidents, and the accident rates. The roadway segment accident rates were determined in terms of accidents per 1 million vehicle miles traveled. Accident rates at intersections were not calculated due to the unavailability of traffic volumes on the side streets.

Table 2.4 Traffic Accident Statistics 2009-2011						
Route	Milepost		ADT	Number of Reported Accidents	Crash Rate Per 1 million vehicle miles	Average Crash Rate per mvm
	From	To				
I-15	10.93	13.39	41,583	53	0.48	1.23
I-15	13.39	15.91	40,803	59	0.53	1.23
Telegraph Street (West of 300 East)	0.00	1.29	16,850	187	7.86	3.15
Telegraph Street (East of 300 East)	0.00	1.08	11,088	18	1.37	3.15
State Route 9	0.00	1.11	18,867	18	0.78	3.15
Washington Fields Road	4.99	6.94	11,083	16	0.16	3.15
Source: Utah Department of Transportation						

The crash rates are substantially lower than the expected crash rates on most of the routes in Washington except at Telegraph Street west of 300 East. In this segment, the expected rate is substantially higher (see Table 2.3) than the other analyzed roadways in the City. However, the rate has been steadily decreasing within this segment since 2003-2005 (see Figure 2.6).

Figure 2.6 Telegraph Street Crash Rate, West of 300 East





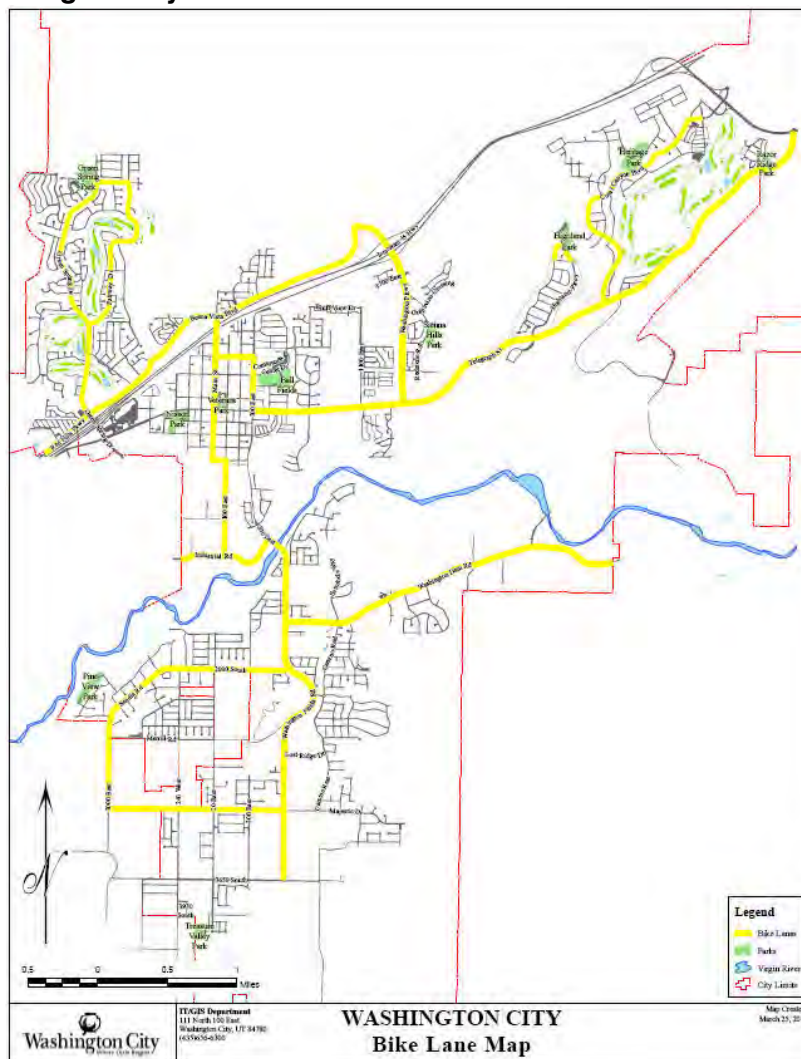
2.7 Bicycle and Pedestrian Traffic

Currently there are no designated bike routes in Washington City. There are several roadways where there is adequate shoulder and a painted white edge line to allow for bicycle use. On these roadways however, bicyclists must mix with motorized traffic at signalized intersections resulting in conflicts. It is desirable to link future bicycle routes so that bicyclists can safely travel to different areas of the community. Washington City's Bike Lane Map is shown on Figure 2.7.

Pedestrian traffic is heavier in those areas where schools or other activity centers are located. The areas around schools generally provide sidewalks and crosswalks for the safe movement of people.

Washington Parks and Recreation is currently revising the Parks and Recreation Master Plan. For location and limits of the pedestrian and bike trails, refer to the current Parks and Recreation Master Plan.

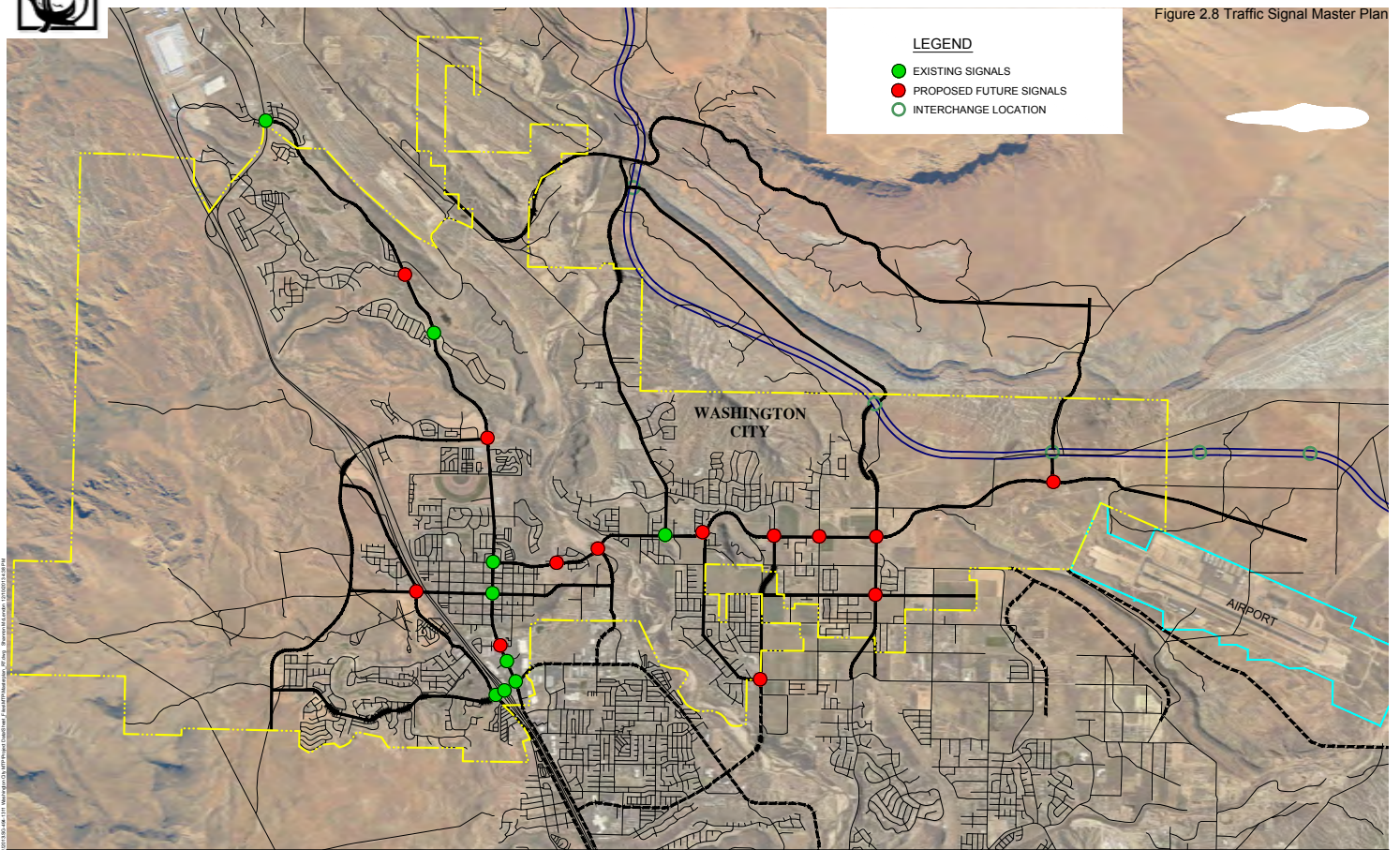
Figure 2.7 Washington City Bike Lane Plan





2.8 Traffic Signal Master Plan

As traffic congestion grows, pressure to modify major intersections with signalized traffic control should be anticipated. The Traffic Signal Master Plan highlights the future plans that the City has for intersection modifications to both inform the public of these improvements and to prepare fiscally for the construction of these improvements. The Traffic Signal Master Plan is shown on Figure 2.8.





3.0 FUTURE CONDITIONS

The Washington City transportation master plan should be responsive to the current and future needs of the city. The estimated growth in population and infrastructure for the city has been analyzed based on future transportation plans. This was accomplished by:

- forecasting future population, employment and land use;
- projecting traffic demand;
- forecasting future roadway traffic volumes;
- evaluating transportation system impacts;
- documenting transportation system needs; and
- Identifying improvements to meet those needs.

This section summarizes the population, employment, and land use projections developed for the project study area. This information is utilized in the transportation modeling process (which is described in greater detail in section 3.2) to generate future traffic volumes for the major roadway segments. The forecast data are then used to identify future deficiencies in the transportation system.

3.1 Land Use and Growth

The 2010 population and employment data were used as the basis for future forecasts. Future growth for the study area was forecast for the planning year. The long-term plan was developed in the context of the growth anticipated by the year 2040.

3.1.1 Population and Employment Forecasts

Residential population projections were developed through an extrapolation of past growth trends, an examination of current conditions, and regional and community forecasts developed by the Governor's Office of Planning and Budget (GOPB). Table 3.1 shows the current population and employment levels and future projections for both Washington City and neighboring St. George. As shown in the table, both cities experience rapid and steady growth in population and employment.

Table 3.1 Population and Employment				
City	2010 Population	2010 Employment	2040 Population	2040 Employment
Washington	18,713	4,286	68,791	18,504
St. George	72,897	53,284	196,206	122,959
Source: Dixie Metropolitan Planning Organization (Dixie MPO), Washington City and U.S. Bureau of Census, Census 2010.				

3.1.2 Future Land Use

Washington City General Plan was utilized to determine what type of development will be allowed in the undeveloped areas of the community. In areas where land use may change in



the near future, for example, the area around the new MP 13 Interchange, some assumptions were made based upon existing land uses at other nearby interchanges.

3.2 Transportation Model

A transportation planning model was developed for the study area to facilitate the forecasting of future traffic volumes. The model is a mathematical representation of travel behavior and utilizes land use data, observed travel behavior, and roadway network information to forecast future traffic volumes along selected roadways. The modeling procedure is briefly described below.

3.2.1 Modeling Procedure

A transportation planning model involves a number of steps. Two separate but interrelated procedures are involved. The first procedure involves forecasting the number of vehicle trips which are produced by or attracted to each portion of the study area. Land use data including the number of residents and employees and the type of commercial activity are assembled for the study area. These data are combined with trip generation rates to forecast the number of trips produced by, or attracted to each part of the study area.

The second procedure includes identification of the major street system and the development of a roadway network to represent this system. The network data include street segment lengths, travel speeds, roadway type, and roadway capacity. These data are used to determine route selection within the street system.

The trip production, attraction, and route selection information are used as input to the trip distribution and assignment process. The trip distribution process determines the origin and destination of each trip within the study area. In general, traffic volumes increase as population and employment increase in the two areas. Additionally, as the length of the trip increases, fewer trips will be made between the two areas. These are the two key components taken into consideration when forecasting traffic volumes.

The trip assignment process determines the specific travel path for each assigned trip. Trips are assigned travel paths that have the shortest distance and travel time. However, areas that are congested or experience excessive delay often require some path adjustments. The cumulative traffic assignment between all areas for all roadway segments in the model is the traffic forecast for the future planning year.

3.2.2 Traffic Analysis Zones

Geographic subdivisions are used to aggregate the population, employment and land use data for the study area. These subdivisions are termed "traffic analysis zones" or TAZ's and are used as the basis for the travel forecasting model. Washington City is described by 94 TAZ's.

In addition to the 94 TAZ's that describe Washington City, 615 other TAZ's representing the communities of St. George, Santa Clara, Hurricane, and Ivins are included in the model in order to more accurately represent regional traffic activity. Several external traffic analysis zones were also needed to represent trip origins and destinations outside the study area and region.

3.3 Roadway Network and Traffic Forecasts

A proposed roadway network was developed based on the roadway improvements suggested for the 20-year transportation improvement plan. The roadway network is needed in order to distribute the vehicle trips which are generated by planned future land use.



3.3.1 Roadway Network

No changes were made to the existing roadway network for calibrating the traffic forecasting model for the year 2013. The modeled roadway network is for the year 2030, as discussed at greater length in following sections of this report includes the addition of the proposed projects listed in Chapter 4.

3.3.2 Traffic Forecasts

Forecasts for the 2040 planning year were based upon the results of the CUBE travel demand model for Dixie MPO reflecting the approved land use plans and roadway networks described previously in addition to a reasonableness check against historical traffic growth patterns. It should be noted that traffic volume forecasts are based on the assumption that the population and roadway developments discussed in the previous sections do occur.

A majority of the local streets show increased traffic volumes. This reflects the projected rapid growth in population and employment of the planning period and an increased volume of regional traffic. Significant increases in traffic volume occur on I-15, Green Springs Drive, 300 East, Washington Dam Road, and Washington Fields Road. Large amounts of traffic are also drawn to the new MP 13 interchange.

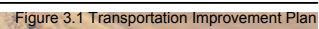


4.0 TRANSPORTATION IMPROVEMENT PROJECTS

The five-year transportation improvement plan (TIP) is a clearly identified plan that addresses issues associated with the immediate concerns of the Washington City transportation system. The five-year element is developed to allow the community to respond to those immediate needs in a coordinated manner.

Projects for the twenty-year plan were developed through the results of the travel demand model and the findings associated with the development of the five-year plan. The existing twenty-year plan was created through a review of the previous model 2030 traffic forecasts, analysis of existing transportation system deficiencies, guidance from discussions with city and state staff. The time frame for these improvements is linked to the twenty-year build-out of the assumed land use conditions. Future year TIP's will use the revised 2030 traffic forecasts.

The Dixie MPO assists city officials in prioritizing and funding Washington City TIP's. Figure 3.1 shows the location of the recommended projects in the study area from both the five-year and six- to twenty-year transportation improvement plans.





4.1 Recommended Short-Term (0-5 year) Transportation Improvement Projects

The proposed intersection and roadway improvement developed for the five-year TIP vary from small improvements to existing roadways to larger projects such as a new Virgin River crossings, new roadways, improved traffic control, and roadway widening.

Following are the recommended projects for the five-year (2020) TIP. The individual projects are discussed in general terms and are not in any priority. Each project is identified and numbered individually which correlates with Figure 3.1, including discussion of background data, and the project's need and anticipated benefits.

1a. Washington Parkway Bond

1b. Buena Vista Bond

Description: These are the existing bonds to help fund the design and construction of Washington Parkway and Buena Vista Drive.

2. Washington Fields Road from Lost Ridge Drive to 3650 South, Phase 4A

Description: This project will improve geometric features and widen Washington Fields Road from Lost Ridge Drive to 3650 South, from two to three lanes. The rest of the Washington Fields Road to the north has been fully completed in previous projects.

Background Data: Washington Fields Road, the continuation of 300 East, is the major access route between downtown Washington City and the developing residential areas of Washington Fields. This section of Washington Fields Road is a federal-aid route.

Project Need: This project is necessary to upgrade the existing road surface and geometrics, as well as provide adequate roadway capacity for the residential developments south of the Virgin River. Further, this road will serve as a major route to the St. George Replacement Airport until the Southern Corridor is completed.

3. Washington Fields Road from Lost Ridge Drive to 3650 South, Phase 4B

Description: This project will widen Washington Fields Road from Lost Ridge Drive to 3650 South, from three to five-lanes as development and traffic continues to grow. It is the same segment as project #2, above.

4. MP 10 Concept Study

Project Need: The Green Springs Drive interchange at Milepost 10 has attracted heavy traffic growth in this major commercial corridor. Adjacent traffic signals at Buena Vista Drive and at Telegraph Road has created major tie-ups. Future improvements to satisfy future traffic demand is being evaluated in a concept study. The recommendations from the study will offer solutions that will be programmed for design and construction in a future year.

5. 3650 South from Western City Limit to Southern Corridor

Project Need: 3650 South is a minor arterial road serving the growing residential areas of Washington Fields. The current road is narrow and in poor physical condition, extends west into St. George, providing one of only two access routes to and from the Washington Fields area. This road will need to have geometric improvements, including



widening from two to five lanes. Further, this roadway will link western St. George and Washington Fields area to the Southern Corridor.

6. Southern Parkway

Project Need: UDOT is currently undergoing the NEPA process for the final segment of this regional highway between I-15 at approximately mile post 2 and SR-9 in Hurricane. This roadway will be the southern portion of the regional belt way. This roadway will provide the principal access to the St. George Replacement Airport and planned development along the Arizona Strip.

7. Merrill Road

Description: Merrill Road is a critical east/west minor arterial that conducts traffic from the Mall Drive Bridge over the Virgin River to Washington Fields Road. As development continues in this area, it will prove to be an essential route to convey traffic.

Project Need: This portion of Merrill Road from Sandia Road to Washington Fields Road needs to be fully improved for a 5-lane section.

8. MP 11 Concept Study

Project Need: The Green Springs Drive interchange at Milepost 10 has attracted heavy traffic growth in this major commercial corridor. In an effort to identify possibly solutions to reduce the pressure at Milepost 10, a new interchange should be seriously looked at that connects Main Street or 300 East to I-15. The recommendations from the study will offer solutions that will be programmed for design and construction in a future year.

9. Wal-Mart / Home Depot Connection to St. George

Project Need: To enhance traffic circulation and reduce congestion at Telegraph Road & Green Springs Drive, a connecting collector road is proposed to be constructed between Wal-Mart and Home Depot to the south into St. George. This will require geometric re-configuration in the current parking lot and loading dock areas. This will require close coordination with St. George City.

4.2 Recommended Long Range (6–20 year) Transportation Improvement Projects

The recommended system described in this section includes improvements to the existing road system as well as new roads. The purpose of the recommended system is to address those needs identified by state, city staff, and the traffic forecasting model. It was not intended that this study provide a benefit-cost evaluation for each recommended improvement, but rather to document the traffic benefits of an improvement. Therefore, the cost evaluation would be made as the area grows and improvements are needed.

The long-term projects, like the five-year projects, are not in any priority. The final ranking will change as the local area develops: the planning horizon is far enough in the future that many issues will affect project priority. These major projects are identified as a means of planning for the future and ensuring that local development plans are coordinated with the overall regional transportation plan. Each project will require preliminary studies, programming into long-range budgets, and a design phase.



Low cost improvements can be implemented independently and can yield significant benefits for the cost. Higher cost improvements should be considered as traffic volumes or accidents increase and sufficient funding becomes available.

1. 4750 South from Western City Limit to Washington Fields Road

Project Need: 4750 South will be a minor arterial road serving the growing residential areas of Washington Fields. This roadway will extend west into St. George, providing an additional access route to and from the Washington Fields area.

2. Washington Fields Road from 3650 South to Stucki Farms, Phase 5B

Description: This project will widen Washington Fields Road from 3650 South to Stucki Farms development from 2 lanes to 5 lanes.

Background Data: Washington Fields Road, the continuation of 300 East, is the major access route between downtown Washington City and the developing residential areas of Washington Fields.

Project Need: This project is necessary to enhance traffic capacity for the residential developments south of the Virgin River. Further, this road will serve as a major route to the St. George Replacement Airport and is a vital link to the Southern Corridor.

3. Washington Fields Road from Stucki Farms to Warner Valley Road, Phase 6B

Description: This project will widen Washington Fields Road from Stucki Farms development to Warner Valley Road that connects to Interchange 10 of Southern Parkway, from 2 lanes to 5 lanes.

4. Washington Fields Road from Warner Valley Road to the South City Limit and Airport

Project Need: UDOT is currently in the NEPA process for the Southern Corridor, a regional expressway linking I-15 at Milepost 2 to SR-9 in Hurricane. However, until the Southern Corridor is built, direct access to the St. George Replacement Airport will use Washington Fields Road. To link up with this new facility and provide additional access from Washington City to points south, Washington Fields Road will be extended as a two-lane facility, ultimately being built as a five-lane roadway.

5. 240 West from Merrill Road to Southern City limit

Project Need: The developing residential areas of Washington Fields require adequate collector roads to carry traffic from local streets to Merrill Road and 3650 South.

6. 20 East from Merrill Road to Southern City limit

Project Need: The developing residential areas of Washington Fields require adequate collector roads to carry traffic from local streets to Merrill Road and 3650 South.

7. 300 East from Merrill Road to 3650 South

Project Need: To provide further additional access points to the Washington Fields area, this project will reconstruct 300 East from Merrill Road to 3650 South providing an additional residential collector in the Washington Fields area.



- 8. 4200 South from 20 East to Washington Fields Road**
Project Need: 4200 South will be a minor collector road serving the growing residential areas of Washington Fields. This roadway will extend west into St. George, providing an additional access route to and from the Washington Fields area.
- 9. 840 South from 660 North (St. George) to 300 East**
Project Need: Provide for better access to Washington City's industrial area on the western edge of the City, north of the Virgin River. Currently, truck traffic must route to 3050 East in St. George and then north to the Green Springs Road interchange. An alternate route would improve circulation and reduce congestion at the Green Springs/Telegraph intersection. This project would construct a three-lane facility east from the industrial area to 300 East.
- 10. South Frontage Road from Washington Parkway to 300 East**
Project Need: This project will construct a major collector along the freeway from Washington Parkway to 300 East to offer an east-west circulatory route for vehicles so major routes are not overburdened. This connection will also benefit the new interchange at Milepost 11 when it is placed into service
- 11. Warner Valley Road from Southern Parkway to the Road through Warner Valley**
Project Need: To provide further additional access points to the Warner Valley area, this project involves constructing Warner Valley Road from Southern Parkway to the new roadway that passes through Warner Valley. This route will provide access from Washington Fields Road to the eastern and southeastern parts of the city as they develop.
- 12. Extend Main Street to 100 East, south of 400 South**
Project Need: To alleviate the possibility of two major adjacent intersections on Telegraph Road (Main Street and 100 East) and consolidate industrial traffic on one roadway, Main Street should realign to meet 100 East. As a part of this project, 100 East should be either ending in a cul-de-sac past 400 South or be realigned into a new intersection on the Main Street extension. The Main Street extension would be built as a minor arterial.
- 13. Main Street from I-15 Frontage Road to Washington Parkway**
Project Need: This project is linked to the construction of the Washington Parkway project and is an essential circulation element of the street system. With the Main Street extension to the north, residents of the northern parts of the City will have direct access to Washington Parkway and downtown Washington, thereby reducing the demand on Green Springs Drive, MP 10 and MP 13 Interchanges, and I-15. A new overpass will be required.
- 14. Bulloch Street from 300 East to MP 13 Connector Road**
Description: To improve circulation in the eastern residential areas north of Telegraph Street, it is recommended that Bulloch Street be extended east to the proposed MP 13 connector road. This will provide direct access to I-15 for residents and ease congestion on Telegraph Street.
- 15. Long Valley Road**
Project Need: To provide additional access from 3650 South to Washington Dam Road, this project involves constructing Long Valley Road through Long Valley near the current



eastern edge of the city. This route will provide access from the Long Valley part of the city as it develops, and will draw traffic away from Washington Fields Road and Washington Dam Road.

16. Roadway through Warner Valley from Warner Valley Road to Southern Corridor

Project Need: This project will provide access from the Warner Valley area to the Southern Corridor as the area develops. The roadway will serve as a minor arterial and provide access to the Southern Corridor near Purgatory Road and at the Warner Valley Road access point. It is anticipated that a major portion of this roadway will be paid by developer exactions.

17. Purgatory Road

Project Need: To provide further additional access points across the Virgin River, this project involves constructing Fairgrounds Road from SR-9 to the Southern Corridor near the current eastern edge of the city. This project will incorporate the existing bridge at Sunrise Valley. This route will provide additional access to and from the eastern and southeastern parts of the city as it develops, as well as draw traffic away from Washington Fields Road and 300 East.

18. Harvest Lane from Merrill Road to Southern City limit

Project Need: The developing residential areas of Washington Fields require adequate collector roads to carry traffic from local streets to Merrill Road and 3650 South. Due to the location of an irrigation canal adjacent to the roadway the right of way width will need to be increased on Harvest Lane from Merrill Road to 3090 south.

19. Washington Parkway from MP 13 Interchange to Western City Limit, Phase 1

Project Need: This project will construct a two-lane roadway from the MP 13 Interchange to the northwest and western city limits. This road will eventually link-up with Red Hills Parkway in northern St. George, thereby providing a regional bypass from Washington City to St. George, Santa Clara, Ivins, and Snow Canyon. Access to the developing residential areas in the northern part of Washington City will also be provided. This route will likely reduce traffic demand on I-15, as well as on St. George Boulevard and Bluff Street in St. George. This phase will build a portion of the raised center median.

20. Washington Parkway from MP 13 Interchange to Western City Limit, Phase 2

Project Need: This project will add to the construction of Project #20 by building four lanes and the remainder of the median.

21. Washington Parkway from MP 13 Interchange to Western City Limit, Phase 3

Project Need: This project will add to the construction of Project #20 by building two more lanes for a total of 6 lanes.

22. West Airport Road from Western City Limit to Washington Fields Road

Project Need: West Airport Road will be a minor arterial road serving the Washington Fields area. This roadway will extend west into St. George, and provides an access point to Washington Fields Road.



- 23. Tortoise Rock Road from Buena Vista Blvd. to Washington Parkway**
Project Need: The developing residential areas of the Green Springs area require adequate collector roads to carry traffic from Buena Vista Blvd. to Washington Parkway, parallel to Main Street.
- 24. Airport Drive Loop from Washington Fields Road to Southern Corridor**
Project Need: This project will construct a minor arterial roadway around the proposed St. George City Airport. This minor arterial is necessary to provide access to the Southern Corridor, new St. George Airport and Washington Fields Road.
- 25. Milepost 11 Interchange**
Project Need: Project #10 in the short-term plan will recommend an interchange configuration in the area between Main Street and 300 East that will reduce congestion at Milepost 10 and high future volumes on Telegraph Street. This interchange is scheduled to occur before operating Levels of Service reach unacceptable levels at adjacent interchanges.
- 26. Washington Dam Road from 1900 East to East City Limits**
Project Need: This portion of Washington Dam Road is the segment from 900 East to the east City Limits to complete sidewalk, curb, gutter and asphalt for a 5-lane road.



5.0 TRANSPORTATION GUIDELINES AND POLICIES

A key element in maintaining the integrity of the transportation system in Washington City is to provide efficient transportation guidelines and policies for the City. These guidelines and policies assist City leaders, planners, engineers, and land developers in providing solutions that reflect the unique characteristics of the City. They also provide an outline that City staff and leaders can use to evaluate transportation alternatives and to make informed recommendations and decisions on transportation needs. The main topics included in Washington City's Transportation Guidelines and Policies are as follows:

- Safe Transportation System
- Facilities Maintenance
- Street Design
- Access Management
- Traffic Impact Study Guidelines
- Quality Through Streetscape Design
- Multi-Modal Approach
- Preserve Quality of Life
- Support General Plan

Washington City's Transportation Guidelines and Policies are defined on page 29 of the Washington City General Plan, and are as follows:

Goal 9. Provide a transportation system that balances traffic needs and those of creating a livable, attractive community.

Objective 1: Move people and goods safely and efficiently to, from, and through Washington City, while minimizing negative impacts on adjacent land uses.

Objective 2: Maintain a pedestrian-friendly setting for residential neighborhoods, downtown shopping, and business districts.

Objective 3: Anticipate future bus route needs in the planning and design of streets and developments.

Objective 4: Preserve rights-of-way to accommodate future traffic needs.

Objective 5: Reduce high speeds and traffic levels through neighborhoods.

Objective 6: Encourage alternative (non-auto) modes of transportation.

Objective 7: Provide walking and bike paths/lanes in an interconnected system that links major destinations.

The specifics of each transportation objective are outlined and discussed in this Transportation Master Plan.

5.1 Safe Transportation System

A goal of Washington City should be to establish and maintain a safe transportation system. This should be a high priority and the City should work diligently to meet applicable safety standards. This can be best accomplished by:



- Requiring all major developments to provide adequate access for emergency vehicles.
- Providing safe pedestrian street crossings, particularly near schools and recreation areas.
- Encouraging development of school routing and recreation plans which minimize vehicle/pedestrian conflicts.
- Establishing speed limits based on traffic engineering analysis. Also, enforcing speed limits, especially near schools, in residential areas and downtown commercial areas.
- Providing guidance for vehicles on streets through striping, raised medians and islands, reduction of roadside obstructions, and other traffic engineering solutions.
- Requiring all roadway features to meet minimum design standards established by the most recent edition of *American Association of State Highway and Transportation Officials* (AASHTO). All signs, pavement markings and traffic signals must meet standards established by the most recent edition of *Manual of Uniform Traffic Control Devices* (MUTCD). Exceptions can be granted by the City Engineer on a case by case basis for those designs that demonstrate innovative superiority over the existing standards.
- Installing and maintaining a safe and efficient sidewalk system as shown in Table 5.1.
- Maintaining optimal walkway conditions for walking, wheelchairs and strollers by:
 - Repairing cracks and bumps,
 - Minimizing slopes,
 - Maintaining visibility at corners,
 - Avoiding abruptly ending walkways,
 - Reducing speed and traffic,
 - Keeping walkways clear of poles and other objects/obstructions,
 - Avoiding poor drainage and standing water on sidewalks, and
 - Providing curb cuts and ramps that comply with the Americans with Disabilities Act (ADA).
- Providing adequate emergency access and/or turnarounds on all dead-end streets or cul-de-sacs.



Table 5.1
Guidelines for Installing Sidewalks

Land-Use/Roadway Functional Classification/and Dwelling Unit	New Urban and Suburban Streets	Existing Urban and Suburban Streets
Commercial and Industrial (All Streets)	Both sides.	Both sides. Both sides. Every effort should be made to add sidewalks where they do not exist and complete missing links. Unless specifically approved by Council.
Residential (Major Arterials)	Both sides.	Both sides. Unless specifically approved by Council.
Residential (Collectors)	Both sides.	Multifamily – both sides. Single family dwellings – both sides. Unless specifically approved by Council.
Residential (Local Streets) More than 4 Units/Acre	Both sides.	Both sides. Unless specifically approved by Council.
1 to 4 Units/Acre	Both sides.	Both sides. Unless specifically approved by Council.
Less than 1 Unit/Acre	Both sides.	Both sides. Unless specifically approved by Council.
NOTES: 1. Any local street within two blocks of a school site that would be on a walking route to school – sidewalk and curb and gutter required. 2. Sidewalks may be omitted on one side of a new street where that side clearly cannot be developed and where there are not existing or anticipated uses that would generate pedestrian trips on that side. 3. Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road. 4. For rural roads not likely to serve development, a shoulder at least 4 feet in width, preferably 8 feet on primary highways, should be provided. Surface material should provide a stable, mud-free walking surface.		
Source: <i>Design and Safety of Pedestrian Facilities</i> , A Recommended Practice of the Institute of Transportation Engineers (ITE), March 1998.		

5.2 Facilities Maintenance

Maintenance of the existing transportation system is a key issue in reducing overall system costs and obtaining the greatest benefit from roadway construction.

- Washington City should use their Pavement Management System (a scheduled routine of roadway inspection, local repairs, and continued maintenance) to maximize the life expectancy of roadway investments.
- The City should also establish and maintain a program to periodically inspect all traffic control devices within its jurisdiction. This would include pavement markings, signs, lighting, and traffic signals. A routine inspection of existing traffic control



devices provides an effective means for the City to identify those devices which are no longer performing their intended function.

- Traffic signs that are worn or do not conform to current State standards should be replaced.
- Reflective traffic signs that are no longer visible for nighttime driving should be replaced.
- Centerline pavement markings should be placed on all arterial and collector streets and should be repainted whenever the markings become faded or worn.

5.3 Street Design

All streets shall be designed to conform to the standards and technical design requirements contained within the *Washington City Construction Design Standards*. The standards outlined in this document can be supplemented by the most recent AASHTO, *A Policy on Geometric Design of Highways and Streets* and the *Washington City Construction Design Standards*. In cases of conflict, a determination shall be made by the City Engineer, whose determinations shall be final.

Some of the basic elements of street design are outlined in this section. For the full text on Street Design issues, please refer to the *Washington City Construction Design Standards*.

5.3.1 Street Cross-Section Standards

- The requirements for the street cross-section configurations are shown in Table 5.2. These requirements are based on traffic capacity, design speed, projected traffic, system continuity and overall safety.
- All new developments shall use street cross-sections with fifty-foot (50') or more of right-of-way. Access to multi-family or commercial developments shall use street cross-sections with sixty-foot (60') or more of right-of-way. In special circumstances (hillside road serving less than 10 single family dwelling units, and cul-de-sac street less than 600 feet in length AND serving less than 10 single family dwelling units), a cross-section of 36 feet may be acceptable for residential access streets at the discretion of the City Engineer. The pavement width for this special circumstance shall be 27 feet (measured lip of curb to lip of curb) and the sidewalk width shall be 4 contiguous feet.
- Alternate road cross-sections incorporating the use of a planting strip may be permitted if applicable safety and traffic standards are met and approved by the City Council.

5.3.2 Roadway Network Design

New roadway networks shall be designed in accordance with the general planning concepts, guidelines, and objectives provided in this section:

- The "Quality of Life" for residents should be a primary concern when designing a residential roadway network with safety as the overriding factor in design.
- An emphasis on proper street hierarchy should be adhered to, namely, local streets should access collectors; collectors should access arterials; etc.
- An emphasis on access management should provide careful control of the location, design, and operation of all driveways, median openings, and street connections to a roadway. For more information on access management, refer to Washington City Access Management Plan.



Table 5.2
Street Cross-Section Configurations

Classification	ADT or [Dwelling Units]	Traffic Index	Maximum Grade (%)	Right-of-Way (ft)	Pavement Width (ft)	Sidewalk Width (contiguous feet)
Residential Local*	110 to 500 [11 to 50]	5	15	36	27	4 on only one side
Residential Standard	510 to 1,250 [51 to 125]	5	15	50	35	4
Residential Collector	1,260 to 2,000 [126 to 200]	5.5	15	60	42	5
Major Collector	2,010 to 6,000 [201 to 600]	6	12	66	46	5
Minor Arterial	6,000 to 20,000	7	10	85	65	5 (min)
Major Arterial	>20,000	8	8	106	65 (min)	6 (min)
Commercial Local	N/A	10	8	60	43	5
Industrial Local	N/A	10	6	66	45	5
Source: Washington City Construction Design Standards Note: Refer to Washington City Construction Design Standards for additional details, notes, limitations and qualifications. *To be used with prior City approval.						

- Residential streets should be designed in a curvilinear method in order to reduce or eliminate long straight stretches of residential roadways, which encourage speeding and cut-through traffic.
- Substantial increase in average daily traffic, due to development on adjacent property on established streets not originally designed to accommodate such increases should be avoided.
- Drainage methods should concentrate on meeting the drainage needs while not impeding the movement of traffic.
- Roads should be designed to lie within existing topographic features without causing unnecessary cuts and fills.
- A reduction in the use of cul-de-sacs should be emphasized in order to provide greater traffic circulation. Cul-de-sacs should only be allowed where topography and/or natural barriers prohibit the design of through streets.
- Circulation is of the utmost importance; long blocks and excessive dead-end streets should be avoided.
- Stopping sight distance must be considered at all intersections and curves to ensure the safety of the public, in accordance with AASHTO standards.
- Pedestrian and bicycle traffic should be considered in the planning and design of all paved streets.
- All street grades shall have a maximum grade as shown in *Washington City Construction Design Standards*.



5.3.3 Improvement Requirements

All improvements, including but not limited to the following, shall be constructed in accordance with the standard specifications and drawings unless otherwise approved.

- Required curb, gutter and sidewalk shall be constructed.
- Driveways shall be constructed in approved locations only.
- All streets, public or private, shall be surfaced to grade, with asphalt concrete pavement to the required minimum width and thickness in accordance with the *Washington City Construction Design Standards*.
- No cross gutters shall be allowed across major collector or major and minor arterial streets. On commercial and industrial streets, cross gutters are generally not allowed and require approval by the City Engineer for use.
- When new construction occurs, ADA ramps shall be constructed at all street intersections, unless otherwise approved, in accordance with the standard drawings. In addition, when a project occurs where improvements to the sidewalk, crosswalk or roadway are to be constructed, ADA ramps shall be upgraded to meet current standards.
- Raised medians on public roadways shall be approved by the City Engineer. Design and construction shall be in accordance with applicable standards.
- Developments shall construct the minimum number of driveways needed to adequately address the access needs of the development and only at approved locations.
- Adequate drainage facilities shall be installed to properly drain runoff from the roadway. Sub-drains and surface drainage facilities shall be designed in accordance with the approved drainage study.
- The above required improvements are not all inclusive. Other improvements needed to complete the development in accordance with current engineering and planning standard practice may be required by the City Engineer.

5.3.4 Connected Street System or Grid System

- When designing local road networks, block lengths without an intervening connector street shall not exceed eight hundred feet (800') in length unless approval has been granted by the City Engineer (cul-de-sacs are not considered an intervening connecting street).
- Cul-de-sac streets shall not exceed six hundred feet (600') in length as measured from center of cross street to center of cul-de-sac unless approval has been granted by the City Engineer.
- Major collectors and higher functional classification roadways shall not be permanently dead-ended or end in a cul-de-sac unless approval has been granted by the City Engineer.
- Stub streets are required to serve adjacent undeveloped properties as directed by the City Engineer.
- Bicycle/pedestrian easements or access ways are required at the end of cul-de-sacs or between residential areas and parks, schools, churches, or other activity centers as directed by the City Engineer.



5.3.5 Street Lighting Requirements

The Illuminating Engineering Society has developed an industry standard for roadway, pedestrian way, and sidewalk lighting in connection with land uses and roadway classification. Different areas of Washington require different levels of light. Residential areas do not require as much light as commercial or high pedestrian areas. Additionally, different roadway classifications also play a part in the amount of lighting in an area. An example would be a major collector roadway has higher traffic volumes and requires higher lighting levels than a local residential street. Also, a roadway may have a high pedestrian activity (downtown streets) and may need higher lighting levels. Refer to Washington City Construction and Design Standards for the appropriate lighting level standards.

5.3.6 Technical Design Requirements

Refer to Section 3.2.4 TECHNICAL DESIGN REQUIREMENTS in the *Washington City Construction Design Standards* for a full listing of all design requirements.

5.4 Access Management

Refer to Washington City Access Management Plan for access management guidelines and policies.

5.5 Traffic Impact Study Guidelines

The purpose of this section is to establish uniform guidelines for when a Traffic Impact Study (TIS) is required and how the study is to be conducted, based on suggested guidelines established by the *Institute of Transportation Engineers* (ITE) and the *American Public Works Association* (APWA).

A TIS is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the “new development”. The term “new development” also includes properties that are being redeveloped.

A TIS completed for a property in Washington City must additionally define the access management category for all roadways in and adjacent to the development.

5.5.1 When Required

A traffic access study will be required on **all** projects, except for a single single-family-detached dwelling unit, to address access locations regardless of the trips generated in the peak hour. A TIS shall be required for all new developments or additions to existing developments which generate 75 or more trips during the morning, afternoon or Saturday peak hours or which will have a significant impact on the City’s transportation system as determined by the City Engineer. Traffic Impact Studies are divided into three categories. The scale of development will determine which category of study will be required. Each category differs by specific analysis requirements for the study and study’s level of detail. Below is a description of each category.

CATEGORY I

A Category I TIS should be required for all developments which generate seventy-five (75) or more new peak hour trips, but less than five hundred (500) trips, during the morning, afternoon or Saturday peak hour. Peak hour trips will be determined by the the most recent edition of the ITE *Trip Generation Manual*.



In addition to the above threshold requirements, a Category I TIS may also be required by the City Engineer for any specific traffic problems or concerns such as:

- Proposed or existing offset intersections,
- Situation with a high number of traffic accidents,
- Driveway conflicts with adjacent developments,
- Nearby intersections that have reached their capacity,
- Proposed property rezones when there is a significant potential increase in traffic volumes, and
- When the original TIS is more than two years old, or where the proposed traffic volumes in the original TIS increase by more than twenty percent.

For a Category I TIS, the study horizon should include the opening year of the development, and build-out of the entire development, if applicable.

The minimum study area should include site access drives, affected signalized intersections and major unsignalized street intersections.

CATEGORY II

A Category II TIS should be required for all developments, which generate from five hundred (500) to one thousand (1,000) peak hour trips during the morning, afternoon or Saturday peak hour.

The study horizon should include the opening year of the development, year of completion for each phase of the development, if applicable, and five years after the development's completion.

The minimum study area should include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.

CATEGORY III

A Category III TIS should be required for all developments, which generate above one thousand (1,000) peak hour trips during the morning, afternoon or Saturday peak hour.

The study horizon shall be for the year of completion for each phase of the development, the year of its completion, five years after the development's completion and ten years after the development's completion.

The minimum study area shall include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.

5.5.2 Initial Work Activity

A developer, or their agent, should first estimate the number of vehicular trips to be generated by the proposed development to determine if a TIS may be required and if so, to determine the applicable category. The City must give concurrence on the number of trips to be generated by the proposed development. The developer may, if desired, request that the City assist in estimating the number of trips for the purpose of determining whether a TIS is required for the proposed development. It should be noted that a traffic access study will be required on all projects, except for a single single-family-detached dwelling unit, to address access locations regardless of the trips generated in the peak hour.



The City Engineer or designated representative shall make the final decision on requiring a TIS and determining whether the study falls within Category I, II or III.

If a TIS is determined to be required by the City Engineer, the developer should prepare for submittal to the City, for review and approval, a draft table of contents for the TIS. The table of contents will be sufficiently detailed to explain the proposed area of influence for the study, intersections and roadways to be analyzed, and level of detail for gathering of traffic volume information and preparation of level of service analyses. There should also be included in the draft a proposed trip distribution for site traffic. After approval of the draft table of contents and trip distribution by the City, the actual TIS work activities may begin.

The Traffic Impact Study Scope of Work agreement between the developer and his/her traffic engineer should conform to the pre-approved draft table of contents. The findings, conclusions and recommendations contained within the TIS document should be prepared in accordance with appropriate professional Civil Engineering Canons.

5.5.3 Qualifications for Preparing Traffic Impact Study Documents

The TIS should be conducted and prepared under the direction of a Professional Engineer (Civil) licensed to practice in the State of Utah. **The subject engineer shall have special training and experience in traffic engineering and be a member of the Institute of Transportation Engineers (ITE).** The final report shall be sealed, signed and dated.

5.5.4 Analysis Approach and Methods

The traffic study approach and methods should be guided by the following criteria.

Study Area

The minimum study area should be determined by project type and size in accordance with the criteria previously outlined. The extent of the study area may be either enlarged or decreased, depending on special conditions as determined by the City.

Study Horizon Years

The study horizon years should be determined by project type and size, in accordance with the criteria outlined in Section 5.5.1 When Required.

Analysis Time Period

Both the morning and afternoon weekday peak hours (adjacent street traffic) should be analyzed, unless the proposed project is expected to generate no trips, or a very low number of trips, during either the morning or evening peak periods. If this is the case, the requirement to analyze one or both of these periods may be waived by the City or replaced by the peak generating hour of the proposed project.

Where the peak traffic hour in the study area occurs during a different time period than the normal morning or afternoon peak travel periods (for example mid-day), or occurs on a weekend, or if the proposed project has unusual peaking characteristics, these additional peak hours should also be analyzed.

Seasonal Adjustments

When directed by City, the traffic volumes for the analysis hours should be adjusted for the peak season, in cases where seasonal traffic data is available.



Data Collection Requirements

All data should be collected in accordance with the most recent edition of the ITE *Manual of Traffic Engineering Studies*, or as directed by City.

- **Turning movement counts:** Manual turning movement counts should be obtained for all existing cross-street intersections to be analyzed during the morning, afternoon and Saturday peak periods (as applicable). Turning movement counts may be required during other periods as directed by the City. Turning movement counts may be extrapolated from existing turning movement counts, no more than two years old, with the concurrence of the City.
- **Daily traffic volumes:** The current and projected daily traffic volumes should be presented in the report. If available, daily count data from the local agencies may be extrapolated to a maximum of two years with the concurrence of the City. Where daily count data is not available, mechanical counts will be required at locations agreed upon by the City.
- **Roadway and Intersection geometrics:** Roadway geometric information should be obtained. This includes, but is not limited to, roadway width, number of lanes, turning lanes, vertical grade, location of nearby driveways, and lane configuration at intersections.
- **Traffic control devices:** The location and type of traffic controls should be identified at all locations to be analyzed and shown in a "Figure" or "Exhibit".

Trip Generation

The latest edition of ITE's *Trip Generation Manual* should be used for selecting trip generation rates. Other rates may be used with the approval of the City in cases where *Trip Generation* does not include trip rates for a specific land use category, or includes only limited data, or where local trip rates have been shown to differ from the ITE rates.

Site traffic should be generated for daily, AM, PM and Saturday peak hour periods (as applicable). Adjustments made for "pass-by", "diverted-link" or "mixed-use" traffic volumes shall follow the methodology outlined in the latest edition of the ITE *Trip Generation Manual* or the ITE *Trip Generation Handbook*. A "pass-by" traffic volume discount for commercial centers should not exceed twenty-five percent unless approved by the City.

A trip generation table should be prepared by phase showing proposed land use, trip rates, and vehicle trips for daily and peak hour periods and appropriate traffic volume adjustments, if applicable.

Trip Distribution and Assignment

Projected trips should be distributed and added to the projected non-site traffic on the roadways and intersection under study. The specific assumptions and data sources used in deriving trip distribution and assignment should be documented in the report and reviewed with the City Engineer. Future traffic volumes should be estimated using information from transportation models, or by applying an annual growth rate to the base-line traffic volumes. The future traffic volumes (background volumes) should be representative of the horizon year for project development. If the annual growth rate method is used, the City must give prior approval to the growth rate used. Additionally, any nearby proposed development projects currently under review by the City ("on-line") should be taken into consideration when forecasting future traffic



volumes. The increase in traffic from proposed "on-line" projects should be compared to the increase in traffic by applying an annual growth rate.

If modeling information is unavailable, the greatest traffic increase from either the "on-line" developments, the application of an annual growth rate or a combination of an annual growth rate and "on-line" developments, should be used to forecast the future (background) traffic volumes.

The site-generated traffic should be assigned to the street network in the study area based on the approved trip distribution percentages. The site traffic should be combined with the forecasted background traffic volumes to show the total traffic conditions estimated at development completion. A "figure" should be prepared showing daily and peak period turning movement volumes for each traffic study intersection (existing conditions). Separate "figures" should be prepared showing the future volumes without site-generated traffic added to the street network (background volumes), and proposed project trips. An additional "figure" should be prepared showing the future volumes with site-generated traffic (for each phase) added to the street network. This "figure" will represent site specific traffic impacts to existing conditions.

Capacity Analysis

Level of service (LOS) shall be computed for signalized and unsignalized intersections in accordance with the latest edition of the *Highway Capacity Manual*. The intersection LOS should be calculated for each of the following conditions (if applicable):

- Existing peak hour traffic volumes ("figure" required).
- Existing peak hour traffic volumes including site-generated traffic ("figure" required).
- Future traffic volumes not including site traffic ("figure" required).
- Future traffic volumes including site traffic ("figure" required).
- LOS results for each traffic volume scenario ("table" required).

The LOS table should include LOS results for AM, PM and Saturday peak periods, if applicable. The table shall show LOS conditions with corresponding vehicle delays for signalized intersections, and LOS conditions for the critical movements at unsignalized intersections. For signalized intersections, the LOS conditions and average vehicle delay shall be provided for each approach and the intersection as a whole.

If the new development is scheduled to be completed in phases, the TIS will, if directed by the City, include an LOS analysis for each separate development phase in addition to the TIS for each horizon year. The incremental increases in site traffic from each phase should be included in the LOS analysis for each preceding year of development completion. "Figures" will be required for each horizon year of phased development.

Traffic Signal Needs

A traffic signal warrant study should be conducted for all new proposed signals for the base year. If the warrants are not met for the base year, they should be evaluated for each year in the five-year horizon.

Traffic signal needs or warrant studies should be conducted by a method pre-approved by City.



Speed Considerations

Vehicle speed is used to estimate safe stopping and cross corner sight distances. In general, the posted speed limit is representative of the 85th percentile speed and should be used to calculate safe stopping and cross corner sight distances.

Improvement Analysis

The roadways and intersections within the study area should be analyzed, with and without the proposed development to identify any projected impacts in regard to LOS and safety.

Where the highway will operate at LOS C or better without the development, the traffic impact of the development on the roadways and intersections within the study area should be mitigated to LOS D for arterial and collector streets and LOS C on all other streets during peak hours of travel. Mitigation to LOS D on other streets may be acceptable with the concurrence of the City Engineer.



5.5.5 Report Format

This section provides the format requirements for the general text arrangement of a TIS. Deviations from this format must receive prior approval of the City.

I. INTRODUCTION AND SUMMARY

1. Purpose of Report and Study Objectives
2. Executive Summary
 - Site Location and Study Area
 - Development Description
 - Principal Findings
 - Conclusions
 - Recommendations

II. PROPOSED DEVELOPMENT

1. Off-Site Development
2. Description of On-Site Development
 - Land Use and Intensity
 - Location
 - Site Plan
 - Zoning
 - Development Phasing and Timing

III. STUDY AREA CONDITIONS

1. Study Area
 - Area of Significant Traffic Impact
 - Influence Area
2. Land Use
 - Existing Land Use and Zoning
 - Anticipated Future Development
3. Site Accessibility
 - Existing and Future Area Roadway System
 - Traffic Volumes and Conditions
 - Access Geometrics
 - Other as applicable

IV. ANALYSIS OF EXISTING CONDITIONS

1. Physical Characteristics
 - Roadway Characteristics
 - Traffic Control Devices
 - Pedestrian/Bicycle Facilities
2. Traffic Volumes
 - Daily, Morning, Afternoon and Saturday Peak Periods (as applicable)
3. Level of Service
 - Morning, Afternoon and Saturday Peak Hour (as applicable)
4. Safety

V. PROJECTED TRAFFIC

1. Site Traffic Forecasts (each horizon year)



- Trip Generation
- Mode Split
- Pass-by Traffic (if applicable)
- Trip Distribution
- Trip Assignment
- 2. Non-Site Traffic Forecasting (each horizon year)
 - Projections of Non-site (Background) Traffic (methodology for the projections shall receive prior approval of City)
- 3. Total Traffic (each horizon year)

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

1. Site Access
2. Capacity and Level of Service Analysis
 - Without Project (for each horizon year including any programmed improvements)
 - With Project (for each horizon year, including any programmed improvements)
3. Roadway Improvements
 - Improvements Programmed to Accommodate Non-site (Background) Traffic
 - Additional Alternative Improvements to Accommodate Site Traffic
4. Traffic Safety
 - Sight Distance
 - Acceleration/Deceleration Lanes, Left-Turn Lanes
 - Adequacy of Location and Design of Driveway Access
5. Pedestrian Considerations
6. Speed Considerations
7. Traffic Control Needs
8. Traffic Signal Needs (base plus each year, in five-year horizon)
9. Site Circulation and Parking

VII. FINDINGS

1. Site Accessibility
2. Traffic Impacts
3. Need for Improvements
4. Compliance with Applicable Local Codes

VIII. RECOMMENDATIONS/CONCLUSIONS

1. Site Access/Circulation Plan
2. Roadway Improvements
 - On-Site
 - Off-Site
 - Phasing (as applicable)
3. Transportation System Management Actions (as applicable)
4. Other

IX. APPENDICES

1. Existing Traffic Volume Summary
2. Trip Generation/Trip Distribution Analysis
3. Capacity Analyses Worksheets
4. Traffic Signal Needs Studies



X. FIGURES AND TABLES

1. The following items shall be documented in the text or Appendices
 - Site Location
 - Site Plan
 - Existing Transportation System including Traffic Control Devices
 - Existing Peak Hour Turning Volumes
 - Estimated Site Traffic Generation
 - Directional Distribution of Site Traffic
 - Site Traffic
 - Non-Site Traffic
 - Total Future Traffic
 - Projected Levels of Service
 - Recommended Improvements

(For Category 1, many of the items may be documented within the text. For other categories the items shall be included in figures and/or tables which are legible.)

XI. DESIGN STANDARD REFERENCE

1. Design in accordance with current *Washington City Construction Design Standards*.
2. Conduct capacity analysis in accordance with the most recent edition of the *Highway Capacity Manual*.



5.6 Multi-Modal Approach

Washington City shall work with the Dixie MPO to provide a balanced multi-modal approach to transportation problems considering mass transit, carpools, cycling, pedestrian travel and other alternative modes of transportation to the single occupant vehicle. This can be best accomplished through:

- Partner with transit authorities in Washington County to provide transit service to the City and its residents.
- Work to provide a balance between bicycle and pedestrian trails to satisfy both transportation and recreational needs within Washington City.
- Encourage the use of alternative modes of transportation such as bicycles through a carefully developed support system while developing and maintaining safe and accessible pedestrian walkways.

5.7 Preserve Quality of Life

Washington City shall work to preserve the peace and quiet in residential areas through circulation design that slows traffic, encourages safe driving practices, preserves quality of life and most important, provides for a safe and efficient transportation system. This can be accomplished by:

- Develop circulation patterns for residential developments that implement traffic calming objectives.
- Residential streets should provide vehicular and pedestrian access to land parcels and should be designed to minimize speed, limit through-traffic and add identity to the neighborhood.
- Developments that create new local roads will incorporate traffic calming designs into their development plans.
- Large retail developments and campus style employment sites should be confined on arterial streets that are designed to accommodate large volumes of traffic.
- Develop a City traffic-calming plan to assist residents in preserving neighborhood character.

5.8 Support General Plan

The Washington City transportation system and master plan should be planned and designed to assist in the implementation of the Land Use Plan general goals. There is a relationship between the types of land uses and the volume of traffic that travels on streets. With this in mind, circulation and street patterns need to be designed to be congruent with the existing and future land use plans. Land use and transportation elements should be carefully coordinated to insure complimentary goals and policies between land use, construction and transportation elements.



6.0 IMPACT FEES

A development impact fee is a one-time charge on new development that is expected to cover the cost for new or expanded public facilities due to the development's impact. The Washington City Transportation Impact Fee Study document (the most recent edition) provides details about the impact fees assessed by Washington City.



7.0 TRANSPORTATION CORRIDOR PRESERVATION

This chapter identifies and evaluates techniques that can be used to preserve defined corridors for future transportation facilities.

7.1 Introduction

Several recent research efforts have addressed the issue of corridor preservation. The most recent edition of the Report of the AASHTO's Task Force on Corridor Preservation provided an identification and evaluation of various techniques. Subsequent efforts of the Federal Highway Administration (FHWA) and Transportation Research Board (TRB) have added to the literature. Drawing from these documents and a brief review of relevant Utah law, this chapter provides a discussion of potential techniques that may have applicability to Washington City. A bibliography of the relevant publications is included.

7.2 Definitions

For purposes of this discussion, a "corridor" is defined as "the path of a transportation facility that already exists or may be built in the future". The AASHTO report defines corridor preservation as "a concept utilizing the coordinated application of various measures to obtain control of or otherwise protect the right-of-way for a planned transportation facility". The AASHTO report further defines the objectives of corridor preservation as follows:

1. Prevent inconsistent development
2. Minimize or avoid environmental, social, and economic impacts
3. Reduce displacement
4. Prevent the foreclosure of desirable location options
5. Allow for the orderly assessment of impacts
6. Permit orderly project development
7. Reduce costs

7.3 Corridor Preservation Techniques

Techniques for corridor preservation fall into the following three major categories: (1) acquisition, (2) exercise of police powers, and (3) voluntary agreements and governmental inducements. The various issues associated with each corridor are unique. Therefore, one preservation technique cannot be recommended as the best for all situations. The purpose of this chapter is to provide a "toolbox" of techniques available, a brief summary of each is provided below.

7.3.1 Acquisition

This technique involves the purchase for fee, simple or lesser interests in property to bank or preserve it for the corridor location. This could be accomplished using federal funds or by using state funds where a project would be implemented without federal participation. The use of state funds could generally be accomplished with more flexibility and fewer requirements. If federal funds are used, or expected to be used for future elements of the project, certain federally-required procedures must be followed. Acquisition can be accomplished in the following ways.



Advance Purchase and Eminent Domain

Undeveloped property is acquired, either by direct purchase or eminent domain, and “banked” until needed for construction. Such a method may systematically acquire the entire right-of-way or it may strategically acquire only selected parcels.

Under Utah statutes, acquisition of property by eminent domain is authorized if (a) the use is authorized by law, (b) the taking is necessary for such use, (c) the construction and use of property will commence within a reasonable time, and (d) fair compensation is paid. Fair value must be paid for interests taken and damages which accrue to the remainder of adjacent property not taken (Utah Code Annotated §78-34-1).

Before property may be taken for a corridor the acquiring agency must identify the corridor location, general route and termini. If the acquiring agency, without reasonable justification, does not commence or complete construction and use of a roadway within the corridor within the time specified, additional damages might be payable to a property owner (Utah Code Annotated §27-12-96).

Hardship Acquisition

Property is acquired to alleviate a particular hardship to a property owner. The hardship must occur as a result of an inability to sell the property due to public awareness of the pending project. Applies only to limited parcel-by-parcel actions in extraordinary or emergency situations (Utah Code Annotated §27-12-96).

Purchase Options

A conditional contract or option is executed that gives the public agency the right but not the obligation to buy the property at a future date. The contract would specify the terms and conditions of the future purchase (Utah Code Annotated §27-12-96).

A related concept involves the use of rights of first refusal under which the government entity obtains the first right to purchase the property when a land owner determines to sell its property.

Development Easements

The government agency purchases development rights or a development easement. The agreement would specify the uses that would be allowed on the land. The public agency would purchase the property owner’s right to develop the land, leaving the owner with all other rights of ownership. Thus, intensification of and use or development would be precluded.

Existing Utah law provides for conservation easements to maintain land or water areas predominantly in a natural scenic, or open condition, or for recreational, agricultural, cultural, wildlife habitat or other use or condition consistent with the protection of open land. Such easements must be granted to a tax-exempt organization or government agency and cannot be obtained by eminent domain. The easement may be terminated pursuant to conditions set forth in the easement document (Utah Code Annotated §47-18-1).

Public Land Exchanges

Surplus government land is exchanged as compensation for private property needed for right-of-way.

Private Land Trusts

Private land trusts play an increasingly important role in land conservation where public objectives are aligned with private trust objectives. Where government budgets are insufficient



to acquire critical tracts in a given time frame, private land trusts may acquire the tracts and hold them for future acquisition by the government.

7.3.2 Exercise of Police Powers

Regulatory controls under the police power can be used to control the development of private property in order to preserve the transportation corridor. These measures impose requirements with no compensation to the land owner. Land use and development controls are typically administered by local governments (36 A.L.R.3d 751).

Impact Fees and Exactions

This method involves a mandatory property or monetary contribution by a developer to the local jurisdiction as a condition of a land use approval or permit. These approvals or permits could be associated with a contract zoning, site plan approval, proposed subdivision, special use permit, or other development permission. In most cases, impact fees and exactions can be assessed only after a jurisdiction makes an individualized determination that the required dedication is “roughly proportional” in both nature and extent to the impact of the proposed development. Impact fees and exactions include the following variations (Utah Code Annotated §11-36-201).

- In-kind contributions – Land owners and developers construct improvements or dedicate land for public facilities or right-of-way within or abutting the development site.
- Monetary payments in lieu of contributions – Developers pay money in lieu of or in addition to in-kind contributions. This method may be used where the pooled contributions of numerous small developments is more effective than individual dedications of small parcels of land. The money is then used to acquire right-of way or make other improvements.
- Impact fees – This method applies to a broader range of improvements whose need is generated by a new development. The effected jurisdiction charges developers for a pro rata share of capital funding for the improvements based on relative contributions to the impacts of the development by newly developed property and existing developments.

Constitutional standards of reasonableness govern the validity and amount of impact fees and exactions. To be constitutional, an impact fee or exaction must be a fair contribution in relation to contributions by others. Thus, an impact fee or exaction must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred.

Seven factors must be considered in analyzing the fairness of an impact fee or exaction (Utah Code Annotated §11-36-201):

- the cost of existing facilities;
- the manner of financing existing capital facilities (such as user charges, special assignments, bonded indebtedness, general taxes, or federal grants);
- the relative extent to which the newly developed properties and other properties in the jurisdiction have already contributed to the cost of existing capital facilities (by such means as user charges, special assignments, or payment from the proceeds of general taxes);



- the relative extent to which the newly developed properties in the jurisdiction will contribute to the cost of existing capital facilities in the future;
- the extent to which the newly developed properties are entitled to a credit because the jurisdiction is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the jurisdiction and financed through general taxation or other means (apart from user fees) in other parts of the jurisdiction;
- extraordinary costs, if any, in servicing the newly developed properties; and
- the time-price differential inherent in fair comparisons of amounts paid at different times.

In addition to constitutional limitations, in 1995 the Utah legislature in special session adopted stringent controls on the ability of local government to adopt impact fees to finance development growth. The new act requires that prior to the imposition of an impact fee, a government entity must do the following (*Branberry Development Corporation vs. South Jordan City*).

- Prepare a capital facilities plan that establishes that impact fees are necessary to achieve an equitable allocation to the costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received.
- Prepare a written analysis of the impact fee identifying the impact on the system caused by the development activity, demonstrate how those impacts are reasonably related to the development activity, estimate the proportionate share of the impact cost that are reasonably related to the new development activity, and identify how the impact fee was calculated.
- Find that an impact fee is reasonably related to the new development based on analyses of specific factors.
- Calculate the impact fee based on a list of defined criteria.
- Hold public hearings on the adoption of the impact fee ordinance.
- Establish a service area within which the jurisdiction calculates and imposes impact fees for various land use categories and either adopts a schedule of such fees by use category or establishes the formula for calculating such fees by use category.

The act contains other requirements relating to environmental mitigation fees, definitions of public facilities and in some cases detailed standards governing the adoption and administration of impact fees.

Setback Ordinances

A local ordinance establishes a certain distance from a curb, right-of-way, property line, or structure within which construction is prohibited. These requirements may be contained within subdivision ordinances, zoning ordinances or building codes.

Setback requirements do not constitute a compensable taking (*Hargraves vs. Young*). But if setbacks or minimum lot sizes have the effect of prohibiting all economic use of property for otherwise permitted uses, a taking may occur.

Official Maps or Maps of Reservation

Development is prohibited within proposed right-of-way in areas covered by an official master street plan adopted by the jurisdiction. The official map may be used to plat future as well as



existing streets. Generally, prohibition of development must not exceed a reasonable period after the implementing agency is advised of proposed development.

Prior to 1992, Utah law permitted the adoption of an official street map by municipalities and counties. Under prior law, the official street map had the legal effect of prohibiting development within the boundaries of the proposed street unless approved by the legislative body. Beginning in July of 1992, counties and municipalities were specifically prohibited from adopting an official map. Moreover, current law provides that an official map adopted under prior law does not require the municipality or county to acquire the property designated for eventual use as a public street. Utah law also expressly provides that an official map may not be used to unconstitutionally prohibit development of property (Utah Code Annotated §§17-27-7, 10-9-23).

Some courts have held that statutes permitting government to impose a development moratorium on property, located in a proposed transportation corridor during a period of reacquisition planning, unconstitutionally permits the taking of property without just compensation. Other courts have held that where the purpose of the government action is the prevention of development of land, that would increase the cost of planned future acquisition of such land by government, is unconstitutional. Some courts have found official maps unconstitutional if they also include compensation for the property owner for the period of temporary deprivation of the right to develop. Other statutory schemes have been validated when they allow development to proceed to avoid substantial damage to a property owner (Utah Code Annotated §§17-27-307, 10-9-306).

Adequate Public Facilities and Concurrency Requirements

Some communities address infrastructure needs by adopting ordinances that require a concurrency program intended to ensure that public facilities such as transportation systems are either in place, planned for, or provided as impacts occur from new development. Tools for implementation include carrying capacity limits, development caps, phasing systems, growth rate control, and other similar tools. This concept does not necessarily require developers pay for improvement, but does require that such improvements be made when development occurs.

7.3.3 Voluntary Agreements and Government Inducements

This technique involves a voluntary agreement between the public agency and a land owner to keep the proposed transportation corridor undeveloped. In some cases, these agreements may be the result of inducements offered by the government agency.

Voluntary Platting

The land owners may perceive it is in their interest to expedite a needed transportation facility or ensure that the contemplated transportation facility is developed on or adjacent to their property. The land owners would then either donate the right-of-way or agree to hold the designated land in an undeveloped state until the public agency has the funds and is prepared to buy the land.

Transfer of Development Rights

This approach includes two similar techniques. With density transfer, the owner is allowed to develop the property outside of the designated right-of-way with the same number of units that would have been allowed on the entire property. With transfer of severable development rights, the owner is allowed to develop a separate site with the same densities and intensity of use that would have been permitted if the protected right-of-way had not been donated to the jurisdiction. The value of the transferred right could be considered either compensation for the reservation of the land or for the dedication of the land.



Tax Abatement

Once land is legally designated for right-of-way through an official map or other method, a full or partial tax abatement is provided to the land owner for the reserved portion that will ultimately be acquired. Thus, the owner is compensated for holding the land out of development.

Currently, Utah law does provide for tax abatement of this nature except to the extent that the corridor reservation is determined to reduce the value of property for property tax purposes.

Agricultural Zoning

Preferential tax status is given to properties at the edge of developing areas that remain in agricultural use. The result is lower tax bills than would occur if the land were assessed at its developed value.

Utah law provides that property that qualifies as agricultural land may be assessed at its value for agricultural use without regard to its development value. If the land is removed from agricultural use, a land owner must pay a rollback tax in the amount of the difference in the assessed valuation of the land for the previous five years (Utah Constitution, Article VIII, Section 3).

Development Agreements

Because restrictive covenants and other private controls of property development have proven effective and are widely accepted by property owners and financial markets, some counties and municipalities have sought similar benefits by entering into contractual agreements with developers. Through these contractual agreements, commonly referred to as “development agreements,” government agencies hope to gain acceptance of government conditions without risk of protracted and costly legal proceedings. Development agreements are also used to “vest” certain rights so as to insulate a development project from changes during build-out and to provide more certainty to the community regarding enforceability and collectibility of impact fees and exactions (American Law of Zoning; Moving Toward the Bargaining Table; Colorado Growth Management Toolbox).



ESTIMATES

Five-Year Transportation Improvement Projects

Washington City

2014 Capital Facilities Plan Update

2. Washington Fields Road from Lost Ridge Drive to 3650 South, Phase 4A

Major Arterial

(0.90 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	2,450	\$196,000.00
Base Course (8.0 inches)	cu yd	\$35.00	1,500	\$52,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	1,100	\$27,500.00
6' Wide Sidewalk	sq ft	\$5.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$20.00	-	\$0.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$276,000.00

Impact Fee Quantity	Impact Fee Total
2,450	\$196,000.00
1,500	\$52,500.00
1,100	\$27,500.00
0	\$0.00
0	\$0.00
0	\$0.00
IMPACT FEE SUBTOTAL	\$276,000.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,403 tons of Roadway Asphalt
2,070 ft Curb & Gutter Length
2,070 ft Sidewalk Length

SUBTOTAL	\$276,000.00
Drainage (10%)	\$27,600.00
Mobilization (10%)	\$27,600.00
Traffic Control (10%)	\$27,600.00
Subtotal	\$358,800.00
Construction Contingency (20%)	\$71,760.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$430,560.00
Engineering (20%)	\$71,760.00
GRAND TOTAL	\$502,320.00

IMPACT FEE SUBTOTAL	\$276,000.00
Drainage (10%)	\$27,600.00
Mobilization (10%)	\$27,600.00
Traffic Control (10%)	\$27,600.00
Subtotal	\$358,800.00
Construction Contingency (20%)	\$71,760.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$430,560.00
Engineering (20%)	\$71,760.00
IMPACT FEE TOTAL	\$502,320.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 38.00 ft
Ultimate Right-Of-Way of 0.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

3-Lane Road
No R/W in this project
~170' North of Lost Ridge Rd (300' of 1-Lane & Shoulder)
~170' South of Lost Ridge Rd (300' of 1-Lane & Shoulder)
3090 South to 3650 South (2650' of 1-Lane & Shoulder)

IMPACT FEE % of GRAND TOTAL 100%

Washington City

2014 Capital Facilities Plan Update

3. Washington Fields Road from Lost Ridge Drive to 3650 South, Phase 4B

Major Arterial

(0.90 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	10,300	\$824,000.00
Base Course (8.0 inches)	cu yd	\$35.00	3,200	\$112,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	2,400	\$60,000.00
6' Wide Sidewalk	sq ft	\$5.00	18,300	\$91,500.00
30" High Back Curb & Gutter	ft	\$20.00	7,500	\$150,000.00
Right - of - Way	acre	\$60,000.00	7.53	\$451,800.00
SUBTOTAL				\$1,689,300.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 3,512 tons of Roadway Asphalt
 2,070 ft Curb & Gutter Length
 2,070 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 65.00 ft
 Right-Of-Way of 50.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface
 3-Lane to 5-Lane w/ C & G, and Sidewalk

Impact Fee Quantity	Impact Fee Total
5,800	\$464,000.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
3.77	\$226,200.00

IMPACT FEE SUBTOTAL \$690,200.00

SUBTOTAL	\$1,689,300.00
Drainage (10%)	\$168,930.00
Mobilization (10%)	\$168,930.00
Traffic Control (10%)	\$168,930.00
Subtotal	\$2,196,090.00
Construction Contingency (20%)	\$439,218.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,635,308.00
Engineering (20%)	\$439,218.00
GRAND TOTAL	\$3,074,526.00

IMPACT FEE SUBTOTAL	\$690,200.00
Drainage (10%)	\$69,020.00
Mobilization (10%)	\$69,020.00
Traffic Control (10%)	\$69,020.00
Subtotal	\$897,260.00
Construction Contingency (20%)	\$179,452.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,076,712.00
Engineering (20%)	\$179,452.00
IMPACT FEE TOTAL	\$1,256,164.00

IMPACT FEE % of GRAND TOTAL 41%

Washington City

2014 Capital Facilities Plan Update

5. 3650 South from Western City Limit to Southern Parkway

Minor Arterial

(2.42 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	16,100	\$1,288,000.00
Base Course (8.0 inches)	cu yd	\$35.00	20,600	\$721,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	15,400	\$385,000.00
6' Wide Sidewalk	sq ft	\$5.00	76,700	\$383,500.00
30" High Back Curb & Gutter	ft	\$20.00	25,600	\$512,000.00
Right - of - Way	acre	\$60,000.00	14.87	\$892,200.00
SUBTOTAL				\$4,181,700.00

Impact Fee Quantity	Impact Fee Total
7,800	\$624,000.00
9,500	\$332,500.00
14,300	\$357,500.00
0	\$0.00
0	\$0.00
4.61	\$276,600.00
IMPACT FEE SUBTOTAL	\$1,590,600.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 4,165 tons of Roadway Asphalt
 2,988 ft Curb & Gutter Length
 2,985 ft Sidewalk Length

SUBTOTAL	\$4,181,700.00
Drainage (10%)	\$418,170.00
Mobilization (10%)	\$418,170.00
Traffic Control (10%)	\$418,170.00
Subtotal	\$5,436,210.00
Construction Contingency (20%)	\$1,087,242.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$6,523,452.00
Engineering (20%)	\$1,087,242.00
GRAND TOTAL	\$7,610,694.00

IMPACT FEE SUBTOTAL	\$1,590,600.00
Drainage (10%)	\$159,060.00
Mobilization (10%)	\$159,060.00
Traffic Control (10%)	\$159,060.00
Subtotal	\$2,067,780.00
Construction Contingency (20%)	\$413,556.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,481,336.00
Engineering (20%)	\$413,556.00
IMPACT FEE TOTAL	\$2,894,892.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 65.00 ft
 Right-Of-Way of 50.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 Assumed to have 50' of ROW width for 1.66 Miles, Contains 4,000 feet of new road, 50' wide

2 Lanes to 5 Lanes w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 38%

Washington City

2014 Capital Facilities Plan Update

6. Southern Parkway

none

(1.74 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (6.0 inches)	ton	\$80.00	-	\$0.00
Base Course (8.0 inches)	cu yd	\$35.00	-	\$0.00
Granular Borrow (12.0 inches)	cu yd	\$25.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$5.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$20.00	-	\$0.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$0.00

Impact Fee Quantity	Impact Fee Total
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0.00	\$0.00
IMPACT FEE SUBTOTAL	
	\$0.00

SUBTOTAL	\$0.00
Drainage (10%)	\$0.00
Mobilization (10%)	\$0.00
Traffic Control (10%)	\$0.00
Subtotal	\$0.00
Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$0.00
Engineering (20%)	\$0.00
GRAND TOTAL	\$0.00

IMPACT FEE SUBTOTAL	\$0.00
Drainage (10%)	\$0.00
Mobilization (10%)	\$0.00
Traffic Control (10%)	\$0.00
Subtotal	\$0.00
Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$0.00
Engineering (20%)	\$0.00
IMPACT FEE TOTAL	\$0.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
3,512 tons of Roadway Asphalt
2,070 ft Curb & Gutter Length
2,070 ft Sidewalk Length

Assumptions

BASED UPON PROJECT ESTIMATE

Grand Total \$17,000,000.00

Washington City

2014 Capital Facilities Plan Update

7. Merrill Road

Minor Arterial

(1.29 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	2,700	\$216,000.00
Base Course (8.0 inches)	cu yd	\$35.00	3,400	\$119,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	2,600	\$65,000.00
6' Wide Sidewalk	sq ft	\$5.00	40,800	\$204,000.00
30" High Back Curb & Gutter	ft	\$20.00	13,600	\$272,000.00
Right - of - Way	acre	\$60,000.00	7.68	\$460,800.00
SUBTOTAL				\$1,336,800.00

Impact Fee Quantity	Impact Fee Total
2,000	\$160,000.00
2,800	\$98,000.00
2,100	\$52,500.00
0	\$0.00
0	\$0.00
1.42	\$85,200.00
IMPACT FEE SUBTOTAL	\$395,700.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,323 tons of Roadway Asphalt
4,000 ft Curb & Gutter Length
4,000 ft Sidewalk Length

SUBTOTAL	\$1,336,800.00
Drainage (10%)	\$133,680.00
Mobilization (10%)	\$133,680.00
Traffic Control (10%)	\$133,680.00
Subtotal	\$1,737,840.00
Construction Contingency (20%)	\$347,568.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,085,408.00
Engineering (20%)	\$347,568.00
GRAND TOTAL	\$2,432,976.00

IMPACT FEE SUBTOTAL	\$395,700.00
Drainage (10%)	\$39,570.00
Mobilization (10%)	\$39,570.00
Traffic Control (10%)	\$39,570.00
Subtotal	\$514,410.00
Construction Contingency (20%)	\$102,882.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$617,292.00
Engineering (20%)	\$102,882.00
IMPACT FEE TOTAL	\$720,174.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 20.00 ft
Right-Of-Way of 12.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

2 Lanes to 5 Lanes w/ C & G and Sidewalk
45' width existing
South side needs: C&G, Sidewalk and 20' asphalt roadway.
0.54 Mile of new road
0.50 Mile of widening

IMPACT FEE % of GRAND TOTAL 30%

Washington City

2014 Capital Facilities Plan Update

9. Wal-Mart / Home Depot Connection to St. George

Major Collector

(0.22 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	70	\$5,600.00
Base Course (8.0 inches)	cu yd	\$35.00	100	\$3,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	60	\$1,500.00
5' Wide Sidewalk	sq ft	\$5.00	5,900	\$29,500.00
30" High Back Curb & Gutter	ft	\$20.00	2,400	\$48,000.00
Right - of - Way	acre	\$200,000.00	1.76	\$352,000.00
SUBTOTAL				\$440,100.00

Impact Fee Quantity	Impact Fee Total
70	\$5,600.00
100	\$3,500.00
60	\$1,500.00
5,900	\$29,500.00
2,400	\$48,000.00
1.76	\$352,000.00
IMPACT FEE SUBTOTAL	\$440,100.00

Existing Conditions

Assume 5 inch Thick of Existing Asphalt
2,326 tons of Roadway Asphalt
190 ft Curb & Gutter Length
190 ft Sidewalk Length

SUBTOTAL	\$440,100.00
Drainage (10%)	\$44,010.00
Mobilization (10%)	\$44,010.00
Traffic Control (10%)	\$44,010.00
Subtotal	\$572,130.00
Construction Contingency (20%)	\$114,426.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$686,556.00
Engineering (20%)	\$114,426.00
GRAND TOTAL	\$800,982.00

IMPACT FEE SUBTOTAL	\$440,100.00
Drainage (10%)	\$44,010.00
Mobilization (10%)	\$44,010.00
Traffic Control (10%)	\$44,010.00
Subtotal	\$572,130.00
Construction Contingency (20%)	\$114,426.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$686,556.00
Engineering (20%)	\$114,426.00
IMPACT FEE TOTAL	\$800,982.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 1.00 ft
Right-Of-Way of 66.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
St. George City will need to complete road so it connects to 3050 East.

3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 100%



ESTIMATES

Long-Range (6-20 Year) Transportation Improvement Projects

Washington City

2014 Capital Facilities Plan Update

1. 4750 South from Western City Limit to Washington Fields Road

Minor Arterial

(0.87 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	5,800	\$464,000.00
Base Course (8.0 inches)	cu yd	\$35.00	7,400	\$259,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	5,600	\$140,000.00
6' Wide Sidewalk	sq ft	\$5.00	27,600	\$138,000.00
30" High Back Curb & Gutter	ft	\$20.00	9,200	\$184,000.00
Right - of - Way	acre	\$60,000.00	8.96	\$537,818.18
SUBTOTAL				\$1,722,818.18

Impact Fee Quantity	Impact Fee Total
2,700	\$216,000.00
3,500	\$122,500.00
5,200	\$130,000.00
0	\$0.00
0	\$0.00
3.69	\$221,454.55
IMPACT FEE SUBTOTAL	\$689,954.55

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,722,818.18
Drainage (10%)	\$172,282.00
Mobilization (10%)	\$172,282.00
Traffic Control (10%)	\$172,282.00
Subtotal	\$2,239,664.18
Construction Contingency (20%)	\$447,933.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,687,597.18
Engineering (20%)	\$447,933.00
GRAND TOTAL	\$3,135,530.18

IMPACT FEE SUBTOTAL	\$689,954.55
Drainage (10%)	\$68,996.00
Mobilization (10%)	\$68,996.00
Traffic Control (10%)	\$68,996.00
Subtotal	\$896,942.55
Construction Contingency (20%)	\$179,389.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,076,331.55
Engineering (20%)	\$179,389.00
IMPACT FEE TOTAL	\$1,255,720.55

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

5 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 40%

Washington City

2014 Capital Facilities Plan Update

2. Washington Fields Road from 3650 South to Stucki Farms, Phase 5B

Major Arterial

(0.80 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	7,000	\$560,000.00
Base Course (8.0 inches)	cu yd	\$35.00	3,600	\$126,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	2,700	\$67,500.00
6' Wide Sidewalk	sq ft	\$5.00	24,700	\$123,500.00
30" High Back Curb & Gutter	ft	\$20.00	8,300	\$166,000.00
Right - of - Way	acre	\$60,000.00	3.39	\$203,400.00
SUBTOTAL				\$1,246,400.00

Impact Fee Quantity	Impact Fee Total
5,100	\$408,000.00
3,100	\$108,500.00
600	\$15,000.00
0	\$0.00
0	\$0.00
3.39	\$203,400.00
IMPACT FEE SUBTOTAL	\$734,900.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,046 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,246,400.00
Drainage (10%)	\$124,640.00
Mobilization (10%)	\$124,640.00
Traffic Control (10%)	\$124,640.00
Subtotal	\$1,620,320.00
Construction Contingency (20%)	\$324,064.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,944,384.00
Engineering (20%)	\$324,064.00
GRAND TOTAL	\$2,268,448.00

IMPACT FEE SUBTOTAL	\$734,900.00
Drainage (10%)	\$73,490.00
Mobilization (10%)	\$73,490.00
Traffic Control (10%)	\$73,490.00
Subtotal	\$955,370.00
Construction Contingency (20%)	\$191,074.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,146,444.00
Engineering (20%)	\$191,074.00
IMPACT FEE TOTAL	\$1,337,518.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 35.00 ft
Right-Of-Way of 0.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface
From 2-Lanes to 5-Lanes w/ C & G and Sidewalk
City is responsible for 1 lane of asphalt

IMPACT FEE % of GRAND TOTAL 59%

Washington City

2014 Capital Facilities Plan Update

3. Washington Fields Road from Stucki Farms to Warner Valley Road, Phase 6B

Major Arterial

(1.07 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	10,300	\$824,000.00
Base Course (8.0 inches)	cu yd	\$35.00	4,200	\$147,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	6,600	\$165,000.00
6' Wide Sidewalk	sq ft	\$5.00	33,900	\$169,500.00
30" High Back Curb & Gutter	ft	\$20.00	19,000	\$380,000.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$1,685,500.00

Impact Fee Quantity	Impact Fee Total
7,000	\$560,000.00
0	\$0.00
3,000	\$75,000.00
0	\$0.00
8,000	\$160,000.00
0.00	\$0.00
IMPACT FEE SUBTOTAL	\$795,000.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
3,284 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,685,500.00
Drainage (10%)	\$168,550.00
Mobilization (10%)	\$168,550.00
Traffic Control (10%)	\$168,550.00
Subtotal	\$2,191,150.00
Construction Contingency (20%)	\$438,230.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,629,380.00
Engineering (20%)	\$438,230.00
GRAND TOTAL	\$3,067,610.00

IMPACT FEE SUBTOTAL	\$795,000.00
Drainage (10%)	\$79,500.00
Mobilization (10%)	\$79,500.00
Traffic Control (10%)	\$79,500.00
Subtotal	\$1,033,500.00
Construction Contingency (20%)	\$206,700.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,240,200.00
Engineering (20%)	\$206,700.00
IMPACT FEE TOTAL	\$1,446,900.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 30.00 ft
Right-Of-Way of 0.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface
2 Lanes to 4 Lanes w/ Median w/ C & G and Sidewalk
City portion includes median with median curb

IMPACT FEE % of GRAND TOTAL 47%

Washington City

2014 Capital Facilities Plan Update

4. Washington Fields Rd from Warner Valley Rd to Southern City Limit, Phase 7

Major Arterial

(1.03 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	6,900	\$552,000.00
Base Course (8.0 inches)	cu yd	\$35.00	8,800	\$308,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	6,600	\$165,000.00
6' Wide Sidewalk	sq ft	\$5.00	32,700	\$163,500.00
30" High Back Curb & Gutter	ft	\$20.00	10,900	\$218,000.00
Right - of - Way	acre	\$60,000.00	13.23	\$794,036.36
SUBTOTAL				\$2,200,536.36

Impact Fee Quantity	Impact Fee Total
3,200	\$256,000.00
4,100	\$143,500.00
3,200	\$80,000.00
0	\$0.00
0	\$0.00
6.99	\$419,490.91
IMPACT FEE SUBTOTAL	\$898,990.91

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$2,200,536.36
Drainage (10%)	\$220,054.00
Mobilization (10%)	\$220,054.00
Traffic Control (10%)	\$220,054.00
Subtotal	\$2,860,698.36
Construction Contingency (20%)	\$572,140.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,432,838.36
Engineering (20%)	\$572,140.00
GRAND TOTAL	\$4,004,978.36

IMPACT FEE SUBTOTAL	\$898,990.91
Drainage (10%)	\$89,900.00
Mobilization (10%)	\$89,900.00
Traffic Control (10%)	\$89,900.00
Subtotal	\$1,168,690.91
Construction Contingency (20%)	\$233,739.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,402,429.91
Engineering (20%)	\$233,739.00
IMPACT FEE TOTAL	\$1,636,168.91

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 106.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

5 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 41%

Washington City

2014 Capital Facilities Plan Update

5. 240 West from Merrill Road to Southern City limit

Residential Collector

(1.26 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	5,500	\$440,000.00
Base Course (8.0 inches)	cu yd	\$35.00	7,000	\$245,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	5,200	\$130,000.00
5' Wide Sidewalk	sq ft	\$5.00	33,400	\$167,000.00
30" High Back Curb & Gutter	ft	\$20.00	13,400	\$268,000.00
Right - of - Way	acre	\$60,000.00	1.53	\$91,800.00
			SUBTOTAL	\$1,341,800.00

Impact Fee Quantity	Impact Fee Total
5,500	\$440,000.00
7,000	\$245,000.00
5,200	\$130,000.00
0	\$0.00
0	\$0.00
1.53	\$91,812.61
IMPACT FEE SUBTOTAL	\$906,812.61

SUBTOTAL	\$1,341,800.00
Drainage (10%)	\$134,180.00
Mobilization (10%)	\$134,180.00
Traffic Control (10%)	\$134,180.00
Subtotal	\$1,744,340.00
Construction Contingency (20%)	\$348,868.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,093,208.00
Engineering (20%)	\$348,868.00
GRAND TOTAL	\$2,442,076.00

IMPACT FEE SUBTOTAL	\$906,812.61
Drainage (10%)	\$90,682.00
Mobilization (10%)	\$90,682.00
Traffic Control (10%)	\$90,682.00
Subtotal	\$1,178,858.61
Construction Contingency (20%)	\$235,772.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,414,630.61
Engineering (20%)	\$235,772.00
IMPACT FEE TOTAL	\$1,650,402.61

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
1,624 tons of Roadway Asphalt
2,830 ft Curb & Gutter Length
2,482 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt Half the overall length
Pavement Width of 42.00 ft Half the overall length 2 Lanes to 3 Lanes w/ Median
Right-Of-Way of 60.00 ft Half the overall length w/ C & G and Sidewalk
8.00 inch Thick Base Course Half the overall length
6.00 inch Thick Granular Borrow Half the overall length
Sidewalk and Curb & Gutter 2/3 the overall length

IMPACT FEE % of GRAND TOTAL 68%

Washington City

2014 Capital Facilities Plan Update

6. 20 East from Merrill Road to Southern City limit

Major Collector

(1.89 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	8,900	\$712,000.00
Base Course (8.0 inches)	cu yd	\$35.00	11,400	\$399,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	8,500	\$212,500.00
5' Wide Sidewalk	sq ft	\$5.00	49,900	\$249,500.00
30" High Back Curb & Gutter	ft	\$20.00	20,000	\$400,000.00
Right - of - Way	acre	\$60,000.00	3.67	\$220,200.00
SUBTOTAL				\$2,193,200.00

Impact Fee Quantity	Impact Fee Total
8,900	\$712,000.00
11,400	\$399,000.00
8,500	\$212,500.00
0	\$0.00
0	\$0.00
3.67	\$220,200.00
IMPACT FEE SUBTOTAL	\$1,543,700.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 4,529 tons of Roadway Asphalt
 7,954 ft Curb & Gutter Length
 7,954 ft Sidewalk Length

SUBTOTAL	\$2,193,200.00
Drainage (10%)	\$219,320.00
Mobilization (10%)	\$219,320.00
Traffic Control (10%)	\$219,320.00
Subtotal	\$2,851,160.00
Construction Contingency (20%)	\$570,232.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,421,392.00
Engineering (20%)	\$570,232.00
GRAND TOTAL	\$3,991,624.00

IMPACT FEE SUBTOTAL	\$1,543,700.00
Drainage (10%)	\$154,370.00
Mobilization (10%)	\$154,370.00
Traffic Control (10%)	\$154,370.00
Subtotal	\$2,006,810.00
Construction Contingency (20%)	\$401,362.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,408,172.00
Engineering (20%)	\$401,362.00
IMPACT FEE TOTAL	\$2,809,534.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 46.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

2 Lanes to 3 Lanes w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 70%

Washington City

2014 Capital Facilities Plan Update

7. 300 East from Merrill Road to 3650 South

Residential Collector

(0.89 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	3,900	\$312,000.00
Base Course (8.0 inches)	cu yd	\$35.00	4,900	\$171,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	3,700	\$92,500.00
5' Wide Sidewalk	sq ft	\$5.00	23,500	\$117,500.00
30" High Back Curb & Gutter	ft	\$20.00	9,400	\$188,000.00
Right - of - Way	acre	\$60,000.00	2.96	\$177,600.00
SUBTOTAL				\$1,059,100.00

Impact Fee Quantity	Impact Fee Total
2,800	\$224,000.00
3,500	\$122,500.00
1,500	\$37,500.00
0	\$0.00
0	\$0.00
1.08	\$64,548.93
IMPACT FEE SUBTOTAL	\$448,548.93

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,041 tons of Roadway Asphalt
2,330 ft Curb & Gutter Length
2,330 ft Sidewalk Length

SUBTOTAL	\$1,059,100.00
Drainage (10%)	\$105,910.00
Mobilization (10%)	\$105,910.00
Traffic Control (10%)	\$105,910.00
Subtotal	\$1,376,830.00
Construction Contingency (20%)	\$275,366.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,652,196.00
Engineering (20%)	\$275,366.00
GRAND TOTAL	\$1,927,562.00

IMPACT FEE SUBTOTAL	\$448,548.93
Drainage (10%)	\$44,855.00
Mobilization (10%)	\$44,855.00
Traffic Control (10%)	\$44,855.00
Subtotal	\$583,113.93
Construction Contingency (20%)	\$116,623.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$699,736.93
Engineering (20%)	\$116,623.00
IMPACT FEE TOTAL	\$816,359.93

Assumptions

3.00 inch Thick Asphalt 2-lane to 3-lane road
Pavement Width of 42.00 ft 1,600 feet of new road
Right-Of-Way of 60.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
Includes C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 42%

Washington City

2014 Capital Facilities Plan Update

8. 4200 South from Western City Limit to Washington Fields Road

Minor Arterial

(0.73 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	4,900	\$392,000.00
Base Course (8.0 inches)	cu yd	\$35.00	6,200	\$217,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	4,650	\$116,250.00
6' Wide Sidewalk	sq ft	\$5.00	23,200	\$116,000.00
30" High Back Curb & Gutter	ft	\$20.00	7,800	\$156,000.00
Right - of - Way	acre	\$60,000.00	7.52	\$451,272.73
SUBTOTAL				\$1,448,522.73

Impact Fee Quantity	Impact Fee Total
2,300	\$184,000.00
2,900	\$101,500.00
2,100	\$52,500.00
0	\$0.00
0	\$0.00
3.10	\$186,000.00
IMPACT FEE SUBTOTAL	\$524,000.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,448,522.73
Drainage (10%)	\$144,853.00
Mobilization (10%)	\$144,853.00
Traffic Control (10%)	\$144,853.00
Subtotal	\$1,883,081.73
Construction Contingency (20%)	\$376,617.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,259,698.73
Engineering (20%)	\$376,617.00
GRAND TOTAL	\$2,636,315.73

IMPACT FEE SUBTOTAL	\$524,000.00
Drainage (10%)	\$52,400.00
Mobilization (10%)	\$52,400.00
Traffic Control (10%)	\$52,400.00
Subtotal	\$681,200.00
Construction Contingency (20%)	\$136,240.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$817,440.00
Engineering (20%)	\$136,240.00
IMPACT FEE TOTAL	\$953,680.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

New 5 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL

36%

Washington City

2014 Capital Facilities Plan Update

9. 840 South from 660 North (St. George) to 300 East

Major Collector

(0.56 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	2,700	\$216,000.00
Base Course (8.0 inches)	cu yd	\$35.00	3,400	\$119,000.00
Granular Borrow (12.0 inches)	cu yd	\$25.00	2,600	\$65,000.00
5' Wide Sidewalk	sq ft	\$5.00	22,600	\$113,000.00
30" High Back Curb & Gutter	ft	\$20.00	7,600	\$152,000.00
Right - of - Way	acre	\$60,000.00	3.69	\$221,400.00
SUBTOTAL				\$886,400.00

Impact Fee Quantity	Impact Fee Total
1,800	\$144,000.00
2,200	\$77,000.00
1,700	\$42,500.00
0	\$0.00
0	\$0.00
1.18	\$70,800.00
IMPACT FEE SUBTOTAL	\$334,300.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
1,145 tons of Roadway Asphalt
600 ft Curb & Gutter Length
350 ft Sidewalk Length

SUBTOTAL	\$886,400.00
Drainage (10%)	\$88,640.00
Mobilization (10%)	\$88,640.00
Traffic Control (10%)	\$88,640.00
Subtotal	\$1,152,320.00
Construction Contingency (20%)	\$230,464.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,382,784.00
Engineering (20%)	\$230,464.00
GRAND TOTAL	\$1,613,248.00

IMPACT FEE SUBTOTAL	\$334,300.00
Drainage (10%)	\$33,430.00
Mobilization (10%)	\$33,430.00
Traffic Control (10%)	\$33,430.00
Subtotal	\$434,590.00
Construction Contingency (20%)	\$86,918.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$521,508.00
Engineering (20%)	\$86,918.00
IMPACT FEE TOTAL	\$608,426.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 46.00 ft
Right-Of-Way of 66.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

3 Lane Road w/ C & G and Sidewalk
Contains 2,600 feet of new road
Contains 1,500 feet of road widening

IMPACT FEE % of GRAND TOTAL 38%

Washington City

2014 Capital Facilities Plan Update

10. South Frontage Road from Washington Parkway to 300 East

Major Collector

(0.80 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	3,800	\$304,000.00
Base Course (8.0 inches)	cu yd	\$35.00	4,800	\$168,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	3,600	\$90,000.00
5' Wide Sidewalk	sq ft	\$5.00	21,200	\$106,000.00
30" High Back Curb & Gutter	ft	\$20.00	8,500	\$170,000.00
Right - of - Way	acre	\$60,000.00	6.40	\$384,000.00
SUBTOTAL				\$1,222,000.00

Impact Fee Quantity	Impact Fee Total
2,900	\$232,000.00
4,000	\$140,000.00
3,000	\$75,000.00
10,000	\$50,000.00
4,250	\$85,000.00
1.55	\$93,000.00
IMPACT FEE SUBTOTAL	\$675,000.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 1,854 tons of Roadway Asphalt
 2,356 ft Curb & Gutter Length
 2,356 ft Sidewalk Length

SUBTOTAL	\$1,222,000.00
Drainage (10%)	\$122,200.00
Mobilization (10%)	\$122,200.00
Traffic Control (10%)	\$122,200.00
Subtotal	\$1,588,600.00
Construction Contingency (20%)	\$317,720.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,906,320.00
Engineering (20%)	\$317,720.00
GRAND TOTAL	\$2,224,040.00

IMPACT FEE SUBTOTAL	\$675,000.00
Drainage (10%)	\$67,500.00
Mobilization (10%)	\$67,500.00
Traffic Control (10%)	\$67,500.00
Subtotal	\$877,500.00
Construction Contingency (20%)	\$175,500.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,053,000.00
Engineering (20%)	\$175,500.00
IMPACT FEE TOTAL	\$1,228,500.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 46.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 55%

Washington City

2014 Capital Facilities Plan Update

11. Warner Valley Road from Southern Parkway to the Road through Warner Valley

Minor Arterial

(1.51 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	10,100	\$808,000.00
Base Course (8.0 inches)	cu yd	\$35.00	12,800	\$448,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	19,200	\$480,000.00
6' Wide Sidewalk	sq ft	\$5.00	47,900	\$239,500.00
30" High Back Curb & Gutter	ft	\$20.00	16,000	\$320,000.00
Right - of - Way	acre	\$60,000.00	15.56	\$933,454.55
SUBTOTAL				\$3,228,954.55

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

New 5 Lane Road w/ C & G and Sidewalk

SUBTOTAL	\$3,228,954.55
Drainage (10%)	\$322,896.00
Mobilization (10%)	\$322,896.00
Traffic Control (10%)	\$322,896.00
Subtotal	\$4,197,642.55
Construction Contingency (20%)	\$839,529.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$5,037,171.55
Engineering (20%)	\$839,529.00
GRAND TOTAL	\$5,876,700.55

Impact Fee Quantity	Impact Fee Total
4,700	\$376,000.00
6,000	\$210,000.00
8,900	\$222,500.00
0	\$0.00
0	\$0.00
6.41	\$384,600.00
IMPACT FEE SUBTOTAL	\$1,193,100.00

IMPACT FEE SUBTOTAL	\$1,193,100.00
Drainage (10%)	\$119,310.00
Mobilization (10%)	\$119,310.00
Traffic Control (10%)	\$119,310.00
Subtotal	\$1,551,030.00
Construction Contingency (20%)	\$310,206.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,861,236.00
Engineering (20%)	\$310,206.00
IMPACT FEE TOTAL	\$2,171,442.00

IMPACT FEE % of GRAND TOTAL 37%

Washington City

2014 Capital Facilities Plan Update

12. Extend Main Street to 100 East, south of 400 South

Major Collector

(0.72 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	3,400	\$272,000.00
Base Course (8.0 inches)	cu yd	\$35.00	4,400	\$154,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	6,500	\$162,500.00
5' Wide Sidewalk	sq ft	\$5.00	19,000	\$95,000.00
30" High Back Curb & Gutter	ft	\$20.00	7,600	\$152,000.00
Right - of - Way	acre	\$60,000.00	3.70	\$222,000.00
SUBTOTAL				\$1,057,500.00

Impact Fee Quantity	Impact Fee Total
2,300	\$184,000.00
2,900	\$101,500.00
4,300	\$107,500.00
0	\$0.00
0	\$0.00
1.40	\$84,000.00
IMPACT FEE SUBTOTAL	\$477,000.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,057,500.00
Drainage (10%)	\$105,750.00
Mobilization (10%)	\$105,750.00
Traffic Control (10%)	\$105,750.00
Subtotal	\$1,374,750.00
Construction Contingency (20%)	\$274,950.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,649,700.00
Engineering (20%)	\$274,950.00
GRAND TOTAL	\$1,924,650.00

IMPACT FEE SUBTOTAL	\$477,000.00
Drainage (10%)	\$47,700.00
Mobilization (10%)	\$47,700.00
Traffic Control (10%)	\$47,700.00
Subtotal	\$620,100.00
Construction Contingency (20%)	\$124,020.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$744,120.00
Engineering (20%)	\$124,020.00
IMPACT FEE TOTAL	\$868,140.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 46.00 ft
Right-Of-Way of 66.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

New 3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 45%

Washington City

2014 Capital Facilities Plan Update

13. Main Street from I-15 Frontage Road to Washington Parkway

Minor Arterial

(0.59 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	4,000	\$320,000.00
Base Course (8.0 inches)	cu yd	\$35.00	5,000	\$175,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	3,800	\$95,000.00
6' Wide Sidewalk	sq ft	\$5.00	18,700	\$93,500.00
30" High Back Curb & Gutter	ft	\$20.00	6,300	\$126,000.00
Right - of - Way	acre	\$60,000.00	4.81	\$288,600.00
SUBTOTAL				\$1,098,100.00

Impact Fee Quantity	Impact Fee Total
1,900	\$152,000.00
2,400	\$84,000.00
1,700	\$42,500.00
0	\$0.00
0	\$0.00
2.50	\$150,000.00
IMPACT FEE SUBTOTAL	\$428,500.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 988 tons of Roadway Asphalt
 1,200 ft Curb & Gutter Length
 1,200 ft Sidewalk Length

SUBTOTAL	\$1,098,100.00
Drainage (10%)	\$109,810.00
Mobilization (10%)	\$109,810.00
Traffic Control (10%)	\$109,810.00
Subtotal	\$1,427,530.00
Construction Contingency (20%)	\$285,506.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,713,036.00
Engineering (20%)	\$285,506.00
GRAND TOTAL	\$1,998,542.00

IMPACT FEE SUBTOTAL	\$428,500.00
Drainage (10%)	\$42,850.00
Mobilization (10%)	\$42,850.00
Traffic Control (10%)	\$42,850.00
Subtotal	\$557,050.00
Construction Contingency (20%)	\$111,410.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$668,460.00
Engineering (20%)	\$111,410.00
IMPACT FEE TOTAL	\$779,870.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 65.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

New 5 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 39%

Washington City

2014 Capital Facilities Plan Update

14. Bulloch Street from 300 East to MP 13 Connector Road

Residential Collector

(0.52 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	2,300	\$184,000.00
Base Course (8.0 inches)	cu yd	\$35.00	2,900	\$101,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	2,200	\$55,000.00
5' Wide Sidewalk	sq ft	\$5.00	13,800	\$69,000.00
30" High Back Curb & Gutter	ft	\$20.00	5,500	\$110,000.00
Right - of - Way	acre	\$60,000.00	3.78	\$226,800.00
SUBTOTAL				\$746,300.00

Impact Fee Quantity	Impact Fee Total
1,600	\$128,000.00
2,100	\$73,500.00
1,200	\$30,000.00
0	\$0.00
0	\$0.00
0.63	\$37,800.00
IMPACT FEE SUBTOTAL	\$269,300.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,186 tons of Roadway Asphalt
5,760 ft Curb & Gutter Length
5,760 ft Sidewalk Length

SUBTOTAL	\$746,300.00
Drainage (10%)	\$74,630.00
Mobilization (10%)	\$74,630.00
Traffic Control (10%)	\$74,630.00
Subtotal	\$970,190.00
Construction Contingency (20%)	\$194,038.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,164,228.00
Engineering (20%)	\$194,038.00
GRAND TOTAL	\$1,358,266.00

IMPACT FEE SUBTOTAL	\$269,300.00
Drainage (10%)	\$26,930.00
Mobilization (10%)	\$26,930.00
Traffic Control (10%)	\$26,930.00
Subtotal	\$350,090.00
Construction Contingency (20%)	\$70,018.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$420,108.00
Engineering (20%)	\$70,018.00
IMPACT FEE TOTAL	\$490,126.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 42.00 ft
Right-Of-Way of 60.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
2,800 feet of new 3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 36%

Washington City

2014 Capital Facilities Plan Update
15. Long Valley Road

Minor Arterial

(3.02 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	20,100	\$1,608,000.00
Base Course (8.0 inches)	cu yd	\$35.00	25,600	\$896,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	19,200	\$480,000.00
6' Wide Sidewalk	sq ft	\$5.00	95,700	\$478,500.00
30" High Back Curb & Gutter	ft	\$20.00	31,900	\$638,000.00
Right - of - Way	acre	\$60,000.00	31.12	\$1,866,909.09
SUBTOTAL				\$5,967,409.09

Impact Fee Quantity	Impact Fee Total
9,300	\$744,000.00
11,900	\$416,500.00
8,900	\$222,500.00
0	\$0.00
0	\$0.00
12.81	\$768,727.27
IMPACT FEE SUBTOTAL	\$2,151,727.27

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$5,967,409.09
Drainage (10%)	\$596,741.00
Mobilization (10%)	\$596,741.00
Traffic Control (10%)	\$596,741.00
Subtotal	\$7,757,632.09
Construction Contingency (20%)	\$1,551,527.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$9,309,159.09
Engineering (20%)	\$1,551,527.00
GRAND TOTAL	\$10,860,686.09

IMPACT FEE SUBTOTAL	\$2,151,727.27
Drainage (10%)	\$215,173.00
Mobilization (10%)	\$215,173.00
Traffic Control (10%)	\$215,173.00
Subtotal	\$2,797,246.27
Construction Contingency (20%)	\$559,450.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,356,696.27
Engineering (20%)	\$559,450.00
IMPACT FEE TOTAL	\$3,916,146.27

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
2 Lanes in each direction w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 36%

Washington City

2014 Capital Facilities Plan Update

16. Roadway through Warner Valley from Warner Valley Road to Southern Parkway

Minor Arterial

(5.06 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	33,700	\$2,696,000.00
Base Course (8.0 inches)	cu yd	\$35.00	42,900	\$1,501,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	32,200	\$805,000.00
6' Wide Sidewalk	sq ft	\$5.00	160,400	\$802,000.00
30" High Back Curb & Gutter	ft	\$20.00	53,500	\$1,070,000.00
Right - of - Way	acre	\$60,000.00	52.13	\$3,128,000.00
SUBTOTAL				\$10,002,500.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
2 Lanes in each direction w/ C & G and Sidewalk

SUBTOTAL	\$10,002,500.00
Drainage (10%)	\$1,000,250.00
Mobilization (10%)	\$1,000,250.00
Traffic Control (10%)	\$1,000,250.00
Subtotal	\$13,003,250.00
Construction Contingency (20%)	\$2,600,650.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$15,603,900.00
Engineering (20%)	\$2,600,650.00
GRAND TOTAL	\$18,204,550.00

Impact Fee Quantity	Impact Fee Total
20,000	\$1,600,000.00
30,000	\$1,050,000.00
20,000	\$500,000.00
0	\$0.00
0	\$0.00
21.47	\$1,288,000.00
IMPACT FEE SUBTOTAL	\$4,438,000.00

IMPACT FEE SUBTOTAL	\$4,438,000.00
Drainage (10%)	\$443,800.00
Mobilization (10%)	\$443,800.00
Traffic Control (10%)	\$443,800.00
Subtotal	\$5,769,400.00
Construction Contingency (20%)	\$1,153,880.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$6,923,280.00
Engineering (20%)	\$1,153,880.00
IMPACT FEE TOTAL	\$8,077,160.00

IMPACT FEE % of GRAND TOTAL 44%

Washington City

2014 Capital Facilities Plan Update

17. Purgatory Road

Minor Arterial

(1.52 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	10,200	\$816,000.00
Base Course (8.0 inches)	cu yd	\$35.00	12,900	\$451,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	19,400	\$485,000.00
6' Wide Sidewalk	sq ft	\$5.00	48,200	\$241,000.00
30" High Back Curb & Gutter	ft	\$20.00	16,100	\$322,000.00
Right - of - Way	acre	\$60,000.00	15.66	\$939,636.36
SUBTOTAL				\$3,255,136.36

Impact Fee Quantity	Impact Fee Total
4,700	\$376,000.00
6,000	\$210,000.00
9,000	\$225,000.00
0	\$0.00
0	\$0.00
6.45	\$386,909.09
IMPACT FEE SUBTOTAL	\$1,197,909.09

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 1,003 tons of Roadway Asphalt
 3,236 ft Curb & Gutter Length
 3,236 ft Sidewalk Length
 Bridge over the Virgin River

SUBTOTAL	\$3,255,136.36
Drainage (10%)	\$325,514.00
Mobilization (10%)	\$325,514.00
Traffic Control (10%)	\$325,514.00
Subtotal	\$4,231,678.36
Construction Contingency (20%)	\$846,336.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$5,078,014.36
Engineering (20%)	\$846,336.00
GRAND TOTAL	\$5,924,350.36

IMPACT FEE SUBTOTAL	\$1,197,909.09
Drainage (10%)	\$119,791.00
Mobilization (10%)	\$119,791.00
Traffic Control (10%)	\$119,791.00
Subtotal	\$1,557,282.09
Construction Contingency (20%)	\$311,457.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,868,739.09
Engineering (20%)	\$311,457.00
IMPACT FEE TOTAL	\$2,180,196.09

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 65.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 2 Lanes in each direction w/ C & G and Sidewalk

8,050 feet of new 5-lane road

IMPACT FEE % of GRAND TOTAL 37%

Washington City

2014 Capital Facilities Plan Update

18. Harvest Lane from Merrill Road to Southern City limit

Residential Collector

(1.26 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	5,500	\$440,000.00
Base Course (8.0 inches)	cu yd	\$35.00	7,000	\$245,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	5,200	\$130,000.00
5' Wide Sidewalk	sq ft	\$5.00	33,400	\$167,000.00
30" High Back Curb & Gutter	ft	\$20.00	13,400	\$268,000.00
Right - of - Way	acre	\$60,000.00	7.59	\$455,400.00
SUBTOTAL				\$1,705,400.00

Impact Fee Quantity	Impact Fee Total
3,900	\$312,000.00
5,000	\$175,000.00
3,800	\$95,000.00
0	\$0.00
0	\$0.00
1.53	\$91,800.00
IMPACT FEE SUBTOTAL	\$673,800.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
1,589 tons of Roadway Asphalt
650 ft Curb & Gutter Length
650 ft Sidewalk Length

SUBTOTAL	\$1,705,400.00
Drainage (10%)	\$170,540.00
Mobilization (10%)	\$170,540.00
Traffic Control (10%)	\$170,540.00
Subtotal	\$2,217,020.00
Construction Contingency (20%)	\$443,404.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,660,424.00
Engineering (20%)	\$443,404.00
GRAND TOTAL	\$3,103,828.00

IMPACT FEE SUBTOTAL	\$673,800.00
Drainage (10%)	\$67,380.00
Mobilization (10%)	\$67,380.00
Traffic Control (10%)	\$67,380.00
Subtotal	\$875,940.00
Construction Contingency (20%)	\$175,188.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,051,128.00
Engineering (20%)	\$175,188.00
IMPACT FEE TOTAL	\$1,226,316.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 42.00 ft
Right-Of-Way of 60.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 40%

Washington City

2014 Capital Facilities Plan Update

19. Washington Parkway from MP 13 to Western City Limit, Phase I

Major Arterial

(2.83 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	-	\$0.00
Base Course (8.0 inches)	cu yd	\$35.00	-	\$0.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$5.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$20.00	-	\$0.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$0.00

Impact Fee Quantity	Impact Fee Total
8,700	\$696,000.00
11,100	\$388,500.00
8,300	\$207,500.00
0	\$0.00
0	\$0.00
19.21	\$1,152,600.00
IMPACT FEE SUBTOTAL	\$2,444,600.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
1,453 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$0.00
Drainage (10%)	\$0.00
Mobilization (10%)	\$0.00
Traffic Control (10%)	\$0.00
Subtotal	\$0.00
Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$0.00
Engineering (20%)	\$0.00
GRAND TOTAL	\$0.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 32.00 ft
Right-Of-Way of 106.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

2-Lanes w/ half raised median, w/ C & G and Sidewalk on one side
This includes a bridge, \$8,190,000

IMPACT FEE SUBTOTAL	\$2,444,600.00
Drainage (10%)	\$244,460.00
Mobilization (10%)	\$244,460.00
Traffic Control (10%)	\$244,460.00
Subtotal	\$3,177,980.00
Construction Contingency (20%)	\$635,596.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,813,576.00
Engineering (20%)	\$635,596.00
IMPACT FEE TOTAL	\$4,449,172.00

Grand Total \$15,895,750.00

Estimate done by Horrocks Engineers

Washington City

2014 Capital Facilities Plan Update

20. Washington Parkway from MP 13 to Western City Limit, Phase II

Major Arterial

(2.83 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	7,000	\$560,000.00
Base Course (8.0 inches)	cu yd	\$35.00	8,900	\$311,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	6,700	\$167,500.00
6' Wide Sidewalk	sq ft	\$5.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$20.00	14,500	\$290,000.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$1,329,000.00

Impact Fee Quantity	Impact Fee Total
7,000	\$560,000.00
8,900	\$311,500.00
6,700	\$167,500.00
0	\$0.00
14,500	\$290,000.00
0.00	\$0.00
IMPACT FEE SUBTOTAL	\$1,329,000.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 9,255 tons of Roadway Asphalt
 14,928 ft Curb & Gutter Length
 14,928 ft Sidewalk Length

SUBTOTAL	\$1,329,000.00
Drainage (10%)	\$132,900.00
Mobilization (10%)	\$132,900.00
Traffic Control (10%)	\$132,900.00
Subtotal	\$1,727,700.00
Construction Contingency (20%)	\$345,540.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,073,240.00
Engineering (20%)	\$345,540.00
GRAND TOTAL	\$2,418,780.00

IMPACT FEE SUBTOTAL	\$1,329,000.00
Drainage (10%)	\$132,900.00
Mobilization (10%)	\$132,900.00
Traffic Control (10%)	\$132,900.00
Subtotal	\$1,727,700.00
Construction Contingency (20%)	\$345,540.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,073,240.00
Engineering (20%)	\$345,540.00
IMPACT FEE TOTAL	\$2,418,780.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 24.00 ft
 Right-Of-Way of 0.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Additional 2-Lanes w/ half raised median
 Curb for half of median will be installed, but no other curb.

IMPACT FEE % of GRAND TOTAL 100%

Washington City

2014 Capital Facilities Plan Update

21. Washington Parkway from MP 13 to Western City Limit, Phase III

Major Arterial

(2.83 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	15,000	\$1,200,000.00
Base Course (8.0 inches)	cu yd	\$35.00	3,000	\$105,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	2,500	\$62,500.00
6' Wide Sidewalk	sq ft	\$5.00	89,600	\$448,000.00
30" High Back Curb & Gutter	ft	\$20.00	29,900	\$598,000.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$2,413,500.00

Impact Fee Quantity	Impact Fee Total
15,000	\$1,200,000.00
3,000	\$105,000.00
2,500	\$62,500.00
0	\$0.00
0	\$0.00
0.00	\$0.00
IMPACT FEE SUBTOTAL	\$1,367,500.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 16,197 tons of Roadway Asphalt
 14,928 ft Curb & Gutter Length
 14,928 ft Sidewalk Length

SUBTOTAL	\$2,413,500.00
Drainage (10%)	\$241,350.00
Mobilization (10%)	\$241,350.00
Traffic Control (10%)	\$241,350.00
Subtotal	\$3,137,550.00
Construction Contingency (20%)	\$627,510.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,765,060.00
Engineering (20%)	\$627,510.00
GRAND TOTAL	\$4,392,570.00

IMPACT FEE SUBTOTAL	\$1,367,500.00
Drainage (10%)	\$136,750.00
Mobilization (10%)	\$136,750.00
Traffic Control (10%)	\$136,750.00
Subtotal	\$1,777,750.00
Construction Contingency (20%)	\$355,550.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,133,300.00
Engineering (20%)	\$355,550.00
IMPACT FEE TOTAL	\$2,488,850.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 24.00 ft
 Right-Of-Way of 0.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface
 Includes C & G and Sidewalk on remaining side

IMPACT FEE % of GRAND TOTAL 57%

Washington City

2014 Capital Facilities Plan Update

22. West Airport Road from Western City Limit to Washington Fields Road

Minor Arterial

(0.87 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	5,800	\$464,000.00
Base Course (8.0 inches)	cu yd	\$35.00	7,400	\$259,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	5,600	\$140,000.00
6' Wide Sidewalk	sq ft	\$5.00	27,600	\$138,000.00
30" High Back Curb & Gutter	ft	\$20.00	9,200	\$184,000.00
Right - of - Way	acre	\$60,000.00	8.96	\$537,818.18
SUBTOTAL				\$1,722,818.18

Impact Fee Quantity	Impact Fee Total
2,700	\$216,000.00
3,500	\$122,500.00
2,600	\$65,000.00
0	\$0.00
0	\$0.00
3.00	\$180,000.00
IMPACT FEE SUBTOTAL	\$583,500.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$1,722,818.18
Drainage (10%)	\$172,282.00
Mobilization (10%)	\$172,282.00
Traffic Control (10%)	\$172,282.00
Subtotal	\$2,239,664.18
Construction Contingency (20%)	\$447,933.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,687,597.18
Engineering (20%)	\$447,933.00
GRAND TOTAL	\$3,135,530.18

IMPACT FEE SUBTOTAL	\$583,500.00
Drainage (10%)	\$58,350.00
Mobilization (10%)	\$58,350.00
Traffic Control (10%)	\$58,350.00
Subtotal	\$758,550.00
Construction Contingency (20%)	\$151,710.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$910,260.00
Engineering (20%)	\$151,710.00
IMPACT FEE TOTAL	\$1,061,970.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

IMPACT FEE % of GRAND TOTAL 34%

Washington City

2014 Capital Facilities Plan Update

23. Tortoise Rock Road from Buena Vista Blvd. to Washington Parkway

Major Collector

(0.38 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	1,800	\$144,000.00
Base Course (8.0 inches)	cu yd	\$35.00	2,300	\$80,500.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	1,800	\$45,000.00
5' Wide Sidewalk	sq ft	\$5.00	10,100	\$50,500.00
30" High Back Curb & Gutter	ft	\$20.00	4,100	\$82,000.00
Right - of - Way	acre	\$60,000.00	3.04	\$182,400.00
SUBTOTAL				\$584,400.00

Impact Fee Quantity	Impact Fee Total
1,200	\$96,000.00
1,500	\$52,500.00
1,200	\$30,000.00
0	\$0.00
0	\$0.00
0.74	\$44,400.00
IMPACT FEE SUBTOTAL	\$222,900.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

SUBTOTAL	\$584,400.00
Drainage (10%)	\$58,440.00
Mobilization (10%)	\$58,440.00
Traffic Control (10%)	\$58,440.00
Subtotal	\$759,720.00
Construction Contingency (20%)	\$151,944.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$911,664.00
Engineering (20%)	\$151,944.00
GRAND TOTAL	\$1,063,608.00

IMPACT FEE SUBTOTAL	\$222,900.00
Drainage (10%)	\$22,290.00
Mobilization (10%)	\$22,290.00
Traffic Control (10%)	\$22,290.00
Subtotal	\$289,770.00
Construction Contingency (20%)	\$57,954.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$347,724.00
Engineering (20%)	\$57,954.00
IMPACT FEE TOTAL	\$405,678.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 46.00 ft
Right-Of-Way of 66.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow

3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 38%

Washington City

2014 Capital Facilities Plan Update

24. Milepost 11 Interchange

Major Arterial

(1.09 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	-	\$0.00
Base Course (8.0 inches)	cu yd	\$35.00	-	\$0.00
Granular Borrow (12.0 inches)	cu yd	\$25.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$5.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$20.00	-	\$0.00
Right - of - Way	acre	\$60,000.00	0.00	\$0.00
SUBTOTAL				\$0.00

Impact Fee Quantity	Impact Fee Total
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0	\$0.00
0.00	\$0.00
IMPACT FEE SUBTOTAL	\$0.00

SUBTOTAL	\$0.00
Drainage (10%)	\$0.00
Mobilization (10%)	\$0.00
Traffic Control (10%)	\$0.00
Subtotal	\$0.00
Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$0.00
Engineering (20%)	\$0.00
GRAND TOTAL	\$0.00

IMPACT FEE SUBTOTAL	\$0.00
Drainage (10%)	\$0.00
Mobilization (10%)	\$0.00
Traffic Control (10%)	\$0.00
Subtotal	\$0.00
Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$0.00
Engineering (20%)	\$0.00
IMPACT FEE TOTAL	\$0.00

Existing Conditions

Assume 0 inch Thick of Existing Asphalt
0 tons of Roadway Asphalt
0 ft Curb & Gutter Length
0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 106.00 ft
8.00 inch Thick Base Course
12.00 inch Thick Granular Borrow

IMPACT FEE % of GRAND TOTAL

Grand Total is in a range of \$25 to \$40 million
Estimate done by Horrocks Engineers, attached

I-15 MP 11 INTERCHANGE CONCEPT STUDY

CONCEPTUAL COST ESTIMATES

REALIGNED MAIN ST OPTION

Item	Cost Range	Remarks
Construction	\$15.0M - \$18.0M	5-10 relocations at ~ \$300K per relocation ~ 8% of Construction ~ 10% of Construction ~ 10% of Construction
Utilities	\$.5M - \$1.5M	
ROW	\$1.5M - \$3.0M	
PE	\$1.0M - \$1.5M	
CE	\$1.5M - \$2.0M	
Contingency	\$1.5M - \$2.0M	
Total	\$21.0M - \$28.0M	

Assumptions/Risks/Challenges

- Interchange to be constructed as part of the I-15 widening project
- Main Street realigned to cross underneath I-15 (No grade change for I-15)
- I-15 Horizontal Alignment to remain unchanged
- Tight Diamond or Diamond with Roundabouts type interchange
- New Structures for I-15 over Main Street
- Minimal Reconstruction of Buena Vista (West Frontage Road)
- No impacts to the Power Sub Station
- ROW acquisitions of 5-10 parcels, depending on interchange type and access control
- Does not include construction of new frontage roads
- Utility impacts unknown
- Existing Main St structures may remain as Bike/Ped crossing
- Auxiliary Lanes will be constructed between adjacent interchanges

REALIGNED 300 EAST OPTION

Item	Cost Range	Remarks
Construction	\$22.0M - \$27.0M	Includes reconstruction of I-15 9-15 relocations at ~ \$300K per relocation ~ 8% of Construction ~ 10% of Construction ~ 10% of Construction
Utilities	\$.5M - \$2.0M	
ROW	\$2.5M - \$4.5M	
PE	\$1.5M - \$2.0M	
CE	\$2.0M - \$2.5M	
Contingency	\$2.0M - \$2.5M	
Total	\$30.5M - \$40.5M	

Assumptions/Risks/Challenges

- Interchange to be constructed as part of the I-15 widening project
- 300 East realigned to cross underneath I-15
- I-15 to be realigned and reconstructed for ~1.0 to 1.5 miles (to accommodate interchange)
- Tight Diamond or Diamond with Roundabouts type interchange
- Geometric & Operational Challenges on North side due to close proximity of Frontage Road & properties
- New Structures for I-15 over 300 East
- Realignment and Reconstruction of approximately 0.5 miles of Buena Vista (West Frontage Road)
- Additional costs if Buena Vista is realigned through or around the existing developments (North side)

- No impacts to the Power Sub Station
- ROW acquisitions of 9-15 parcels, depending on interchange type and access control
- Does not include construction of new frontage roads
- Utility impacts unknown
- Existing springs in I-15 median will need to be addressed
- Existing Main St structures to remain
- Auxiliary Lanes will be constructed between adjacent interchanges

Washington City

2014 Capital Facilities Plan Update

25. Washington Dam Road from 1900 East to East City Limits

Minor Arterial

(1.10 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$80.00	7,400	\$592,000.00
Base Course (8.0 inches)	cu yd	\$35.00	9,400	\$329,000.00
Granular Borrow (6.0 inches)	cu yd	\$25.00	7,000	\$175,000.00
6' Wide Sidewalk	sq ft	\$5.00	34,800	\$174,000.00
30" High Back Curb & Gutter	ft	\$20.00	11,600	\$232,000.00
Right - of - Way	acre	\$60,000.00	4.67	\$280,200.00
SUBTOTAL				\$1,782,200.00

Impact Fee Quantity	Impact Fee Total
3,400	\$272,000.00
4,300	\$150,500.00
3,300	\$82,500.00
0	\$0.00
0	\$0.00
4.67	\$280,200.00
IMPACT FEE SUBTOTAL	\$785,200.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,809 tons of Roadway Asphalt
115 ft Curb & Gutter Length
115 ft Sidewalk Length

SUBTOTAL	\$1,782,200.00
Drainage (10%)	\$178,220.00
Mobilization (10%)	\$178,220.00
Traffic Control (10%)	\$178,220.00
Subtotal	\$2,316,860.00
Construction Contingency (20%)	\$463,372.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,780,232.00
Engineering (20%)	\$463,372.00
GRAND TOTAL	\$3,243,604.00

IMPACT FEE SUBTOTAL	\$785,200.00
Drainage (10%)	\$78,520.00
Mobilization (10%)	\$78,520.00
Traffic Control (10%)	\$78,520.00
Subtotal	\$1,020,760.00
Construction Contingency (20%)	\$204,152.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,224,912.00
Engineering (20%)	\$204,152.00
IMPACT FEE TOTAL	\$1,429,064.00

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 65.00 ft
Right-Of-Way of 85.00 ft
8.00 inch Thick Base Course
6.00 inch Thick Granular Borrow
2 Lanes in each direction w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 44%



LIST OF APPENDICIES

APPENDIX A:	Governor's Office Of Planning & Budget Statistics
APPENDIX B:	2012 Census Subcounty Estimates
APPENDIX C:	2012 UDOT Bridge Inspection Results & Recommendations, Washington City
APPENDIX D:	UDOT Roadway Monthly Hourly Volume for January 2012 to December 2012 (SR-9)
APPENDIX E:	UDOT Roadway Monthly Hourly Volume for January 2012 to December 2012 (I-15)
APPENDIX F:	City-Data.com Information for Washington City, Utah
APPENDIX G:	Washington City Traffic Counts
APPENDIX H:	Washington Urbanized Area 2040 Model Output, Figure A-1
APPENDIX I:	Washington Urbanized Area Traffic Analysis Zones
APPENDIX J:	Traffic Capacity Estimates
APPENDIX K:	2020 Household Density Map
APPENDIX L:	2030 Household Density Map
APPENDIX M:	2040 Household Density Map



APPENDIX A:

Governor's Office Of Planning & Budget Statistics

Total Population by Area

Source: Governor's Office of Planning and Budget 2012 Baseline Projections

Area									
Number	Area Name	1990	2000	2010	2020	2030	2040	2050	2060
1	Beaver County	4,771	6,015	6,629	7,766	9,225	10,522	11,837	13,502
2	Box Elder County	36,533	42,868	50,104	54,571	59,437	64,704	70,501	77,030
3	Cache County	70,550	91,873	113,273	139,227	168,137	196,559	232,468	273,817
4	Carbon County	20,146	20,354	21,409	21,602	22,092	22,860	23,582	24,384
5	Daggett County	702	928	1,061	1,444	1,377	1,407	1,519	1,678
6	Davis County	188,479	240,193	307,557	356,968	391,933	426,392	465,664	503,985
7	Duchesne County	12,611	14,369	18,643	22,797	24,836	25,721	27,123	29,275
8	Emery County	10,312	10,785	10,980	11,230	11,930	12,207	12,016	12,141
9	Garfield County	3,969	4,746	5,172	6,063	6,821	7,357	7,902	8,963
10	Grand County	6,622	8,531	9,225	10,300	11,300	12,147	13,098	14,301
11	Iron County	20,927	34,067	46,270	57,055	71,687	87,102	105,797	127,795
12	Juab County	5,821	8,269	10,246	13,750	17,203	20,049	23,382	27,502
13	Kane County	5,166	6,077	7,125	8,357	10,259	12,601	15,314	18,583
14	Millard County	11,313	12,437	12,503	12,787	13,384	13,804	14,422	16,311
15	Morgan County	5,547	7,154	9,469	11,945	15,013	17,926	20,654	24,234
16	Piute County	1,271	1,430	1,556	1,635	1,902	2,091	2,207	2,436
17	Rich County	1,731	1,964	2,264	2,532	2,843	3,153	3,495	3,908
18	Salt Lake County	728,295	902,777	1,033,274	1,180,859	1,340,665	1,507,997	1,659,566	1,812,891
19	San Juan County	12,451	14,373	14,746	15,644	15,486	15,191	15,640	17,100
20	Sanpete County	16,328	22,812	27,899	31,637	35,279	37,879	40,689	45,494
21	Sevier County	15,448	18,914	20,802	22,380	24,329	26,142	28,241	31,349
22	Summit County	15,693	30,034	36,473	45,491	56,890	71,433	88,334	107,671
23	Tooele County	26,587	41,553	58,417	74,877	99,664	128,348	157,821	189,156
24	Uintah County	22,251	25,254	32,588	38,982	41,099	42,690	46,291	50,174
25	Utah County	265,764	371,873	519,307	668,564	833,101	1,019,828	1,216,695	1,398,074
26	Wasatch County	10,149	15,414	23,668	32,741	44,549	59,159	76,389	96,696
27	Washington County	48,978	91,090	138,748	196,762	280,558	371,743	472,567	581,731
28	Wayne County	2,189	2,527	2,778	2,845	3,508	4,412	5,326	6,424
29	Weber County	158,662	197,533	232,097	258,423	300,477	349,009	398,699	449,053
30	Bear River MCD	108,814	136,705	165,641	196,330	230,417	264,416	306,464	354,755
31	Central MCD	52,370	66,389	75,784	85,034	95,605	104,377	114,267	129,516
32	Mountainland MCD	291,606	417,321	579,448	746,796	934,540	1,150,420	1,381,418	1,602,441
33	Southeast MCD	49,531	54,043	56,360	58,776	60,808	62,405	64,336	67,926
34	Southwest MCD	83,811	141,995	203,944	276,003	378,550	489,325	613,417	750,574
35	Uintah Basin MCD	35,564	40,551	52,292	63,223	67,312	69,818	74,933	81,127
36	Wasatch Front MCD	1,107,570	1,389,210	1,640,814	1,883,072	2,147,752	2,429,672	2,702,404	2,979,319
37	State of Utah	1,729,266	2,246,214	2,774,283	3,309,234	3,914,984	4,570,433	5,257,239	5,965,658
38	United States	249,622,818	282,171,954	309,719,749	339,540,606	371,292,390	403,976,154	438,600,626	476,321,650

Household Population by Area

Source: Governor's Office of Planning and Budget 2012 Baseline Projections

Area		1990	2000	2010	2020	2030	2040	2050	2060
Number	Area Name								
1	Beaver County	4,713	5,813	6,605	7,736	9,187	10,476	11,785	13,444
2	Box Elder County	36,341	42,495	49,765	54,188	58,986	64,160	69,889	76,361
3	Cache County	69,423	89,662	109,661	134,923	162,939	190,669	226,114	266,408
4	Carbon County	19,859	19,818	20,865	21,041	21,491	22,230	22,921	23,715
5	Daggett County	702	850	998	1,350	1,293	1,328	1,437	1,588
6	Davis County	185,237	236,685	304,253	353,088	387,564	421,659	460,390	498,140
7	Duchesne County	12,556	14,159	18,346	22,439	24,406	25,240	26,607	28,720
8	Emery County	10,257	10,692	10,937	11,173	11,828	12,070	11,862	11,991
9	Garfield County	3,949	4,618	5,001	5,856	6,592	7,094	7,623	8,660
10	Grand County	6,555	8,424	9,082	10,144	11,130	11,952	12,889	14,077
11	Iron County	20,238	33,365	45,218	55,823	70,156	85,247	103,680	125,250
12	Juab County	5,727	8,168	10,124	13,582	16,997	19,790	23,076	27,139
13	Kane County	5,139	6,010	7,025	8,228	10,090	12,378	15,043	18,264
14	Millard County	11,223	12,285	12,381	12,661	13,249	13,649	14,273	16,154
15	Morgan County	5,542	7,154	9,469	11,945	15,013	17,926	20,654	24,234
16	Piute County	1,271	1,414	1,519	1,596	1,859	2,038	2,154	2,382
17	Rich County	1,706	1,946	2,263	2,531	2,842	3,151	3,493	3,906
18	Salt Lake County	718,629	888,315	1,019,219	1,164,676	1,321,451	1,486,286	1,634,801	1,784,951
19	San Juan County	12,320	14,119	14,457	15,320	15,145	14,820	15,249	16,679
20	Sanpete County	15,800	21,427	25,475	28,912	32,355	34,588	37,270	41,774
21	Sevier County	15,268	18,485	20,501	22,051	23,949	25,697	27,769	30,840
22	Summit County	15,531	29,978	36,357	45,345	56,714	71,215	88,062	107,345
23	Tooele County	26,276	40,198	58,062	74,394	98,956	127,340	156,459	187,349
24	Uintah County	22,149	25,005	32,396	38,743	40,793	42,300	45,827	49,634
25	Utah County	256,566	362,222	505,321	651,196	812,078	994,558	1,188,064	1,364,326
26	Wasatch County	10,072	15,290	23,418	32,380	44,039	58,479	75,513	95,592
27	Washington County	48,274	89,718	136,887	194,115	276,508	366,132	465,265	572,691
28	Wayne County	2,158	2,520	2,769	2,835	3,497	4,397	5,307	6,400
29	Weber County	156,473	194,584	229,579	255,583	297,029	344,941	393,938	443,549
30	Bear River MCD	107,470	134,103	161,689	191,642	224,767	257,980	299,496	346,675
31	Central MCD	51,447	64,299	72,769	81,637	91,906	100,159	109,849	124,689
32	Mountainland MCD	282,169	407,490	565,096	728,921	912,831	1,124,252	1,351,639	1,567,263
33	Southeast MCD	48,991	53,053	55,341	57,678	59,594	61,072	62,921	66,462
34	Southwest MCD	82,313	139,524	200,736	271,758	372,533	481,327	603,396	738,309
35	Uintah Basin MCD	35,407	40,014	51,740	62,532	66,492	68,868	73,871	79,942
36	Wasatch Front MCD	1,092,157	1,366,936	1,620,582	1,859,686	2,120,013	2,398,152	2,666,242	2,938,223
37	State of Utah	1,699,954	2,205,419	2,727,953	3,253,854	3,848,136	4,491,810	5,167,414	5,861,563
38	United States	242,911,171	274,361,796	301,707,221	330,809,858	361,469,235	392,761,321	426,129,038	462,766,423

Group Quarters Population by Area

Source: Governor's Office of Planning and Budget 2012 Baseline Projections

Area									
Number	Area Name	1990	2000	2010	2020	2030	2040	2050	2060
1	Beaver County	58	202	24	30	38	46	52	58
2	Box Elder County	192	373	339	383	451	544	612	669
3	Cache County	1,127	2,211	3,612	4,304	5,198	5,890	6,354	7,409
4	Carbon County	287	536	544	561	601	630	661	669
5	Daggett County	0	78	63	94	84	79	82	90
6	Davis County	3,242	3,508	3,304	3,880	4,369	4,733	5,274	5,845
7	Duchesne County	55	210	297	358	430	481	516	555
8	Emery County	55	93	43	57	102	137	154	150
9	Garfield County	20	128	171	207	229	263	279	303
10	Grand County	67	107	143	156	170	195	209	224
11	Iron County	689	702	1,052	1,232	1,531	1,855	2,117	2,545
12	Juab County	94	101	122	168	206	259	306	363
13	Kane County	27	67	100	129	169	223	271	319
14	Millard County	90	152	122	126	135	155	149	157
15	Morgan County	5	0	0	0	0	0	0	0
16	Piute County	0	16	37	39	43	53	53	54
17	Rich County	25	18	1	1	1	2	2	2
18	Salt Lake County	9,666	14,462	14,055	16,183	19,214	21,711	24,765	27,940
19	San Juan County	131	254	289	324	341	371	391	421
20	Sanpete County	528	1,385	2,424	2,725	2,924	3,291	3,419	3,720
21	Sevier County	180	429	301	329	380	445	472	509
22	Summit County	162	56	116	146	176	218	272	326
23	Tooele County	311	1,355	355	483	708	1,008	1,362	1,807
24	Uintah County	102	249	192	239	306	390	464	540
25	Utah County	9,198	9,651	13,986	17,368	21,023	25,270	28,631	33,748
26	Wasatch County	77	124	250	361	510	680	876	1,104
27	Washington County	704	1,372	1,861	2,647	4,050	5,611	7,302	9,040
28	Wayne County	31	7	9	10	11	15	19	24
29	Weber County	2,189	2,949	2,518	2,840	3,448	4,068	4,761	5,504
30	Bear River MCD	1,344	2,602	3,952	4,688	5,650	6,436	6,968	8,080
31	Central MCD	923	2,090	3,015	3,397	3,699	4,218	4,418	4,827
32	Mountainland MCD	9,437	9,831	14,352	17,875	21,709	26,168	29,779	35,178
33	Southeast MCD	540	990	1,019	1,098	1,214	1,333	1,415	1,464
34	Southwest MCD	1,498	2,471	3,208	4,245	6,017	7,998	10,021	12,265
35	Uintah Basin MCD	157	537	552	691	820	950	1,062	1,185
36	Wasatch Front MCD	15,413	22,274	20,232	23,386	27,739	31,520	36,162	41,096
37	State of Utah	29,312	40,795	46,330	55,380	66,848	78,623	89,825	104,095
38	United States	6,711,647	7,810,158	8,012,528	8,730,748	9,823,155	11,214,833	12,471,588	13,555,227

Households by Area

Source: Governor's Office of Planning and Budget 2012 Baseline Projections

Area									
Number	Area Name	1990	2000	2010	2020	2030	2040	2050	2060
1	Beaver County	1,579	1,986	2,265	2,735	3,278	3,771	4,295	4,943
2	Box Elder County	11,125	13,190	16,103	18,433	21,464	23,956	26,427	29,140
3	Cache County	21,245	27,684	34,913	43,473	55,131	67,952	82,784	100,141
4	Carbon County	6,860	7,388	7,980	8,231	8,531	8,743	8,937	9,277
5	Daggett County	262	345	427	587	611	629	676	740
6	Davis County	54,113	71,618	93,874	111,443	132,465	148,993	164,621	179,644
7	Duchesne County	3,734	4,565	6,006	7,532	8,468	9,006	9,525	10,326
8	Emery County	3,009	3,453	3,732	4,017	4,487	4,662	4,714	4,885
9	Garfield County	1,319	1,581	1,930	2,281	2,631	2,864	3,114	3,538
10	Grand County	2,538	3,459	3,889	4,430	4,943	5,306	5,716	6,271
11	Iron County	6,325	10,711	15,054	19,028	24,878	31,467	39,300	48,581
12	Juab County	1,861	2,466	3,093	4,424	5,811	6,976	8,325	9,810
13	Kane County	1,737	2,254	2,900	3,353	3,945	4,681	5,634	6,823
14	Millard County	3,396	3,848	4,201	4,399	4,611	4,661	4,820	5,314
15	Morgan County	1,563	2,056	2,820	3,735	4,826	5,780	6,742	7,920
16	Piute County	443	506	576	610	704	755	814	927
17	Rich County	520	646	805	891	1,011	1,124	1,254	1,416
18	Salt Lake County	242,401	296,710	343,828	413,941	499,959	574,647	638,950	704,429
19	San Juan County	3,370	4,086	4,505	5,287	6,170	6,552	6,995	7,654
20	Sanpete County	4,948	6,562	7,966	9,455	11,007	11,950	12,959	14,521
21	Sevier County	4,929	6,096	7,094	7,863	8,750	9,471	10,283	11,361
22	Summit County	5,378	10,446	13,044	17,013	21,296	26,062	31,582	37,793
23	Tooele County	8,600	12,934	18,032	23,905	34,203	44,498	54,956	65,470
24	Uintah County	6,719	8,207	10,563	13,331	15,663	17,141	18,876	20,640
25	Utah County	70,904	100,855	141,350	183,818	246,100	312,487	381,820	446,394
26	Wasatch County	3,219	4,806	7,331	10,762	15,172	20,027	25,797	32,472
27	Washington County	15,481	30,191	46,545	70,919	112,378	151,647	192,884	237,065
28	Wayne County	707	898	1,059	1,111	1,390	1,697	2,060	2,508
29	Weber County	53,448	66,041	79,041	91,990	113,376	133,835	154,179	175,560
30	Bear River MCD	32,890	41,520	51,821	62,797	77,606	93,032	110,465	130,697
31	Central MCD	16,284	20,376	23,989	27,862	32,273	35,510	39,261	44,441
32	Mountainland MCD	79,501	116,107	161,725	211,593	282,568	358,576	439,199	516,659
33	Southeast MCD	15,777	18,386	20,106	21,965	24,131	25,263	26,362	28,087
34	Southwest MCD	26,441	46,723	68,694	98,316	147,110	194,430	245,227	300,950
35	Uintah Basin MCD	10,715	13,117	16,996	21,450	24,742	26,776	29,077	31,706
36	Wasatch Front MCD	360,125	449,359	537,595	645,014	784,829	907,753	1,019,448	1,133,023
37	State of Utah	541,733	705,588	880,926	1,088,997	1,373,259	1,641,340	1,909,039	2,185,563
38	United States	92,361,435	105,800,516	117,084,576	132,151,597	148,250,026	162,319,068	176,250,626	191,854,640

Household Size by Area

Source: Governor's Office of Planning and Budget 2012 Baseline Projections

Area Number	Area Name	1990	2000	2010	2020	2030	2040	2050	2060
1	Beaver County	2.98	2.93	2.92	2.83	2.80	2.78	2.74	2.72
2	Box Elder County	3.27	3.22	3.09	2.94	2.75	2.68	2.64	2.62
3	Cache County	3.27	3.24	3.14	3.10	2.96	2.81	2.73	2.66
4	Carbon County	2.89	2.68	2.61	2.56	2.52	2.54	2.56	2.56
5	Daggett County	2.68	2.46	2.34	2.30	2.12	2.11	2.13	2.15
6	Davis County	3.42	3.30	3.24	3.17	2.93	2.83	2.80	2.77
7	Duchesne County	3.36	3.10	3.05	2.98	2.88	2.80	2.79	2.78
8	Emery County	3.41	3.10	2.93	2.78	2.64	2.59	2.52	2.45
9	Garfield County	2.99	2.92	2.59	2.57	2.51	2.48	2.45	2.45
10	Grand County	2.58	2.44	2.34	2.29	2.25	2.25	2.25	2.24
11	Iron County	3.20	3.12	3.00	2.93	2.82	2.71	2.64	2.58
12	Juab County	3.08	3.31	3.27	3.07	2.92	2.84	2.77	2.77
13	Kane County	2.96	2.67	2.42	2.45	2.56	2.64	2.67	2.68
14	Millard County	3.30	3.19	2.95	2.88	2.87	2.93	2.96	3.04
15	Morgan County	3.55	3.48	3.36	3.20	3.11	3.10	3.06	3.06
16	Piute County	2.87	2.79	2.64	2.62	2.64	2.70	2.65	2.57
17	Rich County	3.28	3.01	2.81	2.84	2.81	2.80	2.79	2.76
18	Salt Lake County	2.96	2.99	2.96	2.81	2.64	2.59	2.56	2.53
19	San Juan County	3.66	3.46	3.21	2.90	2.45	2.26	2.18	2.18
20	Sanpete County	3.19	3.27	3.20	3.06	2.94	2.89	2.88	2.88
21	Sevier County	3.10	3.03	2.89	2.80	2.74	2.71	2.70	2.71
22	Summit County	2.89	2.87	2.79	2.67	2.66	2.73	2.79	2.84
23	Tooele County	3.06	3.11	3.22	3.11	2.89	2.86	2.85	2.86
24	Uintah County	3.30	3.05	3.07	2.91	2.60	2.47	2.43	2.40
25	Utah County	3.62	3.59	3.57	3.54	3.30	3.18	3.11	3.06
26	Wasatch County	3.13	3.18	3.19	3.01	2.90	2.92	2.93	2.94
27	Washington County	3.12	2.97	2.94	2.74	2.46	2.41	2.41	2.42
28	Wayne County	3.05	2.81	2.61	2.55	2.52	2.59	2.58	2.55
29	Weber County	2.93	2.95	2.90	2.78	2.62	2.58	2.56	2.53
30	Bear River MCD	3.27	3.23	3.12	3.05	2.90	2.77	2.71	2.65
31	Central MCD	3.16	3.16	3.03	2.93	2.85	2.82	2.80	2.81
32	Mountainland MCD	3.55	3.51	3.49	3.44	3.23	3.14	3.08	3.03
33	Southeast MCD	3.11	2.89	2.75	2.63	2.47	2.42	2.39	2.37
34	Southwest MCD	3.11	2.99	2.92	2.76	2.53	2.48	2.46	2.45
35	Uintah Basin MCD	3.30	3.05	3.04	2.92	2.69	2.57	2.54	2.52
36	Wasatch Front MCD	3.03	3.04	3.01	2.88	2.70	2.64	2.62	2.59
37	State of Utah	3.14	3.13	3.10	2.99	2.80	2.74	2.71	2.68
38	United States	2.63	2.59	2.58	2.50	2.44	2.42	2.42	2.41



APPENDIX B:

2012 Census Subcounty Estimates

Summer 2013

Utah Data Guide

A Newsletter For Data Users

Utah State Data Center
Governor's Office of Management and Budget
Demographic and Economic Analysis

U.S. Census Bureau 2012 Subcounty Estimates

The U.S. Census Bureau recently released July 1, 2012 subcounty population estimates. The report includes estimates for the 245 incorporated places in Utah as well as the unincorporated balance of counties.

Nation

According to U.S. Census Bureau population estimates for July 1, 2012, San Marco, Texas was the fastest growing large city (population of 50,000 or more) in the nation with a growth rate of 4.9% from July 1, 2011 to July 1, 2012. All of the cities in the top ten were in the South or the West, with five in Texas. Many of the cities are suburbs of larger nearby cities. South Jordan, Utah had the nation's second fastest growth rate (4.9%) among large cities between July 1, 2011 and July 1, 2012, followed by Midland, Texas (4.9%), Cedar Park, Texas (4.7%), and Clarksville, Tennessee (4.4%). Rounding out the top ten fastest growing large cities in the U.S. are: Alpharetta, Georgia; Georgetown, Texas; Irvine, California; Buckeye, Arizona; and Conroe, Texas.

New York, New York had the largest numerical population increase from 2011 and 2012, adding 67,058 people. It was followed by Houston, Texas (34,625), Los Angeles, California (34,483), San Antonio, Texas, (25,400), and Austin, Texas (25,395). New York City continued to be the nation's most populous city, with 8.3 million residents.

This was more than twice the population of Los Angeles, which ranked second at 3.9 million. New York and LA were followed by Chicago with 2.7 million, Houston with 2.2 million, and Philadelphia with 1.5 million. Complete documentation on Census Bureau estimates methodology and full results of the latest population estimates can be found online at www.census.gov/popest/index.html.

Utah

According to the U.S. Census Bureau, Saratoga Spring had the highest growth rate between July 1, 2011 and July 1, 2012 for cities in Utah with populations of 5,000 or greater. It grew at a rate of 10.9% and was followed by Farmington (7.5%), Vernal (6.6%), Midvale (5.6%), and Heber (5.0%). South Jordan had the largest numeric growth with an increase of 2,596 persons, followed by Saratoga Springs (2,083), West Jordan (1,821), Lehi (1,821), and Midvale (1,616). Salt Lake City continued to be Utah's most populous city with a population of 189,314 followed by West Valley City (132,434), Provo (115,919), West Jordan (108,383), and Orem (90,749).

With the release of the 2012 estimates, four of Utah's incorporated places changed the class of city in which they are grouped. Taylorsville became a second class city, Midvale became a third class city, Woods Cross became a fourth class city, while Daniel moved from a town to a fifth class city. ■

Largest Cities in Utah in 2012

City	Census 2010	July 1 Estimates			Change 2011-2012	
		2010	2011	2012	Percent	Number
Salt Lake City	186,440	186,548	188,010	189,314	0.7%	1,304
West Valley City	129,480	129,660	131,014	132,434	1.1%	1,420
Provo	112,488	112,924	114,539	115,919	1.2%	1,380
West Jordan	103,712	104,166	106,562	108,383	1.7%	1,821
Orem	88,328	88,717	89,642	90,749	1.2%	1,107
Sandy	87,461	87,574	88,446	89,344	1.0%	898
Ogden	82,825	83,042	83,286	83,793	0.6%	507
St. George	72,897	73,028	74,099	75,561	2.0%	1,462
Layton	67,311	67,588	68,274	68,677	0.6%	403
Taylorsville	58,652	58,728	59,750	60,227	0.8%	477

Source: U.S. Census Bureau

Fastest Growing Cities (Pop 5,000+) 2011 to 2012

City	Census 2010	July 1 Estimates			Change 2011-2012	
		2010	2011	2012	Percent	Number
Saratoga Springs	17,781	18,045	19,054	21,137	10.9%	2,083
Farmington	18,275	18,465	19,311	20,750	7.5%	1,439
Vernal	9,089	9,026	9,211	9,817	6.6%	606
Midvale	27,964	28,273	28,613	30,229	5.6%	1,616
Heber	11,362	11,452	11,681	12,260	5.0%	579
South Jordan	50,418	51,270	53,338	55,934	4.9%	2,596
North Logan	8,269	8,309	8,368	8,765	4.7%	397
Fruit Heights	4,987	5,003	5,067	5,302	4.6%	235
Washington	18,761	18,866	19,985	20,888	4.5%	903
Herriman	21,785	22,545	23,404	24,433	4.4%	1,029

Source: U.S. Census Bureau

Contents

U.S. Census Bureau 2012 Subcounty Population Estimates	1
Detailed Demographic Data (Age, Sex, Race, and Hispanic Origin)	8
Current Economic Conditions and Outlook	11

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Utah	2,763,885	2,763,885	2,775,093	2,814,347	2,855,287	1.5%	40,940	3.3%	91,402
Beaver County	6,629	6,629	6,638	6,529	6,501	-0.4%	-28	-1.9%	-128
Beaver city	3,112	3,112	3,119	3,067	3,072	0.2%	5	-1.3%	-40
Milford city	1,409	1,409	1,409	1,381	1,368	-0.9%	-13	-2.9%	-41
Minersville town	907	907	907	895	886	-1.0%	-9	-2.3%	-21
Balance of Beaver County	1,201	1,201	1,203	1,186	1,175	-0.9%	-11	-2.2%	-26
Box Elder County	49,975	49,975	50,136	50,182	50,171	0.0%	-11	0.4%	196
Bear River City city	853	853	854	847	835	-1.4%	-12	-2.1%	-18
Brigham City city	17,899	17,901	17,947	18,012	18,149	0.8%	137	1.4%	250
Corinne city	685	685	692	681	690	1.3%	9	0.7%	5
Deweyville town	332	332	332	329	325	-1.2%	-4	-2.1%	-7
Elwood town	1,034	1,034	1,039	1,033	1,029	-0.4%	-4	-0.5%	-5
Fielding town	455	453	454	448	444	-0.9%	-4	-2.4%	-11
Garland city	2,400	2,400	2,406	2,388	2,360	-1.2%	-28	-1.7%	-40
Honeyville city	1,441	1,441	1,446	1,432	1,423	-0.6%	-9	-1.2%	-18
Howell town	245	245	245	245	245	0.0%	0	0.0%	0
Mantua town	687	687	688	680	673	-1.0%	-7	-2.0%	-14
Perry city	4,512	4,512	4,524	4,500	4,484	-0.4%	-16	-0.6%	-28
Plymouth town	414	414	414	413	411	-0.5%	-2	-0.7%	-3
Portage town	245	245	245	250	247	-1.2%	-3	0.8%	2
Snowville town	167	167	167	170	169	-0.6%	-1	1.2%	2
Tremonton city	7,647	7,647	7,689	7,809	7,790	-0.2%	-19	1.9%	143
Willard city	1,772	1,772	1,774	1,759	1,746	-0.7%	-13	-1.5%	-26
Balance of Box Elder County	9,187	9,187	9,220	9,186	9,151	-0.4%	-35	-0.4%	-36
Cache County	112,656	112,656	113,283	114,559	115,520	0.8%	961	2.5%	2,864
Amalga town	488	488	489	495	497	0.4%	2	1.8%	9
Clarkston town	666	666	671	675	679	0.6%	4	2.0%	13
Cornish town	288	288	289	291	294	1.0%	3	2.1%	6
Hyde Park city	3,833	3,830	3,869	3,960	4,054	2.4%	94	5.8%	221
Hyrum city	7,609	7,609	7,652	7,713	7,758	0.6%	45	2.0%	149
Lewiston city	1,766	1,766	1,780	1,776	1,774	-0.1%	-2	0.5%	8
Logan city	48,174	48,174	48,376	48,934	48,879	-0.1%	-55	1.5%	705
Mendon city	1,282	1,282	1,286	1,279	1,272	-0.5%	-7	-0.8%	-10
Millville city	1,829	1,829	1,838	1,855	1,867	0.6%	12	2.1%	38
Newton town	789	789	791	786	787	0.1%	1	-0.3%	-2
Nibley city	5,438	5,438	5,533	5,718	5,827	1.9%	109	7.2%	389
North Logan city	8,269	8,269	8,309	8,368	8,765	4.7%	397	6.0%	496
Paradise town	904	904	910	918	922	0.4%	4	2.0%	18
Providence city	7,075	7,075	7,105	7,112	7,119	0.1%	7	0.6%	44
Richmond city	2,470	2,470	2,483	2,502	2,514	0.5%	12	1.8%	44
River Heights city	1,734	1,734	1,745	1,759	1,769	0.6%	10	2.0%	35
Smithfield city	9,495	9,495	9,548	9,726	9,988	2.7%	262	5.2%	493
Trenton town	464	464	465	467	469	0.4%	2	1.1%	5
Wellsville city	3,432	3,432	3,452	3,480	3,500	0.6%	20	2.0%	68
Balance of Cache County	6,651	6,654	6,692	6,745	6,786	0.6%	41	2.0%	135
Carbon County	21,403	21,403	21,429	21,351	21,246	-0.5%	-105	-0.7%	-157
East Carbon city	1,301	1,301	1,301	1,289	1,277	-0.9%	-12	-1.8%	-24
Helper city	2,201	2,196	2,200	2,196	2,189	-0.3%	-7	-0.5%	-12
Price city	8,715	8,715	8,719	8,677	8,621	-0.6%	-56	-1.1%	-94
Scofield town	24	24	24	24	24	0.0%	0	0.0%	0
Sunnyside city	377	377	377	376	374	-0.5%	-2	-0.8%	-3
Wellington city	1,676	1,676	1,680	1,677	1,673	-0.2%	-4	-0.2%	-3
Balance of Carbon County	7,109	7,114	7,128	7,112	7,088	-0.3%	-24	-0.3%	-21

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Daggett County	1,059	1,061	1,070	1,160	1,090	-6.0%	-70	2.9%	31
Manila town	310	310	312	335	313	-6.6%	-22	1.0%	3
Balance of Daggett County	749	751	758	825	777	-5.8%	-48	3.7%	28
Davis County	306,479	306,479	307,869	311,877	315,809	1.3%	3,932	3.0%	9,330
Bountiful city	42,552	42,561	42,666	42,847	42,898	0.1%	51	0.8%	346
Centerville city	15,335	15,326	15,383	15,584	16,203	4.0%	619	5.7%	868
Clearfield city	30,112	30,112	30,206	30,377	30,376	0.0%	-1	0.9%	264
Clinton city	20,426	20,426	20,515	20,691	20,805	0.6%	114	1.9%	379
Farmington city	18,275	18,275	18,465	19,311	20,750	7.5%	1,439	13.5%	2,475
Fruit Heights city	4,987	4,987	5,003	5,067	5,302	4.6%	235	6.3%	315
Kaysville city	27,300	27,300	27,427	27,991	28,283	1.0%	292	3.6%	983
Layton city	67,311	67,311	67,588	68,274	68,677	0.6%	403	2.0%	1,366
North Salt Lake city	16,322	16,322	16,428	16,590	16,717	0.8%	127	2.4%	395
South Weber city	6,051	6,051	6,080	6,208	6,372	2.6%	164	5.3%	321
Sunset city	5,122	5,122	5,132	5,145	5,136	-0.2%	-9	0.3%	14
Syracuse city	24,331	24,331	24,475	24,822	25,118	1.2%	296	3.2%	787
West Bountiful city	5,265	5,265	5,282	5,313	5,329	0.3%	16	1.2%	64
West Point city	9,511	9,511	9,563	9,758	9,819	0.6%	61	3.2%	308
Woods Cross city	9,761	9,761	9,830	10,085	10,212	1.3%	127	4.6%	451
Balance of Davis County	3,818	3,818	3,826	3,814	3,812	-0.1%	-2	-0.2%	-6
Duchesne County	18,607	18,607	18,626	18,866	19,244	2.0%	378	3.4%	637
Altamont town	225	228	228	230	233	1.3%	3	3.6%	8
Duchesne city	1,690	1,688	1,689	1,701	1,733	1.9%	32	2.5%	43
Myton city	569	569	568	574	584	1.7%	10	2.6%	15
Roosevelt city	6,046	6,022	6,038	6,147	6,310	2.7%	163	4.4%	264
Tabiona town	171	171	171	172	175	1.7%	3	2.3%	4
Balance of Duchesne County	9,906	9,929	9,932	10,042	10,209	1.7%	167	3.1%	303
Emery County	10,976	10,976	10,978	10,964	10,933	-0.3%	-31	-0.4%	-43
Castle Dale city	1,630	1,630	1,630	1,631	1,624	-0.4%	-7	-0.4%	-6
Clawson town	163	163	163	163	165	1.2%	2	1.2%	2
Cleveland town	464	464	464	466	466	0.0%	0	0.4%	2
Elmo town	418	418	418	420	418	-0.5%	-2	0.0%	0
Emery town	288	288	288	285	286	0.4%	1	-0.7%	-2
Ferron city	1,626	1,633	1,633	1,630	1,626	-0.2%	-4	0.0%	0
Green River city	952	952	952	950	949	-0.1%	-1	-0.3%	-3
Huntington city	2,129	2,129	2,131	2,127	2,111	-0.8%	-16	-0.8%	-18
Orangeville city	1,470	1,470	1,472	1,467	1,466	-0.1%	-1	-0.3%	-4
Balance of Emery County	1,836	1,829	1,827	1,825	1,822	-0.2%	-3	-0.8%	-14
Garfield County	5,172	5,172	5,185	5,175	5,095	-1.5%	-80	-1.5%	-77
Antimony town	122	122	122	121	119	-1.7%	-2	-2.5%	-3
Boulder town	226	226	226	225	220	-2.2%	-5	-2.7%	-6
Bryce Canyon City town	198	198	198	199	196	-1.5%	-3	-1.0%	-2
Cannonville town	167	167	167	166	163	-1.8%	-3	-2.4%	-4
Escalante city	797	797	800	799	783	-2.0%	-16	-1.8%	-14
Hatch town	133	133	133	132	129	-2.3%	-3	-3.0%	-4
Henrieville town	230	230	231	229	224	-2.2%	-5	-2.6%	-6
Panguitch city	1,520	1,520	1,524	1,522	1,508	-0.9%	-14	-0.8%	-12
Tropic town	530	530	531	530	521	-1.7%	-9	-1.7%	-9
Balance of Garfield County	1,249	1,249	1,253	1,252	1,232	-1.6%	-20	-1.4%	-17
Grand County	9,225	9,225	9,301	9,273	9,328	0.6%	55	1.1%	103
Castle Valley town	319	319	322	322	324	0.6%	2	1.6%	5

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Moab city	5,046	5,046	5,084	5,063	5,093	0.6%	30	0.9%	47
Balance of Grand County	3,860	3,860	3,895	3,888	3,911	0.6%	23	1.3%	51
Iron County	46,163	46,163	46,278	46,651	46,750	0.2%	99	1.3%	587
Brian Head town	83	83	84	84	84	0.0%	0	1.2%	1
Cedar City city	28,857	28,857	28,934	29,153	29,118	-0.1%	-35	0.9%	261
Enoch city	5,803	5,803	5,824	5,932	5,992	1.0%	60	3.3%	189
Kanarrville town	355	355	355	356	356	0.0%	0	0.3%	1
Paragonah town	488	488	488	489	492	0.6%	3	0.8%	4
Parowan city	2,790	2,792	2,796	2,808	2,827	0.7%	19	1.3%	37
Balance of Iron County	7,787	7,785	7,797	7,829	7,881	0.7%	52	1.2%	94
Juab County	10,246	10,246	10,260	10,333	10,341	0.1%	8	0.9%	95
Eureka city	669	669	670	669	667	-0.3%	-2	-0.3%	-2
Levan town	841	841	842	855	852	-0.4%	-3	1.3%	11
Mona city	1,547	1,547	1,548	1,558	1,558	0.0%	0	0.7%	11
Nephi city	5,389	5,389	5,396	5,435	5,438	0.1%	3	0.9%	49
Rocky Ridge town	733	733	734	739	744	0.7%	5	1.5%	11
Santaquin city (pt.)	0	0	0	0	0		0	-	0
Balance of Juab County	1,067	1,067	1,070	1,077	1,082	0.5%	5	1.4%	15
Kane County	7,125	7,125	7,149	7,240	7,221	-0.3%	-19	1.3%	96
Alton town	119	119	119	121	118	-2.5%	-3	-0.8%	-1
Big Water town	475	475	476	479	472	-1.5%	-7	-0.6%	-3
Glendale town	381	381	382	386	379	-1.8%	-7	-0.5%	-2
Kanab city	4,312	4,312	4,328	4,381	4,410	0.7%	29	2.3%	98
Orderville town	577	577	578	587	576	-1.9%	-11	-0.2%	-1
Balance of Kane County	1,261	1,261	1,266	1,286	1,266	-1.6%	-20	0.4%	5
Millard County	12,503	12,503	12,514	12,608	12,569	-0.3%	-39	0.5%	66
Delta city	3,436	3,436	3,439	3,469	3,457	-0.3%	-12	0.6%	21
Fillmore city	2,435	2,459	2,462	2,482	2,489	0.3%	7	2.2%	54
Hinckley town	696	696	696	699	694	-0.7%	-5	-0.3%	-2
Holden town	378	378	378	379	375	-1.1%	-4	-0.8%	-3
Kanosh town	474	474	474	476	472	-0.8%	-4	-0.4%	-2
Leamington town	226	226	226	228	227	-0.4%	-1	0.4%	1
Lynndyl town	106	106	106	107	107	0.0%	0	0.9%	1
Meadow town	310	310	310	312	311	-0.3%	-1	0.3%	1
Oak City town	578	578	581	586	584	-0.3%	-2	1.0%	6
Scipio town	327	327	327	328	326	-0.6%	-2	-0.3%	-1
Balance of Millard County	3,537	3,513	3,515	3,542	3,527	-0.4%	-15	-0.3%	-10
Morgan County	9,469	9,469	9,522	9,640	9,821	1.9%	181	3.7%	352
Morgan city	3,687	3,683	3,695	3,698	3,728	0.8%	30	1.1%	41
Balance of Morgan County	5,782	5,786	5,827	5,942	6,093	2.5%	151	5.4%	311
Piute County	1,556	1,556	1,552	1,517	1,524	0.5%	7	-2.1%	-32
Circleville town	547	547	546	534	538	0.7%	4	-1.6%	-9
Junction town	191	191	190	186	187	0.5%	1	-2.1%	-4
Kingston town	173	173	173	168	169	0.6%	1	-2.3%	-4
Marysville town	408	404	403	392	392	0.0%	0	-3.9%	-16
Balance of Piute County	237	241	240	237	238	0.4%	1	0.4%	1
Rich County	2,264	2,264	2,255	2,317	2,267	-2.2%	-50	0.1%	3
Garden City town	562	561	561	578	567	-1.9%	-11	0.9%	5
Laketown town	248	250	248	255	250	-2.0%	-5	0.8%	2
Randolph town	464	464	461	474	463	-2.3%	-11	-0.2%	-1

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Woodruff town	180	180	179	184	179	-2.7%	-5	-0.6%	-1
Balance of Rich County	810	809	806	826	808	-2.2%	-18	-0.2%	-2
Salt Lake County	1,029,655	1,029,655	1,033,196	1,047,746	1,063,842	1.5%	16,096	3.3%	34,187
Alta town	383	383	383	386	389	0.8%	3	1.6%	6
Bluffdale city	7,598	7,598	7,612	7,770	7,975	2.6%	205	5.0%	377
Cottonwood Heights city	33,433	33,433	33,450	33,735	34,017	0.8%	282	1.7%	584
Draper city (pt.)	40,532	40,532	40,667	41,485	42,268	1.9%	783	4.3%	1,736
Herriman city	21,785	21,785	22,545	23,404	24,433	4.4%	1,029	12.2%	2,648
Holladay city	26,472	26,472	26,486	26,710	26,936	0.8%	226	1.8%	464
Midvale city	27,964	27,945	28,273	28,613	30,229	5.6%	1,616	8.1%	2,265
Murray city	46,746	46,746	46,789	47,207	48,263	2.2%	1,056	3.2%	1,517
Riverton city	38,753	38,753	38,896	39,523	40,398	2.2%	875	4.2%	1,645
Salt Lake City city	186,440	186,443	186,548	188,010	189,314	0.7%	1,304	1.5%	2,874
Sandy city	87,461	87,499	87,574	88,446	89,344	1.0%	898	2.2%	1,883
South Jordan city	50,418	50,418	51,270	53,338	55,934	4.9%	2,596	10.9%	5,516
South Salt Lake city	23,617	23,617	23,692	24,010	24,366	1.5%	356	3.2%	749
Taylorsville city	58,652	58,652	58,728	59,750	60,227	0.8%	477	2.7%	1,575
West Jordan city	103,712	103,712	104,166	106,562	108,383	1.7%	1,821	4.5%	4,671
West Valley City city	129,480	129,480	129,660	131,014	132,434	1.1%	1,420	2.3%	2,954
Balance of Salt Lake County	146,209	146,187	146,457	147,783	148,932	0.8%	1,149	1.9%	2,723
San Juan County	14,746	14,746	14,814	14,807	14,965	1.1%	158	1.5%	219
Blanding city	3,375	3,375	3,390	3,394	3,504	3.2%	110	3.8%	129
Monticello city	1,972	1,972	1,980	1,974	1,980	0.3%	6	0.4%	8
Balance of San Juan County	9,399	9,399	9,444	9,439	9,481	0.4%	42	0.9%	82
Sanpete County	27,822	27,822	27,871	27,977	27,906	-0.3%	-71	0.3%	84
Centerfield town	1,367	1,367	1,369	1,374	1,372	-0.1%	-2	0.4%	5
Ephraim city	6,135	6,135	6,148	6,177	6,146	-0.5%	-31	0.2%	11
Fairview city	1,247	1,247	1,249	1,253	1,252	-0.1%	-1	0.4%	5
Fayette town	242	242	242	243	243	0.0%	0	0.4%	1
Fountain Green city	1,071	1,071	1,073	1,076	1,077	0.1%	1	0.6%	6
Gunnison city	3,285	3,285	3,288	3,297	3,250	-1.4%	-47	-1.1%	-35
Manti city	3,276	3,276	3,282	3,295	3,300	0.2%	5	0.7%	24
Mayfield town	496	496	497	498	499	0.2%	1	0.6%	3
Moroni city	1,423	1,423	1,426	1,430	1,429	-0.1%	-1	0.4%	6
Mount Pleasant city	3,260	3,260	3,265	3,278	3,278	0.0%	0	0.6%	18
Spring City city	988	988	990	993	994	0.1%	1	0.6%	6
Sterling town	262	272	273	273	274	0.4%	1	4.6%	12
Wales town	302	295	295	296	297	0.3%	1	-1.7%	-5
Balance of Sanpete County	4,468	4,465	4,474	4,494	4,495	0.0%	1	0.6%	27
Sevier County	20,802	20,802	20,815	20,903	20,784	-0.6%	-119	-0.1%	-18
Annabella town	795	795	795	800	797	-0.4%	-3	0.3%	2
Aurora city	1,016	1,016	1,017	1,021	1,017	-0.4%	-4	0.1%	1
Central Valley town	528	528	528	532	528	-0.8%	-4	0.0%	0
Elsinore town	847	847	847	851	845	-0.7%	-6	-0.2%	-2
Glenwood town	464	464	464	467	464	-0.6%	-3	0.0%	0
Joseph town	344	344	344	345	342	-0.9%	-3	-0.6%	-2
Koosharem town	327	327	327	329	327	-0.6%	-2	0.0%	0
Monroe city	2,256	2,256	2,259	2,271	2,260	-0.5%	-11	0.2%	4
Redmond town	730	730	730	732	732	0.0%	0	0.3%	2
Richfield city	7,551	7,551	7,553	7,572	7,520	-0.7%	-52	-0.4%	-31
Salina city	2,489	2,489	2,492	2,504	2,492	-0.5%	-12	0.1%	3
Sigurd town	429	431	431	435	432	-0.7%	-3	0.7%	3
Balance of Sevier County	3,026	3,024	3,028	3,044	3,028	-0.5%	-16	0.1%	2

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Summit County	36,324	36,324	36,494	37,425	38,003	1.5%	578	4.6%	1,679
Coalville city	1,363	1,363	1,366	1,387	1,398	0.8%	11	2.6%	35
Francis town	1,077	1,077	1,082	1,107	1,120	1.2%	13	4.0%	43
Henefer town	766	766	771	787	805	2.3%	18	5.1%	39
Kamas city	1,811	1,811	1,821	1,854	1,899	2.4%	45	4.9%	88
Oakley city	1,470	1,470	1,476	1,503	1,524	1.4%	21	3.7%	54
Park City city (pt.)	7,547	7,547	7,617	7,757	7,862	1.4%	105	4.2%	315
Balance of Summit County	22,290	22,290	22,361	23,030	23,395	1.6%	365	5.0%	1,105
Tooele County	58,218	58,218	58,522	59,272	59,870	1.0%	598	2.8%	1,652
Grantsville city	8,893	8,893	8,942	9,096	9,379	3.1%	283	5.5%	486
Ophir town	38	38	38	39	40	2.6%	1	5.3%	2
Rush Valley town	447	447	451	459	466	1.5%	7	4.3%	19
Stockton town	616	616	618	616	615	-0.2%	-1	-0.2%	-1
Tooele city	31,605	31,605	31,741	32,072	32,115	0.1%	43	1.6%	510
Vernon town	243	243	244	247	250	1.2%	3	2.9%	7
Wendover city	1,400	1,400	1,405	1,401	1,401	0.0%	0	0.1%	1
Balance of Tooele County	14,976	14,976	15,083	15,342	15,604	1.7%	262	4.2%	628
Uintah County	32,588	32,586	32,413	33,170	34,524	4.1%	1,354	5.9%	1,936
Ballard town	801	801	801	827	868	5.0%	41	8.4%	67
Naples city	1,755	1,755	1,755	1,799	1,883	4.7%	84	7.3%	128
Vernal city	9,089	9,089	9,026	9,211	9,817	6.6%	606	8.0%	728
Balance of Uintah County	20,943	20,941	20,831	21,333	21,956	2.9%	623	4.8%	1,013
Utah County	516,564	516,564	519,832	530,104	540,504	2.0%	10,400	4.6%	23,940
Alpine city	9,555	9,555	9,599	9,732	9,853	1.2%	121	3.1%	298
American Fork city	26,263	26,263	26,401	26,814	27,147	1.2%	333	3.4%	884
Cedar Fort town	368	368	370	373	375	0.5%	2	1.9%	7
Cedar Hills city	9,796	9,782	9,827	9,933	10,063	1.3%	130	2.7%	267
Draper city (pt.)	1,742	1,742	1,755	1,794	1,835	2.3%	41	5.3%	93
Eagle Mountain city	21,415	21,415	21,707	22,677	23,212	2.4%	535	8.4%	1,797
Elk Ridge city	2,436	2,436	2,458	2,533	2,690	6.2%	157	10.4%	254
Fairfield town	119	119	120	121	121	0.0%	0	1.7%	2
Genola town	1,370	1,370	1,376	1,383	1,390	0.5%	7	1.5%	20
Goshen town	921	921	925	930	933	0.3%	3	1.3%	12
Highland city	15,523	15,523	15,602	16,026	16,440	2.6%	414	5.9%	917
Lehi city	47,407	47,460	47,853	49,433	51,173	3.5%	1,740	7.9%	3,766
Lindon city	10,070	10,070	10,124	10,273	10,442	1.6%	169	3.7%	372
Mapleton city	7,979	7,979	8,035	8,241	8,442	2.4%	201	5.8%	463
Orem city	88,328	88,328	88,717	89,642	90,749	1.2%	1,107	2.7%	2,421
Payson city	18,294	18,294	18,405	18,719	18,938	1.2%	219	3.5%	644
Pleasant Grove city	33,509	33,523	33,702	34,115	34,519	1.2%	404	3.0%	1,010
Provo city	112,488	112,488	112,924	114,539	115,919	1.2%	1,380	3.1%	3,431
Salem city	6,423	6,423	6,457	6,607	6,762	2.3%	155	5.3%	339
Santaquin city (pt.)	9,128	9,128	9,226	9,515	9,674	1.7%	159	6.0%	546
Saratoga Springs city	17,781	17,802	18,045	19,054	21,137	10.9%	2,083	18.9%	3,356
Spanish Fork city	34,691	34,720	35,069	35,788	36,277	1.4%	489	4.6%	1,586
Springville city	29,466	29,466	29,686	30,251	30,621	1.2%	370	3.9%	1,155
Vineyard town	139	139	143	180	235	30.6%	55	69.1%	96
Woodland Hills city	1,344	1,344	1,353	1,380	1,405	1.8%	25	4.5%	61
Balance of Utah County	10,009	9,906	9,953	10,051	10,152	1.0%	101	1.4%	143
Wasatch County	23,530	23,530	23,683	24,342	25,273	3.8%	931	7.4%	1,743
Charleston town	415	415	417	423	431	1.9%	8	3.9%	16
Daniel town	938	938	942	992	1,010	1.8%	18	7.7%	72
Heber city	11,362	11,365	11,452	11,681	12,260	5.0%	579	7.9%	898

U.S. Census Bureau 2012 Subcounty Estimates

	April 1, 2010		Population Estimates			Change from 2011 Estimate		Change from 2010 Census	
	Estimates								
	Census	Base	July 1, 2010	July 1, 2011	July 1, 2012	Percent	Number	Percent	Number
Hideout town	656	656	659	665	678	2.0%	13	3.4%	22
Independence town	164	164	165	166	169	1.8%	3	3.0%	5
Midway city	3,845	3,845	3,867	3,911	4,023	2.9%	112	4.6%	178
Park City city (pt.)	11	11	11	11	11	0.0%	0	0.0%	0
Wallsburg town	250	250	251	264	272	3.0%	8	8.8%	22
Balance of Wasatch County	5,889	5,886	5,919	6,229	6,419	3.1%	190	9.0%	530
Washington County	138,115	138,115	138,462	141,511	144,809	2.3%	3,298	4.8%	6,694
Apple Valley town	701	701	701	709	719	1.4%	10	2.6%	18
Enterprise city	1,711	1,711	1,715	1,734	1,752	1.0%	18	2.4%	41
Hildale city	2,726	2,736	2,765	2,902	2,921	0.7%	19	7.2%	195
Hurricane city	13,748	13,748	13,791	14,028	14,362	2.4%	334	4.5%	614
Ivins city	6,753	6,753	6,771	6,931	7,171	3.5%	240	6.2%	418
La Verkin city	4,060	4,060	4,064	4,105	4,146	1.0%	41	2.1%	86
Leeds town	820	822	822	829	837	1.0%	8	2.1%	17
New Harmony town	207	207	207	209	211	1.0%	2	1.9%	4
Rockville town	245	245	245	247	251	1.6%	4	2.4%	6
St. George city	72,897	72,903	73,028	74,099	75,561	2.0%	1,462	3.7%	2,664
Santa Clara city	6,003	6,003	6,008	6,146	6,277	2.1%	131	4.6%	274
Springdale town	529	529	531	542	547	0.9%	5	3.4%	18
Toquerville town	1,370	1,370	1,373	1,384	1,404	1.4%	20	2.5%	34
Virgin town	596	596	596	600	606	1.0%	6	1.7%	10
Washington city	18,761	18,761	18,866	19,985	20,888	4.5%	903	11.3%	2,127
Balance of Washington County	6,988	6,970	6,979	7,061	7,156	1.3%	95	2.4%	168
Wayne County	2,778	2,778	2,765	2,761	2,737	-0.9%	-24	-1.5%	-41
Bicknell town	327	328	326	327	325	-0.6%	-2	-0.6%	-2
Hanksville town	219	219	218	217	214	-1.4%	-3	-2.3%	-5
Loa town	572	572	569	569	564	-0.9%	-5	-1.4%	-8
Lyman town	258	258	257	255	252	-1.2%	-3	-2.3%	-6
Torrey town	182	182	181	181	180	-0.6%	-1	-1.1%	-2
Balance of Wayne County	1,220	1,219	1,214	1,212	1,202	-0.8%	-10	-1.5%	-18
Weber County	231,236	231,236	232,181	234,087	236,640	1.1%	2,553	2.3%	5,404
Farr West city	5,928	5,928	5,953	6,027	6,122	1.6%	95	3.3%	194
Harrisville city	5,567	5,567	5,612	5,715	5,804	1.6%	89	4.3%	237
Hooper city	7,218	7,218	7,318	7,540	7,722	2.4%	182	7.0%	504
Huntsville town	608	608	610	610	612	0.3%	2	0.7%	4
Marriott-Slaterville city	1,701	1,701	1,706	1,715	1,727	0.7%	12	1.5%	26
North Ogden city	17,357	17,357	17,425	17,574	17,791	1.2%	217	2.5%	434
Ogden city	82,825	82,825	83,042	83,286	83,793	0.6%	507	1.2%	968
Plain City city	5,476	5,476	5,511	5,686	5,887	3.5%	201	7.5%	411
Pleasant View city	7,979	7,979	8,032	8,159	8,340	2.2%	181	4.5%	361
Riverdale city	8,426	8,428	8,456	8,490	8,560	0.8%	70	1.6%	134
Roy city	36,884	36,884	36,995	37,265	37,604	0.9%	339	2.0%	720
South Ogden city	16,532	16,532	16,576	16,630	16,738	0.6%	108	1.2%	206
Uintah town	1,322	1,322	1,325	1,328	1,334	0.5%	6	0.9%	12
Washington Terrace city	9,067	9,065	9,084	9,102	9,147	0.5%	45	0.9%	80
West Haven city	10,272	10,272	10,411	10,718	11,069	3.3%	351	7.8%	797
Balance of Weber County	14,074	14,074	14,125	14,242	14,390	1.0%	148	2.2%	316

Source: U.S. Census Bureau

Detailed Demographic Data (Age, Sex, Race, and Hispanic Origin)

According to state and county population estimates by age, sex, race and Hispanic origin released by the U.S. Census Bureau, five states or state equivalent were majority-minority in 2012: Hawaii (77.2%), the District of Columbia (64.5%), California (60.6%), New Mexico (60.2%), and Texas (55.5%). Majority-minority is defined as more than half the population being of a group other than single-race, non-Hispanic white. Nevada and Maryland are both more than 45% minority. Maine was the least diverse state, with only 5.9% minority. Utah was 20.1% minority, ranking 34th and below the national rate of 37.0%.

San Juan County continues to be the only majority-minority county in Utah. In 2012, 53.9% of the population was minority, mostly American Indian. Salt Lake County had the next largest share of minorities, with 26.6%. It was followed by Weber (22.4%), Uintah (17.7%), and Grand (16.5%) counties. The counties with the smallest

minority shares were Morgan (4.3%), Daggett (5.9%), Rich (6.2%), Juab (6.9%), and Sevier (7.5%) counties.

Race and Ethnicity

Hispanic or Latino. New Mexico had the highest percentage of people of Hispanic or Latino origin at 47.0%, followed by California and Texas both at 38.2%, Arizona at 30.2%, and Nevada at 27.3%. Utah had the 12th highest percentage of Hispanics at 13.3%, below the national rate of 16.9%.

Those of Hispanic or Latino origin were the largest minority group in Utah in 2012 with 13.3% of the total population. Utah's Hispanic population increased 2.4% from 2011 to 2012. Since the 2010 Census, the Hispanic population has increased 5.9%, from 358,340 to 379,436. Salt Lake County had the highest percentage of Hispanics at 17.5%, followed by Weber (17.2%) and Wasatch (13.0%) counties.

Population by Race and Ethnicity: July 1, 2012

Total Population by Race										
Geography	Race Alone									
	Total Population	White	Black or	American	Asian	Native	Two or	Hispanic or	White Not	Minority
			African American	Indian and Alaska Native		Hawaiian and Other Pacific Islander		Latino Origin (of any race)		
Utah	2,855,287	2,620,788	36,717	42,049	63,857	27,563	64,313	379,436	2,281,568	573,719
Beaver	6,501	6,180	25	113	70	26	87	692	5,587	914
Box Elder	50,171	47,921	224	577	463	103	883	4,290	44,141	6,030
Cache	115,520	108,397	959	1,063	2,534	549	2,018	11,722	98,091	17,429
Carbon	21,246	20,268	125	301	151	37	364	2,691	17,813	3,433
Daggett	1,090	1,054	4	14	6	1	11	35	1,026	64
Davis	315,809	293,887	4,227	1,979	6,146	2,109	7,461	27,544	269,489	46,320
Duchesne	19,244	17,687	89	869	86	66	447	1,315	16,635	2,609
Emery	10,933	10,638	49	102	46	10	88	661	10,035	898
Garfield	5,095	4,853	31	101	45	8	57	257	4,642	453
Grand	9,328	8,607	58	397	84	6	176	934	7,790	1,538
Iron	46,750	43,857	260	1,100	495	178	860	3,749	40,598	6,152
Juab	10,341	9,991	43	100	33	20	154	437	9,624	717
Kane	7,221	6,935	29	126	36	5	90	295	6,655	566
Millard	12,569	12,022	50	217	97	21	162	1,626	10,626	1,943
Morgan	9,821	9,615	21	35	48	11	91	250	9,402	419
Piute	1,524	1,483	3	14	6	3	15	118	1,377	147
Rich	2,267	2,224	1	20	7	1	14	102	2,126	141
Salt Lake	1,063,842	947,370	20,445	13,746	38,414	17,312	26,555	186,217	780,630	283,212
San Juan	14,965	7,383	66	7,041	74	26	375	758	6,892	8,073
Sanpete	27,906	26,389	273	435	195	166	448	2,650	24,117	3,789
Sevier	20,784	20,094	50	272	82	40	246	999	19,229	1,555
Summit	38,003	36,423	259	203	564	56	498	4,426	32,327	5,676
Tooele	59,870	56,763	473	733	465	260	1,176	7,101	50,284	9,586
Uintah	34,524	30,601	173	2,707	172	126	745	2,645	28,406	6,118
Utah	540,504	506,981	3,713	4,239	8,586	4,415	12,570	59,434	452,757	87,747
Wasatch	25,273	24,337	107	206	246	41	336	3,275	21,375	3,898
Washington	144,809	135,994	1,161	2,471	1,194	1,240	2,749	14,380	123,654	21,155
Wayne	2,737	2,629	5	30	24	6	43	123	2,532	205
Weber	236,640	220,205	3,794	2,838	3,488	721	5,594	40,710	183,708	52,932

Source: U.S. Census Bureau

Detailed Demographic Data (Age, Sex, Race, and Hispanic Origin)

Black Alone. The District of Columbia had the highest percentage of black or Africa-Americans at 50.1%, followed by Mississippi (37.4%) and Louisiana (32.4%). Utah had the fourth lowest percentage of blacks in the nation at 1.3%. The national rate was 13.1%. Utah's black population increased 4.6% from 2011 to 2012, but is still Utah's second smallest minority group. Since the 2010 Census, this population group has increased 8.4%, from 33,864 to 36,717. Salt Lake County had the highest percentage of blacks at 1.9%, followed by Weber (1.6%), and Davis (1.3%) counties.

Asian Alone. Hawaii had the highest percentage of Asians at 38.3%, followed by California (13.9%) and New Jersey (9.0%). With 2.2%, Utah was below the national rate of 5.1%. Utah's Asian population increased 4.5% from 2011 to 2012, continuing to be the third largest minority group. Since the 2010 Census, the Asian population has increased 10.5%, from 57,800 to 63,857. Salt Lake County had the highest percentage of Asians at 3.6%, followed by Cache (2.2%) and Davis (1.9%) counties.

American Indian and Alaska Native Alone (AIAN). Alaska had the highest percentage of AIAN at 14.8%, followed by New Mexico (10.2%) and Oklahoma (9.0%). Utah had the 16th highest percentage of AIAN at 1.5%, above the national rate of 1.2%. Utah's AIAN population increased 1.3% from 2011 to 2012, ranking as the fourth among minority groups. Since the 2010 Census, the AIAN population has increased 3.2%, from 40,729 to 42,049. San Juan County had the highest percentage of AIAN at 47.0%, followed by Uintah (7.8%) and Duchesne (4.5%) counties.

Native Hawaiian and Other Pacific Islander Alone (NHPI). Hawaii had the highest percentage of NHPI at 10.1%, followed by Alaska (1.2%) and Utah (1.0%), with a national rate was 0.2%. While

the national rank is high, NHPI are the smallest minority group in Utah. Utah's NHPI population increased 3.0% from 2011 to 2012. Since the 2010 Census, the NHPI population has increased 5.8%, from 26,049 to 27,563. Salt Lake County had the highest percentage of NHPI at 1.6%, followed by Washington (0.9%) and Utah (0.8%) counties.

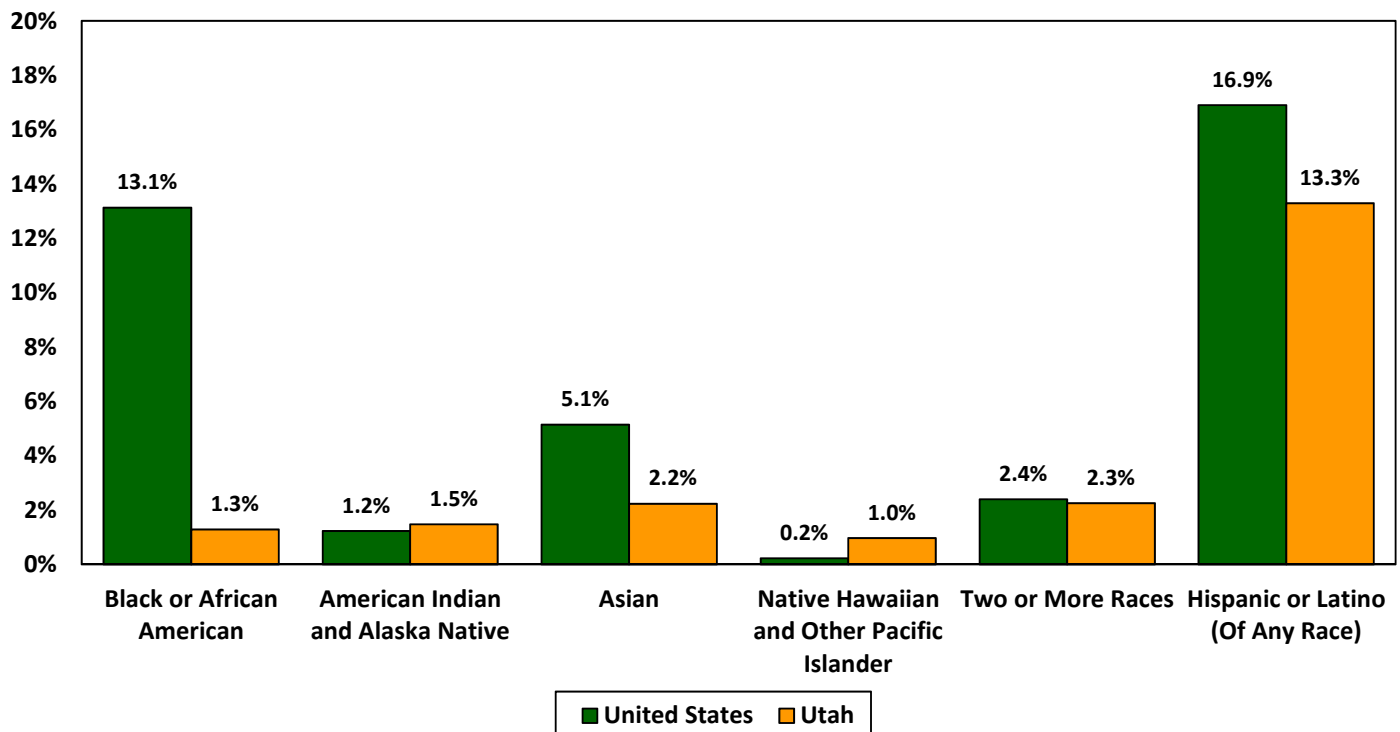
Two or more races. Hawaii had the highest percentage of people reporting two or more races at 23.0%, followed by Alaska (7.1%) and Oklahoma (5.8%). In Utah, 2.3% of people reported two or more races, just below the national rate of 2.4%. The number of people reporting two or more races in Utah increased 4.9% from 2011 to 2012 and they are the second largest minority group. Since 2010, that number has increased 10.7%, from 58,114 to 64,313. San Juan County had the highest percentage of people reporting two or more races at 2.5%, followed by Salt Lake (2.5%), Weber (2.4%), and Davis (2.4%) counties.

Non-Hispanic White Alone. Maine had the highest percentage of Non-Hispanic Whites at 94.1%, followed by Vermont (94.0%) and West Virginia (92.9%). In Utah, 79.9% of the population was White, above the national rate of 63.0%. Utah's Non-Hispanic White population increased 1.8% from 2007 to 2008. Since 2000, the White population has increased 1.1%, from 2.23 million to 2.28 million. Morgan County had the highest percentage of Non-Hispanic Whites at 95.7%, followed by Daggett (94.1%) and Rich (93.8%) counties.

Age

Median Age. Utah continued to be the youngest state in the nation, with a median age of 29.9. The next youngest state was the District of Columbia (33.6) with a median age of 33.6, followed by Alaska (33.7) and Texas (33.9). The oldest state was Maine with a median

Race and Ethnicity as a Percent of Total Population: July 1, 2012



Source: U.S. Census Bureau

Detailed Demographic Data (Age, Sex, Race, and Hispanic Origin)

age of 43.5. The median age for the nation was 37.4. The youngest county in Utah, with a median age of 24.4 is Utah County, followed by Cache (25.4), Iron (27.7), Uintah (29.4), and Sanpete (29.6). The oldest county in Utah is Kane County with 44.3.

Under 5. Utah had the highest percentage of its total population under age 5 of any state (9.0%), followed by Alaska (7.5%) and Texas (7.5%). Vermont had the lowest percentage at 4.9%. The national rate was 6.4%. Duchesne County had the highest percentage of its total population under age 5 (11.1%), followed by Utah (11.1%) and Uintah (10.9%) counties. Piute County had the lowest percentage at 4.7%.

65 or older. Florida had the highest percentage of its total population 65 or older at 18.2%, followed by Maine (17.0%) and West Virginia (16.8%). Alaska had the lowest percentage at 8.5%. Utah had the second lowest percentage at 9.5%. The national rate was 13.7%. Piute County had the highest percentage of its total population 65 or older at 23.2%, followed by Daggett (21.7%) and Kane (20.8%) counties. Utah County had the lowest percentage at 7.1%.

Sex

There are only 10 states where men make up the majority of the population. Alaska has the highest percentage of men at 52.1%, followed by Wyoming (51.1%), North Dakota (50.8%), Nevada (50.4%) and Hawaii (50.4%). Utah's percentage was 50.3%. The District of Columbia had the highest percentage of women of any state or equivalent at 52.3%, followed by Rhode Island (51.6%), Maryland (51.6%), Delaware (51.5%) and Massachusetts (51.5%). In all but six counties in Utah, men outnumbered women. Daggett County had the highest percentage of men at 55.7%, followed by Sanpete (52.3%) and Garfield (52.2%) counties.

Complete documentation on Census Bureau estimates methodology and full results can be found online at <http://www.census.gov/popest/data/index.html>

Population by Age: July 1, 2012										
	Total Population	Under 5 Years		5 to 17 Years		18 to 64 Years		65 Years and Older		Median Age
		Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total	
United States	313,914,040	19,999,344	6.4%	53,728,744	17.1%	197,040,596	62.8%	43,145,356	13.7%	37.4
Alabama	4,822,023	305,267	6.3%	819,139	17.0%	2,998,237	62.2%	699,380	14.5%	38.2
Alaska	731,449	54,791	7.5%	132,309	18.1%	481,852	65.9%	62,497	8.5%	33.7
Arizona	6,553,255	439,633	6.7%	1,181,261	18.0%	3,960,828	60.4%	971,533	14.8%	36.5
Arkansas	2,949,131	194,019	6.6%	516,862	17.5%	1,795,660	60.9%	442,590	15.0%	37.6
California	38,041,430	2,541,497	6.7%	6,698,722	17.6%	24,201,126	63.6%	4,600,085	12.1%	35.5
Colorado	5,187,582	337,568	6.5%	893,790	17.2%	3,342,983	64.4%	613,241	11.8%	36.3
Connecticut	3,590,347	193,456	5.4%	600,102	16.7%	2,264,077	63.1%	532,712	14.8%	40.5
Delaware	917,092	56,279	6.1%	148,771	16.2%	571,568	62.3%	140,474	15.3%	39.2
District of Columbia	632,323	38,876	6.1%	70,604	11.2%	450,954	71.3%	71,889	11.4%	33.6
Florida	19,317,568	1,071,463	5.5%	2,931,017	15.2%	11,805,373	61.1%	3,509,715	18.2%	41.3
Georgia	9,919,945	675,032	6.8%	1,815,093	18.3%	6,290,121	63.4%	1,139,699	11.5%	35.7
Hawaii	1,392,313	89,149	6.4%	213,862	15.4%	878,501	63.1%	210,801	15.1%	38.3
Idaho	1,595,728	115,972	7.3%	310,681	19.5%	956,497	59.9%	212,578	13.3%	35.2
Illinois	12,875,255	816,278	6.3%	2,247,787	17.5%	8,116,753	63.0%	1,694,437	13.2%	37.0
Indiana	6,537,334	425,503	6.5%	1,165,974	17.8%	4,056,709	62.1%	889,148	13.6%	37.2
Iowa	3,074,186	196,366	6.4%	526,587	17.1%	1,880,928	61.2%	470,305	15.3%	38.1
Kansas	2,885,905	203,267	7.0%	521,037	18.1%	1,767,332	61.2%	394,269	13.7%	36.0
Kentucky	4,380,415	279,535	6.4%	738,703	16.9%	2,747,524	62.7%	614,653	14.0%	38.3
Louisiana	4,601,893	314,766	6.8%	803,037	17.5%	2,888,885	62.8%	595,205	12.9%	35.9
Maine	1,329,192	66,904	5.0%	199,014	15.0%	836,898	63.0%	226,376	17.0%	43.5
Maryland	5,884,563	365,224	6.2%	978,576	16.6%	3,777,744	64.2%	763,019	13.0%	38.1
Massachusetts	6,646,144	365,557	5.5%	1,035,858	15.6%	4,286,235	64.5%	958,494	14.4%	39.3
Michigan	9,883,360	575,714	5.8%	1,691,156	17.1%	6,173,776	62.5%	1,442,714	14.6%	39.4
Minnesota	5,379,139	348,338	6.5%	927,810	17.2%	3,373,224	62.7%	729,767	13.6%	37.6
Mississippi	2,984,926	203,828	6.8%	541,505	18.1%	1,835,518	61.5%	404,075	13.5%	36.3
Missouri	6,021,988	379,246	6.3%	1,024,229	17.0%	3,735,332	62.0%	883,181	14.7%	38.1
Montana	1,005,141	60,964	6.1%	161,016	16.0%	624,872	62.2%	158,289	15.7%	40.1
Nebraska	1,855,525	132,268	7.1%	331,137	17.8%	1,134,766	61.2%	257,354	13.9%	36.2
Nevada	2,758,931	183,301	6.6%	480,282	17.4%	1,734,434	62.9%	360,914	13.1%	36.9
New Hampshire	1,320,718	65,953	5.0%	208,887	15.8%	852,075	64.5%	193,803	14.7%	42.0
New Jersey	8,864,590	527,649	6.0%	1,498,735	16.9%	5,587,651	63.0%	1,250,555	14.1%	39.3
New Mexico	2,085,538	143,536	6.9%	370,906	17.8%	1,276,263	61.2%	294,833	14.1%	36.8
New York	19,570,261	1,167,185	6.0%	3,095,969	15.8%	12,549,535	64.1%	2,757,572	14.1%	38.1
North Carolina	9,752,073	619,940	6.4%	1,666,588	17.1%	6,117,676	62.7%	1,347,869	13.8%	37.8
North Dakota	699,628	46,109	6.6%	108,499	15.5%	444,354	63.5%	100,666	14.4%	36.1
Ohio	11,544,225	694,870	6.0%	1,968,804	17.1%	7,175,429	62.2%	1,705,122	14.8%	39.2
Oklahoma	3,814,820	261,958	6.9%	675,405	17.7%	2,343,210	61.4%	534,247	14.0%	36.2
Oregon	3,899,353	232,516	6.0%	628,108	16.1%	2,457,110	63.0%	581,619	14.9%	38.8
Pennsylvania	12,763,536	719,703	5.6%	2,019,683	15.8%	7,981,289	62.5%	2,042,861	16.0%	40.5
Rhode Island	1,050,292	55,068	5.2%	161,406	15.4%	675,189	64.3%	158,629	15.1%	39.8
South Carolina	4,723,723	296,401	6.3%	783,689	16.6%	2,948,174	62.4%	695,459	14.7%	38.4
South Dakota	833,354	59,202	7.1%	144,967	17.4%	507,002	60.8%	122,183	14.7%	36.9
Tennessee	6,456,243	403,976	6.3%	1,090,040	16.9%	4,043,720	62.6%	918,507	14.2%	38.3
Texas	26,059,203	1,941,845	7.5%	5,043,794	19.4%	16,234,269	62.3%	2,839,295	10.9%	33.9
Utah	2,855,287	257,848	9.0%	630,124	22.1%	1,695,896	59.4%	271,419	9.5%	29.9
Vermont	626,011	30,521	4.9%	93,430	14.9%	403,616	64.5%	98,444	15.7%	42.3
Virginia	8,185,867	509,602	6.2%	1,347,135	16.5%	5,266,625	64.3%	1,062,505	13.0%	37.6
Washington	6,897,012	443,157	6.4%	1,141,810	16.6%	4,403,628	63.8%	908,417	13.2%	37.5
West Virginia	1,855,413	103,071	5.6%	280,970	15.1%	1,159,423	62.5%	311,949	16.8%	41.7
Wisconsin	5,726,398	350,581	6.1%	966,976	16.9%	3,584,341	62.6%	824,500	14.4%	38.9
Wyoming	576,412	38,592	6.7%	96,898	16.8%	365,414	63.4%	75,508	13.1%	36.9
Source: U.S. Census Bureau										

Source: U.S. Census Bureau

Actual and Estimated Indicators for Utah and the U.S.: May 2013

ECONOMIC INDICATORS	UNITS	2010	2011	2012	2013	2014	PERCENT CHANGE			
		ACTUAL	ACTUAL	ESTIMATE	FORECAST	FORECAST	2011	2012	2013	2014
PRODUCTION AND SPENDING										
U.S. Real Gross Domestic Product	Billion Chained \$2005	13,063.0	13,299.1	13,593.2	13,843.4	14,230.9	1.8	2.2	1.8	2.8
U.S. Real Personal Consumption	Billion Chained \$2005	9,196.2	9,428.8	9,603.3	9,807.2	10,052.1	2.5	1.9	2.1	2.5
U.S. Real Private Fixed Investment	Billion Chained \$2005	1,598.7	1,704.5	1,853.1	1,978.2	2,161.5	6.6	8.7	6.8	9.3
U.S. Real Federal Defense Spending	Billion Chained \$2005	717.7	699.1	677.3	633.0	639.9	-2.6	-3.1	-6.5	1.1
U.S. Real Exports	Billion Chained \$2005	1,665.6	1,776.9	1,837.3	1,874.6	1,969.1	6.7	3.4	2.0	5.0
Utah Exports (NAICS, Census)	Million Dollars	13,809.4	19,033.5	18,938.8	18,375.0	17,700.0	37.8	-0.5	-3.0	-3.7
Utah Coal Production	Million Tons	19.4	20.1	17.2	16.6	16.7	3.4	-14.3	-3.5	0.6
Utah Crude Oil Production	Million Barrels	24.7	26.3	30.2	32.7	34.0	6.5	15.0	8.3	4.0
Utah Natural Gas Production Sales	Billion Cubic Feet	389.2	404.2	440.0	450.0	458.0	3.9	8.9	2.3	1.8
Utah Copper Mined Production	Million Pounds	566.5	533.0	359.8	190.0	453.8	-5.9	-32.5	-47.2	138.8
Utah Molybdenum Production	Million Pounds	28.4	30.0	20.6	10.3	22.5	5.5	-31.3	-50.0	118.4
SALES AND CONSTRUCTION										
U.S. New Auto and Truck Sales	Millions	11.6	12.7	14.4	15.3	15.7	10.2	13.3	5.8	2.6
U.S. Housing Starts	Millions	0.59	0.61	0.78	0.99	1.23	4.5	27.8	26.3	25.0
U.S. Private Residential Investment	Billion Dollars	340.6	338.7	383.0	455.5	554.0	-0.5	13.1	18.9	21.6
U.S. Nonresidential Structures	Billion Dollars	376.3	404.8	463.4	485.0	522.0	7.6	14.5	4.7	7.6
U.S. Home Price Index (FHFA)	1980Q1 = 100	326.4	314.8	314.2	330.3	350.1	-3.6	-0.2	5.1	6.0
U.S. Nontaxable & Taxable Retail Sales	Billion Dollars	4,306.4	4,650.8	4,884.0	5,044.0	5,195.5	8.0	5.0	3.3	3.0
Utah New Auto and Truck Sales	Thousands	69.1	81.7	96.8	103.1	108.6	18.3	18.4	6.5	5.3
Utah Dwelling Unit Permits	Thousands	9.3	10.0	13.5	15.0	18.5	7.8	34.2	11.5	23.3
Utah Residential Permit Value	Million Dollars	1,667.0	1,885.4	2,582.0	3,123.0	4,000.0	13.1	36.9	21.0	28.1
Utah Nonresidential Permit Value	Million Dollars	925.1	1,195.8	1,063.0	1,000.0	1,300.0	29.3	-11.1	-5.9	30.0
Utah Additions, Alterations and Repairs	Million Dollars	672.0	787.0	653.0	650.0	700.0	17.1	-17.0	-0.5	7.7
Utah Home Price Index (FHFA)	1980Q1 = 100	322.2	306.1	309.4	324.9	344.4	-5.0	1.1	5.0	6.0
Utah Taxable Retail Sales	Million Dollars	20,687	22,058	23,844	24,983	26,281	6.6	8.1	4.8	5.2
Utah All Taxable Sales	Million Dollars	41,909	44,335	47,668	49,967	52,455	5.8	7.5	4.8	5.0
DEMOGRAPHICS AND SENTIMENT										
U.S. July 1st Population	Millions	310.1	312.3	314.6	317.0	319.5	0.7	0.7	0.8	0.8
U.S. Consumer Sentiment (U of M)	Diffusion Index	71.8	67.4	76.5	78.4	83.7	-6.3	13.6	2.5	6.8
Utah July 1st Population	Thousands	2,774.7	2,813.9	2,856.7	2,904.8	2,957.8	1.4	1.5	1.7	1.8
Utah Net Migration	Thousands	4.5	2.3	5.0	10.4	14.9				
PROFITS AND RESOURCE PRICES										
U.S. Corporate Before Tax Profits	Billion Dollars	1,816.3	1,854.1	2,162.2	2,127.4	2,401.2	2.1	16.6	-1.6	12.9
U.S. Corporate Profit [above less Fed. Res.]	Billion Dollars	1,744.8	1,778.2	2,088.8	2,047.3	2,321.6	1.9	17.5	-2.0	13.4
West Texas Intermediate Crude Oil	\$ Per Barrel	79.4	95.1	94.2	97.0	94.1	19.7	-0.9	3.0	-3.1
U.S. Coal Producer Price Index	1982 = 100	189.2	206.6	210.9	217.9	223.8	9.2	2.1	3.3	2.7
Utah Coal Prices	\$ Per Short Ton	30.9	32.9	35.8	36.0	36.0	6.5	8.8	0.6	0.1
Utah Oil Prices	\$ Per Barrel	68.1	82.5	83.0	82.0	81.0	21.2	0.5	-1.2	-1.2
Utah Natural Gas Prices	\$ Per MCF	4.23	3.90	2.75	3.85	4.00	-7.8	-29.5	40.0	3.9
Utah Copper Prices	\$ Per Pound	3.48	4.00	3.60	3.50	3.25	14.8	-10.0	-2.8	-7.1
Utah Molybdenum Prices	\$ Per Pound	15.9	15.8	13.0	12.0	12.5	-0.6	-17.7	-7.7	4.2
INFLATION AND INTEREST RATES										
U.S. CPI Urban Consumers (BLS)	1982-84 = 100	218.1	224.9	229.6	232.8	236.6	3.1	2.1	1.4	1.6
U.S. GDP Chained Price Index (BEA)	2005 = 100	111.0	113.4	115.4	117.1	119.3	2.1	1.8	1.5	1.9
U.S. Federal Funds Rate (FRB)	Effective Rate	0.18	0.10	0.14	0.15	0.16				
U.S. 3-Month Treasury Bills (FRB)	Discount Rate	0.14	0.05	0.09	0.08	0.09				
U.S. 10-Year Treasury Notes (FRB)	Yield (%)	3.21	2.79	1.80	1.89	2.50				
30 Year Mortgage Rate (FHLMC)	Percent	4.69	4.46	3.66	3.45	3.83				
EMPLOYMENT AND WAGES										
U.S. Establishment Employment (BLS)	Millions	129.9	131.5	133.7	135.8	137.9	1.2	1.7	1.5	1.6
U.S. Average Annual Pay (BLS)	Dollars	49,299	50,656	51,450	52,390	53,959	2.8	1.6	1.8	3.0
U.S. Total Wages & Salaries (BLS)	Billion Dollars	6,404.6	6,661.3	6,880.7	7,113.0	7,439.7	4.0	3.3	3.4	4.6
Utah Nonagricultural Employment (DWS)	Thousands	1,181.7	1,208.6	1,249.0	1,291.4	1,337.8	2.3	3.3	3.4	3.6
Utah Average Annual Pay (DWS)	Dollars	38,825	39,687	40,651	41,679	42,929	2.2	2.4	2.5	3.0
Utah Total Nonagriculture Wages (DWS)	Million Dollars	45,879	47,968	50,771	53,822	57,433	4.6	5.8	6.0	6.7
INCOME AND UNEMPLOYMENT										
U.S. Personal Income (BEA)	Billion Dollars	12,322	12,947	13,407	13,767	14,468	5.1	3.6	2.7	5.1
U.S. Unemployment Rate (BLS)	Percent	9.6	8.9	8.1	7.6	7.2				
Utah Personal Income (BEA)	Million Dollars	90,250	94,401	98,797	102,867	109,317	4.6	4.7	4.1	6.3
Utah Unemployment Rate (DWS)	Percent	8.0	6.7	5.7	4.5	4.0				

Sources: State of Utah Revenue Assumptions Working Group, Moody's Economy.Com, and IHS Global Insight

Demographic and Economic Analysis Section
Governor's Office of Management and Budget
State Capitol Complex, Suite 150
P.O. Box 142210
Salt Lake City, UT 84114

Utah State, Business & Industry Data Center Network

Coordinating Agencies

Bureau of Economic and Business Research..... Pam Perlich (801-581-3358)
Dept. of Workforce Services Carrie Mayne (801-526-9421)
Governor's Office of Economic Development ..Spencer Eccles (801-538-8700)
Office of Tourism..... Jim Buchanan (801-538-1375)

State Affiliates

Population Research Laboratory..... Eric Reither (435-797-1217)
Center for Health Data..... Barry Nangle, MD (801-538-6907)
Office of Ethnic Affairs..... Jesse Soriano (801-538-7947)
Utah State Office of Education..... Emily Tew (801-538-7671)
Utah Foundation..... Steve Kroes (801-355-1400)
Harold B. Lee Library, BYU..... Kirk Memmott (801-422-3924)
Marriott Library, U of U..... Dave Morrison (801-581-8394)
Merrill Library, USU..... John Walters (435-797-2683)
Stewart Library, WSU..... Lonna Rivera (801-626-6330)
Gerald R. Sherratt Library, SUU..... Scott Lanning (435-586-7937)
Salt Lake City Library..... Lisa Curt (801-322-8135)
Davis County Library System Jerry Meyer (801-451-2322)
Voices for Utah Children..... Terry Haven (801-364-1182)
Utah System of Higher Education Joseph Curtin (801-321-7108)
Utah Community Action Partnership..... Paul Leggett (801-433-3025)
Utah College of Applied Technology..... Stephanie Rikard (801-955-2176)

Business & Industry Affiliates

Bear River AOG..... Brian Carver (435-752-7242)
Five County AOG..... Gary Zabriskie (435-673-3548)
Mountainland AOG..... Shawn Eliot (801-229-3841)
Six County AOG..... Emery Polelonema (435-893-0700)
Southeastern AOG..... Debbie Hatt (435-637-5444)
Uintah Basin AOG..... Lee Hill (435-722-4518)
Wasatch Front Regional Council..... Scott Festin (801-363-4250)
Utah Small Business Development Center Sherm Wilkinson (801-957-3484)
Cache County Planning & Zoning..... Josh Runhaar (435-716-7154)
Economic Development Corp. of Utah..... Brigham Mellor (801-328-8824)
Moab Area Economic Development..... Ken Davy (435-259-5121)
Park City Chamber & Visitors Bureau Colleen Burke (435-649-6100)
Weber Economic Development Corp Ron Kusina (801-621-8300)
Center for Public Policy & Admin Jennifer Robinson (801-581-6781)
SLC Housing & Neighborhood Dev..... Marilyn Lewis (801-535-6409)

Governor's Office of Management and Budget 801-538-1027

Kristen Cox, Executive Director
Juliette Tennert, Deputy Director

Demographic and Economic Analysis Section

Jacob Belk, Research Analyst
Peter Donner, Senior Economist
Effie Johnson, Research Analyst
Aaron Phipps, Research Analyst



The Demographic and Economic Analysis (DEA) section supports the mission of the Governor's Office of Management and Budget to improve decision making by providing economic and demographic data and analysis to the governor and to individuals from state agencies, other government entities, businesses, academia, and the public. As part of this mission, DEA functions as the lead agency in Utah for the U.S. Census Bureau's State Data and Business and Industry Data Center (SDC/BIDC) programs. While the 34 SDC and BIDC affiliates listed in this newsletter have specific areas of expertise, they can also provide assistance to data users in accessing Census and other data sources.

State Data Center
Phone: 801-538-1027
Fax: 801-538-1547
Email: dea@utah.gov

To subscribe to this quarterly newsletter, and for assistance accessing other demographic and economic data, contact the State Data Center. This newsletter and other data are available via the Internet at DEA's web site:

www.governor.utah.gov/dea



APPENDIX C:

**2012 UDOT Bridge Inspection Results & Recommendations,
Washington City**

Bridge ID	Facility	Feature Intersected	Location	Sufficiency Rating	Deck Rating	Superstructure Rating	Substructure Rating	Culvert Rating	City/Town/Place/Code
0C 922	WASHINGTON PARKWAY	I-15 NB AND SB	MP 13 access road	100	7	8	8	N	Washington City
0E1329	I-15 (SR-15)NB&SB	MILL CREEK	0.6 MI NO WASHINGTON INT.	67	N	N	N	7	Washington City
0V2111	SR-212,TELGRPH ST.	MILL CREEK	In Washington City	85	9	9	9	N	Washington City
1C 914	I-15 (SR-15) NBL	SR-212, SPUI.INT.X-Road.	WASHINGTON INTERCHANGE	96	7	8	8	N	Washington City
3C 914	I-15 (SR-15) SBL	SR-212, SPUI.INT.X-ROAD.	I-15 INT. IN WASHINGTON	98	6	7	7	N	Washington City
1D 738	I-15 (SR-15) NBL	WASHINGTON MAIN STREET	1.1 MI.NO.WASHINGTON INT	88.2	7	6	7	N	Washington City
3D 738	I-15 (SR-15) SBL	WASHINGTON MAIN STREET	1.1 MI.NO.WASHINGTON INT	91.6	7	8	8	N	Washington City

BRIDGE_ID	YEARBUILT	COUNTY	INSPDATE	FACILITY	FEATINT	LOCATION	DKRATING	SUPRATING	SUBBRATING	SUFF_RATE	SCOURCRIT	CULVRATING	Ownership	SD_FO
053005F	1976	053	2/29/2012 0:00	CITY STREET	VIRGIN RIVER	SOUTH SIDE OF WASHINGTON	7	7	7	85.4	3	N	Washington city	None
053018E	2001	053	2/29/2012 0:00	TELEGRAPH ROAD	COTTONWOOD WASH	At Int. with Landfill Rd.	N	N	N	84.6	8	8	Washington city	None
053027E	2002	053	2/29/2012 0:00	200 SOUTH STREET	MILL CREEK	320 W.200 S.,Washington	N	N	N	100	8	7	Washington city	None
053028E	1999	053	3/1/2012 0:00	BUENA VISTA BLVD.	MILL CREEK	NW side of Washington	N	N	N	99.9	8	7	Washington city	None
053062E	2008	053	2/29/2012 0:00	INDUSTRIAL ROAD	WASH	300 East Industrial Rd	N	N	N	100	8	8	Washington city	None



APPENDIX D:

UDOT Roadway Monthly Hourly Volume for January 2012 to December 2012 (SR-9)

Utah Department of Transportation

Roadway, Monthly Hourly Volume for January 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	304	224	110	66	59	75	136	180	284	444	603	689	800	826	880	949	953	867	698	557	387	256	183	148	10,678
02	79	57	48	56	75	175	317	504	661	831	1,010	1,196	1,196	1,272	1,315	1,344	1,300	1,203	976	614	403	351	236	153	15,372
03	91	71	47	59	150	316	630	1,060	1,133	1,113	1,234	1,332	1,451	1,468	1,568	1,766	1,708	1,696	1,186	640	424	362	221	118	19,844
04	90	54	58	67	152	310	650	1,074	1,236	1,118	1,236	1,292	1,374	1,442	1,513	1,749	1,656	1,682	1,187	665	498	449	226	120	19,898
05	73	58	65	67	136	315	617	1,143	1,154	1,208	1,239	1,317	1,435	1,450	1,590	1,796	1,747	1,728	1,224	699	562	462	269	160	20,514
06	89	72	63	84	125	279	552	1,057	1,194	1,191	1,223	1,345	1,487	1,515	1,599	1,755	1,668	1,686	1,353	807	622	626	373	239	21,004
07	142	97	65	50	83	174	221	436	642	890	1,093	1,197	1,378	1,371	1,359	1,341	1,186	1,070	921	645	497	448	294	187	15,787
08	144	92	56	52	54	114	117	189	303	387	569	578	700	750	784	736	771	682	598	438	342	249	166	117	8,988
09	67	52	47	76	136	330	642	1,154	1,253	1,194	1,302	1,312	1,335	1,374	1,433	1,773	1,678	1,649	1,092	662	418	377	236	147	19,739
10	61	50	56	66	147	324	658	1,205	1,316	1,249	1,250	1,315	1,327	1,374	1,530	1,730	1,652	1,662	1,126	611	540	389	238	114	19,990
11	60	66	47	73	135	325	663	1,159	1,258	1,209	1,177	1,346	1,394	1,358	1,467	1,664	1,650	1,645	1,124	671	486	406	268	154	19,805
12	71	50	55	79	140	325	658	1,122	1,286	1,127	1,203	1,271	1,360	1,426	1,485	1,721	1,702	1,730	1,143	678	576	492	316	118	20,134
13	71	66	53	80	116	294	548	1,058	1,188	1,236	1,266	1,470	1,470	1,534	1,657	1,787	1,841	1,834	1,340	841	681	662	365	252	21,710
14	131	95	58	46	63	184	242	414	638	1,028	1,245	1,392	1,422	1,434	1,360	1,504	1,435	1,310	1,128	689	549	495	341	219	17,422
15	120	87	68	41	36	114	147	206	299	445	681	725	835	769	792	936	947	874	741	513	417	298	198	144	10,433
16	78	68	53	65	119	315	562	812	873	1,085	1,195	1,317	1,307	1,335	1,439	1,491	1,631	1,504	1,063	629	452	366	225	134	18,118
17	55	52	47	65	141	328	658	1,150	1,305	1,240	1,243	1,311	1,385	1,397	1,422	1,680	1,707	1,703	1,113	748	483	384	273	111	20,001
18	69	46	42	74	122	318	688	1,135	1,262	1,169	1,209	1,247	1,435	1,387	1,432	1,780	1,694	1,647	1,147	681	521	515	239	131	19,990
19	68	58	56	79	146	327	644	1,163	1,273	1,159	1,203	1,368	1,429	1,382	1,505	1,730	1,733	1,643	1,201	660	538	465	298	159	20,287
20	81	67	40	76	100	285	561	1,097	1,222	1,194	1,237	1,377	1,429	1,553	1,648	1,829	1,779	1,740	1,335	800	594	503	383	229	21,159
21	129	101	72	36	69	168	218	398	611	818	912	1,178	1,176	1,208	1,167	1,230	1,050	1,063	863	598	457	429	282	195	14,428
22	134	101	58	42	45	109	140	185	299	427	544	628	749	699	787	790	875	719	631	432	396	333	202	115	9,440
23	58	71	45	73	123	315	680	1,150	1,220	1,113	1,212	1,284	1,260	1,312	1,307	1,591	1,603	1,482	1,090	645	457	471	241	117	18,920
24	59	55	46	77	139	298	632	1,166	1,210	1,073	1,186	1,283	1,350	1,332	1,445	1,720	1,575	1,651	1,105	708	494	435	264	129	19,432
25	68	63	51	72	132	312	689	1,203	1,237	1,119	1,160	1,377	1,427	1,407	1,444	1,740	1,691	1,674	1,149	716	540	464	309	142	20,186
26	85	57	50	67	139	336	643	1,107	1,251	1,208	1,304	1,395	1,450	1,401	1,500	1,770	1,748	1,665	1,236	737	619	437	277	170	20,652
27	97	72	46	81	110	268	614	1,218	1,224	1,251	1,326	1,491	1,534	1,581	1,608	1,854	1,803	1,768	1,306	836	618	659	343	228	21,936
28	146	99	43	52	60	171	285	566	728	942	1,085	1,299	1,362	1,366	1,377	1,476	1,428	1,365	1,177	715	557	551	396	220	17,466
29	135	92	73	58	54	111	156	221	372	466	636	680	861	813	871	833	892	890	706	482	461	268	198	96	10,425
30	47	47	57	73	137	348	687	1,171	1,241	1,090	1,183	1,291	1,253	1,393	1,451	1,680	1,743	1,630	1,099	661	512	360	216	146	19,516
31	59	54	60	67	149	327	687	1,153	1,297	1,240	1,308	1,286	1,388	1,420	1,451	1,776	1,767	1,671	1,241	700	514	441	247	133	20,436

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for January 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	129	77	43	19	30	40	56	89	178	260	321	332	382	371	402	501	503	492	397	267	184	122	85	61	5,341
02	37	22	20	30	51	131	172	286	370	461	568	651	669	607	649	664	669	595	450	260	149	117	93	62	7,783
03	31	23	21	38	108	235	401	709	721	699	707	712	729	716	734	802	767	680	477	228	141	110	87	48	9,924
04	33	17	26	47	106	231	413	724	768	674	685	670	697	698	699	814	777	676	448	230	181	195	86	50	9,945
05	26	21	32	41	94	223	388	753	704	771	700	706	726	681	749	836	828	731	532	250	191	148	91	62	10,284
06	31	27	39	48	84	212	348	681	731	748	693	702	749	711	796	860	820	743	591	292	222	185	131	86	10,530
07	48	36	24	18	52	117	124	254	333	516	625	654	705	720	685	667	587	534	401	258	184	149	103	81	7,875
08	48	24	22	23	31	79	54	99	173	220	335	286	364	353	363	399	371	346	295	206	163	105	80	44	4,483
09	34	21	20	45	106	240	394	789	810	710	723	698	696	642	648	793	764	645	456	250	137	128	90	58	9,897
10	21	22	27	36	101	231	427	796	845	788	677	699	723	647	711	794	765	656	400	215	156	114	98	44	9,993
11	22	25	18	45	106	215	423	788	816	737	661	730	745	654	656	742	797	642	406	213	172	138	104	60	9,915
12	19	19	22	50	101	215	411	767	806	688	692	678	707	711	684	774	808	665	454	243	197	148	115	49	10,023
13	25	32	16	48	90	208	340	723	736	756	741	772	723	726	789	803	877	744	542	317	225	304	142	84	10,763
14	50	39	18	13	40	117	120	234	348	577	661	723	719	718	624	733	738	686	550	314	224	156	133	71	8,606
15	41	27	22	15	23	81	78	114	191	237	347	355	401	341	365	495	488	504	427	251	194	119	91	62	5,269
16	32	21	23	39	97	226	349	550	535	657	700	721	661	659	662	704	780	647	455	215	166	117	84	53	9,153
17	18	28	17	44	99	225	427	763	843	774	689	696	686	666	672	795	790	638	417	301	149	109	109	37	9,992
18	21	23	19	52	93	216	449	761	820	703	674	641	714	673	696	806	790	651	419	259	169	212	83	59	10,003
19	21	27	19	51	107	223	409	775	827	694	700	738	708	649	713	809	817	647	486	210	174	128	122	54	10,108
20	29	32	17	45	78	200	355	724	776	698	698	738	713	703	787	881	847	778	544	296	178	147	154	82	10,500
21	57	44	26	9	35	106	116	266	375	493	541	640	630	573	570	602	516	472	382	211	178	147	109	59	7,157
22	49	37	24	19	24	79	71	104	188	229	309	313	346	325	382	420	425	384	355	197	179	146	88	53	4,746
23	20	34	14	43	98	221	432	787	804	691	687	668	635	654	607	679	682	530	459	197	179	269	116	54	9,560
24	21	22	15	47	97	209	426	786	809	636	675	712	709	634	692	783	741	630	387	261	154	137	95	55	9,733
25	25	23	22	46	99	202	435	797	820	630	666	733	724	667	670	828	806	684	471	242	155	138	127	61	10,071
26	26	22	23	35	102	217	422	735	795	722	736	747	715	659	704	808	847	711	531	261	189	129	107	55	10,298
27	30	34	14	51	79	185	368	751	740	801	719	827	737	745	726	908	875	787	592	304	199	185	122	69	10,848
28	65	40	15	24	38	113	163	278	367	498	593	714	730	692	711	695	782	720	568	292	165	231	149	73	8,716
29	43	36	25	27	31	77	77	115	220	255	333	327	417	395	455	411	450	473	368	228	209	131	89	41	5,233
30	15	20	26	50	104	242	442	796	795	667	661	673	623	684	683	782	830	635	451	223	181	133	73	55	9,844
31	24	18	31	40	102	204	441	773	830	750	741	652	739	705	670	835	841	658	505	249	156	151	78	54	10,247

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for January 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	175	147	67	47	29	35	80	91	106	184	282	357	418	455	478	448	450	375	301	290	203	134	98	87	5,337
02	42	35	28	26	24	44	145	218	291	370	442	545	527	665	666	680	631	608	526	354	254	234	143	91	7,589
03	60	48	26	21	42	81	229	351	412	414	527	620	722	752	834	964	941	1,016	709	412	283	252	134	70	9,920
04	57	37	32	20	46	79	237	350	468	444	551	622	677	744	814	935	879	1,006	739	435	317	254	140	70	9,953
05	47	37	33	26	42	92	229	390	450	437	539	611	709	769	841	960	919	997	692	449	371	314	178	98	10,230
06	58	45	24	36	41	67	204	376	463	443	530	643	738	804	803	895	848	943	762	515	400	441	242	153	10,474
07	94	61	41	32	31	57	97	182	309	374	468	543	673	651	674	674	599	536	520	387	313	299	191	106	7,912
08	96	68	34	29	23	35	63	90	130	167	234	292	336	397	421	337	400	336	303	232	179	144	86	73	4,505
09	33	31	27	31	30	90	248	365	443	484	579	614	639	732	785	980	914	1,004	636	412	281	249	146	89	9,842
10	40	28	29	30	46	93	231	409	471	461	573	616	604	727	819	936	887	1,006	726	396	384	275	140	70	9,997
11	38	41	29	28	29	110	240	371	442	472	516	616	649	704	811	922	853	1,003	718	458	314	268	164	94	9,890
12	52	31	33	29	39	110	247	355	480	439	511	593	653	715	801	947	894	1,065	689	435	379	344	201	69	10,111
13	46	34	37	32	26	86	208	335	452	480	525	698	747	808	868	984	964	1,090	798	524	456	358	223	168	10,947
14	81	56	40	33	23	67	122	180	290	451	584	669	703	716	736	771	697	624	578	375	325	339	208	148	8,816
15	79	60	46	26	13	33	69	92	108	208	334	370	434	428	427	441	459	370	314	262	223	179	107	82	5,164
16	46	47	30	26	22	89	213	262	338	428	495	596	646	676	777	787	851	857	608	414	286	249	141	81	8,965
17	37	24	30	21	42	103	231	387	462	466	554	615	699	731	750	885	917	1,065	696	447	334	275	164	74	10,009
18	48	23	23	22	29	102	239	374	442	466	535	606	721	714	736	974	904	996	728	422	352	303	156	72	9,987
19	47	31	37	28	39	104	235	388	446	465	503	630	721	733	792	921	916	996	715	450	364	337	176	105	10,179
20	52	35	23	31	22	85	206	373	446	496	539	639	716	850	861	948	932	962	791	504	416	356	229	147	10,659
21	72	57	46	27	34	62	102	132	236	325	371	538	546	635	597	628	534	591	481	387	279	282	173	136	7,271
22	85	64	34	23	21	30	69	81	111	198	235	315	403	374	405	370	450	335	276	235	217	187	114	62	4,694
23	38	37	31	30	25	94	248	363	416	422	525	616	625	658	700	912	921	952	631	448	278	202	125	63	9,360
24	38	33	31	30	42	89	206	380	401	437	511	571	641	698	753	937	834	1,021	718	447	340	298	169	74	9,699
25	43	40	29	26	33	110	254	406	417	489	494	644	703	740	774	912	885	990	678	474	385	326	182	81	10,115
26	59	35	27	32	37	119	221	372	456	486	568	648	735	742	796	962	901	954	705	476	430	308	170	115	10,354
27	67	38	32	30	31	83	246	467	484	450	607	664	797	836	882	946	928	981	714	532	419	474	221	159	11,088
28	81	59	28	28	22	58	122	288	361	444	492	585	632	674	666	781	646	645	609	423	392	320	247	147	8,750
29	92	56	48	31	23	34	79	106	152	211	303	353	444	418	416	422	442	417	338	254	252	137	109	55	5,192
30	32	27	31	23	33	106	245	375	446	423	522	618	630	709	768	898	913	995	648	438	331	227	143	91	9,672
31	35	36	29	27	47	123	246	380	467	490	567	634	649	715	781	941	926	1,013	736	451	358	290	169	79	10,189

Utah Department of Transportation

Roadway, Monthly Hourly Volume for February 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	85	71	46	75	133	337	692	1,238	1,214	1,213	1,311	1,365	1,379	1,464	1,516	1,779	1,772	1,697	1,278	819	569	452	279	166	20,950
02	71	58	50	77	142	338	648	1,200	1,286	1,189	1,206	1,309	1,462	1,448	1,510	1,760	1,657	1,680	1,311	809	583	492	320	156	20,762
03	83	85	40	85	120	282	621	1,102	1,242	1,287	1,376	1,535	1,539	1,506	1,668	1,912	1,805	1,855	1,431	854	657	635	329	253	22,302
04	163	112	75	55	71	176	216	495	756	982	1,151	1,337	1,379	1,453	1,491	1,501	1,484	1,361	1,056	757	549	456	332	208	17,616
05	124	87	46	52	51	118	138	196	345	475	591	663	822	764	834	925	806	576	471	378	683	441	234	134	9,954
06	68	45	38	70	138	328	679	1,222	1,214	1,183	1,289	1,366	1,943	2,316	2,490	2,626	2,651	2,524	2,127	1,294	956	545	236	126	27,474
07	65	55	54	70	125	304	678	1,232	1,325	1,306	1,290	1,316	1,337	1,411	1,461	1,763	1,719	1,613	1,097	659	534	408	253	129	20,204
08	65	59	41	86	120	297	693	1,169	1,278	1,202	1,243	1,280	1,355	1,389	1,526	1,759	1,690	1,726	1,281	764	568	572	289	157	20,609
09	69	71	56	89	140	320	659	1,211	1,359	1,191	1,262	1,302	1,343	1,390	1,566	1,826	1,785	1,648	1,224	761	565	508	328	160	20,833
10	104	74	59	70	127	299	604	1,102	1,251	1,265	1,375	1,445	1,541	1,598	1,672	1,863	1,862	1,751	1,521	913	691	728	433	309	22,657
11	186	132	69	52	71	190	273	527	775	1,043	1,237	1,357	1,464	1,429	1,471	1,529	1,316	1,365	1,172	686	618	535	322	218	18,037
12	127	101	49	59	70	110	154	245	327	416	563	680	823	761	804	849	855	798	667	464	400	274	183	99	9,878
13	63	50	36	78	128	340	654	1,200	1,256	1,259	1,262	1,331	1,459	1,475	1,518	1,670	1,645	1,572	1,161	697	464	361	271	123	20,073
14	84	57	50	71	131	311	640	1,138	1,221	1,131	1,185	1,308	1,438	1,491	1,441	1,665	1,803	1,790	1,204	789	589	469	278	149	20,433
15	87	62	57	73	124	305	659	1,198	1,228	1,218	1,273	1,311	1,375	1,474	1,492	1,668	1,667	1,553	1,088	681	531	430	255	174	19,983
16	75	80	54	67	151	323	649	1,157	1,214	1,184	1,297	1,393	1,481	1,465	1,521	1,779	1,766	1,773	1,274	821	629	521	331	177	21,182
17	102	67	60	69	126	323	612	1,092	1,288	1,355	1,385	1,621	1,636	1,807	1,840	2,177	2,060	1,979	1,549	1,023	886	735	420	270	24,482
18	154	111	82	65	69	181	306	523	985	1,317	1,512	1,781	1,917	1,805	1,896	1,884	1,970	1,727	1,585	981	720	609	401	280	22,861
19	149	96	77	64	55	122	140	241	378	562	913	989	1,191	1,196	1,161	1,212	1,231	1,172	989	687	520	374	244	186	13,949
20	97	70	61	82	111	310	558	841	986	1,142	1,392	1,597	1,635	1,749	1,636	1,698	1,787	1,670	1,241	774	571	439	255	139	20,841
21	71	59	46	99	141	320	698	1,229	1,336	1,349	1,377	1,481	1,516	1,557	1,573	1,908	1,914	1,867	1,259	720	550	401	248	107	21,826
22	67	64	51	80	120	340	709	1,265	1,285	1,326	1,368	1,541	1,460	1,504	1,675	1,806	1,921	1,863	1,276	900	614	412	304	155	22,106
23	80	74	43	88	126	334	682	1,198	1,396	1,322	1,421	1,442	1,548	1,621	1,716	1,892	2,017	1,838	1,392	804	570	482	329	162	22,577
24	74	63	47	72	109	304	619	1,165	1,279	1,313	1,460	1,675	1,634	1,813	1,805	2,083	1,969	2,004	1,578	1,109	834	652	397	503	24,561
25	172	109	66	68	74	185	301	766	911	1,261	1,438	1,693	1,812	1,663	1,685	1,836	2,001	1,681	1,439	880	687	537	339	231	21,835
26	140	88	52	47	61	143	166	271	381	550	726	855	1,062	975	1,067	1,103	1,062	967	741	554	462	303	198	118	12,092
27	58	58	52	76	136	374	709	1,166	1,276	1,189	1,264	1,349	1,314	1,457	1,485	1,709	1,677	1,613	1,089	679	453	361	250	135	19,929
28	70	53	52	81	136	337	697	1,140	1,223	1,229	1,216	1,202	1,351	1,424	1,434	1,663	1,633	1,523	1,114	675	524	382	268	147	19,574
29	73	49	37	80	127	322	700	1,172	1,339	1,314	1,259	1,299	1,382	1,513	1,553	1,785	1,736	1,759	1,244	775	633	502	285	159	21,097

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for February 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	35	26	16	49	102	219	445	808	798	701	726	736	722	722	713	812	825	655	512	276	223	168	108	59	10,456
02	28	24	20	50	94	209	410	788	807	728	681	725	742	690	756	795	763	672	535	313	181	159	135	65	10,370
03	30	36	16	59	81	195	386	736	782	759	776	842	805	692	756	877	845	876	603	331	219	251	119	85	11,157
04	64	45	21	20	48	117	118	270	376	532	643	741	752	734	745	717	764	663	473	337	195	170	126	86	8,757
05	48	24	15	22	30	73	71	108	187	232	336	358	424	372	406	468	393	312	227	180	350	183	116	60	4,995
06	33	21	14	47	99	212	408	843	786	700	714	723	1,033	1,118	1,191	1,244	1,266	1,120	870	577	427	288	103	55	13,892
07	22	20	24	45	91	192	429	821	872	791	738	693	660	684	705	808	801	599	420	227	179	130	89	45	10,085
08	21	27	14	58	85	205	444	790	837	726	694	650	719	646	748	815	810	745	542	247	208	133	101	65	10,330
09	24	28	25	54	92	207	430	772	841	710	734	702	694	658	731	828	843	690	502	273	195	164	132	50	10,379
10	35	27	19	49	91	196	396	706	788	740	732	729	768	767	787	914	899	839	708	410	225	202	124	111	11,262
11	91	48	18	19	42	124	144	286	414	581	655	705	795	677	706	782	663	707	581	286	239	184	126	85	8,958
12	52	29	17	33	28	72	67	116	188	240	329	349	430	368	399	430	410	390	350	190	186	120	89	47	4,929
13	28	24	14	50	97	226	406	804	825	768	712	728	763	705	776	743	761	572	466	206	139	109	100	52	10,074
14	33	21	20	52	91	194	407	757	825	707	661	700	765	762	671	751	839	717	453	270	202	164	103	50	10,215
15	28	25	24	45	96	206	413	769	790	711	710	743	728	739	714	763	745	566	416	210	183	153	108	57	9,942
16	35	29	23	42	104	211	425	758	799	722	719	742	742	724	706	784	819	764	529	272	191	147	124	69	10,480
17	26	33	24	46	86	218	386	699	831	807	775	839	801	847	832	982	963	840	698	417	331	230	124	80	11,915
18	42	51	24	23	43	113	177	337	543	694	800	940	995	832	935	952	1,017	876	785	432	280	197	132	108	11,328
19	47	27	17	28	35	82	75	133	231	327	484	505	611	596	598	662	632	576	515	324	239	158	115	82	7,099
20	35	26	25	48	80	216	328	531	616	652	784	911	866	925	792	799	879	791	561	300	219	169	112	65	10,730
21	27	20	15	63	86	228	442	808	876	788	802	793	770	749	712	886	893	756	514	270	176	127	107	45	10,953
22	24	27	24	51	83	233	449	834	816	788	764	810	752	732	789	849	904	782	535	365	189	134	106	54	11,094
23	26	21	19	54	87	217	441	756	883	776	789	771	824	840	858	919	822	714	590	279	190	143	126	61	11,206
24	27	23	16	41	78	206	378	753	797	784	773	880	818	898	811	991	958	887	760	501	341	242	122	86	12,171
25	49	55	21	18	45	127	132	332	476	644	747	942	1,073	853	842	889	1,011	858	731	396	256	190	108	89	10,884
26	53	33	16	23	30	99	70	155	207	325	385	416	539	460	527	562	542	516	371	259	226	124	93	56	6,087
27	27	27	20	48	99	255	438	753	821	717	691	750	688	712	722	804	776	621	410	234	174	120	106	60	10,073
28	25	24	24	55	90	239	447	752	792	735	677	667	703	693	686	748	693	605	419	246	170	135	118	59	9,802
29	31	21	13	49	89	221	445	776	897	772	692	700	702	741	736	825	744	739	519	276	227	174	110	64	10,563

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for February 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	50	45	30	26	31	118	247	430	416	512	585	629	657	742	803	967	947	1,042	766	543	346	284	171	107	10,494
02	43	34	30	27	48	129	238	412	479	461	525	584	720	758	754	965	894	1,008	776	496	402	333	185	91	10,392
03	53	49	24	26	39	87	235	366	460	528	600	693	734	814	912	1,035	960	979	828	523	438	384	210	168	11,145
04	99	67	54	35	23	59	98	225	380	450	508	596	627	719	746	784	720	698	583	420	354	286	206	122	8,859
05	76	63	31	30	21	45	67	88	158	243	255	305	398	392	428	457	413	264	244	198	333	258	118	74	4,959
06	35	24	24	23	39	116	271	379	428	483	575	643	910	1,198	1,299	1,382	1,385	1,404	1,257	717	529	257	133	71	13,582
07	43	35	30	25	34	112	249	411	453	515	552	623	677	727	756	955	918	1,014	677	432	355	278	164	84	10,119
08	44	32	27	28	35	92	249	379	441	476	549	630	636	743	778	944	880	981	739	517	360	439	188	92	10,279
09	45	43	31	35	48	113	229	439	518	481	528	600	649	732	835	998	942	958	722	488	370	344	196	110	10,454
10	69	47	40	21	36	103	208	396	463	525	643	716	773	831	885	949	963	912	813	503	466	526	309	198	11,395
11	95	84	51	33	29	66	129	241	361	462	582	652	669	752	765	747	653	658	591	400	379	351	196	133	9,079
12	75	72	32	26	42	38	87	129	139	176	234	331	393	393	405	419	445	408	317	274	214	154	94	52	4,949
13	35	26	22	28	31	114	248	396	431	491	550	603	696	770	742	927	884	1,000	695	491	325	252	171	71	9,999
14	51	36	30	19	40	117	233	381	396	424	524	608	673	729	770	914	964	1,073	751	519	387	305	175	99	10,218
15	59	37	33	28	28	99	246	429	438	507	563	568	647	735	778	905	922	987	672	471	348	277	147	117	10,041
16	40	51	31	25	47	112	224	399	415	462	578	651	739	741	815	995	947	1,009	745	549	438	374	207	108	10,702
17	76	34	36	23	40	105	226	393	457	548	610	782	835	960	1,008	1,195	1,097	1,139	851	606	555	505	296	190	12,567
18	112	60	58	42	26	68	129	186	442	623	712	841	922	973	961	932	953	851	800	549	440	412	269	172	11,533
19	102	69	60	36	20	40	65	108	147	235	429	484	580	600	563	550	599	596	474	363	281	216	129	104	6,850
20	62	44	36	34	31	94	230	310	370	490	608	686	769	824	844	899	908	879	680	474	352	270	143	74	10,111
21	44	39	31	36	55	92	256	421	460	561	575	688	746	808	861	1,022	1,021	1,111	745	450	374	274	141	62	10,873
22	43	37	27	29	37	107	260	431	469	538	604	731	708	772	886	957	1,017	1,081	741	535	425	278	198	101	11,012
23	54	53	24	34	39	117	241	442	513	546	632	671	724	781	858	973	1,195	1,124	802	525	380	339	203	101	11,371
24	47	40	31	31	31	98	241	412	482	529	687	795	816	915	994	1,092	1,011	1,117	818	608	493	410	275	417	12,390
25	123	54	45	50	29	58	169	434	435	617	691	751	739	810	843	947	990	823	708	484	431	347	231	142	10,951
26	87	55	36	24	31	44	96	116	174	225	341	439	523	515	540	541	520	451	370	295	236	179	105	62	6,005
27	31	31	32	28	37	119	271	413	455	472	573	599	626	745	763	905	901	992	679	445	279	241	144	75	9,856
28	45	29	28	26	46	98	250	388	431	494	539	535	648	731	748	915	940	918	695	429	354	247	150	88	9,772
29	42	28	24	31	38	101	255	396	442	542	567	599	680	772	817	960	992	1,020	725	499	406	328	175	95	10,534

Utah Department of Transportation

Roadway, Monthly Hourly Volume for March 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	104	76	62	83	146	354	717	1,205	1,290	1,249	1,269	1,394	1,469	1,502	1,569	1,827	1,810	1,754	1,297	756	610	475	310	134	21,462
02	83	68	51	73	118	315	670	1,092	1,191	1,304	1,394	1,505	1,524	1,679	1,704	2,012	1,926	1,809	1,498	1,065	762	691	385	266	23,185
03	143	111	63	61	85	189	291	503	779	1,059	1,282	1,468	1,540	1,523	1,414	1,643	1,552	1,487	1,222	822	645	568	343	225	19,018
04	152	108	62	49	48	128	150	277	441	565	759	770	947	968	966	1,018	989	965	847	631	441	360	196	129	11,966
05	69	58	50	80	128	370	772	1,172	1,337	1,330	1,341	1,451	1,491	1,558	1,489	1,838	1,784	1,831	1,258	804	559	428	246	142	21,586
06	77	64	52	78	145	354	754	1,234	1,354	1,319	1,352	1,429	1,470	1,498	1,542	1,676	1,726	1,623	1,137	752	498	387	290	135	20,946
07	63	64	54	84	118	336	718	1,159	1,316	1,139	1,315	1,320	1,353	1,442	1,472	1,705	1,788	1,690	1,221	760	612	425	309	174	20,637
08	69	65	52	79	140	367	756	1,208	1,359	1,290	1,345	1,347	1,457	1,502	1,534	1,872	1,812	1,880	1,273	889	612	590	374	169	22,041
09	110	72	52	87	121	346	651	1,155	1,258	1,331	1,443	1,571	1,534	1,668	1,867	2,067	1,869	1,801	1,468	1,040	747	668	428	334	23,688
10	187	109	77	64	90	191	307	658	938	1,249	1,271	1,479	1,626	1,595	1,587	1,516	1,609	1,357	1,307	881	789	610	394	215	20,106
11																									
12	94	74	54	81	156	348	624	998	1,045	1,108	1,303	1,446	1,510	1,595	1,587	1,693	1,714	1,701	1,326	843	661	453	349	167	20,930
13	101	65	53	85	127	333	624	1,021	1,100	1,125	1,221	1,417	1,390	1,500	1,671	1,707	1,786	1,785	1,304	877	665	515	342	157	20,971
14	88	80	54	96	131	337	635	1,019	1,128	1,245	1,381	1,453	1,591	1,555	1,670	1,725	1,831	1,918	1,349	908	711	522	318	185	21,930
15	108	69	68	89	120	341	690	1,082	1,373	1,286	1,324	1,509	1,619	1,659	1,715	1,893	1,964	1,924	1,418	1,046	853	730	417	271	23,568
16	126	83	71	83	128	296	577	1,112	1,319	1,309	1,573	1,746	1,863	1,919	1,879	2,094	2,038	2,132	1,704	1,235	1,032	868	566	352	26,105
17	192	140	94	75	76	196	331	624	901	1,143	1,233	1,408	1,482	1,336	1,286	1,413	1,654	1,541	1,296	881	740	581	377	230	19,230
18	151	108	80	60	63	131	182	274	383	481	731	799	874	879	921	1,002	909	836	713	559	488	343	198	134	11,299
19	70	69	44	85	124	339	691	1,114	1,231	1,154	1,269	1,389	1,403	1,443	1,457	1,744	1,661	1,739	1,127	756	581	439	228	145	20,302
20	72	62	54	85	139	359	694	1,153	1,316	1,249	1,279	1,442	1,351	1,495	1,544	1,766	1,818	1,811	1,284	931	666	511	274	155	21,510
21	87	68	49	88	127	357	675	1,249	1,319	1,286	1,291	1,444	1,455	1,484	1,475	1,884	1,840	1,852	1,288	882	723	517	323	166	21,929
22	67	64	74	89	145	355	711	1,268	1,387	1,279	1,391	1,386	1,533	1,591	1,615	1,783	1,905	1,910	1,441	960	782	625	456	238	23,055
23	117	80	220	92	128	300	609	1,120	1,348	1,311	1,392	1,530	1,656	1,756	1,847	2,069	2,005	2,001	1,499	1,061	905	852	571	326	24,795
24	199	117	77	56	87	181	312	617	871	1,192	1,385	1,534	1,639	1,706	1,778	1,673	1,605	1,468	1,267	991	828	674	499	283	21,039
25	182	114	65	56	56	119	195	293	457	536	820	811	1,066	985	957	984	1,047	938	848	645	567	359	228	125	12,453
26	82	52	49	82	130	358	726	1,178	1,310	1,244	1,301	1,376	1,377	1,429	1,500	1,664	1,769	1,772	1,265	838	610	478	269	119	20,978
27	72	45	60	97	147	367	709	1,229	1,375	1,287	1,335	1,475	1,473	1,559	1,570	1,942	1,846	1,855	1,374	799	640	584	313	163	22,316
28	90	67	57	79	139	336	709	1,243	1,351	1,339	1,444	1,458	1,469	1,602	1,614	1,836	1,804	1,940	1,339	885	652	533	326	172	22,484
29	99	53	70	97	139	348	696	1,188	1,361	1,337	1,487	1,465	1,615	1,615	1,643	1,907	1,889	1,938	1,434	990	802	606	377	198	23,354
30	146	85	73	105	123	319	639	1,162	1,281	1,451	1,553	1,686	1,719	1,845	1,893	2,123	2,111	1,987	1,570	1,170	977	812	563	327	25,720
31	198	93	85	56	101	218	379	621	939	1,143	1,367	1,456	1,683	1,708	1,651	1,535	1,589	1,592	1,196	902	844	821	526	343	21,046

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for March 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	41	24	25	50	101	234	459	772	844	732	721	757	793	736	730	816	797	732	560	254	190	144	129	53	10,694
02	33	26	19	47	87	216	402	716	776	788	820	831	735	774	787	912	838	785	663	482	293	252	133	84	11,499
03	42	34	16	16	52	129	170	302	453	564	686	748	788	763	657	855	824	717	620	385	257	204	110	74	9,466
04	53	38	20	21	27	85	83	139	264	288	392	369	455	468	458	524	502	503	441	336	220	179	91	53	6,009
05	32	24	19	57	90	245	468	780	837	781	715	729	747	761	689	861	852	764	517	325	226	154	99	57	10,829
06	30	26	26	52	102	233	461	813	837	780	746	759	771	682	762	765	812	635	445	282	175	133	109	54	10,490
07	21	23	21	56	91	222	460	783	858	700	718	724	682	706	675	810	821	688	479	276	219	130	124	62	10,349
08	24	27	18	48	86	240	470	795	866	727	794	725	746	706	733	879	853	825	523	310	224	187	123	64	10,993
09	32	30	20	50	87	231	401	748	776	804	803	818	745	765	877	1,022	880	783	664	419	260	205	161	109	11,690
10	72	47	26	27	53	126	164	369	553	674	706	796	828	736	745	741	777	681	631	434	361	251	150	82	10,030
11																									
12	37	36	26	59	115	230	381	630	634	627	693	763	748	787	761	807	821	713	579	359	293	185	132	67	10,483
13	32	30	25	58	90	217	372	647	658	661	667	706	687	752	843	815	814	760	574	386	306	196	132	61	10,489
14	34	29	22	62	91	224	380	639	673	675	773	761	844	709	763	814	822	822	611	390	284	217	128	81	10,848
15	34	25	25	52	87	210	391	630	837	705	696	795	826	799	812	923	923	864	672	496	387	298	156	111	11,754
16	46	35	17	50	83	192	318	621	805	715	849	950	853	901	875	969	1,010	1,022	778	578	491	380	200	125	12,863
17	69	58	30	26	49	130	186	362	573	731	782	834	845	740	611	763	722	618	512	369	275	203	128	83	9,699
18	69	47	36	26	36	77	104	150	235	298	457	453	485	463	502	478	401	354	323	256	244	168	79	62	5,803
19	26	36	21	57	96	220	452	762	788	708	724	783	727	686	650	793	745	670	425	276	216	172	84	67	10,184
20	20	22	17	57	92	234	443	759	850	733	740	742	687	737	732	790	803	748	518	351	260	174	99	59	10,667
21	32	27	18	55	86	244	423	781	836	734	687	754	723	740	706	874	851	783	561	373	293	184	114	76	10,955
22	18	23	24	50	88	232	445	747	827	772	765	733	769	805	736	824	927	784	682	418	294	214	171	106	11,454
23	51	23	138	52	88	211	381	697	851	718	768	810	814	797	871	958	956	860	692	472	355	340	210	111	12,224
24	76	51	15	20	57	119	142	323	475	696	734	784	771	835	889	828	858	739	616	511	374	255	165	96	10,429
25	68	42	23	27	34	77	89	131	236	280	438	414	528	482	502	506	556	494	462	349	289	158	98	50	6,333
26	33	25	30	52	96	235	465	769	805	735	725	748	718	660	685	727	867	726	506	346	233	171	95	56	10,508
27	26	15	26	62	92	248	453	770	866	732	703	735	733	750	709	883	845	779	624	344	270	267	113	66	11,111
28	27	26	21	47	105	235	433	809	839	737	742	764	720	795	743	812	855	873	594	404	237	189	127	66	11,200
29	40	15	25	55	84	228	442	751	837	736	807	731	842	785	765	853	885	850	627	429	351	229	154	75	11,596
30	49	32	29	67	89	213	386	751	807	807	811	880	816	877	864	1,000	960	902	714	517	372	315	221	122	12,601
31	59	36	27	18	70	129	165	324	494	588	711	715	870	788	812	750	820	791	538	410	374	364	234	178	10,265

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for March 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	63	52	37	33	45	120	258	433	446	517	548	637	676	766	839	1,011	1,013	1,022	737	502	420	331	181	81	10,768
02	50	42	32	26	31	99	268	376	415	516	574	674	789	905	917	1,100	1,088	1,024	835	583	469	439	252	182	11,686
03	101	77	47	45	33	60	121	201	326	495	596	720	752	760	757	788	728	770	602	437	388	364	233	151	9,552
04	99	70	42	28	21	43	67	138	177	277	367	401	492	500	508	494	487	462	406	295	221	181	105	76	5,957
05	37	34	31	23	38	125	304	392	500	549	626	722	744	797	800	977	932	1,067	741	479	333	274	147	85	10,757
06	47	38	26	26	43	121	293	421	517	539	606	670	699	816	780	911	914	988	692	470	323	254	181	81	10,456
07	42	41	33	28	27	114	258	376	458	439	597	596	671	736	797	895	967	1,002	742	484	393	295	185	112	10,288
08	45	38	34	31	54	127	286	413	493	563	551	622	711	796	801	993	959	1,055	750	579	388	403	251	105	11,048
09	78	42	32	37	34	115	250	407	482	527	640	753	789	903	990	1,045	989	1,018	804	621	487	463	267	225	11,998
10	115	62	51	37	37	65	143	289	385	575	565	683	798	859	842	775	832	676	676	447	428	359	244	133	10,076
11																									
12	57	38	28	22	41	118	243	368	411	481	610	683	762	808	826	886	893	988	747	484	368	268	217	100	10,447
13	69	35	28	27	37	116	252	374	442	464	554	711	703	748	828	892	972	1,025	730	491	359	319	210	96	10,482
14	54	51	32	34	40	113	255	380	455	570	608	692	747	846	907	911	1,009	1,096	738	518	427	305	190	104	11,082
15	74	44	43	37	33	131	299	452	536	581	628	714	793	860	903	970	1,041	1,060	746	550	466	432	261	160	11,814
16	80	48	54	33	45	104	259	491	514	594	724	796	1,010	1,018	1,004	1,125	1,028	1,110	926	657	541	488	366	227	13,242
17	123	82	64	49	27	66	145	262	328	412	451	574	637	596	675	650	932	923	784	512	465	378	249	147	9,531
18	82	61	44	34	27	54	78	124	148	183	274	346	389	416	419	524	508	482	390	303	244	175	119	72	5,496
19	44	33	23	28	28	119	239	352	443	446	545	606	676	757	807	951	916	1,069	702	480	365	267	144	78	10,118
20	52	40	37	28	47	125	251	394	466	516	539	700	664	758	812	976	1,015	1,063	766	580	406	337	175	96	10,843
21	55	41	31	33	41	113	252	468	483	552	604	690	732	744	769	1,010	989	1,069	727	509	430	333	209	90	10,974
22	49	41	50	39	57	123	266	521	560	507	626	653	764	786	879	959	978	1,126	759	542	488	411	285	132	11,601
23	66	57	82	40	40	89	228	423	497	593	624	720	842	959	976	1,111	1,049	1,141	807	589	550	512	361	215	12,571
24	123	66	62	36	30	62	170	294	396	496	651	750	868	871	889	845	747	729	651	480	454	419	334	187	10,610
25	114	72	42	29	22	42	106	162	221	256	382	397	538	503	455	478	491	444	386	296	278	201	130	75	6,120
26	49	27	19	30	34	123	261	409	505	509	576	628	659	769	815	937	902	1,046	759	492	377	307	174	63	10,470
27	46	30	34	35	55	119	256	459	509	555	632	740	740	809	861	1,059	1,001	1,076	750	455	370	317	200	97	11,205
28	63	41	36	32	34	101	276	434	512	602	702	694	749	807	871	1,024	949	1,067	745	481	415	344	199	106	11,284
29	59	38	45	42	55	120	254	437	524	601	680	734	773	830	878	1,054	1,004	1,088	807	561	451	377	223	123	11,758
30	97	53	44	38	34	106	253	411	474	644	742	806	903	968	1,029	1,123	1,151	1,085	856	653	605	497	342	205	13,119
31	139	57	58	38	31	89	214	297	445	555	656	741	813	920	839	785	769	801	658	492	470	457	292	165	10,781

Utah Department of Transportation

Roadway, Monthly Hourly Volume for April 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	165	102	65	47	59	129	179	288	435	585	834	870	1,072	1,068	1,080	990	1,140	1,002	797	639	562	416	227	149	12,900
02	86	67	46	77	148	330	708	1,235	1,417	1,450	1,603	1,582	1,624	1,659	1,669	1,967	1,934	2,004	1,479	893	749	521	304	158	23,710
03	91	75	68	75	146	365	732	1,201	1,473	1,378	1,617	1,619	1,606	1,680	1,773	1,925	2,024	2,104	1,478	974	798	600	353	174	24,329
04	109	69	57	88	133	339	716	1,337	1,455	1,372	1,493	1,609	1,741	1,690	1,740	2,071	2,073	2,200	1,538	1,098	968	666	369	203	25,134
05	117	70	71	94	155	360	722	1,263	1,363	1,443	1,590	1,699	1,741	1,718	1,863	2,124	2,034	2,125	1,554	1,156	922	700	436	241	25,561
06	127	93	69	88	120	285	640	1,030	1,299	1,397	1,642	1,793	1,902	1,879	1,956	2,059	2,096	2,046	1,645	1,301	1,006	781	514	360	26,158
07	211	133	79	57	70	212	325	617	912	1,273	1,672	1,918	2,033	2,032	1,873	1,955	1,962	1,836	1,499	1,158	937	757	524	286	24,331
08	175	94	59	39	46	128	194	275	428	559	898	884	1,138	1,092	1,167	1,159	1,174	1,045	962	814	739	517	302	175	14,063
09	77	63	47	78	130	321	700	1,067	1,235	1,350	1,579	1,597	1,616	1,629	1,667	1,898	1,926	1,878	1,426	934	740	559	310	162	22,989
10	71	53	49	90	136	369	740	1,269	1,385	1,295	1,449	1,496	1,528	1,632	1,592	1,888	1,933	1,861	1,356	923	756	509	338	155	22,873
11	105	79	50	83	133	362	758	1,239	1,426	1,298	1,399	1,501	1,482	1,558	1,589	1,875	1,872	1,982	1,355	892	730	506	341	158	22,773
12	93	80	68	79	158	386	700	1,219	1,367	1,368	1,427	1,549	1,553	1,739	1,685	2,022	1,853	2,016	1,483	997	847	582	373	193	23,837
13	118	68	72	93	124	330	636	1,101	1,279	1,255	1,526	1,671	1,687	1,744	1,735	1,934	1,921	1,863	1,454	1,046	776	634	449	274	23,790
14	169	92	70	65	107	217	279	571	749	1,042	1,274	1,329	1,485	1,437	1,373	1,426	1,363	1,302	1,110	739	622	536	370	249	17,976
15	156	105	55	50	53	134	194	260	424	530	710	858	1,021	959	928	984	1,005	980	763	595	500	401	227	167	12,059
16	81	58	48	75	153	380	746	1,218	1,333	1,249	1,305	1,335	1,468	1,486	1,616	1,818	1,794	1,897	1,322	865	668	453	275	173	21,816
17	81	65	46	92	144	366	768	1,204	1,405	1,301	1,333	1,432	1,372	1,546	1,525	1,882	1,821	1,844	1,347	856	694	519	313	152	22,108
18	79	55	62	83	146	368	771	1,245	1,403	1,274	1,408	1,425	1,404	1,517	1,651	1,957	1,862	1,935	1,345	916	742	534	313	179	22,674
19	80	92	73	89	152	395	781	1,238	1,415	1,296	1,395	1,511	1,530	1,587	1,700	1,832	1,928	1,917	1,336	871	768	611	332	195	23,124
20	97	69	63	81	132	355	690	1,249	1,423	1,286	1,412	1,649	1,752	1,792	1,868	2,064	2,129	1,988	1,538	1,111	991	858	545	299	25,441
21	182	120	75	55	87	240	407	766	1,061	1,293	1,455	1,621	1,741	1,708	1,781	1,963	1,753	1,653	1,449	1,067	1,025	849	589	383	23,323
22	277	157	69	42	61	140	216	350	493	677	879	1,034	1,147	1,106	1,159	1,176	1,097	1,061	964	714	650	483	275	155	14,382
23	71	57	38	82	159	398	736	1,277	1,351	1,349	1,365	1,440	1,467	1,545	1,682	1,857	1,826	1,850	1,319	811	638	488	354	164	22,324
24	87	67	45	100	169	387	779	1,294	1,387	1,332	1,397	1,401	1,471	1,468	1,576	1,869	1,820	1,870	1,335	872	706	549	278	165	22,424
25	85	69	53	87	141	386	818	1,318	1,408	1,344	1,364	1,370	1,403	1,490	1,581	1,838	1,788	1,892	1,361	960	699	513	299	176	22,443
26	96	75	50	79	151	377	770	1,320	1,393	1,466	1,447	1,487	1,617	1,699	1,591	1,861	2,039	1,962	1,381	1,019	756	550	315	234	23,735
27	103	93	71	71	130	368	816	1,361	1,483	1,613	1,590	1,779	1,817	1,860	2,009	2,144	2,204	1,859	1,744	1,175	924	904	519	342	26,979
28	172	106	63	67	140	339	474	816	1,111	1,401	1,608	1,779	1,790	1,750	1,715	1,717	1,600	1,515	1,450	1,018	803	659	492	273	22,858
29	176	95	75	49	60	156	253	401	518	661	827	953	1,094	1,113	1,132	1,216	1,197	1,064	934	744	623	455	251	160	14,207
30	82	59	46	92	134	378	779	1,256	1,390	1,330	1,405	1,498	1,544	1,588	1,686	1,872	1,855	1,851	1,324	799	679	450	265	194	22,556

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for April 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	52	45	24	15	34	82	88	158	245	310	448	472	504	512	524	509	570	499	413	313	274	202	110	59	6,462
02	32	28	25	47	107	217	450	794	876	818	848	822	899	762	747	895	915	838	618	362	299	212	122	69	11,802
03	33	27	33	52	111	233	469	771	913	760	832	773	806	798	835	884	961	949	681	441	342	215	145	68	12,132
04	28	22	22	56	101	225	445	838	900	764	760	826	869	788	832	967	973	1,011	692	542	387	281	150	82	12,561
05	35	27	28	61	96	236	455	788	850	824	816	889	910	813	886	1,033	1,024	903	701	486	360	277	170	95	12,763
06	43	39	23	57	89	182	368	638	782	829	908	951	928	896	886	957	1,027	913	754	602	436	291	196	149	12,944
07	73	43	25	24	40	133	151	312	425	612	767	865	873	944	910	995	1,097	1,097	852	641	470	348	238	131	12,066
08	65	34	25	15	32	73	95	151	235	301	483	445	528	506	548	620	628	582	550	482	427	281	154	90	7,350
09	34	35	28	54	95	213	434	704	744	742	860	841	823	752	793	871	927	812	620	433	318	237	120	72	11,562
10	27	22	20	61	97	244	467	767	860	749	788	715	747	821	758	856	910	773	627	402	346	191	155	63	11,466
11	27	31	20	54	101	241	478	789	894	739	776	787	791	742	788	845	876	847	575	342	292	190	139	66	11,430
12	24	33	20	48	113	252	431	786	835	809	767	811	804	796	813	1,012	907	924	637	429	346	229	154	88	12,068
13	36	24	31	52	102	222	391	736	823	757	825	880	843	846	800	946	887	857	620	462	258	245	188	108	11,939
14	69	31	28	25	69	139	160	325	441	648	801	785	814	752	716	634	589	558	423	329	261	197	157	110	9,061
15	41	41	24	12	32	88	95	127	216	267	415	440	500	472	431	484	511	503	400	324	250	198	110	65	6,046
16	28	27	28	50	113	248	453	815	815	716	709	681	741	671	762	818	874	817	530	361	250	170	123	74	10,874
17	28	19	25	57	104	238	479	769	870	763	754	700	681	753	706	887	836	767	587	360	297	195	113	73	11,061
18	16	18	20	52	111	239	470	815	832	732	736	738	704	737	791	887	899	800	563	408	312	209	110	81	11,280
19	23	30	26	57	104	247	447	794	834	704	735	785	799	755	805	858	877	878	594	360	322	230	115	93	11,472
20	27	24	22	56	100	231	407	737	809	722	718	865	826	835	894	990	999	902	686	492	439	302	218	113	12,414
21	57	43	27	19	60	153	176	352	509	739	752	792	774	746	866	1,079	881	819	708	558	548	465	295	178	11,596
22	84	54	24	18	33	82	95	178	256	346	458	493	580	529	591	606	625	586	542	416	385	270	145	74	7,470
23	24	23	21	61	115	265	445	811	830	800	762	718	768	722	793	848	859	806	574	342	276	186	160	79	11,288
24	33	20	23	64	108	256	458	798	834	753	756	718	728	728	777	868	872	785	601	375	262	214	110	72	11,213
25	34	19	21	47	103	240	470	821	866	774	744	709	699	766	730	864	833	766	575	449	326	211	122	75	11,264
26	22	26	23	43	98	240	462	770	871	838	776	755	776	861	756	869	1,017	815	609	471	311	216	109	85	11,819
27	39	29	27	43	91	239	432	727	825	850	776	891	877	880	976	1,069	1,114	953	772	556	419	427	217	163	13,392
28	69	40	23	27	71	158	205	365	570	743	850	876	902	886	853	871	812	798	800	501	377	290	195	101	11,383
29	78	40	32	20	38	99	92	151	242	323	418	474	534	514	578	622	699	642	564	422	344	240	124	79	7,369
30	29	24	19	64	100	251	475	797	877	780	729	786	765	767	817	847	875	757	539	348	290	181	100	96	11,313

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for April 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	113	57	41	32	25	47	91	130	190	275	386	398	568	556	556	481	570	503	384	326	288	214	117	90	6,438
02	54	39	21	30	41	113	258	441	541	632	755	760	725	897	922	1,072	1,019	1,166	861	531	450	309	182	89	11,908
03	58	48	35	23	35	132	263	430	560	618	785	846	800	882	938	1,041	1,063	1,155	797	533	456	385	208	106	12,197
04	81	47	35	32	32	114	271	499	555	608	733	783	872	902	908	1,104	1,100	1,189	846	556	581	385	219	121	12,573
05	82	43	43	33	59	124	267	475	513	619	774	810	831	905	977	1,091	1,010	1,222	853	670	562	423	266	146	12,798
06	84	54	46	31	31	103	272	392	517	568	734	842	974	983	1,070	1,132	1,069	1,133	891	699	570	490	318	211	13,214
07	138	90	54	33	30	79	174	305	487	661	905	1,053	1,160	1,088	963	960	865	739	647	517	467	409	286	155	12,265
08	110	60	34	24	14	55	99	124	193	258	415	439	610	586	619	539	546	463	412	332	312	236	148	85	6,713
09	43	28	19	24	35	108	266	363	491	608	719	756	793	877	874	1,027	999	1,066	806	501	422	322	190	90	11,427
10	44	31	29	29	39	125	273	502	525	546	661	781	781	811	834	1,032	1,023	1,088	729	521	410	318	183	92	11,407
11	78	48	30	29	32	121	280	450	532	559	623	714	691	816	801	1,030	996	1,135	780	550	438	316	202	92	11,343
12	69	47	48	31	45	134	269	433	532	559	660	738	749	943	872	1,010	946	1,092	846	568	501	353	219	105	11,769
13	82	44	41	41	22	108	245	365	456	498	701	791	844	898	935	988	1,034	1,006	834	584	518	389	261	166	11,851
14	100	61	42	40	38	78	119	246	308	394	473	544	671	685	657	792	774	744	687	410	361	339	213	139	8,915
15	115	64	31	38	21	46	99	133	208	263	295	418	521	487	497	500	494	477	363	271	250	203	117	102	6,013
16	53	31	20	25	40	132	293	403	518	533	596	654	727	815	854	1,000	920	1,080	792	504	418	283	152	99	10,942
17	53	46	21	35	40	128	289	435	535	538	579	732	691	793	819	995	985	1,077	760	496	397	324	200	79	11,047
18	63	37	42	31	35	129	301	430	571	542	672	687	700	780	860	1,070	963	1,135	782	508	430	325	203	98	11,394
19	57	62	47	32	48	148	334	444	581	592	660	726	731	832	895	974	1,051	1,039	742	511	446	381	217	102	11,652
20	70	45	41	25	32	124	283	512	614	564	694	784	926	957	974	1,074	1,130	1,086	852	619	552	556	327	186	13,027
21	125	77	48	36	27	87	231	414	552	554	703	829	967	962	915	884	872	834	741	509	477	384	294	205	11,727
22	193	103	45	24	28	58	121	172	237	331	421	541	567	577	568	570	472	475	422	298	265	213	130	81	6,912
23	47	34	17	21	44	133	291	466	521	549	603	722	699	823	889	1,009	967	1,044	745	469	362	302	194	85	11,036
24	54	47	22	36	61	131	321	496	553	579	641	683	743	740	799	1,001	948	1,085	734	497	444	335	168	93	11,211
25	51	50	32	40	38	146	348	497	542	570	620	661	704	724	851	974	955	1,126	786	511	373	302	177	101	11,179
26	74	49	27	36	53	137	308	550	522	628	671	732	841	838	835	992	1,022	1,147	772	548	445	334	206	149	11,916
27	64	64	44	28	39	129	384	634	658	763	814	888	940	980	1,033	1,075	1,090	906	972	619	505	477	302	179	13,587
28	103	66	40	40	69	181	269	451	541	658	758	903	888	864	862	846	788	717	650	517	426	369	297	172	11,475
29	98	55	43	29	22	57	161	250	276	338	409	479	560	599	554	594	498	422	370	322	279	215	127	81	6,838
30	53	35	27	28	34	127	304	459	513	550	676	712	779	821	869	1,025	980	1,094	785	451	389	269	165	98	11,243

Utah Department of Transportation

Roadway, Monthly Hourly Volume for May 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: 115 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	206	184	173	144	155	269	417	704	778	995	1,016	1,036	1,082	1,153	1,160	1,237	1,251	1,226	990	793	706	575	409	363	17,022
02	223	208	180	124	161	272	413	652	888	1,003	989	1,053	1,186	1,184	1,218	1,235	1,333	1,316	1,009	853	731	643	547	380	17,801
03	250	197	174	143	194	263	389	694	869	1,016	1,183	1,138	1,284	1,544	1,527	1,426	1,511	1,515	1,289	1,185	880	836	701	493	20,701
04	330	269	246	177	204	288	450	732	900	1,139	1,397	1,391	1,502	1,554	1,642	1,748	1,802	1,774	1,546	1,299	1,159	982	781	446	23,758
05	366	249	167	152	194	205	347	531	823	1,095	1,136	1,330	1,366	1,415	1,298	1,328	1,352	1,194	1,097	937	744	661	494	368	18,849
06	268	169	142	119	117	169	235	369	634	876	1,233	1,493	1,733	1,843	1,739	1,987	1,792	1,591	1,334	1,143	895	685	481	334	21,381
07	247	162	129	116	176	263	408	639	773	877	1,046	1,150	1,159	1,241	1,199	1,287	1,280	1,217	939	762	635	504	384	278	16,871
08	211	198	150	140	175	247	368	737	772	885	1,013	996	965	1,142	1,166	1,127	1,241	1,166	942	751	664	535	407	317	16,315
09	242	195	182	153	165	258	411	686	864	873	1,027	1,070	1,169	1,158	1,240	1,361	1,399	1,330	1,073	832	806	649	548	370	18,061
10	257	211	151	157	182	244	473	705	876	1,089	1,199	1,243	1,340	1,368	1,478	1,419	1,439	1,447	1,217	1,023	936	830	687	442	20,413
11	289	258	186	175	193	268	405	663	899	1,119	1,292	1,454	1,405	1,568	1,533	1,617	1,706	1,602	1,374	1,227	1,023	916	692	466	22,330
12	320	209	195	186	161	220	295	552	768	1,090	1,128	1,350	1,332	1,326	1,417	1,530	1,454	1,339	1,153	956	776	736	589	386	19,468
13	297	153	120	108	112	161	216	366	611	844	1,123	1,307	1,529	1,584	1,573	1,672	1,576	1,376	1,143	1,065	897	801	520	324	19,478
14	228	144	144	150	172	289	391	632	816	906	990	1,053	1,137	1,205	1,235	1,231	1,221	1,265	988	744	690	558	381	267	16,837
15	199	193	148	131	181	251	416	705	783	947	892	1,052	1,101	1,190	1,141	1,188	1,202	1,176	1,004	732	630	570	388	301	16,521
16	235	180	168	152	176	284	410	686	866	959	996	1,026	1,186	1,240	1,170	1,252	1,261	1,266	1,089	826	669	598	420	364	17,479
17	240	210	176	173	185	254	469	710	846	1,056	1,098	1,185	1,294	1,362	1,288	1,407	1,466	1,503	1,197	1,026	878	834	605	465	19,927
18	270	237	197	202	198	271	433	676	888	1,032	1,218	1,280	1,423	1,485	1,601	1,666	1,674	1,571	1,357	1,153	946	893	686	432	21,789
19	347	229	194	186	184	222	315	582	741	940	1,159	1,286	1,380	1,343	1,400	1,357	1,360	1,257	1,090	928	771	688	594	373	18,926
20	271	208	164	101	124	175	201	378	611	888	1,179	1,470	1,588	1,730	1,748	1,886	1,900	1,993	1,548	1,021	1,967	1,262	667	396	23,476
21	314	177	147	132	189	297	412	686	784	938	1,109	1,192	1,222	1,243	1,261	1,272	1,261	1,301	973	782	617	557	445	299	17,610
22	246	171	181	141	178	288	400	650	837	971	1,023	1,111	1,193	1,211	1,292	1,175	1,240	1,239	1,012	849	730	656	459	312	17,565
23	269	217	163	144	182	300	414	672	870	1,003	1,069	1,193	1,206	1,300	1,353	1,345	1,314	1,298	1,169	960	823	725	557	395	18,941
24	297	213	185	170	208	297	463	717	962	1,137	1,252	1,409	1,463	1,551	1,547	1,569	1,692	1,657	1,422	1,225	1,101	1,004	988	703	23,232
25	479	344	308	240	231	318	504	711	984	1,371	1,512	1,630	1,698	1,926	1,954	2,115	2,175	2,150	1,932	1,759	1,714	1,561	1,408	966	29,990
26	574	364	272	231	257	247	381	614	834	1,164	1,436	1,606	1,607	1,617	1,587	1,612	1,457	1,332	1,131	972	809	649	532	371	21,656
27	299	203	160	124	110	167	236	356	572	787	1,006	1,256	1,247	1,327	1,386	1,398	1,468	1,242	1,091	981	814	689	482	337	17,738
28	233	188	141	139	160	209	271	499	812	1,152	1,662	1,989	2,246	2,540	2,586	2,584	2,630	2,190	1,796	1,451	1,138	885	653	442	28,596
29	278	203	120	134	184	259	441	663	855	1,012	1,135	1,263	1,306	1,356	1,371	1,474	1,368	1,315	1,033	927	731	601	472	366	18,867
30	261	190	187	158	196	310	403	672	895	1,007	1,164	1,116	1,221	1,281	1,354	1,310	1,333	1,281	1,135	900	802	646	493	395	18,710
31	280	243	204	172	195	292	397	692	876	1,063	1,185	1,250	1,335	1,381	1,459	1,449	1,472	1,457	1,250	985	861	795	631	457	20,381

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for May 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	88	76	90	58	80	140	210	345	388	414	423	450	474	491	534	577	565	548	472	433	362	297	221	151	7,887
02	99	95	82	55	67	149	204	331	395	442	454	465	501	546	600	616	699	683	509	468	398	320	305	219	8,702
03	129	101	74	73	103	149	213	347	395	474	516	483	565	834	798	756	780	834	710	730	518	474	439	312	10,807
04	196	140	117	77	102	150	230	362	415	569	627	640	673	812	835	885	901	937	853	752	686	581	452	267	12,259
05	222	129	73	83	97	111	154	178	346	534	580	711	713	770	702	713	726	580	577	460	381	311	222	177	9,550
06	127	81	63	64	56	90	120	152	252	320	442	579	676	762	774	822	792	786	647	628	471	403	291	188	9,586
07	132	76	68	65	87	151	222	344	369	393	466	530	582	621	586	681	673	601	443	404	326	251	198	124	8,393
08	98	73	68	53	72	125	184	357	362	396	463	446	427	496	512	552	614	571	500	359	331	258	201	169	7,687
09	112	97	76	60	76	145	213	354	402	411	483	498	548	588	636	712	703	662	574	491	454	351	293	197	9,136
10	139	97	81	66	93	139	244	355	402	544	597	607	681	697	799	796	799	765	686	549	502	455	370	273	10,736
11	164	127	102	90	104	143	214	335	417	482	585	642	616	690	734	779	921	869	767	688	566	521	386	255	11,197
12	184	116	106	95	78	108	128	250	350	463	526	616	598	605	613	637	656	581	528	449	394	360	270	166	8,877
13	141	70	63	49	56	80	101	141	258	333	421	507	643	673	669	734	729	636	549	528	500	453	320	191	8,845
14	113	78	71	82	88	167	199	352	403	429	454	486	555	568	605	626	608	628	541	406	356	273	194	144	8,426
15	92	89	66	49	89	120	205	342	350	432	405	454	485	582	521	559	575	521	498	387	324	262	204	150	7,761
16	105	93	71	81	88	143	208	348	410	436	472	476	556	617	580	664	606	650	560	461	351	311	222	213	8,722
17	133	96	88	84	97	130	239	364	414	517	534	538	622	675	667	715	810	786	705	606	531	479	364	309	10,503
18	158	126	105	103	108	145	215	356	402	464	562	565	621	699	812	863	887	845	768	644	546	494	393	262	11,143
19	182	128	94	87	98	105	144	262	331	407	533	585	635	628	645	714	667	662	542	470	398	350	310	211	9,188
20	140	106	85	50	61	87	100	155	255	360	478	581	638	722	704	792	700	724	615	596	1,529	927	445	241	11,091
21	171	91	83	65	92	167	226	377	393	440	524	540	556	568	629	607	644	617	501	395	322	266	254	158	8,686
22	106	81	85	70	91	148	201	321	387	445	444	480	521	570	625	610	614	587	557	417	308	290	221	143	8,322
23	145	102	70	59	98	159	210	310	394	452	481	519	545	636	661	707	707	696	598	475	422	363	313	205	9,327
24	168	108	95	71	102	155	224	343	422	536	569	604	680	735	770	785	865	841	782	702	650	649	665	503	12,024
25	315	223	184	108	118	181	228	336	430	557	624	684	754	924	1,026	1,160	1,213	1,209	1,100	992	996	992	1,008	719	16,081
26	390	204	156	122	131	126	182	296	367	516	682	755	839	870	817	837	741	713	562	526	461	358	268	209	11,128
27	149	106	91	56	63	96	106	138	240	337	450	594	593	651	682	698	785	682	609	543	460	420	287	184	9,020
28	113	101	76	67	82	98	122	227	325	396	592	783	913	1,112	1,135	1,128	1,220	1,110	942	804	656	495	391	242	13,130
29	148	103	50	58	91	136	217	336	436	451	495	553	628	635	704	736	696	671	497	487	393	306	230	196	9,253
30	121	91	67	80	91	165	184	339	380	452	523	493	558	580	634	648	667	659	580	496	435	335	249	214	9,041
31	127	108	103	76	105	152	193	349	409	490	563	557	621	641	748	748	824	789	701	540	487	481	365	278	10,455

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for May 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	118	108	83	86	75	129	207	359	390	581	593	586	608	662	626	660	686	678	518	360	344	278	188	212	9,135
02	124	113	98	69	94	123	209	321	493	561	535	588	685	638	618	619	634	633	500	385	333	323	242	161	9,099
03	121	96	100	70	91	114	176	347	474	542	667	655	719	710	729	670	731	681	579	455	362	362	262	181	9,894
04	134	129	129	100	102	138	220	370	485	570	770	751	829	742	807	863	901	837	693	547	473	401	329	179	11,499
05	144	120	94	69	97	94	193	353	477	561	556	619	653	645	596	615	626	614	520	477	363	350	272	191	9,299
06	141	88	79	55	61	79	115	217	382	556	791	914	1,057	1,081	965	1,165	1,000	805	687	515	424	282	190	146	11,795
07	115	86	61	51	89	112	186	295	404	484	580	620	577	620	613	606	607	616	496	358	309	253	186	154	8,478
08	113	125	82	87	103	122	184	380	410	489	550	550	538	646	654	575	627	595	442	392	333	277	206	148	8,628
09	130	98	106	93	89	113	198	332	462	462	544	572	621	570	604	649	696	668	499	341	352	298	255	173	8,925
10	118	114	70	91	89	105	229	350	474	545	602	636	659	671	679	623	640	682	531	474	434	375	317	169	9,677
11	125	131	84	85	89	125	191	328	482	637	707	812	789	878	799	838	785	733	607	539	457	395	306	211	11,133
12	136	93	89	91	83	112	167	302	418	627	602	734	734	721	804	893	798	758	625	507	382	376	319	220	10,591
13	156	83	57	59	56	81	115	225	353	511	702	800	886	911	904	938	847	740	594	537	397	348	200	133	10,633
14	115	66	73	68	84	122	192	280	413	477	536	567	582	637	630	605	613	637	447	338	334	285	187	123	8,411
15	107	104	82	82	92	131	211	363	433	515	487	598	616	608	620	629	627	655	506	345	306	308	184	151	8,760
16	130	87	97	71	88	141	202	338	456	523	524	550	630	623	590	588	655	616	529	365	318	287	198	151	8,757
17	107	114	88	89	88	124	230	346	432	539	564	647	672	687	621	692	656	717	492	420	347	355	241	156	9,424
18	112	111	92	99	90	126	218	320	486	568	656	715	802	786	789	803	787	726	589	509	400	399	293	170	10,646
19	165	101	100	99	86	117	171	320	410	533	626	701	745	715	755	643	693	595	548	458	373	338	284	162	9,738
20	131	102	79	51	63	88	101	223	356	528	701	889	950	1,008	1,044	1,094	1,200	1,269	933	425	438	335	222	155	12,385
21	143	86	64	67	97	130	186	309	391	498	585	652	666	675	632	665	617	684	472	387	295	291	191	141	8,924
22	140	90	96	71	87	140	199	329	450	526	579	631	672	641	667	565	626	652	455	432	422	366	238	169	9,243
23	124	115	93	85	84	141	204	362	476	551	588	674	661	664	692	638	607	602	571	485	401	362	244	190	9,614
24	129	105	90	99	106	142	239	374	540	601	683	805	783	816	777	784	827	816	640	523	451	355	323	200	11,208
25	164	121	124	132	113	137	276	375	554	814	888	946	944	1,002	928	955	962	941	832	767	718	569	400	247	13,909
26	184	160	116	109	126	121	199	318	467	648	754	851	768	747	770	775	716	619	569	446	348	291	264	162	10,528
27	150	97	69	68	47	71	130	218	332	450	556	662	654	676	704	700	683	560	482	438	354	269	195	153	8,718
28	120	87	65	72	78	111	149	272	487	756	1,070	1,206	1,333	1,428	1,451	1,456	1,410	1,080	854	647	482	390	262	200	15,466
29	130	100	70	76	93	123	224	327	419	561	640	710	678	721	667	738	672	644	536	440	338	295	242	170	9,614
30	140	99	120	78	105	145	219	333	515	555	641	623	663	701	720	662	666	622	555	404	367	311	244	181	9,669
31	153	135	101	96	90	140	204	343	467	573	622	693	714	740	711	701	648	668	549	445	374	314	266	179	9,926

Utah Department of Transportation

Roadway, Monthly Hourly Volume for June 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	124	93	95	104	157	450	730	1,184	1,198	1,389	1,475	1,538	1,652	1,753	1,889	1,851	1,854	1,807	1,494	1,043	881	782	576	350	24,469
02	176	118	73	72	103	238	439	639	839	1,063	1,290	1,377	1,539	1,574	1,516	1,578	1,495	1,419	1,520	986	746	788	829	328	20,745
03	170	101	48	60	74	172	219	318	495	569	802	877	945	1,003	1,031	1,116	1,039	1,005	859	725	657	501	298	196	13,280
04	101	63	71	89	154	484	738	1,182	1,302	1,281	1,371	1,494	1,588	1,641	1,661	1,706	1,688	1,787	1,278	839	681	528	307	221	22,255
05	129	77	73	87	155	473	744	1,133	1,266	1,250	1,255	1,413	1,531	1,561	1,577	1,708	1,679	1,745	1,246	831	648	565	351	204	21,701
06	152	78	77	91	151	480	749	1,205	1,362	1,309	1,379	1,409	1,571	1,530	1,670	1,795	1,785	1,909	1,375	885	749	641	415	245	23,012
07	148	86	85	81	161	479	761	1,200	1,372	1,279	1,331	1,372	1,563	1,593	1,701	1,822	1,786	1,901	1,265	983	785	667	394	241	23,056
08	178	94	94	83	131	426	618	1,073	1,320	1,287	1,482	1,581	1,736	1,772	1,866	1,891	1,831	1,702	1,465	1,043	882	789	506	327	24,177
09	235	134	78	68	86	244	453	699	822	1,134	1,340	1,466	1,501	1,455	1,520	1,491	1,486	1,478	1,279	1,062	736	728	578	298	20,371
10	196	117	63	56	60	165	249	350	466	675	827	878	1,025	1,048	1,059	1,102	1,109	1,014	976	807	688	524	304	156	13,914
11	109	94	57	93	176	486	825	1,300	1,372	1,340	1,350	1,475	1,596	1,553	1,652	1,742	1,770	1,822	1,328	852	685	584	346	213	22,820
12	127	73	59	80	171	476	782	1,154	1,378	1,229	1,341	1,436	1,490	1,554	1,605	1,717	1,711	1,806	1,348	850	630	545	379	237	22,178
13	144	73	69	78	167	482	769	1,188	1,375	1,251	1,368	1,514	1,499	1,579	1,675	1,773	1,780	1,850	1,310	853	748	598	425	240	22,808
14	138	72	76	91	158	476	785	1,160	1,280	1,291	1,369	1,471	1,584	1,538	1,638	1,713	1,761	1,789	1,315	911	774	625	416	272	22,703
15	168	103	64	83	133	458	823	1,302	1,331	1,375	1,430	1,565	1,658	1,768	1,760	1,804	1,774	1,850	1,459	999	842	712	470	327	24,258
16	188	120	59	72	102	237	452	650	791	1,130	1,367	1,498	1,529	1,509	1,495	1,499	1,451	1,406	1,226	1,019	779	777	531	330	20,217
17	203	118	57	46	70	137	232	334	482	600	808	924	1,084	1,018	1,121	1,119	1,137	1,087	866	813	678	619	369	204	14,126
18	115	75	59	93	161	454	733	1,140	1,294	1,286	1,415	1,372	1,558	1,524	1,652	1,654	1,687	1,868	1,284	849	678	588	375	199	22,113
19	119	86	77	93	162	505	798	1,139	1,335	1,269	1,259	1,444	1,561	1,560	1,619	1,765	1,756	1,873	1,286	883	724	536	359	205	22,413
20	140	83	78	77	150	494	771	1,160	1,272	1,292	1,333	1,439	1,498	1,487	1,654	1,714	1,777	1,858	1,322	869	731	664	408	230	22,501
21	159	93	86	87	167	534	896	1,228	1,357	1,297	1,444	1,481	1,594	1,590	1,649	1,741	1,776	1,857	1,335	977	762	643	455	283	23,491
22	198	105	84	83	139	446	671	1,117	1,299	1,294	1,400	1,593	1,675	1,539	1,763	1,784	1,774	1,695	1,339	954	747	690	488	303	23,180
23	207	120	87	73	99	229	436	678	832	1,102	1,215	1,494	1,423	1,509	1,469	1,566	1,583	1,434	1,258	971	763	771	566	363	20,248
24	177	107	55	75	80	171	229	315	501	659	821	952	1,115	1,056	1,060	1,034	1,106	964	883	744	629	535	317	214	13,799
25	104	69	53	100	163	480	781	1,175	1,359	1,270	1,478	1,473	1,556	1,625	1,744	1,775	1,718	1,780	1,324	883	679	560	372	223	22,744
26	129	71	71	89	167	484	741	1,206	1,331	1,222	1,399	1,467	1,459	1,559	1,621	1,773	1,703	1,799	1,281	918	718	578	341	229	22,356
27	115	83	75	87	171	508	765	1,144	1,406	1,338	1,417	1,285	1,524	1,540	1,591	1,719	1,742	1,716	1,270	992	777	680	456	250	22,651
28	182	104	84	97	179	524	742	1,143	1,344	1,319	1,385	1,509	1,516	1,552	1,664	1,777	1,726	1,827	1,336	891	706	730	401	237	22,975
29	151	95	80	91	130	428	680	1,126	1,176	1,312	1,406	1,517	1,638	1,737	1,786	1,808	1,808	1,704	1,363	1,009	830	745	556	339	23,515
30	242	133	86	65	92	230	439	624	856	1,074	1,309	1,472	1,492	1,539	1,481	1,477	1,492	1,406	1,214	948	829	784	495	375	20,154

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for June 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	45	37	34	57	98	303	375	665	687	816	773	787	851	805	963	850	828	769	681	485	372	361	212	163	12,017
02	79	49	37	29	57	149	183	296	412	538	624	728	788	775	692	819	809	724	697	460	381	418	533	145	10,422
03	61	51	28	20	36	96	99	142	253	274	394	427	446	452	452	570	526	563	481	435	399	284	161	104	6,754
04	40	28	34	52	100	323	403	729	779	731	727	791	820	787	753	828	794	740	552	353	320	250	141	111	11,186
05	42	30	38	52	113	318	426	704	770	772	712	758	783	761	742	798	777	707	546	356	250	245	148	103	10,951
06	48	34	29	49	105	316	428	721	789	749	783	782	790	748	816	851	788	823	616	413	341	268	189	106	11,582
07	38	24	35	44	103	321	419	709	811	724	735	717	801	785	804	807	819	809	552	434	358	291	180	116	11,436
08	67	33	36	42	91	275	340	624	782	709	767	810	884	839	869	879	841	733	670	475	372	344	239	156	11,877
09	105	49	17	28	50	142	217	333	395	569	713	738	689	641	742	775	800	799	661	542	371	379	342	133	10,230
10	82	49	22	20	24	101	102	159	248	351	429	423	464	506	497	552	565	573	598	510	408	282	144	69	7,178
11	42	45	38	49	106	320	436	793	794	759	740	787	833	730	818	817	820	763	571	389	322	275	153	100	11,500
12	41	26	30	59	112	319	459	698	823	693	725	713	708	791	778	788	767	781	603	393	270	253	170	115	11,115
13	46	29	26	48	93	319	432	724	819	698	747	769	776	755	807	856	851	713	581	421	356	263	193	102	11,424
14	40	27	41	53	97	317	446	672	767	732	744	756	816	730	758	762	803	782	615	405	333	287	168	123	11,274
15	57	41	34	48	82	288	365	780	783	756	764	811	867	860	799	807	797	852	680	452	373	298	207	140	11,941
16	64	40	24	25	63	136	165	315	393	562	711	807	765	722	681	737	690	706	689	553	382	418	278	164	10,090
17	84	51	23	18	30	77	84	164	259	323	413	455	523	482	562	571	622	593	471	462	379	341	212	105	7,304
18	55	37	31	57	103	293	437	679	805	718	773	688	746	769	711	785	790	788	513	384	291	306	198	101	11,058
19	34	37	38	61	99	318	459	674	796	759	676	765	782	773	757	753	833	781	562	402	315	242	160	106	11,182
20	46	31	26	48	102	305	423	698	771	752	711	766	757	706	777	818	846	777	585	380	313	316	186	117	11,257
21	63	35	36	49	105	308	459	736	834	729	780	777	806	751	785	809	827	790	584	483	336	273	207	126	11,688
22	84	39	40	46	86	278	350	630	775	719	751	819	858	722	816	865	842	755	598	418	313	283	238	126	11,451
23	65	48	25	31	54	123	188	341	427	573	658	714	691	708	694	790	822	723	710	509	408	407	275	178	10,162
24	74	48	18	42	48	93	94	144	262	339	442	490	554	478	496	550	564	550	510	466	357	301	164	117	7,201
25	52	30	23	55	108	311	417	713	814	709	790	739	771	815	830	860	802	754	575	394	301	279	182	108	11,432
26	40	39	29	51	108	319	413	720	787	711	756	755	749	764	739	781	812	736	524	424	345	286	148	110	11,146
27	38	27	34	56	108	325	431	680	799	718	761	683	784	764	734	815	835	744	546	441	366	292	189	101	11,271
28	84	39	36	58	96	325	402	661	821	756	769	798	756	740	798	804	803	815	632	386	295	320	157	93	11,444
29	53	34	32	51	80	271	366	657	663	778	753	823	759	859	809	843	858	758	612	482	360	316	234	137	11,588
30	105	53	23	33	55	139	215	303	414	583	666	781	769	697	674	739	737	688	636	532	427	405	242	183	10,099

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for June 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	79	56	61	47	59	147	355	519	511	573	702	751	801	948	926	1,001	1,026	1,038	813	558	509	421	364	187	12,452
02	97	69	36	43	46	89	256	343	427	525	666	649	751	799	824	759	686	695	823	526	365	370	296	183	10,323
03	109	50	20	40	38	76	120	176	242	295	408	450	499	551	579	546	513	442	378	290	258	217	137	92	6,526
04	61	35	37	37	54	161	335	453	523	550	644	703	768	854	908	878	894	1,047	726	486	361	278	166	110	11,069
05	87	47	35	35	42	155	318	429	496	478	543	655	748	800	835	910	902	1,038	700	475	398	320	203	101	10,750
06	104	44	48	42	46	164	321	484	573	560	596	627	781	782	854	944	997	1,086	759	472	408	373	226	139	11,430
07	110	62	50	37	58	158	342	491	561	555	596	655	762	808	897	1,015	967	1,092	713	549	427	376	214	125	11,620
08	111	61	58	41	40	151	278	449	538	578	715	771	852	933	997	1,012	990	969	795	568	510	445	267	171	12,300
09	130	85	61	40	36	102	236	366	427	565	627	728	812	814	778	716	686	679	618	520	365	349	236	165	10,141
10	114	68	41	36	36	64	147	191	218	324	398	455	561	542	562	550	544	441	378	297	280	242	160	87	6,736
11	67	49	19	44	70	166	389	507	578	581	610	688	763	823	834	925	950	1,059	757	463	363	309	193	113	11,320
12	86	47	29	21	59	157	323	456	555	536	616	723	782	763	827	929	944	1,025	745	457	360	292	209	122	11,063
13	98	44	43	30	74	163	337	464	556	553	621	745	723	824	868	917	929	1,137	729	432	392	335	232	138	11,384
14	98	45	35	38	61	159	339	488	513	559	625	715	768	808	880	951	958	1,007	700	506	441	338	248	149	11,429
15	111	62	30	35	51	170	458	522	548	619	666	754	791	908	961	997	977	998	779	547	469	414	263	187	12,317
16	124	80	35	47	39	101	287	335	398	568	656	691	764	787	814	762	761	700	537	466	397	359	253	166	10,127
17	119	67	34	28	40	60	148	170	223	277	395	469	561	536	559	548	515	494	395	351	299	278	157	99	6,822
18	60	38	28	36	58	161	296	461	489	568	642	684	812	755	941	869	897	1,080	771	465	387	282	177	98	11,055
19	85	49	39	32	63	187	339	465	539	510	583	679	779	787	862	1,012	923	1,092	724	481	409	294	199	99	11,231
20	94	52	52	29	48	189	348	462	501	540	622	673	741	781	877	896	931	1,081	737	489	418	348	222	113	11,244
21	96	58	50	38	62	226	437	492	523	568	664	704	788	839	864	932	949	1,067	751	494	426	370	248	157	11,803
22	114	66	44	37	53	168	321	487	524	575	649	774	817	817	947	919	932	940	741	536	434	407	250	177	11,729
23	142	72	62	42	45	106	248	337	405	529	557	780	732	801	775	776	761	711	548	462	355	364	291	185	10,086
24	103	59	37	33	32	78	135	171	239	320	379	462	561	578	564	484	542	414	373	278	272	234	153	97	6,598
25	52	39	30	45	55	169	364	462	545	561	688	734	785	810	914	915	916	1,026	749	489	378	281	190	115	11,312
26	89	32	42	38	59	165	328	486	544	511	643	712	710	795	882	992	891	1,063	757	494	373	292	193	119	11,210
27	77	56	41	31	63	183	334	464	607	620	656	602	740	776	857	904	907	972	724	551	411	388	267	149	11,380
28	98	65	48	39	83	199	340	482	523	563	616	711	760	812	866	973	923	1,012	704	505	411	410	244	144	11,531
29	98	61	48	40	50	157	314	469	513	534	653	694	879	878	977	965	950	946	751	527	470	429	322	202	11,927
30	137	80	63	32	37	91	224	321	442	491	643	691	723	842	807	738	755	718	578	416	402	379	253	192	10,055

Utah Department of Transportation

Roadway, Monthly Hourly Volume for July 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	221	118	65	60	56	176	214	347	508	655	805	920	1,015	996	1,028	1,066	1,093	1,017	793	700	655	517	353	223	13,601
02	128	77	70	99	154	483	740	1,177	1,298	1,341	1,457	1,517	1,669	1,640	1,704	1,770	1,738	1,819	1,335	950	614	564	384	240	22,968
03	153	92	90	99	149	486	744	1,113	1,282	1,347	1,414	1,474	1,566	1,644	1,746	1,808	1,865	1,826	1,402	998	793	626	476	310	23,503
04	168	120	83	64	79	243	448	582	713	796	990	1,114	1,180	1,163	1,170	1,167	1,153	1,069	942	771	761	732	815	836	17,159
05	233	94	74	92	130	427	642	1,029	1,166	1,147	1,363	1,450	1,586	1,594	1,661	1,799	1,756	1,789	1,226	890	783	646	430	240	22,247
06	140	104	80	97	131	416	623	971	1,193	1,313	1,413	1,612	1,661	1,661	1,737	1,827	1,822	1,783	1,366	1,061	768	631	443	308	23,161
07	176	141	73	65	98	237	425	619	856	943	1,230	1,347	1,445	1,426	1,475	1,454	1,389	1,359	1,167	896	799	716	445	307	19,088
08	170	99	52	48	66	172	222	339	513	564	796	877	1,067	972	995	1,069	1,136	1,021	814	737	584	508	331	203	13,355
09	101	83	67	92	155	485	745	1,116	1,221	1,290	1,317	1,389	1,488	1,640	1,584	1,758	1,739	1,767	1,337	864	640	588	373	215	22,054
10	134	95	74	86	158	535	788	1,131	1,264	1,236	1,329	1,374	1,473	1,556	1,635	1,711	1,760	1,817	1,267	902	718	544	365	198	22,150
11	123	77	82	89	155	530	725	1,201	1,252	1,331	1,389	1,427	1,558	1,523	1,676	1,736	1,766	1,752	1,328	908	694	558	418	247	22,545
12	148	101	62	103	159	526	770	1,121	1,268	1,343	1,333	1,430	1,577	1,523	1,712	1,721	1,776	1,828	1,300	902	670	555	367	210	22,505
13	132	99	83	83	132	442	621	990	1,187	1,259	1,268	1,433	1,550	1,677	1,655	1,764	1,712	1,698	1,437	906	744	603	481	280	22,236
14	221	114	89	77	84	248	329	476	635	862	1,140	1,266	1,374	1,358	1,439	1,354	1,351	1,300	1,161	896	725	599	443	292	17,833
15	172	92	61	75	67	173	188	276	426	530	708	847	978	961	1,063	1,029	1,166	976	837	666	602	458	335	162	12,848
16	102	65	57	94	165	498	704	1,120	1,281	1,276	1,366	1,424	1,545	1,573	1,633	1,604	1,763	1,759	1,194	749	615	503	320	198	21,608
17	118	69	64	89	162	501	746	1,121	1,210	1,334	1,360	1,315	1,490	1,545	1,632	1,788	1,770	1,810	1,252	974	744	622	400	236	22,352
18	129	82	72	92	166	499	730	1,113	1,219	1,305	1,364	1,399	1,533	1,563	1,643	1,722	1,759	1,888	1,324	867	726	635	432	245	22,507
19	183	76	61	88	168	516	736	1,066	1,285	1,186	1,421	1,484	1,573	1,580	1,639	1,680	1,777	1,845	1,295	942	705	630	369	237	22,542
20	131	103	103	155	149	457	651	1,014	1,200	1,280	1,427	1,506	1,732	1,678	1,777	1,912	1,798	1,733	1,394	1,052	797	690	455	297	23,491
21	200	124	85	72	108	259	399	595	769	1,097	1,228	1,441	1,484	1,404	1,455	1,418	1,453	1,395	1,164	874	745	602	461	304	19,136
22	187	116	78	59	60	166	214	274	435	582	725	867	970	986	1,096	1,022	1,120	1,025	900	725	625	529	354	187	13,302
23	104	71	72	100	149	415	635	1,040	1,149	1,270	1,402	1,442	1,639	1,595	1,658	1,720	1,770	1,790	1,297	846	722	559	336	227	22,008
24	134	76	70	91	134	415	548	769	761	903	1,011	1,072	1,131	1,191	1,286	1,288	1,226	1,264	1,036	756	665	517	488	227	17,059
25	129	89	66	87	136	468	760	1,104	1,196	1,287	1,420	1,552	1,515	1,568	1,720	1,868	1,749	1,753	1,247	960	710	537	374	220	22,515
26	160	111	78	97	169	491	739	1,089	1,259	1,214	1,372	1,499	1,546	1,618	1,606	1,777	1,780	1,817	1,416	926	713	677	451	219	22,824
27	126	95	88	94	143	442	653	993	1,226	1,207	1,400	1,562	1,670	1,649	1,730	1,830	1,870	1,737	1,423	1,031	799	679	456	374	23,277
28	236	127	69	72	108	249	388	618	794	1,014	1,175	1,437	1,492	1,475	1,389	1,505	1,424	1,399	1,262	955	816	719	520	340	19,583
29	195	86	64	72	80	163	220	318	454	595	747	890	1,024	1,016	1,077	1,044	1,123	1,004	879	667	541	465	305	172	13,201
30	109	88	50	86	180	485	673	1,091	1,148	1,183	1,401	1,450	1,556	1,635	1,618	1,836	1,786	1,868	1,224	864	597	505	317	189	21,939
31	96	81	68	87	137	476	738	1,083	1,198	1,231	1,306	1,412	1,493	1,646	1,583	1,808	1,747	1,832	1,223	861	624	521	355	202	21,808

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for July 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	90	42	33	34	25	97	97	152	261	308	410	433	469	453	454	528	550	525	470	415	385	298	213	118	6,860
02	62	33	24	62	99	308	430	694	746	780	756	783	840	828	801	878	809	737	598	434	244	296	189	93	11,524
03	55	41	37	61	101	313	424	667	742	768	767	780	797	792	813	884	843	752	582	446	350	299	217	150	11,681
04	77	50	30	28	39	139	210	254	285	384	457	539	571	530	568	638	664	703	627	512	557	564	167	125	8,718
05	72	40	37	53	86	281	374	612	690	635	727	765	773	762	770	836	801	791	511	399	351	292	193	108	10,959
06	67	39	33	68	74	275	346	587	666	743	751	839	798	791	835	873	853	794	639	516	310	292	204	144	11,537
07	56	53	19	30	61	130	175	309	435	509	677	696	734	656	713	743	711	686	649	490	446	362	221	130	9,691
08	72	41	20	21	31	102	98	184	273	328	380	483	547	504	489	605	550	525	444	437	359	292	180	94	7,059
09	52	44	36	65	99	319	425	712	759	718	698	728	736	784	745	820	782	747	548	400	296	295	193	100	11,101
10	58	35	27	61	103	347	442	702	771	704	719	712	779	712	790	815	785	761	530	399	306	268	179	87	11,092
11	50	40	31	59	95	335	395	738	747	770	746	769	776	705	794	813	788	745	618	410	319	221	186	106	11,256
12	48	42	26	64	95	337	436	678	782	756	716	749	797	724	836	784	831	801	575	405	268	240	149	99	11,238
13	62	43	33	49	84	294	369	630	672	718	693	764	776	807	724	801	789	754	667	420	283	220	190	126	10,968
14	68	47	28	36	51	160	166	273	360	521	608	667	642	661	651	632	649	650	584	430	373	293	216	107	8,873
15	71	40	22	35	37	107	76	139	241	287	348	426	463	442	498	507	598	535	478	372	340	265	174	92	6,593
16	40	28	27	65	107	318	405	711	789	706	732	734	793	772	736	758	809	783	491	320	274	220	145	81	10,844
17	35	29	29	62	103	329	424	684	736	755	710	690	761	756	770	828	840	758	548	472	348	267	159	105	11,198
18	52	34	33	54	101	322	430	692	689	768	730	768	756	750	815	809	827	850	573	376	339	299	161	105	11,333
19	68	28	18	51	96	332	422	644	787	664	773	789	768	734	795	797	821	793	536	459	288	267	164	96	11,190
20	49	40	44	80	96	295	357	624	703	716	769	801	889	810	820	866	822	743	656	487	340	269	192	133	11,601
21	64	56	29	36	51	158	174	327	372	572	602	750	745	674	708	683	725	758	626	451	369	317	226	137	9,610
22	70	45	29	29	35	97	94	136	228	265	377	448	482	439	513	528	594	571	516	424	384	306	217	88	6,915
23	45	27	42	61	100	271	334	650	656	682	765	735	871	776	813	795	827	791	546	401	307	254	178	100	11,027
24	51	21	34	47	81	257	310	424	418	493	522	607	560	559	613	625	627	580	526	352	363	281	202	117	8,670
25	32	34	29	54	98	293	423	668	711	747	778	832	742	805	808	861	835	756	531	424	335	243	155	89	11,283
26	62	42	33	58	100	316	443	656	737	666	768	769	806	752	752	822	838	749	581	401	335	324	210	98	11,318
27	38	35	28	54	87	288	393	592	684	697	695	858	839	779	803	863	856	804	618	461	350	288	201	158	11,469
28	80	40	21	34	61	141	177	280	378	514	634	719	720	716	655	745	717	704	651	527	432	381	255	159	9,741
29	64	37	17	36	52	102	88	153	227	308	384	479	503	480	533	566	629	558	498	364	312	258	176	83	6,907
30	55	31	17	52	126	307	384	691	699	674	760	768	798	797	774	878	830	804	542	362	246	235	126	73	11,029
31	36	38	34	51	93	304	438	707	717	726	723	737	781	788	753	831	785	802	545	366	284	210	146	86	10,981

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for July 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	131	76	32	26	31	79	117	195	247	347	395	487	546	543	574	538	543	492	323	285	270	219	140	105	6,741
02	66	44	46	37	55	175	310	483	552	561	701	734	829	812	903	892	929	1,082	737	516	370	268	195	147	11,444
03	98	51	53	38	48	173	320	446	540	579	647	694	769	852	933	924	1,022	1,074	820	552	443	327	259	160	8,441
04	91	70	53	36	40	104	238	328	428	412	533	575	609	633	602	529	489	366	315	259	204	168	648	711	11,288
05	161	54	37	39	44	146	268	417	476	512	636	685	813	832	891	963	955	998	715	491	432	354	237	132	11,624
06	73	65	47	29	57	141	277	384	527	570	662	773	863	870	902	954	969	989	727	545	458	339	239	164	9,397
07	120	88	54	35	37	107	250	310	421	434	553	651	711	770	762	711	678	673	518	406	353	354	224	177	6,296
08	98	58	32	27	35	70	124	155	240	236	416	394	520	468	506	464	586	496	370	300	225	216	151	109	10,953
09	49	39	31	27	56	166	320	404	462	572	619	661	752	856	839	938	957	1,020	789	464	344	293	180	115	11,058
10	76	60	47	25	55	188	346	429	493	532	610	662	694	844	845	896	975	1,056	737	503	412	276	186	111	11,289
11	73	37	51	30	60	195	330	463	505	561	643	658	782	818	882	923	978	1,007	710	498	375	337	232	141	11,267
12	100	59	36	39	64	189	334	443	486	587	617	681	780	799	876	937	945	1,027	725	497	402	315	218	111	11,268
13	70	56	50	34	48	148	252	360	515	541	575	669	774	870	931	963	923	944	770	486	461	383	291	154	8,960
14	153	67	61	41	33	88	163	203	275	341	532	599	732	697	788	722	702	650	577	466	352	306	227	185	6,255
15	101	52	39	40	30	66	112	137	185	243	360	421	515	519	565	522	568	441	359	294	262	193	161	70	10,764
16	62	37	30	29	58	180	299	409	492	570	634	690	752	801	897	846	954	976	703	429	341	283	175	117	11,154
17	83	40	35	27	59	172	322	437	474	579	650	625	729	789	862	960	930	1,052	704	502	396	355	241	131	11,174
18	77	48	39	38	65	177	300	421	530	537	634	631	777	813	828	913	932	1,038	751	491	387	336	271	140	11,352
19	115	48	43	37	72	184	314	422	498	522	648	695	805	846	844	883	956	1,052	759	483	417	363	205	141	11,890
20	82	63	59	75	53	162	294	390	497	564	658	705	843	868	957	1,046	976	990	738	565	457	421	263	164	9,526
21	136	68	56	36	57	101	225	268	397	525	626	691	739	730	747	735	728	637	538	423	376	285	235	167	6,387
22	117	71	49	30	25	69	120	138	207	317	348	419	488	547	583	494	526	454	384	301	241	223	137	99	10,981
23	59	44	30	39	49	144	301	390	493	588	637	707	768	819	845	925	943	999	751	445	415	305	158	127	8,389
24	83	55	36	44	53	158	238	345	343	410	489	465	571	632	673	663	599	684	510	404	302	236	286	110	11,232
25	97	55	37	33	38	175	337	436	485	540	642	720	773	763	912	1,007	914	997	716	536	375	294	219	131	11,506
26	98	69	45	39	69	175	296	433	522	548	604	730	740	866	854	955	942	1,068	835	525	378	353	241	121	11,808
27	88	60	60	40	56	154	260	401	542	510	705	704	831	870	927	967	1,014	933	805	570	449	391	255	216	9,842
28	156	87	48	38	47	108	211	338	416	500	541	718	772	759	734	760	707	695	611	428	384	338	265	181	6,294
29	131	49	47	36	28	61	132	165	227	287	363	411	521	536	544	478	494	446	381	303	229	207	129	89	10,910
30	54	57	33	34	54	178	289	400	449	509	641	682	758	838	844	958	956	1,064	682	502	351	270	191	116	10,827
31	60	43	34	36	44	172	300	376	481	505	583	675	712	858	830	977	962	1,030	678	495	340	311	209	116	10,827

Utah Department of Transportation

Roadway, Monthly Hourly Volume for August 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	100	104	72	93	137	493	667	1106	1237	1272	1337	1393	1454	1574	1691	1848	1809	1857	1313	898	697	547	342	223	22,264
Thu, 02	176	87	88	97	185	505	715	1051	1240	1271	1373	1410	1567	1581	1695	1878	1802	1843	1307	959	754	649	400	251	22,884
Fri, 03	136	102	76	77	135	451	659	1034	1183	1315	1497	1563	1724	1753	1818	1802	1857	1818	1423	974	747	668	468	300	23,580
Sat, 04	199	119	87	74	84	235	374	626	842	1072	1250	1444	1476	1467	1509	1476	1497	1417	1195	1067	814	659	497	296	19,776
Sun, 05	181	98	49	54	68	162	223	310	474	564	834	919	1061	1044	1152	1177	1111	1072	850	683	621	493	311	198	13,709
Mon, 06	123	75	55	99	166	483	700	1143	1299	1302	1477	1474	1571	1665	1757	1789	1799	1888	1384	881	724	594	360	203	23,011
Tue, 07	119	75	64	95	150	515	792	1150	1279	1319	1416	1477	1599	1624	1714	1898	1879	1890	1414	1008	728	658	397	213	23,473
Wed, 08	114	89	75	105	157	486	765	1161	1312	1372	1490	1566	1548	1700	1788	1911	1900	2152	1618	1233	1083	897	793	450	25,765
Thu, 09	153	99	84	95	158	476	728	1139	1258	1359	1463	1584	1643	1723	1767	2071	1975	1955	1742	1249	980	1028	887	397	26,013
Fri, 10	128	112	79	100	136	432	678	1072	1280	1375	1586	1703	1806	1763	1968	1990	1974	2083	1972	1586	1394	1300	1243	858	28,618
Sat, 11	251	135	90	62	108	247	479	640	950	1136	1501	1589	1711	1829	1611	1809	1912	2055	2122	1697	1387	1367	1488	1363	27,539
Sun, 12	370	159	82	55	67	169	217	292	469	589	767	950	1083	1009	1104	1048	1087	1168	826	720	607	539	285	180	13,842
Mon, 13	113	73	55	114	162	506	803	1148	1365	1343	1381	1505	1707	1651	1739	1846	1927	1927	1329	936	735	566	363	195	23,489
Tue, 14	90	67	75	106	158	485	768	1183	1240	1271	1342	1449	1463	1635	1690	1775	1808	1899	1377	924	768	611	350	186	22,720
Wed, 15	138	82	69	80	152	473	785	1233	1345	1360	1371	1460	1433	1506	1590	1792	1808	1772	1311	879	755	570	336	226	22,526
Thu, 16	157	88	82	77	179	470	820	1201	1338	1296	1410	1470	1545	1590	1632	1857	1831	1797	1319	928	797	603	356	236	23,079
Fri, 17	121	89	78	77	127	440	723	1204	1298	1357	1391	1451	1626	1719	1764	1973	1929	1842	1570	1111	876	756	483	313	24,318
Sat, 18	198	115	86	55	96	243	406	758	809	1095	1251	1486	1461	1470	1499	1575	1481	1441	1145	934	822	692	444	300	19,862
Sun, 19	176	120	69	51	62	163	211	303	443	570	844	905	1030	1098	1032	1080	1172	1076	928	698	614	428	275	185	13,533
Mon, 20	80	62	43	107	141	461	710	1287	1349	1208	1270	1424	1440	1435	1573	1797	1788	1893	1347	869	740	509	290	173	21,996
Tue, 21	109	74	74	90	137	461	769	1262	1309	1236	1282	1431	1402	1526	1591	1892	1691	1800	1155	872	686	529	298	141	21,817
Wed, 22	83	69	63	85	130	414	679	1254	1310	1209	1225	1269	1370	1413	1600	1756	1704	1686	1151	827	671	452	288	161	20,869
Thu, 23	131	74	70	90	136	427	711	1237	1344	1189	1302	1485	1384	1406	1513	1813	1821	1821	1265	880	762	623	341	191	22,016
Fri, 24	116	80	72	86	135	393	723	1215	1289	1221	1334	1397	1559	1598	1647	1899	1830	1781	1482	971	837	658	481	302	23,106
Sat, 25	171	106	80	58	102	231	351	586	801	1056	1238	1418	1421	1472	1476	1438	1334	1350	1165	864	739	630	397	244	18,728
Sun, 26	173	97	61	58	62	170	211	259	446	552	727	823	976	956	1103	1057	1038	1001	895	674	584	419	296	146	12,784
Mon, 27	64	61	57	83	159	436	748	1292	1299	1257	1347	1358	1431	1486	1493	1753	1715	1792	1211	820	662	448	292	194	21,458
Tue, 28	91	73	58	84	156	432	804	1294	1333	1181	1195	1300	1369	1365	1477	1698	1740	1725	1236	821	678	455	286	146	20,997
Wed, 29	90	81	59	88	139	423	779	1258	1403	1206	1253	1389	1424	1344	1447	1736	1726	1755	1199	771	692	494	293	180	21,229
Thu, 30	126	72	70	76	156	451	742	1271	1356	893	854	1311	1472	1535	1588	1942	1731	1851	1340	910	744	560	368	216	21,635
Fri, 31	131	98	75	93	130	379	654	1197	1279	1229	1343	1501	1653	1753	1825	2074	1953	1911	1498	1157	919	742	640	354	24,588

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for August 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	42	44	30	58	87	318	393	678	735	724	725	764	745	788	814	796	855	781	557	392	303	221	151	116	11,117
Thu, 02	63	33	29	57	109	327	413	653	717	688	733	736	777	762	815	881	845	770	599	440	330	275	171	96	11,319
Fri, 03	55	34	30	49	87	295	377	632	668	753	815	820	868	796	802	836	850	803	663	464	321	302	195	120	11,635
Sat, 04	63	42	29	39	47	154	176	304	392	524	637	741	729	745	715	779	727	712	622	588	414	314	232	146	9,871
Sun, 05	80	35	15	24	35	90	107	157	246	286	407	483	523	501	520	635	615	566	462	381	374	258	154	102	7,056
Mon, 06	52	30	29	61	100	308	390	713	754	718	782	780	812	862	802	848	860	772	585	413	326	298	192	93	11,580
Tue, 07	49	31	25	59	103	339	415	709	741	737	748	770	800	813	798	874	854	830	644	448	381	335	189	93	11,785
Wed, 08	48	30	34	61	99	322	412	705	769	771	815	833	782	862	855	893	839	780	593	520	513	514	572	319	12,941
Thu, 09	56	40	32	57	93	313	402	696	752	745	783	832	824	860	825	881	847	808	680	483	468	612	637	231	12,957
Fri, 10	46	52	27	57	81	281	354	645	728	774	806	893	897	795	860	909	896	827	737	597	545	773	873	662	14,115
Sat, 11	129	65	37	33	62	138	179	315	499	571	643	722	814	914	802	852	919	795	754	711	665	772	1155	1188	13,734
Sun, 12	249	85	41	22	37	100	88	133	231	317	382	503	541	498	550	523	576	676	449	398	346	299	144	88	7,276
Mon, 13	44	39	30	65	106	338	415	737	860	777	746	791	872	799	802	856	883	811	601	418	344	267	144	85	11,830
Tue, 14	30	23	36	65	97	330	434	711	737	762	745	762	767	813	780	813	828	802	618	441	333	270	143	81	11,421
Wed, 15	48	34	26	51	103	302	433	756	841	796	763	767	773	740	716	860	854	786	616	396	333	247	149	103	11,516
Thu, 16	50	34	34	42	104	317	457	758	820	797	763	767	773	740	716	860	854	786	616	396	333	247	149	103	11,516
Fri, 17	48	35	38	45	75	290	404	709	793	780	754	755	774	820	799	928	933	818	667	538	395	351	225	132	12,106
Sat, 18	68	44	38	26	57	147	171	324	358	549	664	763	727	706	720	802	771	797	602	520	445	349	196	144	9,988
Sun, 19	75	49	28	17	34	97	82	138	243	288	442	483	501	547	500	572	648	660	560	410	335	233	159	97	7,198
Mon, 20	35	32	22	69	96	301	433	841	834	712	739	770	741	682	714	829	820	769	558	397	325	267	141	79	11,206
Tue, 21	33	30	35	55	84	301	469	805	797	713	721	768	747	734	707	837	731	739	486	408	301	259	138	73	10,971
Wed, 22	33	28	25	49	89	268	434	810	840	741	712	697	706	678	747	793	777	670	499	333	262	178	111	70	10,550
Thu, 23	46	34	24	58	90	270	436	769	824	700	718	821	709	640	684	822	863	802	553	361	320	234	154	78	11,010
Fri, 24	45	30	30	49	88	259	440	759	761	703	744	723	752	742	698	875	848	777	719	469	357	250	173	134	11,425
Sat, 25	64	47	29	23	64	139	161	284	410	558	659	705	748	723	696	705	675	729	558	442	394	310	190	110	9,423
Sun, 26	69	36	23	25	34	105	93	119	224	278	390	432	503	463	535	551	557	516	491	366	351	235	180	87	6,663
Mon, 27	28	27	27	56	99	284	465	818	817	757	795	724	728	734	694	825	769	733	517	353	281	218	100	73	10,922
Tue, 28	35	28	29	53	108	281	489	837	812	705	661	681	682	639	680	827	791	699	494	338	303	176	114	70	10,532
Wed, 29	47	32	24	51	88	286	472	811	854	694	737	729	699	630	673	825	801	714	518	319	273	205	128	81	10,691
Thu, 30	43	25	21	49	102	302	419	802	828	406	247	687	774	706	734	881	780	774	578	351	315	221	151	89	10,285
Fri, 31	45	43	28	53	83	244	376	733	747	678	700	752	773	747	786	887	837	770	616	477	415	345	350	167	11,652

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for August 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	58	60	42	35	50	175	274	428	502	548	612	629	709	786	877	1052	954	1076	756	506	394	326	191	107	11,147
Thu, 02	113	54	59	40	76	178	302	398	523	583	640	674	790	819	880	997	957	1073	708	519	424	374	229	155	11,565
Fri, 03	81	68	46	28	48	156	282	402	515	562	682	743	856	957	1016	966	1007	1015	760	510	426	366	273	180	11,945
Sat, 04	136	77	58	35	37	81	198	322	450	548	613	703	747	722	794	697	770	705	573	479	400	345	265	150	9,905
Sun, 05	101	63	34	30	33	72	116	153	228	278	427	436	538	543	632	542	496	506	388	302	247	235	157	96	6,653
Mon, 06	71	45	26	38	66	175	310	430	545	584	695	694	759	803	955	941	939	1116	799	468	398	296	168	110	11,431
Tue, 07	70	44	39	36	47	176	377	441	538	582	668	707	799	811	916	1024	1025	1060	770	560	347	323	208	120	11,688
Wed, 08	66	59	41	44	58	164	353	456	543	601	675	733	766	838	933	1018	1061	1372	1025	713	570	383	221	131	12,824
Thu, 09	97	59	52	38	65	163	326	443	506	614	680	752	819	863	942	1190	1128	1147	1062	766	512	416	250	166	13,056
Fri, 10	82	60	52	43	55	151	324	427	552	601	780	810	909	968	1108	1081	1078	1256	1235	989	849	527	370	196	14,503
Sat, 11	122	70	53	29	46	109	300	325	451	565	858	867	897	915	809	957	993	1260	1368	986	722	595	333	175	13,805
Sun, 12	121	74	41	33	30	69	129	159	238	272	385	447	542	511	554	525	511	492	377	322	261	240	141	92	6,566
Mon, 13	69	34	25	49	56	168	388	411	505	566	635	714	835	852	937	990	1044	1116	728	518	391	299	219	110	11,659
Tue, 14	60	44	39	41	61	155	334	472	503	509	597	687	696	822	910	962	980	1097	759	483	435	341	207	105	11,299
Wed, 15	90	48	43	29	49	171	352	477	504	564	621	689	642	795	856	977	966	975	727	497	440	334	205	119	11,170
Thu, 16	107	54	48	35	75	153	363	443	518	499	647	703	772	850	916	997	977	1011	703	532	464	356	207	133	11,563
Fri, 17	73	54	40	32	52	150	319	495	505	577	637	696	852	899	965	1045	996	1024	903	573	481	405	258	181	12,212
Sat, 18	130	71	48	29	39	96	235	434	451	546	587	723	734	764	779	773	710	644	543	414	377	343	248	156	9,874
Sun, 19	101	71	41	34	28	66	129	165	200	282	402	422	529	551	532	508	524	416	368	288	279	195	116	88	6,335
Mon, 20	45	30	21	38	45	160	277	446	515	496	531	654	699	753	859	968	968	1124	789	472	415	242	149	94	10,790
Tue, 21	76	44	39	35	53	160	300	457	512	523	561	663	655	792	884	1055	960	1061	669	464	385	270	160	68	10,846
Wed, 22	50	41	38	36	41	146	245	444	470	468	513	572	664	735	853	963	927	1016	652	494	409	274	177	91	10,319
Thu, 23	85	40	46	32	46	157	275	468	520	489	584	664	675	766	829	991	958	1019	712	519	442	389	187	113	11,006
Fri, 24	71	50	42	37	47	134	283	456	528	518	590	674	807	856	949	1024	982	1004	763	502	480	408	308	168	11,681
Sat, 25	107	59	51	35	38	92	190	302	391	498	579	713	673	749	780	733	659	621	607	422	345	320	207	134	9,305
Sun, 26	104	61	38	33	28	65	118	140	222	274	337	391	473	493	568	506	481	485	404	308	233	184	116	59	6,121
Mon, 27	36	34	30	27	60	152	283	474	482	500	552	634	703	752	799	928	946	1059	694	467	381	230	192	121	10,536
Tue, 28	56	45	29	31	48	151	315	457	521	476	534	619	687	726	797	871	949	1026	742	483	375	279	172	76	10,465
Wed, 29	43	49	35	37	51	137	307	447	549	512	516	660	725	714	774	911	925	1041	681	452	419	289	165	99	10,538
Thu, 30	83	47	49	27	54	149	323	469	528	487	607	624	698	829	854	1061	951	1077	762	559	429	339	217	127	11,350
Fri, 31	86	55	47	40	47	135	278	464	532	551	643	749	880	1006	1039	1187	1116	1141	882	680	504	397	290	187	12,936

Utah Department of Transportation

Roadway, Monthly Hourly Volume for September 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	191	125	94	71	87	199	387	633	978	1058	1497	1747	1742	1794	1655	1681	1705	1522	1344	975	919	834	588	373	22,199
Sun, 02	167	105	62	73	64	154	218	298	505	698	902	1081	1185	1076	1071	1065	1233	1153	1027	845	806	551	367	232	14,938
Mon, 03	113	65	47	55	95	202	343	490	661	944	1241	1373	1507	1512	1477	1497	1567	1317	1083	911	846	514	370	236	22,039
Tue, 04	75	63	48	108	149	424	776	1224	1372	1259	1414	1480	1431	1509	1650	1904	1753	1817	1210	836	673	457	257	150	22,511
Wed, 05	101	86	78	74	138	421	784	1305	1469	1267	1341	1400	1478	1524	1652	1853	1852	1785	1235	871	742	512	326	217	22,286
Thu, 06	84	82	67	83	133	417	749	1259	1417	1255	1267	1450	1520	1480	1614	1831	1819	1842	1259	933	707	508	329	181	23,258
Fri, 07	117	92	88	84	140	375	737	1233	1342	1261	1431	1414	1595	1680	1672	1895	1885	1746	1350	998	752	573	470	328	20,571
Sat, 08	167	107	89	68	92	232	408	650	907	1083	1289	1442	1499	1652	1491	1602	1597	1457	1309	960	899	700	530	341	12,427
Sun, 09	158	104	65	54	66	147	208	261	427	605	725	811	1045	905	962	983	1026	955	817	750	619	387	193	154	21,896
Mon, 10	76	61	34	88	162	434	761	1271	1352	1305	1302	1413	1542	1604	1599	1847	1718	1824	1235	813	600	417	271	167	20,930
Tue, 11	72	69	67	85	136	414	773	1288	1424	1207	1247	1310	1381	1422	1456	1701	1713	1679	1144	792	616	476	310	148	22,338
Wed, 12	83	82	59	76	131	386	790	1289	1366	1304	1331	1331	1468	1428	1628	1880	1812	1804	1303	902	804	545	323	213	22,982
Thu, 13	87	82	65	91	149	436	787	1297	1348	1269	1346	1385	1467	1518	1586	1917	1838	1867	1375	1004	751	614	451	252	25,106
Fri, 14	118	88	72	80	135	356	745	1219	1329	1352	1388	1538	1657	1686	1759	2014	1971	1563	1502	1285	947	805	648	522	22,157
Sat, 15	164	117	71	55	105	291	569	847	1099	1247	1383	1554	1982	1716	1587	1710	1563	1502	1285	947	805	648	522	388	13,449
Sun, 16	216	113	64	46	70	170	217	287	505	692	850	879	1106	1044	1098	1089	1028	977	894	737	583	403	237	144	22,330
Mon, 17	69	75	41	93	139	417	772	1310	1402	1338	1402	1467	1524	1578	1624	1824	1850	1782	1319	824	624	424	269	163	22,449
Tue, 18	91	80	53	86	143	397	815	1312	1396	1251	1369	1410	1479	1525	1569	1845	1754	1840	1287	930	752	554	338	173	22,771
Wed, 19	82	83	69	85	157	406	801	1338	1419	1313	1312	1417	1534	1546	1638	1856	1823	1819	1285	976	756	532	301	223	23,060
Thu, 20	100	98	85	95	171	433	758	1293	1426	1347	1334	1401	1490	1527	1636	1921	1903	1883	1341	907	819	500	386	206	24,354
Fri, 21	109	85	91	80	141	378	737	1192	1322	1343	1408	1537	1636	1617	1706	1990	1903	1914	1579	1078	898	798	509	303	20,842
Sat, 22	143	123	71	67	112	253	431	724	947	1191	1346	1558	1497	1522	1474	1631	1499	1509	1272	1049	890	749	491	293	13,660
Sun, 23	163	100	69	42	66	171	244	345	458	683	935	1038	1021	1034	1143	1052	1097	1018	905	687	662	344	238	145	22,069
Mon, 24	87	59	67	92	144	412	771	1285	1363	1304	1403	1417	1491	1525	1521	1823	1745	1810	1344	938	624	400	284	160	22,296
Tue, 25	86	77	72	83	142	394	811	1317	1356	1297	1346	1459	1436	1444	1526	1852	1849	1849	1330	954	720	437	279	180	22,706
Wed, 26	64	82	64	83	131	401	777	1332	1352	1302	1384	1391	1495	1575	1578	1833	1915	1841	1319	959	777	554	308	189	22,801
Thu, 27	97	102	77	90	141	415	763	1225	1342	1321	1306	1394	1458	1534	1583	1834	1900	1818	1381	1044	768	611	392	205	24,993
Fri, 28	102	85	89	90	135	384	685	1254	1384	1333	1446	1485	1737	1739	1851	1981	1961	1915	1611	1078	853	834	595	366	21,231
Sat, 29	166	119	92	76	94	250	352	683	982	1237	1391	1467	1551	1602	1637	1702	1510	1541	1308	1031	872	713	496	359	13,109
Sun, 30	242	109	78	64	51	156	217	278	500	605	874	914	960	981	1009	1038	1018	1007	884	710	604	392	252	166	

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for September 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	65	44	30	27	46	110	152	262	352	458	643	733	748	855	765	863	884	756	676	527	545	528	380	201	10,650
Sun, 02	77	45	26	26	33	91	94	102	231	298	384	444	478	443	529	554	683	676	649	565	513	329	224	113	7,607
Mon, 03	57	32	17	26	63	103	155	211	310	493	637	734	845	805	791	869	937	805	656	524	517	281	189	114	10,171
Tue, 04	34	29	30	72	103	285	460	795	845	740	818	782	742	728	785	902	768	733	504	356	265	178	115	67	11,136
Wed, 05	44	41	29	51	90	264	478	832	851	757	756	738	756	731	733	855	840	731	502	370	324	213	141	88	11,215
Thu, 06	37	31	23	49	84	270	453	749	864	721	702	772	797	712	758	851	811	779	544	404	301	215	135	63	11,125
Fri, 07	47	48	31	52	88	247	439	787	817	729	770	718	762	765	744	876	881	752	582	453	309	213	184	150	11,444
Sat, 08	64	43	31	21	54	141	173	291	448	526	604	702	720	751	671	823	843	719	697	532	451	344	300	179	10,128
Sun, 09	66	49	29	24	34	97	80	126	190	325	396	420	504	436	477	535	604	525	437	386	330	195	95	75	6,435
Mon, 10	33	26	20	62	108	286	457	823	838	762	726	727	787	757	727	879	809	757	523	360	270	159	116	70	11,082
Tue, 11	34	31	32	54	91	284	467	820	895	735	721	713	733	688	642	787	737	682	471	334	243	193	112	79	11,135
Wed, 12	40	35	24	48	92	252	494	780	812	763	727	683	693	695	754	897	852	823	571	344	375	186	116	79	11,432
Thu, 13	31	43	24	59	91	283	472	816	789	686	757	739	739	690	786	901	845	813	626	467	300	241	155	79	12,251
Fri, 14	46	42	25	47	75	233	464	735	780	794	757	775	780	785	778	926	875	836	757	491	327	282	482	159	11,147
Sat, 15	63	46	25	26	55	175	222	338	511	647	701	817	1186	904	715	869	766	770	688	507	442	335	209	130	6,970
Sun, 16	81	49	24	22	31	106	87	115	222	332	426	471	553	537	553	598	584	529	516	424	316	204	124	66	11,286
Mon, 17	36	28	23	60	92	274	469	826	844	754	778	744	783	748	741	827	881	774	571	366	291	183	127	66	11,444
Tue, 18	34	36	27	50	104	256	506	803	859	720	735	715	798	735	707	863	760	751	558	436	372	253	145	71	11,499
Wed, 19	31	40	29	53	98	266	484	806	860	758	745	711	795	734	740	853	888	781	596	464	313	191	111	97	12,052
Thu, 20	38	41	36	61	103	271	449	803	870	734	768	688	760	726	774	873	879	837	585	426	336	187	169	102	10,459
Fri, 21	42	34	40	50	88	255	435	738	789	772	774	784	799	750	739	899	874	919	866	519	362	253	169	102	7,119
Sat, 22	45	54	20	33	54	157	193	348	507	645	707	817	762	718	692	818	774	712	678	585	443	347	220	130	11,150
Sun, 23	70	35	28	15	37	117	91	152	209	337	480	543	501	473	593	572	620	579	494	405	394	190	110	74	11,169
Mon, 24	34	27	32	65	88	271	439	842	865	728	768	760	724	769	711	807	834	725	562	422	282	171	156	68	11,373
Tue, 25	31	33	38	52	89	266	501	819	831	767	720	750	738	694	703	869	859	806	571	387	300	142	126	77	11,388
Wed, 26	21	33	25	51	93	276	467	821	799	743	771	739	777	770	750	829	961	759	536	450	313	188	120	81	12,324
Thu, 27	35	40	25	52	97	273	439	789	853	730	704	724	722	719	760	888	898	830	648	433	294	220	136	79	10,583
Fri, 28	36	35	34	49	91	260	430	773	799	770	811	744	828	821	835	915	886	904	809	486	381	278	209	140	6,879
Sat, 29	63	51	30	34	52	146	175	379	475	634	676	757	745	745	765	839	781	756	622	570	465	370	267	186	10,583
Sun, 30	152	56	34	24	27	98	91	129	235	289	480	465	489	478	495	553	561	555	520	402	326	203	138	79	11,169

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for September 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	126	81	64	44	41	89	235	371	626	600	854	1014	994	939	890	818	821	766	668	448	374	306	208	172	11,549
Sun, 02	90	60	36	47	31	63	124	196	274	400	518	637	707	633	542	511	550	477	378	280	293	222	143	119	7,331
Mon, 03	56	33	30	29	32	99	188	279	351	451	604	639	662	707	686	628	630	512	427	387	329	233	181	122	8,295
Tue, 04	41	34	18	36	46	139	316	429	527	519	596	698	689	781	865	1002	985	1084	706	480	408	279	142	83	10,903
Wed, 05	57	45	49	23	48	157	306	473	618	510	585	662	722	793	919	998	1012	1054	733	501	418	299	185	129	11,296
Thu, 06	47	51	44	34	49	147	296	510	553	534	565	678	723	768	856	980	1008	1063	715	529	406	293	194	118	11,161
Fri, 07	70	44	57	32	52	128	298	446	525	532	661	696	833	915	928	1019	1004	994	768	545	443	360	286	178	11,814
Sat, 08	103	64	58	47	38	91	235	359	459	557	685	740	779	901	820	779	754	738	612	428	448	356	230	162	10,443
Sun, 09	92	55	36	30	32	50	128	135	237	280	329	391	541	469	485	448	422	430	380	364	289	192	98	79	5,992
Mon, 10	43	35	14	26	54	148	304	448	514	543	576	686	755	847	872	968	909	1067	712	453	330	258	155	97	10,814
Tue, 11	48	38	35	31	45	130	306	468	529	472	526	597	648	734	814	914	976	997	673	458	373	283	198	78	10,371
Wed, 12	43	47	35	28	39	134	296	509	554	541	604	648	775	733	874	983	960	981	732	558	429	359	207	134	11,203
Thu, 13	56	39	41	32	58	153	315	481	559	583	589	646	728	828	800	1016	993	1054	749	537	451	373	296	173	11,550
Fri, 14	72	46	47	33	60	123	281	484	549	558	631	763	877	901	981	1088	1096	1118	1013	616	527	442	351	198	12,855
Sat, 15	101	71	46	29	50	116	347	509	588	600	682	737	796	812	872	841	797	732	597	440	363	313	313	258	11,010
Sun, 16	135	64	40	24	39	64	130	172	283	360	424	408	553	507	545	491	444	448	378	313	267	199	113	78	6,479
Mon, 17	33	47	18	33	47	143	303	484	558	584	624	723	741	830	883	997	969	1008	748	458	333	241	142	97	11,044
Tue, 18	57	44	26	36	39	141	309	509	537	531	634	695	681	790	862	982	994	1089	729	494	380	301	193	102	11,155
Wed, 19	51	43	40	32	59	140	317	532	559	555	567	706	739	812	898	1003	935	1038	689	512	443	341	190	126	11,327
Thu, 20	62	57	49	34	68	162	309	490	556	613	566	713	730	801	862	1048	1024	1046	756	481	483	313	217	121	11,561
Fri, 21	67	51	51	30	53	123	302	454	533	571	634	753	837	867	967	1091	1029	995	713	559	536	545	340	201	12,302
Sat, 22	98	69	51	34	58	96	238	376	440	546	639	741	735	804	782	813	725	797	594	464	447	402	271	163	10,383
Sun, 23	93	65	41	27	29	54	153	193	249	346	455	495	520	561	550	480	477	439	411	282	268	154	128	71	6,541
Mon, 24	53	32	35	27	56	141	332	443	498	576	635	657	767	756	810	1016	911	1085	782	516	342	229	128	92	10,919
Tue, 25	55	44	34	31	53	128	310	498	525	530	626	709	698	750	823	983	990	1043	759	567	420	295	153	103	11,127
Wed, 26	43	49	39	32	38	125	310	511	553	559	613	652	718	805	828	1004	954	1082	783	509	464	366	188	108	11,333
Thu, 27	62	62	52	38	44	142	324	436	489	591	602	670	736	815	823	946	1002	988	733	611	474	391	256	126	11,413
Fri, 28	66	50	55	41	44	124	255	481	585	563	635	741	909	918	1016	1066	1075	1011	802	592	472	556	386	226	12,669
Sat, 29	103	68	62	42	42	104	177	304	507	603	715	710	806	857	872	863	729	785	686	461	407	343	229	173	10,648
Sun, 30	90	53	44	40	24	58	126	149	265	316	394	449	471	503	514	485	457	452	364	308	278	189	114	87	6,230

Utah Department of Transportation

Roadway, Monthly Hourly Volume for October 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

Location:		SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02																									
		0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Mon, 01		88	67	67	94	160	421	765	1275	1371	1358	1323	1427	1508	1497	1644	1927	1863	1847	1216	857	659	410	299	158	22,301	
Tue, 02		82	61	77	88	150	407	788	1247	1342	1277	1323	1349	1420	1540	1552	1848	1869	1856	1893	1313	960	680	528	350	151	22,035
Wed, 03		86	85	74	82	159	405	770	1328	1411	1301	1337	1412	1485	1525	1572	1869	1856	1856	1893	1313	960	687	468	345	173	22,596
Thu, 04		97	71	88	90	142	433	743	1291	1461	1284	1477	1412	1503	1557	1668	1826	2053	1949	1376	972	722	601	403	180	23,399	
Fri, 05		117	100	90	87	122	366	687	1220	1426	1408	1491	1558	1661	1678	1849	2026	2006	1880	1613	1136	863	642	466	300	24,792	
Sat, 06		158	129	78	102	215	253	345	490	789	1062	1279	1328	1520	1528	1518	1531	1533	1401	1224	933	820	599	400	295	19,530	
Sun, 07		134	105	72	51	59	155	206	346	542	793	911	945	1123	1106	1081	1068	1230	1100	1029	845	615	370	224	142	14,252	
Mon, 08		88	66	59	86	158	388	756	1199	1302	1284	1352	1449	1490	1463	1548	1718	1736	1830	1367	956	701	464	279	129	21,868	
Tue, 09		88	70	68	86	146	384	773	1295	1420	1318	1433	1463	1539	1580	1718	1979	1881	1920	1341	937	681	511	300	116	23,047	
Wed, 10		92	82	84	94	140	373	759	1366	1428	1312	1413	1483	1478	1602	1534	1942	2022	1881	1373	1006	724	602	398	182	23,370	
Thu, 11		94	80	96	87	154	385	706	1323	1367	1293	1407	1482	1613	1573	1726	1884	1974	1841	1443	980	732	612	348	362	23,562	
Fri, 12		109	76	77	65	120	335	582	1122	1321	1274	1432	1487	1653	1714	1709	1907	1959	1880	1445	1088	743	652	455	265	23,470	
Sat, 13		164	98	73	66	93	214	338	701	880	1179	1282	1493	1598	1554	1559	1564	1532	1603	1354	1028	771	651	423	274	20,492	
Sun, 14		169	86	60	54	75	152	184	290	495	667	873	938	1002	1059	1087	1097	1122	1115	953	740	570	360	232	143	13,523	
Mon, 15		95	63	39	94	139	389	778	1349	1366	1301	1434	1489	1478	1461	1718	1839	1852	1888	1459	960	695	459	296	147	22,788	
Tue, 16		89	76	60	89	143	368	765	1470	1436	1295	1428	1406	1445	1514	1623	1826	1847	1876	1283	939	648	481	293	172	23,662	
Wed, 17		95	88	74	76	133	407	729	1409	1428	1281	1336	1453	1480	1585	1796	1995	1991	1948	1416	1066	689	570	406	211	23,981	
Thu, 18		123	107	90	102	163	388	652	1194	1345	1304	1539	1466	1653	1728	1783	1879	1973	1887	1550	1088	733	535	426	273	25,048	
Fri, 19		110	89	73	79	114	350	601	1098	1261	1388	1562	1671	1726	1773	1864	2076	1938	1992	1631	1234	950	736	438	294	19,395	
Sat, 20		176	111	78	68	124	232	319	559	853	1032	1271	1489	1469	1442	1535	1527	1479	1369	1246	948	773	651	355	289	12,642	
Sun, 21		159	90	63	70	56	156	175	234	414	589	791	889	976	982	1029	1104	1035	964	866	663	532	413	255	137	21,677	
Mon, 22		86	63	54	99	151	411	714	1243	1329	1275	1307	1427	1498	1488	1618	1818	1806	1764	1323	749	537	506	246	165	21,675	
Tue, 23		83	68	71	93	154	381	720	1274	1274	1283	1334	1400	1460	1448	1554	1827	1796	1752	1273	859	670	466	284	151	21,801	
Wed, 24		83	77	62	79	149	383	695	1281	1326	1241	1310	1284	1442	1535	1515	1795	1851	1869	1267	830	649	493	376	209	22,731	
Thu, 25		101	90	87	88	153	367	707	1253	1349	1254	1336	1323	1498	1488	1569	1884	1943	1967	1387	1009	719	577	388	194	24,156	
Fri, 26		83	89	88	87	120	364	631	1162	1313	1305	1331	1513	1731	1804	1767	1966	2014	1830	1561	1135	860	660	448	294	20,250	
Sat, 27		172	120	77	54	93	261	373	658	865	1019	1375	1498	1605	1517	1548	1530	1581	1477	1194	978	821	689	438	307	12,527	
Sun, 28		183	118	62	69	63	172	224	263	393	614	828	785	1011	887	1005	1024	1103	957	804	670	561	356	238	137	21,505	
Mon, 29		87	57	52	88	142	395	661	1273	1283	1256	1311	1345	1446	1461	1472	1824	1844	1843	1362	877	570	394	306	156	21,141	
Tue, 30		78	59	69	87	157	370	708	1252	1304	1130	1249	1289	1445	1468	1523	1789	1730	1741	1304	860	580	435	316	198	21,234	
Wed, 31		74	77	88	78	168	351	647	1251	1267	1210	1258	1218	1372	1543	1508	1877	1838	1776	1101	747	625	579	354	227	21,234	

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for October 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Mon, 01	47	38	34	57	105	280	482	819	854	792	703	750	776	727	757	913	815	794	514	360	291	151	116	61	11,236
Tue, 02	29	28	31	58	110	266	498	790	838	757	690	667	744	777	704	836	827	799	554	407	250	202	111	70	11,043
Wed, 03	35	38	30	51	107	270	463	867	821	746	745	724	743	746	715	893	882	817	577	387	281	166	111	71	11,286
Thu, 04	37	33	32	58	92	278	465	810	873	744	793	758	759	735	768	861	900	910	604	394	285	248	154	72	11,663
Fri, 05	40	33	32	50	82	252	441	734	815	806	784	821	791	757	881	960	933	854	798	464	321	223	159	104	12,135
Sat, 06	57	51	28	64	162	153	179	265	407	556	690	648	780	697	660	721	777	691	649	492	415	279	171	128	9,720
Sun, 07	55	47	22	23	33	117	78	152	233	342	448	437	515	545	539	583	755	654	615	532	345	193	118	59	7,440
Mon, 08	50	28	25	56	108	258	476	790	803	784	773	753	765	697	703	824	767	783	549	447	335	197	103	64	11,138
Tue, 09	29	36	26	59	105	255	484	843	885	772	781	754	752	755	787	906	862	837	620	384	286	175	107	45	11,545
Wed, 10	40	37	28	62	92	251	474	898	859	776	799	780	735	785	711	939	960	844	611	424	262	196	133	64	11,760
Thu, 11	28	30	35	51	96	256	437	810	810	742	751	773	866	782	868	934	913	731	572	424	310	242	108	245	11,814
Fri, 12	40	24	34	36	81	233	363	708	828	790	795	790	846	821	778	859	826	771	631	517	280	247	189	109	11,596
Sat, 13	63	40	18	24	54	146	158	364	429	586	636	787	874	760	772	775	789	801	711	529	347	282	165	105	10,215
Sun, 14	72	36	18	27	41	104	92	156	229	329	444	464	493	532	564	589	609	642	538	417	271	166	122	50	7,005
Mon, 15	40	33	18	64	96	254	488	869	873	750	800	771	778	699	769	893	840	820	561	417	322	221	98	64	11,538
Tue, 16	33	36	35	58	102	254	464	912	863	747	781	728	702	698	771	869	873	811	561	397	267	162	111	71	11,306
Wed, 17	34	40	27	53	90	276	453	886	861	723	747	754	745	762	842	954	948	860	644	447	248	183	148	91	11,816
Thu, 18	40	48	38	59	120	263	409	746	807	742	816	795	837	803	835	880	917	829	711	489	280	181	182	107	11,934
Fri, 19	32	31	28	46	81	242	336	675	701	739	801	816	885	822	861	962	906	987	778	593	431	294	153	101	12,301
Sat, 20	57	50	22	28	58	152	181	318	457	528	642	748	694	649	810	769	750	737	661	489	382	304	140	102	9,728
Sun, 21	51	39	19	26	30	108	79	128	208	312	432	456	476	480	539	583	584	543	449	392	301	207	137	63	6,642
Mon, 22	39	29	25	72	94	280	422	829	851	719	756	769	753	778	725	858	795	717	502	293	206	250	106	66	10,934
Tue, 23	30	30	33	66	99	262	433	830	816	770	713	728	723	713	751	825	797	736	591	367	259	155	111	72	10,910
Wed, 24	30	31	27	55	100	255	418	835	791	718	731	691	733	730	729	837	896	857	579	345	219	182	127	76	10,992
Thu, 25	31	39	38	61	104	248	438	789	865	730	747	707	773	688	741	875	977	834	634	378	258	185	149	62	11,351
Fri, 26	20	34	27	55	82	258	380	750	779	770	728	757	854	879	790	878	922	824	714	524	384	232	188	86	11,915
Sat, 27	53	43	27	27	50	158	164	359	507	581	691	731	915	799	748	707	816	773	555	464	385	336	172	111	10,172
Sun, 28	72	42	26	27	35	112	88	142	239	316	458	417	499	438	490	559	589	508	417	365	307	190	124	62	6,522
Mon, 29	31	29	27	63	100	279	411	851	828	756	729	683	735	734	675	849	832	795	561	386	224	129	137	51	10,895
Tue, 30	23	24	31	63	113	262	461	818	816	680	702	651	754	733	724	806	775	761	585	340	217	128	111	71	10,649
Wed, 31	25	31	30	52	127	252	418	844	828	693	725	657	715	755	652	889	800	725	509	329	252	204	145	69	10,726

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for October 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Mon, 01	41	29	33	37	55	141	283	456	517	566	620	677	732	770	887	1014	1048	1053	702	497	368	259	183	97	11,065
Tue, 02	53	33	46	30	40	141	290	457	504	520	633	682	676	763	848	1012	924	1079	693	522	400	326	239	81	10,992
Wed, 03	51	47	44	31	52	135	307	461	590	555	592	688	742	779	857	976	974	1076	736	573	406	302	234	102	11,310
Thu, 04	60	38	56	32	50	155	278	481	588	540	684	654	744	822	900	965	1153	1039	772	578	437	353	249	108	11,736
Fri, 05	77	67	58	37	40	114	246	486	611	602	707	737	870	921	968	1066	1073	1026	815	672	542	419	307	196	12,657
Sat, 06	101	78	50	38	53	100	166	225	382	506	589	680	740	831	858	810	756	710	575	441	405	320	229	167	9,810
Sun, 07	79	58	50	28	26	38	128	194	309	451	463	508	608	561	542	485	475	446	414	313	270	177	106	83	6,812
Mon, 08	38	38	34	30	50	130	280	409	499	500	579	696	725	766	845	894	969	1047	818	509	366	267	176	65	10,730
Tue, 09	59	34	42	27	41	129	289	452	535	546	652	709	787	825	931	1073	1019	1083	721	553	395	336	193	71	11,502
Wed, 10	52	45	56	32	48	122	285	468	569	536	614	703	743	817	823	1003	1062	1037	762	582	462	406	265	118	11,610
Thu, 11	66	50	61	36	58	129	269	513	557	551	656	709	747	791	858	950	1061	1110	871	556	422	370	240	117	11,748
Fri, 12	69	52	43	29	39	102	219	414	493	484	637	697	807	893	931	1048	1133	1109	814	571	463	405	266	156	11,874
Sat, 13	101	58	55	42	39	68	180	337	451	593	646	706	724	794	787	789	743	802	643	499	424	369	258	169	10,277
Sun, 14	97	50	42	27	34	48	92	134	266	338	429	474	509	527	523	508	513	473	415	323	299	194	110	93	6,518
Mon, 15	55	30	21	30	43	135	290	480	493	551	634	718	700	762	949	946	1012	1068	898	543	373	238	198	83	11,250
Tue, 16	56	40	25	31	41	114	301	558	573	548	647	678	743	816	852	957	974	1065	722	542	381	319	182	101	11,266
Wed, 17	61	48	47	23	43	131	276	523	567	558	589	699	735	823	954	1041	1043	1088	772	619	441	387	258	120	11,846
Thu, 18	83	59	52	43	43	125	243	448	538	562	723	671	816	925	948	999	1056	1058	839	599	453	354	244	166	12,047
Fri, 19	78	58	45	33	33	108	265	423	560	649	761	855	841	951	1003	1114	1032	1005	853	641	519	442	285	193	12,747
Sat, 20	119	61	56	40	66	80	138	241	396	504	629	741	775	793	725	758	729	632	585	459	391	347	215	187	9,667
Sun, 21	108	51	44	44	26	48	96	106	206	277	359	433	500	502	490	521	451	421	417	271	231	206	118	74	6,000
Mon, 22	47	34	29	27	57	131	292	414	478	556	551	658	745	710	893	960	1011	1047	821	456	331	256	140	99	10,743
Tue, 23	53	38	38	27	55	119	287	444	458	513	621	672	737	735	803	1002	999	1016	682	492	411	311	173	79	10,765
Wed, 24	53	46	35	24	49	128	277	446	535	523	579	593	709	805	786	958	955	1012	688	485	430	311	249	133	10,809
Thu, 25	70	51	49	27	49	119	269	464	484	524	589	616	725	800	828	1009	966	1133	753	631	461	392	239	132	11,380
Fri, 26	63	55	61	32	38	106	251	412	534	535	603	756	877	925	977	1088	1092	1006	847	611	476	428	260	208	12,241
Sat, 27	119	77	50	27	43	103	209	299	358	438	684	767	690	718	800	823	765	704	639	514	436	353	266	196	10,078
Sun, 28	111	76	36	42	28	60	136	121	154	298	370	368	512	449	515	465	514	449	387	305	254	166	114	75	6,005
Mon, 29	56	28	25	25	42	116	250	422	455	500	582	662	711	727	797	975	1012	1048	801	491	346	265	169	105	10,610
Tue, 30	55	35	38	24	44	108	247	434	488	450	547	638	691	735	799	983	955	980	719	520	363	307	205	127	10,492
Wed, 31	49	46	58	26	41	99	229	407	439	517	533	561	657	788	856	988	1038	1051	592	418	373	375	209	158	10,508

Utah Department of Transportation

Roadway, Monthly Hourly Volume for November 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Thu, 01	114	117	83	97	157	381	659	1242	1269	1236	1310	1246	1406	1442	1568	1747	1834	1829	1359	816	597	496	316	196	21,517
Fri, 02	101	87	85	74	131	335	658	1169	1218	1246	1335	1469	1579	1644	1780	1931	1957	1815	1508	1017	781	618	446	276	23,260
Sat, 03	163	133	80	66	93	220	379	599	791	1031	1186	1421	1498	1513	1515	1555	1489	1423	1310	886	685	521	434	237	19,228
Sun, 04	183	168	51	43	71	157	212	337	512	670	810	875	1019	947	942	965	1021	1037	757	528	396	310	175	130	12,316
Mon, 05	65	60	64	100	141	414	764	1350	1383	1336	1312	1503	1419	1483	1608	1797	1800	1818	1223	666	445	331	252	134	21,468
Tue, 06	86	76	60	100	141	390	797	1306	1379	1344	1344	1410	1429	1441	1637	1862	1802	1745	1169	643	447	354	288	141	21,391
Wed, 07	93	67	59	81	139	391	797	1356	1424	1266	1399	1373	1413	1441	1533	1844	1795	1814	1228	779	570	422	272	143	21,699
Thu, 08	86	77	62	112	156	408	787	1313	1471	1321	1393	1339	1424	1515	1514	1805	1912	1858	1363	775	569	496	360	187	22,303
Fri, 09	121	91	76	83	122	361	715	1184	1335	1300	1446	1600	1635	1690	1745	1950	1795	1809	1402	894	685	586	401	282	23,308
Sat, 10	138	108	62	52	81	203	311	568	943	1177	1251	1333	1509	1508	1444	1541	1402	1303	1126	729	526	548	323	218	18,404
Sun, 11	160	90	47	48	58	135	179	272	407	558	704	733	909	827	894	911	896	873	719	510	425	267	209	135	10,966
Mon, 12	87	51	56	72	140	344	677	1157	1199	1190	1250	1360	1359	1361	1410	1671	1687	1737	1215	681	517	403	240	116	19,980
Tue, 13	109	83	68	95	148	367	768	1249	1302	1233	1227	1362	1420	1441	1534	1837	1850	1717	1257	679	504	408	266	133	21,057
Wed, 14	76	69	82	70	146	371	764	1289	1304	1261	1322	1346	1427	1380	1523	1898	1783	1864	1179	677	571	431	277	156	21,266
Thu, 15	75	80	69	85	150	374	754	1283	1429	1260	1331	1402	1432	1500	1571	1872	1892	1802	1309	768	625	609	358	197	22,227
Fri, 16	175	92	93	85	135	349	697	1288	1353	1373	1509	1607	1662	1696	1709	1966	1937	1811	1352	954	733	654	463	292	23,985
Sat, 17	213	116	57	80	79	212	318	708	983	1099	1283	1356	1490	1449	1467	1520	1565	1358	1107	700	576	503	325	262	18,826
Sun, 18	148	88	61	53	62	142	165	244	378	510	757	756	892	819	867	967	973	958	808	519	443	323	195	115	11,243
Mon, 19	82	55	50	94	121	396	804	1279	1370	1313	1369	1399	1500	1549	1658	1882	1856	1845	1335	806	565	401	278	179	22,186
Tue, 20	93	85	61	93	136	343	758	1296	1407	1379	1428	1514	1512	1589	1688	1948	1919	1975	1391	793	601	490	371	178	23,048
Wed, 21	122	103	84	102	159	354	684	1098	1251	1406	1534	1616	1691	1650	1787	2022	1909	1881	1383	913	777	561	415	305	23,807
Thu, 22	165	105	66	63	67	142	243	348	472	722	962	1267	1347	1222	1099	1018	1025	1246	1250	1039	932	791	632	473	16,696
Fri, 23	224	169	158	121	158	297	477	756	1000	1286	1754	1905	1820	1777	1821	1833	1785	1820	1586	934	721	646	426	301	23,775
Sat, 24	180	104	47	57	84	178	306	551	832	1199	1468	1666	1716	1722	1735	1795	1706	1539	1311	888	589	527	373	226	20,799
Sun, 25	134	80	56	53	68	166	218	287	415	608	784	861	976	869	977	951	1030	996	788	531	402	291	191	139	11,871
Mon, 26	65	50	44	89	142	369	746	1247	1327	1319	1321	1353	1454	1451	1563	1825	1691	1850	1142	670	455	347	222	131	20,873
Tue, 27	85	74	69	94	133	358	776	1254	1338	1189	1303	1299	1411	1490	1579	1773	1742	1725	1151	643	463	381	246	140	20,716
Wed, 28	91	70	59	108	134	359	769	1257	1352	1271	1371	1355	1453	1469	1542	1765	1831	1769	1160	665	493	403	258	149	21,153
Thu, 29	78	68	60	93	140	367	736	1246	1323	1208	1256	1294	1365	1446	1514	1851	1814	1814	1133	709	597	508	306	175	21,101
Fri, 30	85	82	69	96	119	338	646	1209	1279	1308	1356	1390	1537	1527	1675	1880	1826	1759	1289	792	605	630	461	254	22,212

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for November 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

Location:

SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Thu, 01	34	52	35	65	101	269	428	816	729	739	628	687	675	725	792	808	778	613	317	192	142	110	81	10,662		
Fri, 02	28	42	27	51	95	247	422	756	735	718	762	734	790	794	872	872	936	803	633	416	253	184	136	89	11,395	
Sat, 03	53	48	28	37	63	153	197	311	413	567	660	780	797	716	734	770	742	732	656	398	277	180	145	86	9,543	
Sun, 04	71	58	21	25	51	112	100	177	262	350	442	458	487	465	503	523	537	567	431	256	206	129	94	63	10,824	
Mon, 05	34	25	31	67	105	287	492	906	849	788	725	790	715	697	727	840	815	741	469	271	178	115	107	50	10,741	
Tue, 06	24	35	25	64	96	270	515	814	865	777	707	731	726	672	783	865	820	739	512	264	140	123	116	58	10,909	
Wed, 07	38	25	18	56	100	270	502	872	850	731	785	754	715	658	713	853	851	803	510	309	193	130	119	54	11,122	
Thu, 08	30	34	17	67	106	281	497	837	899	753	789	709	720	719	736	827	868	813	570	287	216	147	134	66	11,567	
Fri, 09	42	42	32	50	90	259	460	776	835	781	768	833	829	803	817	932	822	760	628	374	212	163	139	120	9,113	
Sat, 10	43	38	20	30	55	137	171	357	576	701	726	726	725	733	639	755	741	613	493	290	176	175	108	85	5,575	
Sun, 11	57	29	24	17	33	97	80	162	245	326	397	366	463	397	419	465	470	482	368	250	182	102	93	51	10,180	
Mon, 12	42	20	27	52	102	243	432	797	775	753	723	732	711	651	644	770	750	738	489	224	205	153	104	43	10,525	
Tue, 13	30	34	32	64	106	260	485	796	842	776	701	700	708	724	706	835	849	716	491	246	157	118	99	50	10,604	
Wed, 14	25	26	28	50	112	256	489	864	829	760	727	729	717	654	690	876	835	764	474	239	182	133	88	57	11,049	
Thu, 15	28	33	29	59	105	245	480	846	875	745	728	745	711	747	769	879	897	807	583	426	270	205	125	97	11,883	
Fri, 16	82	32	29	58	99	243	430	818	819	809	826	802	781	829	826	990	897	807	583	426	270	205	125	97	9,292	
Sat, 17	74	45	19	33	58	137	181	339	520	602	689	724	796	728	700	748	865	661	463	294	217	173	143	83	5,561	
Sun, 18	49	36	23	25	37	98	72	129	207	299	407	347	410	388	390	507	493	511	406	239	201	144	95	48	11,077	
Mon, 19	40	23	24	61	94	271	504	852	888	823	768	744	762	772	683	837	847	763	522	274	207	136	104	78	11,489	
Tue, 20	39	32	26	61	99	251	486	862	862	851	813	805	751	734	784	908	821	858	557	300	197	184	143	65	11,608	
Wed, 21	40	40	32	55	115	238	419	691	734	808	848	849	856	744	773	937	878	862	574	348	300	215	138	114	8,216	
Thu, 22	44	37	21	21	39	81	105	174	187	303	440	583	564	803	829	861	922	928	1026	896	447	267	230	160	11,694	
Fri, 23	92	33	48	53	116	199	298	447	538	662	867	844	803	829	815	923	1040	1024	919	727	430	244	132	112	60	10,861
Sat, 24	79	38	17	26	61	118	161	307	393	592	707	874	880	815	923	1040	1024	919	727	430	244	132	112	60	6,355	
Sun, 25	47	29	17	31	46	118	107	170	247	348	440	463	507	438	511	533	554	538	428	285	194	132	112	60	10,518	
Mon, 26	32	23	21	53	105	254	493	883	871	771	755	752	732	694	723	849	745	728	414	240	132	109	84	55	10,402	
Tue, 27	33	34	33	61	106	254	502	823	866	706	738	723	735	717	670	828	762	723	454	207	139	116	113	59	10,584	
Wed, 28	27	25	33	66	104	250	502	832	830	746	794	734	735	743	706	835	829	712	441	217	154	115	80	74	10,539	
Thu, 29	29	31	21	62	101	262	481	819	831	770	727	683	688	719	729	865	771	714	436	282	176	155	117	70	11,053	
Fri, 30	24	35	33	53	86	244	422	802	813	843	776	785	759	753	746	866	813	734	562	272	170	214	155	93	11,053	

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for November 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

Location:		SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02																									
		0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Thu, 01		80	65	48	32	56	112	231	426	453	507	571	588	719	767	843	955	1026	1051	746	499	405	354	206	115		10,855
Fri, 02		73	45	58	23	36	88	236	413	483	528	573	735	789	850	908	1059	1021	1012	875	601	528	434	310	187		11,865
Sat, 03		110	85	52	29	30	67	182	288	378	464	526	641	701	797	781	785	747	691	654	488	408	341	289	151		9,685
Sun, 04		112	110	30	18	20	45	112	160	250	320	368	417	532	482	439	442	484	470	326	272	190	181	81	67		10,644
Mon, 05		31	35	33	33	36	127	272	444	534	548	587	713	704	786	881	957	985	1077	754	395	267	216	145	84		10,650
Tue, 06		62	41	35	36	45	120	282	492	514	567	637	679	703	769	854	997	982	1006	657	379	307	231	172	83		10,790
Wed, 07		55	42	41	25	39	121	295	484	574	535	614	619	698	783	820	991	944	1011	718	470	377	292	153	89		11,181
Thu, 08		56	43	45	45	50	127	290	476	572	568	604	630	704	796	778	978	1044	1045	793	488	353	349	226	121		11,741
Fri, 09		79	49	44	33	32	102	255	408	500	519	678	767	806	887	928	1018	973	1049	774	520	473	423	262	162		9,291
Sat, 10		95	70	42	22	26	66	140	211	367	476	525	607	784	775	805	786	661	690	633	439	350	373	215	133		5,391
Sun, 11		103	61	23	31	25	38	99	110	162	232	307	367	446	430	475	446	426	391	351	260	243	165	116	84		9,800
Mon, 12		45	31	29	20	38	101	245	360	424	437	527	628	648	710	766	901	937	999	726	457	312	250	136	73		10,532
Tue, 13		79	49	36	31	42	107	283	453	460	457	526	662	712	717	828	1002	1001	1001	766	433	347	290	167	83		10,662
Wed, 14		51	43	54	20	34	115	275	425	475	501	595	617	710	726	833	1022	948	1100	705	438	389	298	189	99		11,178
Thu, 15		47	47	40	26	45	129	274	437	554	515	603	657	721	753	802	993	1035	1048	765	492	399	430	243	123		12,102
Fri, 16		93	60	64	27	36	106	267	470	534	564	683	805	881	867	883	976	1040	1004	769	528	463	449	338	195		9,534
Sat, 17		139	71	38	47	21	75	137	369	463	497	594	632	694	721	767	772	700	697	644	406	359	330	182	179		5,682
Sun, 18		99	52	38	28	25	44	93	115	171	211	350	409	482	431	477	460	480	447	402	280	242	179	100	67		11,109
Mon, 19		42	32	26	33	27	125	300	427	482	490	601	655	738	777	975	1045	1009	1082	813	532	358	265	174	101		11,559
Tue, 20		54	53	35	32	37	92	272	434	545	528	615	709	761	855	904	1040	1098	1117	834	493	404	306	228	113		12,199
Wed, 21		82	63	52	47	44	116	265	407	517	598	686	767	835	906	1014	1085	1031	1019	809	565	477	346	277	191		8,480
Thu, 22		121	68	45	42	28	61	138	174	285	419	522	684	783	705	605	516	464	574	592	513	364	332	250	195		12,081
Fri, 23		132	136	110	68	42	98	179	309	462	624	887	1061	1017	948	960	911	857	794	690	487	454	416	266	173		10,355
Sat, 24		101	66	30	31	23	60	145	244	439	607	761	792	836	907	812	755	682	620	584	458	345	315	194	131		9,938
Sun, 25		87	51	39	22	22	48	111	117	168	260	344	398	469	431	466	418	476	458	360	246	208	159	79	79		10,314
Mon, 26		33	27	23	36	37	115	253	364	456	548	566	601	722	757	840	976	946	1122	728	430	323	238	138	76		10,569
Tue, 27		52	40	36	33	27	104	274	431	472	483	565	576	676	773	909	945	980	1002	697	436	324	265	133	81		10,562
Wed, 28		64	45	26	42	30	109	267	425	522	525	577	621	718	726	836	930	1002	1057	719	448	339	288	178	75		11,159
Thu, 29		49	37	39	31	39	105	255	427	492	438	529	611	677	727	785	986	1043	1100	697	427	421	353	189	105		11,159
Fri, 30		61	47	36	43	33	94	224	407	466	465	580	605	778	774	929	1014	1013	1025	727	520	435	416	306	161		11,159

Utah Department of Transportation

Roadway, Monthly Hourly Volume for December 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	144	103	60	53	96	207	322	559	696	1001	1052	1284	1289	1355	1414	1329	1373	1331	994	664	534	505	362	221	16,948
Sun, 02	110	86	73	47	59	129	153	256	386	438	558	616	770	769	779	834	850	783	609	483	353	292	205	138	9,776
Mon, 03	63	69	58	95	138	368	746	1280	1333	1214	1274	1356	1410	1442	1482	1791	1685	1748	1222	613	501	445	254	156	20,743
Tue, 04	75	67	72	106	138	366	736	1291	1339	1214	1259	1344	1314	1452	1506	1823	1699	1829	1138	647	487	427	279	139	20,747
Wed, 05	92	46	68	82	129	360	760	1329	1345	1245	1231	1376	1416	1446	1588	1872	1842	1710	1211	707	632	463	262	168	21,380
Thu, 06	91	66	86	80	136	351	735	1221	1471	1270	1269	1348	1386	1481	1519	1759	1859	1783	1251	698	652	532	324	180	21,548
Fri, 07	104	70	77	86	130	318	683	1160	1339	1294	1277	1316	1482	1580	1730	1908	1774	1712	1361	780	668	627	377	253	22,106
Sat, 08	144	96	66	52	87	183	302	516	728	945	1116	1262	1371	1382	1434	1390	1374	1372	994	649	591	537	406	210	17,207
Sun, 09	133	83	65	47	61	140	156	213	370	436	603	611	740	694	770	801	825	809	672	467	381	284	206	110	9,677
Mon, 10	80	54	45	100	144	360	748	1170	1226	1230	1217	1321	1344	1400	1492	1706	1703	1690	1095	630	498	363	263	156	20,035
Tue, 11	81	66	64	100	136	342	751	1212	1332	1206	1273	1282	1322	1527	1320	1747	1699	1761	1201	656	537	423	282	141	20,461
Wed, 12	76	82	50	71	147	369	749	1281	1278	1298	1270	1322	1441	1325	1597	1785	1791	1837	1209	713	565	531	351	167	21,305
Thu, 13	80	84	60	71	115	349	730	1202	1238	1201	1224	1234	1297	1366	1478	1722	1750	1808	1097	643	580	513	297	177	20,316
Fri, 14	104	74	64	100	125	300	622	1029	1171	1135	1241	1372	1438	1420	1546	1710	1634	1660	1091	666	725	631	393	263	20,514
Sat, 15	167	115	70	62	91	192	356	492	600	780	1056	1206	1268	1274	1253	1301	1250	1149	904	681	550	568	339	0	15,724
Sun, 16																									
Mon, 17																									
Tue, 18																									
Wed, 19																									
Thu, 20	111	88	74	107	138	348	613	1159	1267	1160	1243	1419	1404	1516	1667	1765	1789	2021	1352	801	764	572	382	210	21,970
Fri, 21	112	88	70	86	107	321	562	1085	1170	1220	1339	1429	1518	1632	1722	1823	1770	1790	1466	927	728	605	471	295	22,336
Sat, 22	192	134	81	75	72	208	295	468	650	972	1190	1414	1527	1594	1561	1559	1517	1478	1115	822	739	628	474	268	19,033
Sun, 23	173	109	70	60	59	144	180	219	364	470	789	819	992	895	1007	1020	1068	993	752	584	498	373	321	190	12,149
Mon, 24	117	67	50	47	75	157	308	561	710	948	1218	1496	1614	1526	1461	1379	1313	1154	864	584	618	492	276	161	17,196
Tue, 25	75	51	42	21	23	53	132	177	244	336	540	648	780	834	892	814	806	806	753	572	499	356	240	160	9,854
Wed, 26	86	50	57	93	133	308	526	838	871	977	1101	1350	1449	1493	1537	1527	1508	1420	984	632	477	388	318	189	18,312
Thu, 27	98	78	76	86	135	295	536	873	980	1088	1309	1419	1562	1550	1611	1717	1699	1729	1177	691	514	451	294	211	20,179
Fri, 28	105	75	65	72	107	282	525	909	1005	1130	1363	1604	1587	1614	1775	1799	1883	1852	1355	849	630	550	358	256	21,750
Sat, 29	146	85	55	60	79	199	253	410	603	871	1135	1392	1489	1497	1502	1446	1461	1436	1151	748	527	488	356	229	17,618
Sun, 30	155	66	54	48	59	134	176	207	322	448	705	757	859	818	914	938	964	905	740	477	372	313	220	144	10,795
Mon, 31	98	81	62	83	94	223	397	737	869	991	1286	1473	1577	1580	1669	1646	1619	1470	1079	714	496	404	326	250	19,224

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for December 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

Location: SR 9 1.3 miles W of SR 316, Hurricane Rm 1.4-15 TC 02

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
Sat, 01	38	43	19	27	60	140	170	354	395	583	615	734	676	667	739	605	647	671	468	263	189	182	123	79	8,487	
Sun, 02	34	40	29	23	35	96	70	141	222	246	352	350	405	359	341	414	437	382	295	244	168	117	95	62	4,957	
Mon, 03	32	32	35	72	105	260	476	849	868	748	747	740	739	701	667	824	735	676	441	207	167	150	104	73	10,448	
Tue, 04	29	28	34	68	97	265	476	833	833	743	736	747	672	709	722	810	738	789	439	221	146	135	111	43	10,424	
Wed, 05	29	21	33	59	96	254	471	865	826	751	711	756	754	705	706	871	839	689	523	249	183	141	74	73	10,679	
Thu, 06	41	25	43	55	91	242	473	780	881	765	742	723	749	709	736	794	875	745	473	246	216	165	122	69	10,760	
Fri, 07	37	35	38	50	91	245	436	767	858	783	749	767	719	757	817	876	771	723	566	275	243	203	131	89	11,026	
Sat, 08	54	29	28	31	57	132	175	307	438	553	691	678	750	698	687	674	623	654	461	220	201	204	139	65	8,549	
Sun, 09	49	30	26	27	39	96	79	114	225	258	368	345	367	319	362	409	394	382	316	213	166	114	96	46	4,840	
Mon, 10	37	28	23	78	102	258	465	781	819	778	680	716	703	685	679	780	746	680	399	200	156	124	95	71	10,083	
Tue, 11	26	24	31	68	110	239	489	771	839	736	722	692	718	787	635	724	756	723	472	221	144	145	110	54	10,236	
Wed, 12	22	29	25	53	104	258	454	836	793	784	717	743	744	658	711	823	840	744	485	231	221	217	83	55	10,630	
Thu, 13	31	41	23	52	89	243	458	789	798	748	720	686	675	685	681	737	771	715	414	226	226	171	87	79	10,145	
Fri, 14	45	37	24	62	99	224	398	682	782	755	750	791	736	665	734	799	682	680	425	245	262	233	132	101	10,343	
Sat, 15	52	45	30	30	62	129	145	296	410	485	716	720	719	627	559	595	551	517	391	239	180	191	117	0	7,806	
Sun, 16																										
Mon, 17																										
Tue, 18																										
Wed, 19																										
Thu, 20	36	33	43	67	97	255	385	778	799	720	757	799	744	788	754	814	800	784	514	319	282	179	103	94	10,944	
Fri, 21	43	33	31	53	81	245	346	730	747	781	776	823	785	830	795	871	758	759	591	331	196	219	160	112	11,096	
Sat, 22	50	56	27	42	46	150	151	280	398	606	744	798	864	801	745	697	707	651	448	298	260	229	188	104	9,340	
Sun, 23	54	42	23	22	34	97	88	127	235	276	437	420	485	424	477	489	536	516	353	247	210	138	148	70	5,948	
Mon, 24	53	25	25	25	40	119	180	364	451	619	721	842	772	684	613	612	584	522	386	236	267	221	108	89	8,558	
Tue, 25	29	13	20	10	16	36	56	89	130	188	265	313	350	372	416	418	418	445	461	309	234	176	135	84	4,983	
Wed, 26	42	29	36	67	107	207	339	558	530	608	626	802	757	722	739	676	669	571	356	220	170	152	128	81	9,192	
Thu, 27	29	26	41	58	90	206	346	585	587	636	751	806	797	777	755	771	735	693	496	248	192	162	97	94	9,978	
Fri, 28	35	28	31	50	85	199	321	596	590	641	783	884	821	789	846	852	895	776	592	356	212	198	137	96	10,813	
Sat, 29	42	28	23	29	56	142	131	244	331	477	634	760	723	780	736	682	729	732	562	280	204	186	158	82	8,751	
Sun, 30	48	26	12	24	38	94	89	121	199	263	415	402	453	393	445	494	503	465	365	228	158	137	99	59	5,530	
Mon, 31	31	27	30	56	66	167	223	483	516	618	743	879	805	752	784	751	731	683	463	287	223	188	141	109	9,756	

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for December 2012

Site Names: -0402, 0009-001.415-
 County: Washington
 Funct. Class: Urban Principal Arterial - Other
 Location: SR 9 1.3 miles W of SR 318, Hurricane MP 1.415 FC 02

Seasonal Factor Group: 402
 Daily Factor Group: 402
 Axle Factor Group: 402
 Growth Factor Group: 402

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	106	60	41	26	36	67	152	205	301	418	437	550	613	688	675	724	726	660	526	401	345	323	239	142	8,461
Sun, 02	76	46	44	24	24	33	83	115	164	192	206	266	365	410	438	420	413	401	314	239	185	175	110	76	4,819
Mon, 03	31	37	23	23	33	108	270	431	465	466	527	616	671	741	815	967	950	1072	781	406	334	295	150	83	10,295
Tue, 04	46	39	38	38	41	101	260	458	506	471	523	597	642	743	784	1013	961	1040	699	426	341	292	168	96	10,701
Wed, 05	63	25	35	23	33	106	289	464	519	494	520	620	662	741	882	1001	1003	1021	688	458	449	322	188	95	10,788
Thu, 06	50	41	43	25	45	109	262	441	590	505	527	625	637	772	783	965	984	1038	778	452	436	367	202	111	11,080
Fri, 07	67	35	39	36	39	73	247	393	481	511	528	549	763	823	913	1032	1003	989	795	505	425	424	246	164	8,658
Sat, 08	90	67	38	21	30	51	127	209	290	392	425	584	621	684	747	716	751	718	533	429	390	333	267	145	4,837
Sun, 09	84	53	39	20	22	44	77	99	145	178	235	266	373	375	408	392	431	427	356	254	215	170	110	64	9,952
Mon, 10	43	26	22	22	42	102	283	389	407	452	537	605	641	715	813	926	957	1010	696	430	342	239	168	85	10,225
Tue, 11	55	42	33	32	26	103	262	441	493	470	551	590	604	740	685	1023	943	1038	729	435	393	278	172	87	10,675
Wed, 12	54	53	25	18	43	111	295	445	485	514	553	579	697	667	886	962	951	1093	724	482	344	314	268	112	10,171
Thu, 13	49	43	37	19	26	106	272	413	440	453	504	548	622	681	797	985	979	1093	683	417	354	342	210	98	10,171
Fri, 14	59	37	40	38	26	76	224	347	389	380	491	581	702	755	812	911	952	980	666	421	463	398	261	162	7,918
Sat, 15	115	70	40	32	29	63	211	196	190	295	340	486	549	647	694	706	699	632	513	442	370	377	222	0	
Sun, 16																									
Mon, 17																									
Tue, 18																									
Wed, 19																									
Thu, 20	75	55	31	40	41	93	228	381	468	440	486	620	660	728	913	951	989	1237	838	482	482	393	279	116	11,026
Fri, 21	69	55	39	33	26	76	216	355	423	439	563	606	733	802	927	952	1012	1031	875	596	532	386	311	183	9,693
Sat, 22	142	78	54	33	26	58	144	188	252	366	446	616	663	793	816	862	810	827	667	524	479	399	286	164	6,201
Sun, 23	119	67	47	38	25	47	92	129	194	352	399	507	471	530	531	532	477	399	337	288	235	173	120	72	8,638
Mon, 24	64	42	25	22	35	38	128	197	259	329	497	654	842	842	848	767	729	632	478	348	351	271	168	76	4,871
Tue, 25	46	38	22	11	7	17	76	88	114	148	275	335	430	462	476	396	388	361	292	263	265	180	105	76	9,120
Wed, 26	44	21	21	26	26	101	187	280	341	369	475	548	692	771	798	851	839	849	628	412	307	236	190	108	10,201
Thu, 27	69	52	35	28	45	89	190	288	393	452	558	613	765	773	856	946	964	1036	681	443	322	289	197	117	10,937
Fri, 28	70	47	34	22	22	83	204	313	415	489	580	720	766	825	929	947	988	1076	763	493	418	352	221	160	8,867
Sat, 29	104	57	32	31	23	57	122	166	272	394	501	632	766	717	766	764	732	704	589	468	323	302	198	147	5,265
Sun, 30	107	40	42	24	21	40	87	86	123	185	290	355	406	425	469	444	461	440	375	249	214	176	121	85	9,468
Mon, 31	67	54	32	27	28	56	174	254	353	373	543	594	772	828	885	895	888	787	616	427	273	216	185	141	



APPENDIX E:

UDOT Roadway Monthly Hourly Volume for January 2012 to December 2012 (I-15)

Utah Department of Transportation

Roadway, Monthly Hourly Volume for January 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	192	158	106	73	83	146	166	242	432	696	1,061	1,296	1,478	1,663	1,931	1,931	1,859	1,711	1,408	1,133	906	599	444	385	20,099
02	255	173	172	130	123	259	281	482	794	1,163	1,568	1,837	2,058	2,175	2,210	2,315	2,036	1,826	1,460	1,044	858	572	373	306	24,470
03	200	159	141	132	159	233	401	577	713	891	1,001	1,113	1,176	1,291	1,347	1,422	1,446	1,389	1,081	752	614	444	349	283	17,314
04	204	170	134	146	151	260	357	601	741	853	988	1,017	1,103	1,144	1,165	1,285	1,268	1,280	976	696	626	515	380	283	16,343
05	210	157	143	136	146	253	348	586	765	878	1,006	1,025	1,057	1,142	1,258	1,352	1,277	1,319	987	745	613	565	436	270	16,674
06	233	167	170	163	178	236	343	538	680	911	947	1,123	1,182	1,273	1,328	1,433	1,471	1,406	1,286	974	859	773	544	357	18,575
07	226	158	167	140	132	171	219	343	571	775	983	1,103	1,151	1,193	1,246	1,248	1,206	1,111	855	611	557	437	369	227	15,199
08	158	119	105	68	101	117	144	246	360	521	817	987	1,095	1,229	1,246	1,317	1,269	1,172	968	752	601	460	311	197	14,360
09	153	131	105	85	145	231	321	550	616	755	720	835	862	967	1,000	984	1,088	1,029	846	628	481	370	323	198	13,423
10	184	139	133	109	148	212	359	631	691	822	896	875	903	913	1,024	1,105	1,143	1,109	866	535	558	429	299	214	14,297
11	151	134	116	110	156	236	324	590	695	834	804	902	903	964	1,031	1,070	1,108	1,153	836	670	531	487	350	256	14,411
12	181	149	132	131	126	244	326	616	679	867	919	973	930	1,145	1,149	1,247	1,385	1,334	1,105	899	896	808	618	377	17,236
13	237	169	148	128	168	246	365	568	721	914	1,060	1,188	1,299	1,434	1,580	1,705	1,830	1,714	1,532	1,274	1,104	1,139	791	450	21,764
14	292	212	157	145	135	205	262	433	616	851	1,076	1,165	1,210	1,378	1,302	1,292	1,273	1,212	1,013	780	653	490	356	235	16,743
15	201	127	104	107	92	159	151	273	468	715	928	1,110	1,201	1,236	1,337	1,336	1,322	1,164	1,037	823	627	433	335	231	15,517
16	163	129	105	106	101	229	297	464	659	949	1,138	1,439	1,597	1,604	1,653	1,678	1,672	1,576	1,237	882	639	487	345	219	19,368
17	166	164	116	109	140	252	362	633	755	757	884	894	958	983	1,021	1,065	1,085	1,110	862	642	526	484	330	251	14,549
18	178	131	116	110	147	238	299	617	677	817	805	865	945	949	1,063	1,101	1,136	1,145	863	702	564	523	359	254	14,604
19	164	139	129	107	146	215	321	597	682	769	795	866	970	1,031	992	1,143	1,220	1,193	990	727	711	625	432	245	15,209
20	214	166	142	110	135	244	353	593	681	870	922	969	1,174	1,234	1,407	1,503	1,560	1,558	1,340	1,028	874	782	568	308	18,735
21																									
22																									
23																									
24	134	130	110	118	138	203	298	531	730	749	809	923	968	952	923	1,015	1,087	1,100	856	594	480	435	351	238	13,872
25	207	144	123	124	128	221	357	574	729	863	868	869	987	999	993	1,114	1,205	1,113	928	654	600	493	341	257	14,891
26																									
27	204	184	176	119	125	181	313	576	762	896	957	1,093	1,184	1,292	1,351	1,521	1,594	1,566	1,286	1,096	861	822	553	343	19,055
28	268	178	142	127	135	167	214	433	627	776	1,037	1,159	1,172	1,169	1,202	1,215	1,287	1,210	1,053	697	661	519	416	230	16,094
29	185	127	110	103	84	140	176	295	524	743	1,090	1,276	1,419	1,472	1,563	1,488	1,510	1,302	1,120	868	660	490	307	212	17,264
30	172	126	106	87	113	231	321	581	695	744	845	927	930	1,029	1,101	1,085	1,057	1,068	830	574	450	410	295	197	13,974
31	157	130	163	120	159	224	355	599	721	823	870	915	948	1,067	1,089	1,178	1,096	1,089	837	636	561	455	340	224	14,756

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for January 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	101	65	54	35	37	53	70	95	171	273	388	506	572	654	789	833	830	791	678	555	466	300	237	180	8,733
02	114	78	56	57	59	130	129	228	313	491	598	664	742	827	890	976	914	905	724	521	388	270	183	150	10,407
03	92	58	51	49	78	131	220	331	379	427	513	547	566	570	634	685	703	661	527	389	311	206	176	145	8,449
04	86	64	51	54	76	114	196	327	398	377	498	494	524	582	623	690	681	653	527	371	307	262	183	152	8,290
05	96	74	64	55	72	138	191	311	401	413	538	535	501	591	698	740	655	676	519	387	329	317	243	148	8,692
06	109	84	72	86	97	113	195	292	349	442	479	534	574	628	669	749	838	771	706	501	461	394	265	203	9,611
07	131	68	72	72	61	91	90	148	274	389	549	557	599	622	619	666	615	579	413	301	262	204	184	98	7,664
08	74	48	45	37	49	54	68	106	159	234	369	434	516	580	588	667	616	611	502	429	338	271	171	116	7,082
09	77	62	51	50	80	136	196	328	355	398	413	440	470	500	534	541	611	551	430	340	271	190	174	86	7,284
10	79	47	57	41	77	111	182	322	352	404	448	455	451	465	554	580	591	527	435	310	272	201	152	90	7,203
11	75	54	53	50	60	118	189	337	373	428	409	487	450	534	547	603	591	609	439	347	269	261	221	136	7,640
12	92	59	73	66	70	122	196	315	344	466	495	491	451	604	656	762	813	798	657	576	577	542	454	260	9,939
13	137	83	69	66	86	125	199	322	385	475	555	649	716	849	976	1,033	1,083	965	952	834	697	640	478	288	12,662
14	157	119	74	76	72	86	103	181	306	440	622	671	646	775	740	672	622	613	493	349	310	214	148	108	8,597
15	98	69	46	51	45	83	66	114	196	306	426	489	578	602	624	648	641	616	550	420	319	237	181	131	7,536
16	83	62	63	48	63	122	177	270	350	450	524	563	646	575	569	585	663	725	534	382	285	233	146	97	8,215
17	71	67	46	51	68	120	183	325	380	355	420	397	457	456	517	547	585	548	459	354	262	228	165	134	7,195
18	84	59	60	54	76	125	154	343	322	446	428	446	462	519	592	604	603	597	498	371	293	303	169	140	7,748
19	76	59	66	49	80	121	184	348	354	387	411	398	497	501	541	607	681	641	566	387	394	331	255	139	8,073
20	132	91	65	53	77	109	189	317	334	411	455	467	586	645	783	834	901	887	757	609	467	400	303	161	10,033
21																									
22																									
23																									
24	65	55	45	46	74	103	144	286	353	379	390	440	490	481	496	546	585	562	471	283	223	192	186	106	7,001
25	112	59	58	57	63	110	205	321	355	434	425	443	453	525	536	641	641	592	515	351	299	250	186	149	7,780
26																									
27	105	110	107	54	66	103	172	333	368	448	479	534	578	688	721	817	878	916	721	601	456	449	293	212	10,209
28	148	86	64	66	67	83	107	220	272	369	511	623	651	641	606	592	640	550	469	307	292	207	186	103	7,860
29	79	62	46	45	37	73	72	121	228	271	431	487	561	625	687	657	676	651	583	445	361	291	186	123	7,798
30	93	65	53	41	58	130	202	338	371	342	413	463	473	507	575	595	545	539	418	295	226	212	150	107	7,211
31	71	66	74	45	73	110	188	328	365	394	422	432	438	528	586	618	571	529	427	290	264	202	176	101	7,298

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for January 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	91	93	52	38	46	93	96	147	261	423	673	790	906	1,009	1,142	1,098	1,029	920	730	578	440	299	207	205	11,366
02	141	95	116	73	64	129	152	254	481	672	970	1,173	1,316	1,348	1,320	1,339	1,122	921	736	523	470	302	190	156	14,063
03	108	101	90	83	81	102	181	246	334	464	488	566	610	721	713	737	743	728	554	363	303	238	173	138	8,865
04	118	106	83	92	75	146	161	274	343	476	490	523	579	562	542	595	587	627	449	325	319	253	197	131	8,053
05	114	83	79	81	74	115	157	275	364	465	468	490	556	551	560	612	622	643	468	358	284	248	193	122	7,982
06	124	83	98	77	81	123	148	246	331	469	468	589	608	645	659	684	633	635	580	473	398	379	279	154	8,964
07	95	90	95	68	71	80	129	195	297	386	434	546	552	571	627	582	591	532	442	310	295	233	185	129	7,535
08	84	71	60	31	52	63	76	140	201	287	448	553	579	649	658	650	653	561	466	323	263	189	140	81	7,278
09	76	69	54	35	65	95	125	222	261	357	307	395	392	467	466	443	477	478	416	288	210	180	149	112	6,139
10	105	92	76	68	71	101	177	309	339	418	448	420	452	448	470	525	552	582	431	225	286	228	147	124	7,094
11	76	80	63	60	96	118	135	253	322	406	395	415	453	430	484	467	517	544	397	323	262	226	129	120	6,771
12	89	90	59	65	56	122	130	301	335	401	424	482	479	541	493	485	572	536	448	323	319	266	164	117	7,297
13	100	86	79	62	82	121	166	246	336	439	505	539	583	585	604	672	747	749	580	440	407	499	313	162	9,102
14	135	93	83	69	63	119	159	252	310	411	454	494	564	603	562	620	651	599	520	431	343	276	208	127	8,146
15	103	58	58	56	47	76	85	159	272	409	502	621	623	634	713	688	681	548	487	403	308	196	154	100	7,981
16	80	67	42	58	38	107	120	194	309	499	614	876	951	1,029	1,084	1,093	1,009	851	703	500	354	254	199	122	11,153
17	95	97	70	58	72	132	179	308	375	402	464	497	501	527	504	518	500	562	403	288	264	256	165	117	7,354
18	94	72	56	56	71	113	145	274	355	371	377	419	483	430	471	497	533	548	365	331	271	220	190	114	6,856
19	88	80	63	58	66	94	137	249	328	382	384	468	473	530	451	536	539	552	424	340	317	294	177	106	7,136
20	82	75	77	57	58	135	164	276	347	459	467	502	588	589	624	669	659	671	583	419	407	382	265	147	8,702
21																									
22																									
23																									
24	69	75	65	72	64	100	154	245	377	370	419	483	478	471	427	469	502	538	385	311	257	243	165	132	6,871
25	95	85	65	67	65	111	152	253	374	429	443	426	534	474	457	473	564	521	413	303	301	243	155	108	7,111
26																									
27	99	74	69	65	59	78	141	243	394	448	478	559	606	604	630	704	716	650	565	495	405	373	260	131	8,846
28	120	92	78	61	68	84	107	213	355	407	526	536	521	528	596	623	647	660	584	390	369	312	230	127	8,234
29	106	65	64	58	47	67	104	174	296	472	659	789	858	847	876	831	834	651	537	423	299	199	121	89	9,466
30	79	61	53	46	55	101	119	243	324	402	432	464	457	522	526	490	512	529	412	279	224	198	145	90	6,763
31	86	64	89	75	86	114	167	271	356	429	448	483	510	539	503	560	525	560	410	346	297	253	164	123	7,458

Utah Department of Transportation

Roadway, Monthly Hourly Volume for February 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	192	168	104	99	167	264	358	602	800	837	874	865	939	985	1,075	1,126	1,163	1,150	880	658	566	525	357	234	14,988
02	186	125	144	115	156	221	303	566	673	756	847	972	914	1,025	1,074	1,141	1,234	1,182	929	792	703	625	459	330	15,472
03	222	172	139	125	146	238	325	621	791	920	1,033	1,146	1,135	1,216	1,361	1,501	1,513	1,530	1,285	990	863	750	529	322	18,873
04	195	177	136	126	127	176	245	468	654	879	1,036	1,062	1,244	1,251	1,190	1,284	1,343	1,041	988	758	599	497	368	270	16,114
05	180	125	105	102	83	121	137	277	441	698	941	1,112	1,189	1,219	1,246	1,263	1,058	918	778	603	734	556	387	265	14,538
06																									
07	162	144	117	120	148	219	352	646	723	858	892	883	926	964	1,017	1,032	1,133	1,086	879	600	521	511	329	228	14,490
08	170	140	139	95	150	222	332	597	764	799	840	909	969	952	1,039	1,139	1,211	1,234	949	662	607	532	403	287	15,141
09	193	168	145	117	151	248	353	634	769	866	971	1,009	1,048	1,086	1,214	1,283	1,298	1,363	1,078	905	719	669	558	371	17,216
10	227	204	155	151	190	238	392	634	779	906	994	1,126	1,224	1,442	1,486	1,559	1,649	1,608	1,364	1,027	930	866	705	407	20,263
11	307	187	167	127	129	181	223	405	677	963	1,088	1,161	1,205	1,176	1,332	1,320	1,277	1,204	1,030	826	691	550	464	290	16,980
12	174	165	120	79	90	127	176	255	474	664	905	1,234	1,293	1,495	1,617	1,479	1,431	1,301	1,046	856	632	437	309	211	16,570
13	179	117	93	85	122	218	313	596	690	834	870	980	1,027	1,087	1,066	1,136	1,170	1,015	742	482	448	313	300	239	14,122
14	149	151	99	92	161	181	305	492	632	798	764	778	818	877	891	976	974	1,043	804	571	461	530	367	232	13,146
15	173	145	137	112	139	227	334	656	727	832	852	989	967	1,018	1,136	1,115	1,129	1,130	996	624	526	466	293	284	15,007
16	261	158	146	108	178	245	315	652	854	918	1,022	1,096	1,192	1,314	1,353	1,580	1,625	1,654	1,479	1,336	1,273	1,294	1,006	621	21,680
17	405	271	210	149	221	247	337	650	991	1,141	1,391	1,588	1,726	1,935	2,127	2,190	2,441	2,275	2,112	1,780	1,703	1,500	1,240	712	29,342
18	420	239	233	165	139	211	295	523	902	1,224	1,442	1,613	1,542	1,477	1,662	1,503	1,530	1,521	1,248	1,038	777	687	476	348	21,215
19	263	146	120	103	100	125	149	247	439	664	928	1,209	1,286	1,457	1,536	1,410	1,400	1,211	962	739	623	456	334	244	16,151
20	167	131	119	116	125	212	286	507	893	1,238	1,755	2,191	2,569	2,736	2,871	2,877	2,875	2,592	2,032	1,413	920	621	412	275	29,933
21	209	169	142	128	146	258	347	688	797	933	1,039	1,018	1,103	1,162	1,152	1,286	1,267	1,189	974	648	554	464	328	280	16,281
22	176	142	117	133	152	219	333	641	822	977	902	1,005	1,005	1,058	1,117	1,218	1,198	1,232	928	740	574	565	413	307	15,974
23	216	153	153	142	154	251	358	637	793	1,011	1,025	1,192	1,226	1,277	1,287	1,345	1,382	1,288	1,105	844	748	638	498	384	18,107
24	262	204	148	133	153	242	358	600	838	1,030	1,244	1,329	1,438	1,436	1,561	1,694	1,763	1,743	1,475	1,248	1,080	909	713	686	22,287
25	275	201	164	140	140	177	270	447	702	1,008	1,248	1,268	1,375	1,351	1,476	1,531	1,436	1,292	1,088	840	645	524	421	258	18,277
26	213	126	114	93	95	132	199	332	560	874	1,264	1,437	1,500	1,574	1,623	1,566	1,540	1,352	1,176	912	690	508	381	235	18,496
27	169	126	103	126	132	217	341	614	778	838	928	1,057	1,061	1,141	1,111	1,160	1,159	1,044	824	627	468	398	294	198	14,914
28	145	137	134	124	129	219	300	547	739	807	843	849	909	1,006	1,121	1,046	1,156	1,058	811	583	525	437	338	247	14,210
29	154	145	141	131	126	225	336	672	840	961	997	1,055	1,055	1,078	1,139	1,162	1,364	1,236	905	789	669	528	363	259	16,330

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for February 2012

Site Names: -0401, 0015-022.581-

County: Washington

Funct. Class: Rural Principal Arterial - Interstate

Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401

Daily Factor Group: 401

Axle Factor Group: 401

Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	88	74	49	44	90	137	197	329	419	415	421	412	472	485	566	602	599	568	470	378	312	309	194	126	7,756
02	91	59	72	59	86	129	173	296	353	390	448	537	485	555	609	642	688	652	530	454	423	388	299	188	8,606
03	124	97	73	61	85	121	174	343	394	453	513	562	570	613	737	795	865	832	717	529	444	406	337	198	10,043
04	106	85	58	68	56	83	88	210	282	406	544	539	635	656	594	621	637	498	429	339	245	232	188	135	7,734
05	86	70	53	58	45	57	63	115	166	266	336	437	483	517	555	623	519	470	395	298	327	272	172	154	6,537
06																									
07	73	65	35	51	70	129	169	339	364	409	430	417	422	435	491	556	548	495	414	277	230	260	154	109	6,942
08	79	62	69	40	71	112	179	322	410	408	403	459	490	490	585	614	679	645	525	375	305	289	232	172	8,015
09	97	79	74	49	85	132	203	348	412	452	531	503	543	572	672	709	715	731	605	547	413	402	349	250	9,473
10	131	117	76	79	101	138	203	341	365	465	496	596	655	814	861	883	943	906	794	594	509	403	405	249	11,124
11	173	90	81	77	59	88	96	216	298	496	563	633	626	591	637	639	609	597	468	339	270	215	212	144	8,217
12	89	78	66	47	39	59	86	92	194	245	331	471	485	659	694	640	676	630	449	361	302	202	155	113	7,163
13	85	54	53	42	64	114	181	345	337	406	415	415	498	551	523	570	586	498	348	215	226	141	161	152	6,980
14	68	79	34	40	81	92	168	255	299	375	397	353	405	419	446	481	480	484	386	287	216	275	179	126	6,425
15	83	64	58	52	67	119	173	361	337	384	417	441	491	533	650	607	578	559	672	384	325	280	176	170	7,981
16	131	64	79	55	96	103	181	365	406	418	502	577	627	700	776	1,001	1,025	1,062	996	955	941	1,004	806	470	13,340
17	288	153	122	84	119	142	192	373	518	600	823	917	981	1,178	1,336	1,371	1,620	1,462	1,407	1,161	1,132	993	950	502	18,424
18	250	129	131	84	62	102	153	269	463	715	863	913	890	782	915	762	717	700	532	430	313	252	184	167	10,778
19	134	75	50	57	36	53	60	112	184	243	336	487	507	679	681	601	642	611	457	320	277	211	165	105	7,083
20	72	73	45	49	58	105	150	249	372	459	603	716	767	825	901	871	882	873	735	558	380	241	178	123	10,285
21	84	68	63	62	69	146	174	357	375	377	469	471	513	563	600	644	652	587	490	331	282	221	152	139	7,889
22	85	44	55	61	80	116	182	354	374	442	420	485	498	505	591	613	613	637	468	388	294	301	251	195	8,052
23	125	79	76	72	83	132	199	346	421	529	536	637	680	712	653	751	724	702	596	471	464	400	333	256	9,977
24	164	114	79	81	73	125	183	313	380	475	627	692	799	758	900	973	1,031	1,002	891	757	640	516	457	264	12,294
25	137	101	82	64	61	88	113	219	328	521	729	660	689	661	701	658	538	542	465	372	261	228	215	125	8,558
26	95	52	48	38	42	61	90	127	180	274	419	460	550	579	587	608	656	634	541	429	351	261	194	136	7,412
27	84	55	48	69	73	127	213	352	366	385	422	479	469	524	536	586	605	543	406	329	258	195	163	98	7,385
28	73	58	52	54	62	111	156	301	393	386	382	364	431	524	586	566	605	542	415	268	258	211	169	130	7,097
29	66	68	66	61	63	112	187	350	394	418	483	527	506	522	604	661	740	667	499	414	338	287	162	130	8,325

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for February 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	104	94	55	55	77	127	161	273	381	422	453	453	467	500	509	524	564	582	410	280	254	216	163	108	7,232
02	95	66	72	56	70	92	130	270	320	366	399	435	429	470	465	499	546	530	399	338	280	237	160	142	6,866
03	98	75	66	64	61	117	151	278	397	467	520	584	565	603	624	706	648	698	568	461	419	344	192	124	8,830
04	89	92	78	58	71	93	157	258	372	473	492	523	609	595	596	663	706	543	559	419	354	265	180	135	8,380
05	94	55	52	44	38	64	74	162	275	432	605	675	706	702	691	640	539	448	383	305	407	284	215	111	8,001
06																									
07	89	79	82	69	78	90	183	307	359	449	462	466	504	529	526	476	585	591	465	323	291	251	175	119	7,548
08	91	78	70	55	79	110	153	275	354	391	437	450	479	462	454	525	532	589	424	287	302	243	171	115	7,126
09	96	89	71	68	66	116	150	286	357	414	440	506	505	514	542	574	583	632	473	358	306	267	209	121	7,743
10	96	87	79	72	89	100	189	293	414	441	498	530	569	628	625	676	706	702	570	433	421	463	300	158	9,139
11	134	97	86	50	70	93	127	189	379	467	525	528	579	585	695	681	668	607	562	487	421	335	252	146	8,763
12	85	87	54	32	51	68	90	163	280	419	574	763	808	836	923	839	755	671	597	495	330	235	154	98	9,407
13	94	63	40	43	58	104	132	251	353	428	455	565	529	536	543	566	584	517	394	267	222	172	139	87	7,142
14	81	72	65	52	80	89	137	237	333	423	367	425	413	458	445	495	494	559	418	284	245	255	188	106	6,721
15	90	81	79	60	72	108	161	295	390	448	435	548	476	485	486	508	551	571	324	240	201	186	117	114	7,026
16	130	94	67	53	82	142	134	287	448	500	520	519	565	614	577	579	600	592	483	381	332	290	200	151	8,340
17	117	118	88	65	102	105	145	277	473	541	568	671	745	757	791	819	821	813	705	619	571	507	290	210	10,918
18	170	110	102	81	77	109	142	254	439	509	579	700	652	695	747	741	813	821	716	608	464	435	292	181	10,437
19	129	71	70	46	64	72	89	135	255	421	592	722	779	778	855	809	758	600	505	419	346	245	169	139	9,068
20	95	58	74	67	67	107	136	258	521	779	1,152	1,475	1,802	1,911	1,970	2,006	1,993	1,719	1,297	855	540	380	234	152	19,648
21	125	101	79	66	77	112	173	331	422	556	570	547	590	599	552	642	615	602	484	317	272	243	176	141	8,392
22	91	98	62	72	72	103	151	287	448	535	482	520	507	553	526	605	585	595	460	352	280	264	162	112	7,922
23	91	74	77	70	71	119	159	291	372	482	489	555	546	565	634	594	658	586	509	373	284	238	165	128	8,130
24	98	90	69	52	80	117	175	287	458	555	617	637	639	678	661	721	732	741	584	491	440	393	256	422	9,993
25	138	100	82	76	79	89	157	228	374	487	519	608	686	690	775	873	898	750	623	468	384	296	206	133	9,719
26	118	74	66	55	53	71	109	205	380	600	845	977	950	995	1,036	958	884	718	635	483	339	247	187	99	11,084
27	85	71	55	57	59	90	128	262	412	453	506	578	592	617	575	574	554	501	418	298	210	203	131	100	7,529
28	72	79	82	70	67	108	144	246	346	421	461	485	478	482	535	480	551	516	396	315	267	226	169	117	7,113
29	88	77	75	70	63	113	149	322	446	543	514	528	549	556	535	501	624	569	406	375	331	241	201	129	8,005

Utah Department of Transportation

Roadway, Monthly Hourly Volume for March 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	177	136	124	131	138	223	327	587	740	909	957	985	1,065	1,276	1,253	1,346	1,343	1,266	1,097	837	776	527	568	236	17,024
02	252	190	134	120	116	214	373	600	837	965	1,167	1,355	1,502	1,645	1,706	1,770	1,724	1,744	1,452	1,186	1,046	841	614	388	21,941
03	270	173	176	135	122	205	297	548	859	1,031	1,168	1,259	1,335	1,339	1,392	1,340	1,341	1,298	1,134	936	668	593	404	277	18,300
04	207	122	97	111	83	160	173	352	577	827	1,154	1,509	1,553	1,656	1,752	1,731	1,729	1,475	1,285	969	735	566	383	260	19,466
05	161	129	113	94	143	240	346	617	756	877	850	962	1,078	1,028	1,070	1,188	1,172	1,149	927	631	528	485	306	242	15,092
06	185	155	139	128	146	267	342	666	767	915	982	938	1,002	1,040	1,085	1,062	1,103	1,093	880	670	550	423	314	195	15,047
07	199	154	97	107	161	210	296	565	655	751	886	898	952	1,080	1,124	1,116	1,144	1,123	920	776	632	499	434	272	15,051
08																									
09																									
10																									
11																									
12																									
13	226	182	176	145	169	225	369	566	780	919	1,086	1,086	1,166	1,249	1,190	1,291	1,361	1,296	1,001	878	671	564	456	318	17,370
14	253	212	168	168	155	259	379	616	795	934	1,173	1,236	1,401	1,466	1,531	1,512	1,422	1,649	1,325	1,154	1,113	872	793	623	21,209
15	345	258	198	153	167	248	380	625	913	1,048	1,256	1,364	1,448	1,603	1,624	1,668	1,530	1,611	1,417	1,230	1,139	945	764	571	22,505
16	316	252	218	175	171	253	382	645	875	1,087	1,377	1,441	1,555	1,682	1,868	1,926	1,860	1,878	1,679	1,317	1,210	1,109	849	534	24,659
17	349	231	178	202	183	240	344	650	879	1,284	1,496	1,578	1,602	1,579	1,689	1,703	1,705	1,764	1,677	1,205	922	719	527	367	23,073
18	239	183	106	117	109	157	205	350	591	1,057	1,660	2,134	2,117	2,232	2,207	2,148	2,064	1,704	1,355	1,071	804	596	405	282	23,893
19	166	143	125	100	136	218	307	544	722	806	969	1,094	1,129	1,132	1,283	1,260	1,176	1,162	948	705	495	413	365	269	15,667
20	159	144	143	135	140	229	357	635	789	959	1,032	1,031	1,094	1,141	1,034	1,322	1,288	1,235	945	720	620	513	361	310	16,336
21	243	172	140	133	187	220	374	670	832	956	1,034	1,056	1,142	1,157	1,178	1,276	1,272	1,338	994	857	757	597	507	321	17,413
22	257	217	150	151	144	269	386	692	850	1,069	1,142	1,133	1,209	1,409	1,522	1,563	1,547	1,492	1,290	1,164	1,034	876	803	564	20,933
23	325	248	223	191	200	267	403	646	934	1,064	1,293	1,493	1,632	1,731	1,903	1,967	1,990	1,841	1,603	1,313	1,147	1,108	856	626	25,004
24	369	257	227	194	188	234	299	581	845	1,195	1,398	1,563	1,545	1,610	1,635	1,681	1,623	1,497	1,369	1,059	957	805	619	437	22,187
25	308	174	172	145	136	166	207	383	630	1,049	1,426	1,794	1,951	2,052	2,264	2,018	1,910	1,643	1,349	1,129	874	623	497	310	23,210
26	193	175	148	126	152	243	339	604	726	919	1,027	1,066	1,115	1,211	1,322	1,411	1,314	1,218	940	790	599	474	347	230	16,689
27	190	184	153	150	188	250	358	642	837	1,019	1,010	1,117	1,171	1,357	1,192	1,287	1,268	1,254	985	805	647	630	440	290	17,424
28	264	190	138	161	166	246	381	686	861	1,037	1,107	1,167	1,208	1,342	1,331	1,418	1,410	1,404	1,049	891	669	629	517	320	18,592
29	255	224	173	158	182	252	404	737	950	1,130	1,290	1,295	1,384	1,497	1,523	1,574	1,606	1,623	1,289	1,098	947	895	783	596	21,865
30	357	271	225	179	224	279	455	732	1,062	1,299	1,617	1,726	1,740	2,044	2,184	2,079	2,143	2,108	1,854	1,571	1,389	1,248	1,048	687	28,521
31	466	313	271	229	207	272	348	646	972	1,331	1,603	1,773	1,888	1,914	1,997	2,035	1,722	1,596	1,312	1,049	803	716	553	372	24,388

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for March 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	86	51	48	63	86	111	186	320	349	436	491	500	516	627	670	736	729	733	589	502	431	294	392	129	9,075
02	165	111	63	52	56	118	178	299	360	397	534	599	739	838	972	1,046	1,010	1,000	872	670	581	438	364	212	11,674
03	138	90	95	59	61	111	146	275	412	523	593	644	714	696	719	609	607	545	479	372	235	237	194	127	8,681
04	92	60	46	48	34	80	77	168	260	302	447	522	521	626	657	683	718	642	614	511	374	303	220	136	8,141
05	76	48	51	51	81	145	205	362	352	419	430	434	518	475	577	590	592	548	456	322	273	229	138	106	7,478
06	75	62	50	52	79	142	184	352	369	430	450	392	458	476	537	562	538	544	462	375	295	215	143	93	7,335
07	100	63	49	46	85	130	141	319	343	376	465	458	501	589	629	668	621	638	488	462	352	270	255	158	8,206
08																									
09																									
10																									
11																									
12																									
13	102	70	85	74	75	115	190	301	363	420	484	446	513	527	544	616	634	600	525	490	345	291	231	156	8,197
14	121	109	81	70	76	143	209	337	381	454	529	540	564	736	742	832	805	865	792	750	749	576	562	473	11,496
15	235	152	108	73	93	126	219	326	450	497	653	690	754	900	873	903	830	906	813	730	731	599	502	357	12,520
16	183	129	128	90	86	144	214	341	462	578	697	709	796	843	1,044	1,024	1,043	1,086	947	720	662	612	450	278	13,266
17	178	98	72	96	86	124	187	410	522	761	816	772	724	660	661	630	573	548	486	382	316	269	184	161	9,716
18	119	97	36	51	60	80	81	147	200	296	443	527	581	670	756	715	781	739	592	533	400	259	207	149	8,519
19	75	57	58	37	71	127	170	303	379	367	371	421	468	514	564	587	548	534	464	346	231	185	186	131	7,194
20	57	47	54	56	70	120	175	307	355	390	465	454	479	545	422	652	610	571	456	332	286	250	178	155	7,486
21	126	73	64	60	101	119	197	357	387	463	470	456	544	553	583	672	662	745	498	448	391	338	277	169	8,753
22	137	108	80	90	74	159	225	394	417	515	554	523	591	747	917	878	886	931	807	712	636	525	555	432	11,893
23	196	150	108	106	119	154	239	332	463	529	678	785	863	948	1,094	1,166	1,189	1,115	982	770	645	588	491	387	14,097
24	217	143	134	102	112	135	153	304	457	631	831	884	812	850	841	826	759	756	672	521	444	365	287	187	11,423
25	140	88	86	64	71	93	102	162	254	420	501	588	721	804	872	896	833	785	653	568	495	360	279	183	10,018
26	108	82	68	63	78	135	187	345	359	440	487	467	430	547	637	727	650	577	456	404	284	212	161	122	8,026
27	92	73	76	63	87	138	192	332	372	425	427	477	504	602	563	587	613	579	506	392	358	310	218	158	8,144
28	121	82	62	77	79	143	212	353	383	435	467	486	481	619	646	690	737	717	559	453	328	300	285	179	8,894
29	130	116	78	76	97	143	212	376	421	485	589	582	603	679	756	807	839	811	691	586	510	547	494	395	11,023
30	220	154	108	67	107	147	225	343	417	501	673	705	765	913	1,032	1,044	1,145	1,185	1,046	930	802	743	648	462	14,382
31	287	172	138	93	75	107	129	232	386	593	684	817	800	906	893	941	852	724	606	469	385	321	256	181	11,047

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for March 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	91	85	76	68	52	112	141	267	391	473	466	485	549	649	583	610	614	533	508	335	345	233	176	107	7,949
02	87	79	71	68	60	96	195	301	477	568	633	756	763	807	734	724	714	744	580	516	465	403	250	176	10,267
03	132	83	81	76	61	94	151	273	447	508	575	615	621	643	673	731	734	753	655	564	433	356	210	150	9,619
04	115	62	51	63	49	80	96	184	317	525	707	987	1,032	1,030	1,095	1,048	1,011	833	671	458	361	263	163	124	11,325
05	85	81	62	43	62	95	141	255	404	458	420	528	560	553	493	598	580	601	471	309	255	256	168	136	7,614
06	110	93	89	76	67	125	158	314	398	485	532	546	544	564	548	500	565	549	418	295	255	208	171	102	7,712
07	99	91	48	61	76	80	155	246	312	375	421	440	451	491	495	448	523	485	432	314	280	229	179	114	6,845
08																									
09																									
10																									
11																									
12																									
13	124	112	91	71	94	110	179	265	417	499	602	640	653	722	646	675	727	696	476	388	326	273	225	162	9,173
14	132	103	87	98	79	116	170	279	414	480	644	696	837	730	789	680	617	784	533	404	364	296	231	150	9,713
15	110	106	90	80	74	122	161	299	463	551	603	674	694	703	751	765	700	705	604	500	408	346	262	214	9,985
16	133	123	90	85	85	109	168	304	413	509	680	732	759	839	824	902	817	792	732	597	548	497	399	256	11,393
17	171	133	106	106	97	116	157	240	357	523	680	806	878	919	1,028	1,073	1,132	1,216	1,191	823	606	450	343	206	13,357
18	120	86	70	66	49	77	124	203	391	761	1,217	1,607	1,536	1,562	1,451	1,433	1,283	965	763	538	404	337	198	133	15,374
19	91	86	67	63	65	91	137	241	343	439	598	673	661	618	719	673	628	628	484	359	264	228	179	138	8,473
20	102	97	89	79	70	109	182	328	434	569	567	577	615	596	612	670	678	664	489	388	334	263	183	155	8,850
21	117	99	76	73	86	101	177	313	445	493	564	600	598	604	595	604	610	593	496	409	366	259	230	152	8,660
22	120	109	70	61	70	110	161	298	433	554	588	610	618	662	605	685	661	561	483	452	398	351	248	132	9,040
23	129	98	115	85	81	113	164	314	471	535	615	708	769	783	809	801	801	726	621	543	502	520	365	239	10,907
24	152	114	93	92	76	99	146	277	388	564	567	679	733	760	794	855	864	741	697	538	513	440	332	250	10,764
25	168	86	86	81	65	73	105	221	376	629	925	1,206	1,230	1,248	1,392	1,122	1,077	858	696	561	379	263	218	127	13,192
26	85	93	80	63	74	108	152	259	367	479	540	599	685	664	685	684	664	641	484	386	315	262	186	108	8,663
27	98	111	77	87	101	112	166	310	465	594	583	640	667	755	629	700	655	675	479	413	289	320	222	132	9,280
28	143	108	76	84	87	103	169	333	478	602	640	681	727	723	685	728	673	687	490	438	341	329	232	141	9,698
29	125	108	95	82	85	109	192	361	529	645	701	713	781	818	767	767	767	812	598	512	437	348	289	201	10,842
30	137	117	117	112	117	132	230	389	645	798	944	1,021	975	1,131	1,152	1,035	998	923	808	641	587	505	400	225	14,139
31	179	141	133	136	132	165	219	414	586	738	919	956	1,088	1,008	1,104	1,094	870	872	706	580	418	395	297	191	13,341

Utah Department of Transportation

Roadway, Monthly Hourly Volume for April 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	288	234	153	111	141	197	247	436	714	1,136	1,590	1,698	2,013	2,111	2,335	2,202	2,121	1,964	1,607	1,208	1,022	747	509	336	25,120
02	221	165	163	171	126	248	405	693	905	1,183	1,353	1,387	1,326	1,483	1,609	1,588	1,600	1,584	1,234	904	744	552	421	282	20,347
03	214	203	145	141	170	270	406	678	902	1,046	1,264	1,256	1,264	1,342	1,436	1,496	1,561	1,394	1,131	930	766	628	520	343	19,506
04	243	221	159	154	169	242	405	689	945	1,129	1,298	1,456	1,563	1,628	1,636	1,783	1,798	1,701	1,452	1,200	1,001	934	826	568	23,200
05	339	261	191	177	174	297	374	731	961	1,238	1,435	1,599	1,626	1,790	1,929	2,022	1,955	1,836	1,557	1,319	1,112	1,034	817	547	25,321
06	347	274	247	209	209	260	366	615	930	1,233	1,469	1,714	1,843	1,824	1,974	2,256	2,104	2,044	1,769	1,492	1,341	1,143	846	558	27,067
07	353	236	189	162	169	229	279	500	808	1,237	1,609	1,791	1,895	1,804	1,854	1,954	1,755	1,662	1,486	1,135	991	817	544	360	23,819
08	259	215	115	102	131	167	213	331	579	990	1,329	1,669	2,029	2,158	2,088	2,250	2,115	1,918	1,643	1,316	1,140	927	632	416	24,732
09	241	202	149	145	161	252	396	615	853	1,144	1,339	1,464	1,546	1,649	1,666	1,754	1,626	1,578	1,159	968	740	581	427	302	20,957
10	221	186	137	124	183	280	377	707	866	976	1,157	1,167	1,254	1,211	1,395	1,368	1,370	1,320	1,107	837	744	631	428	274	18,320
11	226	210	161	146	170	241	400	715	859	957	1,161	1,204	1,292	1,381	1,393	1,527	1,493	1,528	1,191	914	734	685	497	334	19,419
12	252	213	163	114	185	255	381	626	845	1,126	1,161	1,353	1,429	1,553	1,654	1,645	1,618	1,632	1,296	1,065	959	884	672	469	21,550
13	289	262	214	179	198	250	357	655	832	1,037	1,270	1,455	1,562	1,765	1,764	1,904	1,870	1,720	1,515	1,176	974	840	657	426	23,171
14	301	220	176	160	159	211	293	394	719	977	1,245	1,453	1,445	1,532	1,368	1,447	1,528	1,135	1,058	755	669	462	324	335	18,366
15	260	149	124	102	119	161	196	338	675	1,034	1,453	1,798	1,825	1,858	1,890	1,956	1,895	1,550	1,372	939	849	632	420	298	21,893
16	199	146	129	138	162	273	390	640	772	893	1,061	1,068	1,057	1,174	1,242	1,228	1,295	1,161	1,004	734	600	505	371	284	16,526
17	196	175	155	153	150	229	397	672	792	928	937	1,011	1,086	1,086	1,215	1,306	1,202	1,196	1,006	822	686	520	422	271	16,613
18	224	201	168	137	172	226	425	650	816	918	1,021	1,068	1,168	1,164	1,293	1,327	1,286	1,283	1,015	812	693	692	501	375	17,635
19	269	212	152	144	193	237	427	704	883	1,054	1,190	1,215	1,315	1,316	1,340	1,440	1,540	1,515	1,229	1,039	833	738	647	439	20,071
20	265	245	225	177	162	254	403	701	863	1,073	1,246	1,378	1,475	1,489	1,718	1,765	1,686	1,601	1,513	1,186	1,000	954	769	499	22,647
21	317	210	201	174	157	224	307	523	779	1,033	1,164	1,339	1,411	1,386	1,402	1,491	1,382	1,283	1,110	905	742	693	499	385	19,117
22	284	224	143	129	138	170	215	325	625	926	1,251	1,429	1,625	1,793	1,805	1,691	1,608	1,418	1,260	989	880	695	468	362	20,453
23	223	159	121	134	152	256	415	610	792	902	970	1,029	1,110	1,254	1,159	1,230	1,231	1,229	1,012	797	621	493	406	278	16,583
24	206	181	155	161	162	295	383	701	832	992	941	1,040	1,103	1,183	1,190	1,227	1,171	1,130	971	740	668	536	466	298	16,732
25	207	207	141	159	162	279	423	691	778	981	1,063	1,065	1,116	1,278	1,309	1,234	1,350	1,387	1,066	820	707	692	462	359	17,936
26	258	210	197	137	165	251	385	652	835	960	1,108	1,188	1,291	1,346	1,402	1,417	1,407	1,452	1,127	959	887	726	597	461	19,418
27	325	239	171	164	176	256	425	687	830	1,114	1,228	1,260	1,425	1,537	1,660	1,602	1,671	1,728	1,512	1,221	1,017	965	778	427	22,418
28	244	211	163	145	158	207	307	497	748	1,008	1,184	1,339	1,384	1,423	1,412	1,419	1,333	1,278	1,075	913	759	701	497	325	18,730
29	245	174	144	114	120	175	209	374	577	872	1,285	1,395	1,570	1,740	1,837	1,706	1,617	1,536	1,256	996	812	611	461	303	20,129
30	198	150	124	146	146	258	368	645	793	957	1,059	1,108	1,133	1,224	1,163	1,154	1,179	1,241	939	736	625	475	346	278	16,445

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for April 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	133	115	79	54	61	93	102	154	225	362	531	640	757	840	935	947	933	945	864	617	512	409	274	182	10,764
02	129	83	77	77	61	145	223	361	388	415	517	638	613	748	862	819	819	733	609	450	353	231	221	148	9,720
03	95	90	71	50	85	131	199	344	370	405	510	492	514	589	659	714	765	722	601	489	400	311	287	200	9,093
04	140	102	70	63	75	118	228	340	423	463	565	622	666	766	831	923	936	959	844	729	622	575	549	403	12,012
05	206	151	114	84	98	160	201	376	461	576	689	727	812	1,007	1,087	1,179	1,095	1,025	906	758	652	606	515	367	13,852
06	227	155	134	106	96	130	198	317	426	567	670	783	829	851	964	1,221	1,131	1,135	1,061	842	813	690	551	342	14,239
07	212	122	89	82	91	108	133	212	349	604	762	822	907	817	878	795	717	749	628	506	436	349	249	166	10,783
08	126	118	56	55	57	79	94	124	217	335	386	487	597	701	674	825	789	834	759	647	638	532	388	239	9,757
09	145	108	70	68	78	131	229	305	387	472	526	569	672	770	812	810	753	792	545	495	385	299	232	174	9,827
10	104	70	69	52	86	145	186	354	421	433	507	500	535	572	694	638	666	591	554	422	384	336	219	140	8,678
11	97	100	78	69	80	129	200	344	411	412	511	558	559	692	751	822	803	809	660	544	437	380	309	202	9,957
12	152	115	82	56	109	136	202	352	428	553	572	656	745	808	934	926	896	898	704	614	542	485	437	280	11,643
13	157	143	118	105	108	146	201	319	386	486	528	650	702	801	853	972	972	931	847	659	539	439	343	238	11,643
14	170	111	89	77	78	112	135	176	309	508	549	608	611	611	490	541	693	396	476	339	297	182	131	143	7,832
15	131	69	62	34	62	70	67	115	198	311	449	573	558	606	656	655	713	590	566	446	410	320	218	148	8,027
16	90	62	66	61	77	145	217	346	376	393	432	448	394	480	570	594	635	523	469	368	304	230	174	142	7,596
17	84	67	69	66	64	128	224	331	346	371	401	432	447	479	563	611	582	570	504	433	331	244	223	148	7,718
18	108	93	74	63	81	128	240	352	378	435	431	494	541	538	624	664	683	665	525	452	406	323	255	210	8,763
19	141	108	83	75	104	127	237	356	423	446	566	557	627	647	732	754	847	824	671	566	478	414	428	271	10,482
20	162	141	119	98	75	131	219	327	384	493	577	603	730	773	944	1,016	894	925	856	736	562	540	481	315	12,101
21	174	102	89	92	81	92	133	265	361	513	599	667	761	688	709	686	657	585	525	437	356	313	230	193	9,308
22	162	109	62	57	63	92	89	127	235	354	467	534	590	704	751	757	790	635	655	528	480	395	250	197	9,083
23	108	74	64	60	72	142	224	326	386	414	419	471	451	559	563	573	599	570	449	390	329	232	192	141	7,808
24	103	88	55	66	71	155	194	343	395	418	380	471	470	555	549	545	586	561	490	378	334	269	252	140	7,868
25	100	91	76	78	87	145	212	330	359	442	501	496	495	598	670	642	728	747	538	457	387	348	292	210	9,029
26	141	112	100	69	104	136	207	347	425	485	515	560	632	666	745	754	747	790	624	530	542	427	363	283	10,304
27	195	129	86	80	92	133	220	322	396	491	561	572	671	743	780	852	865	899	846	689	599	546	462	267	11,496
28	140	110	85	76	76	104	124	215	335	484	570	656	673	704	636	686	650	587	474	436	365	316	229	145	8,876
29	126	87	87	57	60	88	76	155	202	313	445	488	546	669	683	682	696	683	583	516	416	354	260	165	8,437
30	106	74	55	70	74	148	212	336	376	401	460	521	472	551	538	549	590	603	443	369	326	238	185	122	7,819

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for April 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	155	119	74	57	80	104	145	282	489	774	1,059	1,058	1,256	1,271	1,400	1,255	1,188	1,019	743	591	510	338	235	154	14,356
02	92	82	86	94	65	103	182	332	517	768	836	749	713	735	747	769	781	851	625	454	391	321	200	134	10,627
03	119	113	74	91	85	139	207	334	532	641	754	764	750	753	777	782	796	672	530	441	366	317	233	143	10,413
04	103	119	89	91	94	124	177	349	522	666	733	834	897	862	805	860	862	742	608	471	379	359	277	165	11,188
05	133	110	77	93	76	137	173	355	500	662	746	872	814	783	842	843	860	811	651	561	460	428	302	180	11,469
06	120	119	113	103	113	130	168	298	504	666	799	931	1,014	973	1,010	1,035	973	909	708	650	528	453	295	216	12,828
07	141	114	100	80	78	121	146	288	459	633	847	969	988	987	976	1,159	1,038	913	858	629	555	468	295	194	13,036
08	133	97	59	47	74	88	119	207	362	655	943	1,182	1,432	1,457	1,414	1,425	1,326	1,084	884	669	502	395	244	177	14,975
09	96	94	79	77	83	121	167	310	466	672	813	895	874	879	854	944	873	786	614	473	355	282	195	128	11,130
10	117	116	68	72	97	135	191	353	445	543	650	667	719	639	701	730	704	729	553	415	360	295	209	134	9,642
11	129	110	83	77	90	112	200	371	448	545	650	646	733	689	642	705	690	719	531	370	297	305	188	132	9,462
12	100	98	81	58	76	119	179	274	417	573	589	697	684	745	720	719	722	734	592	451	417	399	235	189	9,868
13	132	119	96	74	90	104	156	336	446	551	742	805	860	964	911	932	898	789	668	517	435	401	314	188	11,528
14	131	109	87	83	81	99	158	218	410	469	696	845	834	921	878	906	835	739	582	416	372	280	193	192	10,534
15	129	80	62	68	57	91	129	223	477	723	1,004	1,225	1,267	1,252	1,234	1,301	1,182	960	806	493	439	312	202	150	13,866
16	109	84	63	77	85	128	173	294	396	500	629	620	663	694	672	634	660	638	535	366	296	275	197	142	8,930
17	112	108	86	87	86	101	173	341	446	557	536	579	639	607	652	695	620	626	502	389	355	276	199	123	8,895
18	116	108	94	74	91	98	185	298	438	483	590	574	627	626	669	663	603	618	490	360	287	369	246	165	8,872
19	128	104	69	69	89	110	190	348	460	608	624	658	688	669	608	686	693	691	558	473	355	324	219	168	9,589
20	103	104	106	79	87	123	184	374	479	580	669	775	745	716	774	749	792	676	657	450	438	414	288	184	10,546
21	143	108	112	82	76	132	174	258	418	520	565	672	650	698	693	805	725	698	585	468	386	380	269	192	9,809
22	122	115	81	72	75	78	126	198	390	572	784	895	1,035	1,089	1,054	934	818	783	605	461	400	300	218	165	11,370
23	115	85	57	74	80	114	191	284	406	488	551	558	659	695	596	657	632	659	563	407	292	261	214	137	8,775
24	103	93	100	95	91	140	189	358	437	574	561	569	633	628	641	682	585	569	481	362	334	267	214	158	8,864
25	107	116	65	81	75	134	211	361	419	539	562	569	621	680	639	592	622	640	528	363	320	344	170	149	8,907
26	117	98	97	68	61	115	178	305	410	475	593	628	659	680	657	663	660	662	503	429	345	299	234	178	9,114
27	130	110	85	84	84	123	205	365	434	623	667	688	754	794	880	750	806	829	666	532	418	419	316	160	10,922
28	104	101	78	69	82	103	183	282	413	524	614	683	711	719	776	733	683	691	601	477	394	385	268	180	9,854
29	119	87	57	57	60	87	133	219	375	559	840	907	1,024	1,071	1,154	1,024	921	853	673	480	396	257	201	138	11,692
30	92	76	69	76	72	110	156	309	417	556	599	587	661	673	625	605	589	638	496	367	299	237	161	156	8,626

Utah Department of Transportation

Roadway, Monthly Hourly Volume for May 2012

Site Names: -0400, 0015-003.640-
 County: Washington
 Funct. Class: Urban Principal Arterial - Interstate
 Location: I 15 1 mile S of Bloomington Int. MP 3.640 FC 11

Seasonal Factor Group: 400
 Daily Factor Group: 400
 Axle Factor Group: 400
 Growth Factor Group: 400

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	234	200	184	164	194	307	451	682	803	1,227	1,418	1,520	1,561	1,549	1,452	1,520	1,500	1,460	1,182	939	799	658	498	370	20,872
02	285	232	218	130	197	295	390	664	841	1,161	1,371	1,480	1,664	1,592	1,589	1,571	1,607	1,512	1,257	986	851	712	581	440	21,626
03	317	243	191	190	186	274	342	546	958	1,299	1,385	1,692	1,698	1,790	1,905	1,780	1,725	1,667	1,502	1,169	1,017	862	657	557	23,952
04	349	297	258	223	221	321	455	675	1,013	1,372	1,594	1,716	1,845	1,912	1,840	1,892	1,944	1,856	1,690	1,403	1,142	952	702	542	26,214
05	440	338	168	170	154	192	337	463	678	1,260	1,428	1,591	1,649	1,602	1,619	1,504	1,480	1,453	1,287	1,066	863	796	601	413	21,552
06	351	230	203	101	131	171	232	300	654	1,117	1,503	1,723	1,988	1,969	1,921	2,105	1,866	1,749	1,467	1,160	995	694	522	316	23,468
07	274	177	131	104	147	240	298	467	821	1,247	1,477	1,510	1,637	1,638	1,612	1,615	1,570	1,480	1,168	936	763	524	471	336	20,643
08																									
09	274	210	176	124	109	255	358	556	814	1,181	1,318	1,405	1,361	1,553	1,613	1,539	1,647	1,519	1,145	875	822	777	567	403	20,601
10	309	199	152	94	139	271	435	566	916	1,291	1,376	1,580	1,741	1,585	1,610	1,754	1,645	1,638	1,262	1,123	970	821	665	466	22,608
11	346	249	214	182	195	215	338	546	989	1,277	1,536	1,782	1,881	1,853	1,896	1,805	1,911	1,865	1,715	1,351	1,224	896	823	623	25,712
12	383	271	254	216	151	158	222	394	787	1,305	1,446	1,502	1,620	1,594	1,622	1,624	1,641	1,468	1,341	1,024	908	831	662	472	21,896
13	362	223	141	95	84	104	178	326	636	961	1,318	1,596	1,859	1,841	1,859	1,848	1,719	1,570	1,308	1,139	1,012	802	599	414	21,994
14	268	176	131	134	158	259	286	559	830	1,187	1,373	1,516	1,646	1,597	1,557	1,549	1,562	1,395	1,181	950	775	559	444	332	20,424
15	251	216	162	152	189	228	297	502	881	1,200	1,380	1,504	1,632	1,630	1,505	1,506	1,615	1,413	1,137	923	749	623	467	374	20,536
16	295	174	136	99	137	237	286	534	951	1,279	1,376	1,537	1,658	1,595	1,596	1,651	1,534	1,445	1,244	1,003	832	646	536	438	21,219
17	279	237	177	124	132	238	349	496	929	1,313	1,493	1,633	1,734	1,725	1,685	1,684	1,647	1,614	1,300	1,053	970	830	606	465	22,713
18	355	270	260	207	227	311	464	728	1,024	1,294	1,525	1,787	1,906	1,872	1,897	1,972	1,859	1,857	1,625	1,355	1,086	959	750	572	26,162
19	379	333	222	151	136	179	273	467	864	1,204	1,567	1,702	1,715	1,733	1,688	1,665	1,618	1,516	1,339	1,111	969	840	585	456	22,712
20	275	197	111	113	109	155	263	395	719	1,111	1,430	1,685	1,897	2,033	2,071	2,050	2,084	1,875	1,529	1,203	1,722	1,359	885	530	25,801
21	372	197	162	119	175	251	326	542	1,019	1,282	1,451	1,649	1,783	1,694	1,618	1,691	1,557	1,473	1,255	934	763	634	487	375	21,809
22	306	246	150	158	121	244	288	489	1,022	1,181	1,483	1,580	1,703	1,549	1,549	1,537	1,545	1,303	1,252	1,039	825	722	564	368	21,224
23	308	239	208	178	196	311	421	618	1,001	1,213	1,502	1,625	1,780	1,683	1,680	1,697	1,596	1,259	1,636	1,030	928	760	637	478	22,984
24	330	231	153	154	129	213	335	546	1,067	1,345	1,604	1,817	1,896	1,816	1,912	1,884	1,938	1,812	1,608	1,327	1,203	1,012	817	697	25,846
25	504	375	348	290	271	349	541	735	1,123	1,617	1,868	2,023	2,180	2,263	2,173	2,239	2,282	2,187	1,928	1,924	1,677	1,342	1,112	897	32,248
26	645	432	341	284	289	281	458	665	835	1,372	1,876	2,110	2,041	2,001	1,998	1,885	1,784	1,556	1,394	1,224	1,062	948	698	520	26,699
27	297	210	176	130	115	122	190	331	727	1,037	1,406	1,588	1,704	1,806	1,737	1,773	1,684	1,572	1,390	1,219	1,056	850	601	491	22,212
28	324	189	162	162	167	210	295	437	862	1,349	1,718	2,164	2,410	2,510	2,710	2,624	2,449	2,213	1,860	1,500	1,277	1,031	708	450	29,781
29	297	226	135	146	164	301	319	550	983	1,264	1,533	1,622	1,785	1,811	1,753	1,786	1,643	1,614	1,255	1,016	837	740	544	405	22,729
30	296	173	114	133	209	266	313	501	1,047	1,207	1,421	1,561	1,630	1,620	1,714	1,623	1,582	1,514	1,257	1,022	844	709	576	448	21,780
31	374	232	179	162	198	228	314	595	1,087	1,280	1,446	1,655	1,765	1,715	1,794	1,749	1,709	1,618	1,478	1,123	916	845	627	538	23,627

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for May 2012

Site Names: -0400, 0015-003.640-
 County: Washington
 Funct. Class: Urban Principal Arterial - Interstate
 Location: I 15 1 mile S of Bloomington Int. MP 3.640 FC 11

Seasonal Factor Group: 400
 Daily Factor Group: 400
 Axle Factor Group: 400
 Growth Factor Group: 400

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	87	65	67	81	103	177	262	370	482	521	612	639	656	667	699	763	727	725	570	507	412	309	238	120	9,859
02	114	60	85	50	109	161	232	361	463	475	636	629	753	747	788	804	794	788	625	515	436	342	292	169	10,428
03	118	92	72	90	109	195	240	369	528	584	617	724	727	854	984	932	897	924	770	633	520	436	335	233	11,983
04	142	105	109	93	109	199	247	362	478	622	710	759	791	963	954	1,039	1,005	1,003	844	733	591	452	352	246	12,908
05	160	131	67	71	108	111	212	283	369	658	726	776	830	857	877	780	792	768	711	573	443	399	298	181	11,181
06	161	92	70	65	81	108	220	247	461	645	850	946	1,012	961	1,028	962	968	918	744	566	476	326	265	149	12,321
07	136	78	74	77	124	214	278	397	486	595	738	730	763	790	847	846	858	792	604	498	368	258	196	134	10,881
08																									
09	116	86	58	81	87	188	246	389	495	531	575	690	735	759	833	787	866	801	579	516	431	365	263	181	10,658
10	115	84	70	81	112	196	269	378	516	594	611	735	785	787	881	994	877	890	655	581	503	438	357	213	11,722
11	152	84	99	89	138	198	245	383	537	634	693	770	830	892	952	932	999	996	890	656	596	414	420	249	12,848
12	155	115	91	87	97	138	200	315	438	579	675	629	712	724	767	819	803	729	671	555	492	408	341	214	10,754
13	136	80	54	53	64	88	169	265	405	509	703	814	918	925	875	848	849	800	669	584	488	373	296	166	11,131
14	115	75	85	80	131	233	268	385	493	556	628	716	743	766	783	780	806	729	613	480	405	280	246	135	10,531
15	94	78	69	62	111	172	259	401	434	517	610	641	701	696	756	735	831	711	566	480	374	315	207	151	9,971
16	111	79	65	85	119	185	243	343	513	569	627	692	734	777	782	877	791	775	628	527	422	347	258	196	10,745
17	118	109	85	99	115	197	296	387	517	621	660	728	737	860	865	851	872	861	698	575	549	435	302	236	11,773
18	129	111	102	97	124	187	270	362	516	585	680	778	840	868	899	986	984	956	794	641	481	455	340	252	12,437
19	150	117	88	77	84	140	219	307	439	555	713	718	756	822	804	824	801	785	655	559	530	414	281	204	11,042
20	130	99	79	65	84	117	198	284	407	614	723	825	863	934	990	878	909	818	681	650	1,263	966	571	271	13,419
21	149	104	87	82	135	211	291	433	579	688	732	848	858	849	849	930	836	803	632	470	368	294	232	167	11,627
22	124	88	69	82	108	188	261	356	500	537	653	682	738	706	752	776	805	711	617	506	417	357	257	160	10,450
23	119	93	86	71	109	182	251	389	498	563	683	754	792	787	896	853	871	827	735	532	500	412	319	220	11,542
24	155	109	76	103	99	192	294	419	566	670	725	872	869	867	984	969	1,001	954	814	684	617	518	419	367	13,343
25	242	163	157	137	138	216	316	429	569	776	836	846	926	1,063	1,095	1,162	1,159	1,106	955	819	744	654	595	467	15,570
26	311	173	133	124	132	142	280	383	500	715	867	917	915	939	987	965	921	810	742	644	546	461	335	232	13,174
27	140	117	96	55	86	114	175	279	378	609	734	791	880	893	927	954	943	862	777	678	571	451	314	222	12,046
28	129	92	90	83	112	189	266	362	529	707	917	1,115	1,165	1,364	1,450	1,445	1,363	1,259	1,062	874	743	551	369	185	16,421
29	131	92	67	71	127	202	287	417	551	638	721	755	881	849	962	922	917	898	653	510	458	364	244	167	11,884
30	133	75	67	93	105	199	243	378	514	548	627	746	689	765	893	856	854	799	616	552	449	348	267	188	11,004
31	145	84	91	83	134	187	261	379	540	628	673	799	789	876	938	891	950	888	787	583	470	471	331	249	12,227

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for May 2012

Site Names: -0400, 0015-003.640-
 County: Washington
 Funct. Class: Urban Principal Arterial - Interstate
 Location: I 15 1 mile S of Bloomington Int. MP 3.640 FC 11

Seasonal Factor Group: 400
 Daily Factor Group: 400
 Axle Factor Group: 400
 Growth Factor Group: 400

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	147	135	117	83	91	130	189	312	321	706	806	881	905	882	753	757	773	735	612	432	387	349	260	250	11,013
02	171	172	133	80	88	134	158	303	378	686	735	851	911	845	801	767	813	724	632	471	415	370	289	271	11,198
03	199	151	119	100	77	79	102	177	430	715	768	968	971	936	921	848	828	743	732	536	497	426	322	324	11,969
04	207	192	149	130	112	122	208	313	535	750	884	957	1,054	949	886	853	939	853	846	670	551	500	350	296	13,306
05	280	207	101	99	46	81	125	180	309	602	702	815	819	745	742	724	688	685	576	493	420	397	303	232	10,371
06	190	138	133	36	50	63	12	53	193	472	653	777	976	1,008	893	1,143	898	831	723	594	519	368	257	167	11,147
07	138	99	57	27	23	26	20	70	335	652	739	780	874	848	765	769	712	688	564	438	395	266	275	202	9,762
08																									
09	158	124	118	43	22	67	112	167	319	650	743	715	626	794	780	752	781	718	566	359	391	412	304	222	9,943
10	194	115	82	13	27	75	166	188	400	697	765	845	956	798	729	760	768	748	607	542	467	383	308	253	10,886
11	194	165	115	93	57	17	93	163	452	643	843	1,012	1,051	961	944	873	912	869	825	695	628	482	403	374	12,864
12	228	156	163	129	54	20	22	79	349	726	771	873	908	870	855	805	838	739	670	469	416	423	321	258	11,142
13	226	143	87	42	20	16	9	61	231	452	615	782	941	916	984	1,000	870	770	639	555	524	429	303	248	10,863
14	153	101	46	54	27	26	18	174	337	631	745	800	903	831	774	769	756	666	568	470	370	279	198	197	9,893
15	157	138	93	90	78	56	38	101	447	683	770	863	931	934	749	771	784	702	571	443	375	308	260	223	10,565
16	184	95	71	14	18	52	43	191	438	710	749	845	924	818	814	774	743	670	616	476	410	299	278	242	10,474
17	161	128	92	25	17	41	53	109	412	692	833	905	997	865	820	833	775	753	602	478	421	395	304	229	10,940
18	226	159	158	110	103	124	194	366	508	709	845	1,009	1,066	1,004	998	986	875	901	831	714	605	504	410	320	13,725
19	229	216	134	74	52	39	54	160	425	649	854	984	959	911	884	841	817	731	684	552	439	426	304	252	11,670
20	145	98	32	48	25	38	65	111	312	497	707	860	1,034	1,099	1,081	1,172	1,175	1,057	848	553	459	393	314	259	12,382
21	223	93	75	37	40	40	35	109	440	594	719	801	925	845	769	761	721	670	623	464	395	340	255	208	10,182
22	182	158	81	76	13	56	27	133	522	644	830	898	965	843	797	761	740	592	635	533	408	365	307	208	10,774
23	189	146	122	107	87	129	170	229	503	650	819	871	988	896	784	844	725	432	901	498	428	348	318	258	11,442
24	175	122	77	51	30	21	41	127	501	675	879	945	1,027	949	928	915	937	858	794	643	586	494	398	330	12,503
25	262	212	191	153	133	133	225	306	554	841	1,032	1,177	1,254	1,200	1,078	1,077	1,123	1,081	973	1,105	933	688	517	430	16,678
26	334	259	208	160	157	139	178	282	335	657	1,009	1,193	1,126	1,062	1,011	920	863	746	652	580	516	487	363	288	13,525
27	157	93	80	75	29	8	15	52	349	428	672	797	824	913	810	819	741	710	613	541	485	399	287	269	10,166
28	195	97	72	79	55	21	29	75	333	642	801	1,049	1,245	1,146	1,260	1,179	1,086	954	798	626	534	480	339	265	13,360
29	166	134	68	75	37	99	32	133	432	626	812	867	904	962	791	864	726	716	602	506	379	376	300	238	10,845
30	163	98	47	40	104	67	70	123	533	659	794	815	941	855	821	767	728	715	641	470	395	361	309	260	10,776
31	229	148	88	79	64	41	53	216	547	652	773	856	976	839	856	858	759	730	691	540	446	374	296	289	11,400

Utah Department of Transportation

Roadway, Monthly Hourly Volume for June 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	298	271	201	185	205	337	465	764	899	1,125	1,294	1,326	1,444	1,605	1,617	1,718	1,685	1,675	1,367	1,227	1,066	942	763	530	23,009
02	346	273	203	197	203	252	375	566	776	1,116	1,231	1,353	1,558	1,485	1,411	1,496	1,390	1,280	1,158	946	818	671	580	399	20,083
03	270	207	160	146	148	195	262	424	597	807	1,176	1,366	1,480	1,650	1,699	1,651	1,588	1,466	1,323	1,055	883	731	517	326	20,127
04	277	179	161	145	185	266	442	666	838	1,002	1,032	1,170	1,263	1,247	1,293	1,286	1,332	1,297	1,039	853	779	594	434	346	18,126
05	265	205	169	159	179	272	404	734	822	960	1,047	1,115	1,173	1,179	1,290	1,209	1,267	1,212	1,055	814	681	565	483	395	17,654
06	270	124	142	263	197	283	460	681	928	940	1,107	1,201	1,243	1,239	1,438	1,426	1,474	1,490	1,221	930	805	698	569	415	19,544
07	310	256	199	175	220	307	437	713	926	1,071	1,217	1,339	1,369	1,493	1,486	1,546	1,613	1,579	1,433	1,139	949	828	735	525	21,865
08	372	283	259	206	241	344	452	699	974	1,238	1,475	1,580	1,603	1,763	1,811	1,813	1,815	1,767	1,441	1,296	1,022	894	751	572	24,671
09	376	270	261	243	203	260	417	656	884	1,146	1,288	1,434	1,612	1,495	1,548	1,575	1,589	1,392	1,193	987	879	733	525	345	21,311
10	250	232	235	148	141	183	226	413	678	949	1,410	1,542	1,732	1,856	1,874	1,828	1,828	1,761	1,439	1,222	1,006	779	514	328	22,574
11	216	239	177	155	173	327	432	683	868	1,010	1,128	1,269	1,295	1,502	1,583	1,579	1,523	1,389	1,216	929	753	625	496	350	19,917
12	273	224	192	152	189	285	437	724	865	1,033	1,144	1,238	1,329	1,370	1,410	1,382	1,383	1,332	1,177	903	764	692	528	353	19,379
13	284	216	188	148	181	295	459	753	866	1,101	1,151	1,318	1,417	1,346	1,544	1,541	1,612	1,657	1,345	989	919	844	672	421	21,267
14	297	218	205	186	206	312	561	772	1,083	1,280	1,342	1,511	1,522	1,721	1,678	1,665	1,722	1,478	1,333	1,545	1,079	879	694	714	24,003
15	418	331	258	201	257	341	527	798	1,099	1,275	1,450	1,606	1,807	1,821	1,883	1,927	1,940	1,874	1,701	1,439	1,196	1,048	890	598	26,685
16	398	316	241	192	205	284	470	776	1,003	1,267	1,589	1,690	1,683	1,698	1,691	1,790	1,603	1,425	1,263	1,074	959	740	583	472	23,412
17	362	231	167	137	142	190	255	428	652	1,004	1,300	1,570	1,798	1,831	1,870	1,931	1,587	1,684	1,531	1,168	1,014	891	616	451	22,810
18	285	226	197	146	178	341	431	730	818	1,045	1,177	1,441	1,399	1,507	1,533	1,548	1,429	1,550	1,183	941	833	613	494	393	20,438
19	255	226	173	191	197	284	436	737	880	1,012	1,161	1,255	1,339	1,327	1,427	1,400	1,401	1,308	1,158	907	787	644	502	331	19,338
20	312	270	190	212	198	286	458	745	996	1,121	1,220	1,346	1,364	1,398	1,446	1,466	1,496	1,509	1,261	974	821	718	549	408	20,764
21	349	254	235	218	210	304	480	758	1,013	1,138	1,349	1,484	1,557	1,617	1,598	1,655	1,710	1,621	1,452	1,157	945	818	767	500	23,189
22	424	317	242	236	215	304	466	729	1,031	1,275	1,346	1,648	1,662	1,706	1,776	1,936	1,740	1,758	1,532	1,247	1,112	961	801	579	25,043
23	394	293	231	213	260	306	391	657	966	1,233	1,468	1,711	1,800	1,680	1,661	1,759	1,805	1,539	1,325	1,110	920	786	610	461	23,579
24	347	230	173	152	141	206	271	434	682	983	1,355	1,766	1,859	1,982	2,084	1,937	2,000	1,781	1,521	1,140	1,035	847	660	457	24,043
25	310	231	157	153	186	315	420	775	928	1,000	1,183	1,359	1,425	1,437	1,491	1,468	1,478	1,419	1,160	912	754	651	464	363	20,039
26	307	210	160	184	213	324	451	762	860	1,028	1,151	1,256	1,288	1,381	1,339	1,336	1,306	1,362	1,167	929	719	639	596	439	19,407
27	311	223	182	180	190	294	404	740	915	1,084	1,190	1,188	1,276	1,430	1,530	1,572	1,192	1,074	974	997	624	337	308	432	18,647
28	346	254	242	208	207	338	533	812	1,001	1,253	1,390	1,511	1,527	1,599	1,660	1,665	1,637	1,727	1,337	1,148	959	888	742	534	23,518
29	383	283	245	237	259	352	460	751	1,113	1,319	1,604	1,693	1,987	1,937	1,958	2,049	1,911	2,023	1,732	1,384	1,210	1,114	974	629	27,607
30	448	333	258	238	282	309	489	685	1,071	1,339	1,625	1,837	1,940	1,955	1,956	1,753	1,772	1,693	1,478	1,145	1,001	912	630	439	25,588

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for June 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	170	153	102	95	116	181	239	344	414	472	624	578	669	737	869	828	837	885	785	685	636	536	411	309	11,675
02	181	134	107	97	92	119	150	226	314	500	560	624	772	738	728	774	774	708	635	501	490	324	269	194	10,011
03	140	100	85	87	79	102	122	186	271	388	528	601	690	840	870	855	866	776	730	629	546	442	333	202	10,468
04	150	96	84	76	95	149	241	336	433	512	486	565	605	622	664	700	708	682	558	521	421	301	254	184	9,443
05	95	93	73	66	91	135	198	386	378	447	488	486	532	542	622	626	657	621	503	441	363	288	248	212	8,591
06	126	95	79	78	95	143	239	336	436	450	509	553	580	615	746	743	771	743	676	509	424	387	317	257	9,907
07	163	125	110	77	126	178	228	365	425	505	586	628	657	769	773	805	837	829	858	635	544	461	444	351	11,479
08	208	157	145	120	132	189	218	328	477	557	676	716	737	806	917	916	943	917	783	715	580	505	489	397	12,628
09	229	119	114	102	84	129	172	261	363	489	565	612	727	681	725	820	804	764	613	523	504	381	310	210	10,301
10	129	123	96	57	64	83	113	179	258	406	583	616	683	807	840	896	913	887	802	677	587	481	314	199	10,793
11	119	76	79	80	87	174	229	350	441	476	541	588	578	679	799	767	726	700	614	487	384	308	270	181	9,733
12	115	90	85	71	77	147	185	328	405	442	514	487	588	635	605	649	655	636	613	470	397	352	282	163	8,991
13	119	88	93	67	92	152	236	332	403	500	507	568	656	593	693	736	798	820	706	583	539	544	409	224	10,458
14	140	92	103	90	101	161	237	373	459	530	588	660	694	810	801	817	898	924	770	792	552	503	430	524	12,049
15	234	188	133	90	122	168	227	333	416	558	613	740	773	805	865	900	989	952	925	777	691	595	524	364	12,982
16	214	165	122	89	102	149	159	253	334	472	632	794	822	822	844	941	833	680	641	569	514	388	318	268	11,125
17	189	123	96	82	73	110	99	187	294	420	530	643	805	809	938	960	928	885	762	686	617	552	393	277	11,458
18	181	108	118	68	92	162	226	379	378	473	577	691	639	741	778	805	760	774	665	526	465	314	280	236	10,436
19	106	119	82	79	94	156	208	376	422	451	505	534	580	602	715	651	711	635	599	463	406	314	264	193	9,265
20	138	114	84	91	84	148	232	348	426	467	576	577	623	643	735	733	806	817	648	511	420	373	294	231	10,119
21	171	125	104	96	108	151	246	373	435	457	598	577	703	740	826	839	851	838	790	638	526	460	462	305	11,419
22	231	183	128	109	104	160	226	341	441	523	575	660	658	771	818	966	852	905	807	675	576	517	480	325	12,031
23	220	144	114	82	104	128	141	228	373	457	609	796	863	798	785	890	814	773	679	588	496	423	344	273	11,122
24	177	120	96	76	60	91	128	187	296	405	564	744	854	892	934	994	1,045	960	862	659	630	526	417	257	11,974
25	178	124	89	68	90	173	222	423	454	482	587	674	677	708	748	788	742	700	596	497	408	340	254	196	10,218
26	118	101	81	82	101	171	221	374	382	447	500	580	565	651	584	680	686	709	567	473	390	308	276	250	9,297
27	154	104	85	84	99	170	199	353	409	468	519	528	585	647	696	766	455	405	449	700	367	133	16	240	8,631
28	176	126	128	103	119	174	236	377	418	523	590	667	709	699	852	856	819	906	694	616	543	483	439	330	11,583
29	209	158	124	117	112	189	215	360	454	523	638	654	775	810	853	946	942	1,004	886	714	689	536	518	393	12,819
30	239	146	127	108	116	139	193	261	397	557	703	790	822	873	882	845	868	921	800	585	573	494	376	266	12,081

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for June 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

Tunnel Class: Rural																											
Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01																											
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total		
01	128	118	99	90	89	156	226	420	485	653	670	748	775	868	748	890	848	790	582	542	430	406	352	221	11,334		
02	165	139	96	100	111	133	225	340	462	616	671	729	786	747	683	722	616	572	523	445	328	347	311	205	10,072		
03	130	107	75	59	69	93	140	238	326	419	648	765	790	810	829	796	722	690	593	426	337	289	184	124	9,659		
04	127	83	77	69	90	117	201	330	405	490	546	605	658	625	629	586	624	615	481	332	358	293	180	162	8,683		
05	170	112	96	93	88	137	206	348	444	513	559	629	641	637	668	583	610	591	552	373	318	277	235	183	9,063		
06	144	29	63	185	102	140	221	345	492	490	598	648	663	624	692	683	703	747	545	421	381	311	252	158	9,637		
07	147	131	89	98	94	129	209	348	501	566	631	711	712	724	713	741	776	750	575	504	405	367	291	174	10,386		
08	164	126	114	86	109	155	234	371	497	681	799	864	866	957	894	897	872	850	658	581	442	389	262	175	12,043		
09	147	151	147	141	119	131	245	395	521	657	723	822	885	814	823	755	785	628	580	464	375	352	215	135	11,010		
10	121	109	139	91	77	100	113	234	420	543	827	926	1,049	1,049	1,034	932	915	874	637	545	419	298	200	129	11,781		
11	97	163	98	75	86	153	203	333	427	534	587	681	717	823	784	812	797	689	602	442	369	317	226	169	10,184		
12	158	134	107	81	112	138	252	396	460	591	630	751	741	735	805	733	728	696	564	433	367	340	246	190	10,388		
13	165	128	95	81	89	143	223	421	463	601	644	750	761	753	851	805	814	837	639	406	380	300	263	197	10,809		
14	157	126	102	96	105	151	324	399	624	750	754	851	828	911	877	848	824	554	563	753	527	376	264	190	11,954		
15	184	143	125	111	135	173	300	465	683	717	837	866	1,034	1,016	1,018	1,027	951	922	776	662	505	453	366	234	13,703		
16	184	151	119	103	103	135	311	523	669	795	957	896	861	876	847	849	770	745	622	505	445	352	265	204	12,287		
17	173	108	71	55	69	80	156	241	358	584	770	927	993	1,022	932	971	659	799	769	482	397	339	223	174	11,352		
18	104	118	79	78	86	179	205	351	440	572	600	750	760	766	755	743	669	776	518	415	368	299	214	157	10,002		
19	149	107	91	112	103	128	228	361	458	561	656	721	759	725	712	749	690	673	559	444	381	330	238	138	10,073		
20	174	156	106	121	114	138	226	397	570	654	644	769	741	755	711	733	690	692	613	463	401	345	255	177	10,645		
21	178	129	131	122	102	153	234	385	578	681	751	907	854	877	772	816	859	783	662	519	419	358	305	195	11,770		
22	193	134	114	127	111	144	240	388	590	752	771	988	1,004	935	958	970	888	853	725	572	536	444	321	254	13,012		
23	174	149	117	131	156	178	250	429	593	776	859	915	937	882	876	869	991	766	646	522	424	363	266	188	12,457		
24	170	110	77	76	81	115	143	247	386	578	791	1,022	1,005	1,090	1,150	943	955	821	659	481	405	321	243	200	12,069		
25	132	107	68	85	96	142	198	352	474	518	596	685	748	729	743	680	736	719	564	415	346	311	210	167	9,821		
26	189	109	79	102	112	153	230	388	478	581	651	676	723	730	755	656	620	653	600	456	329	331	320	189	10,110		
27	157	119	97	96	91	124	205	387	506	616	671	660	691	783	834	806	737	669	525	297	257	204	292	192	10,016		
28	170	128	114	105	88	164	297	435	583	730	800	844	818	900	808	809	818	821	643	532	416	405	303	204	11,935		
29	174	125	121	120	147	163	245	391	659	796	966	1,039	1,212	1,127	1,105	1,103	969	1,019	846	670	521	578	456	236	14,788		
30	209	187	131	130	166	170	296	424	674	782	922	1,047	1,118	1,082	1,074	908	904	772	678	560	428	418	254	173	13,507		

Utah Department of Transportation

Roadway, Monthly Hourly Volume for July 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	388	283	227	190	177	229	300	495	819	1,070	1,450	1,799	1,978	2,079	2,134	2,141	1,968	1,839	1,518	1,235	994	911	650	428	25,302
02	305	252	213	174	203	307	449	671	859	1,011	1,196	1,277	1,328	1,434	1,547	1,604	1,483	1,518	1,194	1,075	788	734	562	454	20,638
03	326	243	196	183	215	287	441	704	852	1,105	1,203	1,356	1,432	1,440	1,514	1,532	1,611	1,593	1,415	1,128	999	901	773	573	22,022
04	379	318	247	220	243	333	353	534	788	959	1,262	1,366	1,393	1,329	1,350	1,240	1,154	1,051	894	722	630	468	408	519	18,160
05	264	197	180	149	158	274	380	626	877	1,050	1,184	1,438	1,417	1,607	1,645	1,768	1,753	1,664	1,439	1,200	943	751	622	511	22,097
06	344	268	214	178	206	301	418	694	899	1,157	1,341	1,517	1,631	1,720	1,829	1,811	1,842	1,833	1,513	1,294	1,072	931	779	543	24,335
07	437	264	241	211	214	244	366	625	857	1,102	1,479	1,733	1,744	1,854	1,872	1,869	1,777	1,574	1,380	1,265	1,036	828	677	613	24,262
08	392	261	197	174	173	211	308	525	759	1,061	1,436	1,832	2,064	2,234	2,254	2,205	2,258	1,966	1,601	1,387	1,051	801	643	413	26,206
09	310	218	185	165	192	306	499	690	899	1,034	1,146	1,362	1,413	1,477	1,486	1,510	1,562	1,451	1,243	1,012	810	648	540	436	20,594
10	298	238	181	211	237	340	472	731	863	1,079	1,211	1,262	1,362	1,381	1,423	1,449	1,467	1,437	1,134	949	799	659	582	447	20,212
11	280	248	206	155	197	321	464	754	925	1,081	1,164	1,391	1,457	1,468	1,466	1,526	1,584	1,532	1,224	993	887	744	612	515	21,194
12	376	258	224	185	221	287	443	761	927	1,166	1,302	1,351	1,434	1,585	1,649	1,648	1,682	1,643	1,386	1,130	990	849	742	558	22,797
13	343	260	236	250	220	306	452	792	920	1,184	1,308	1,501	1,651	1,751	1,777	1,856	1,843	1,825	1,642	1,249	1,102	992	857	568	24,885
14	419	266	264	230	233	248	350	550	847	1,108	1,413	1,625	1,747	1,719	1,671	1,665	1,575	1,464	1,258	1,114	915	711	590	470	22,452
15	316	223	194	160	169	182	218	393	656	937	1,320	1,671	1,872	2,008	2,004	2,039	1,868	1,734	1,514	1,232	965	779	565	433	23,452
16	296	231	165	175	180	293	416	720	862	982	1,149	1,284	1,331	1,394	1,568	1,412	1,529	1,437	1,196	932	734	665	471	412	19,834
17	263	156	226	179	212	300	400	699	858	1,080	1,149	1,274	1,287	1,357	1,481	1,435	1,536	1,487	1,213	931	747	692	544	460	19,966
18	281	214	215	174	214	277	385	717	966	997	1,169	1,345	1,398	1,469	1,443	1,464	1,606	1,539	1,186	828	747	749	615	457	20,455
19	450	280	235	197	217	304	420	759	908	1,178	1,340	1,455	1,576	1,547	1,595	1,620	1,736	1,671	1,405	1,179	1,020	873	702	543	23,210
20	391	284	251	267	231	344	438	708	918	1,154	1,458	1,551	1,681	1,731	1,879	1,894	2,023	2,009	1,669	1,417	1,164	1,072	852	644	26,030
21	436	308	259	222	242	294	371	557	814	1,173	1,556	1,632	1,705	1,666	1,825	1,974	1,748	1,496	1,281	1,079	933	758	648	454	23,431
22	343	216	216	171	156	208	289	448	648	965	1,295	1,796	1,826	2,065	2,132	2,131	2,003	1,883	1,535	1,242	944	811	603	410	24,336
23	286	215	154	174	197	292	379	646	793	995	1,181	1,327	1,447	1,574	1,602	1,578	1,582	1,584	1,242	997	865	633	521	392	20,656
24	296	223	189	180	184	252	338	559	668	953	1,078	1,319	1,379	1,463	1,511	1,542	1,417	1,327	1,165	1,034	797	689	599	407	19,569
25	309	279	226	202	222	312	401	711	927	1,156	1,300	1,352	1,505	1,609	1,593	1,625	1,545	1,589	1,340	1,048	883	734	590	491	21,949
26	363	252	223	194	238	295	437	730	936	1,105	1,275	1,436	1,521	1,667	1,502	1,656	1,423	1,812	1,498	1,171	1,011	932	746	532	22,955
27	390	306	228	205	248	372	415	702	954	1,132	1,475	1,590	1,815	1,760	1,889	1,987	2,003	1,926	1,675	1,299	1,156	1,052	810	652	26,041
28	412	314	247	221	238	281	425	495	929	1,176	1,456	1,632	1,774	1,743	1,828	1,851	1,685	1,614	1,381	1,103	915	828	664	443	23,655
29	334	249	215	162	166	194	250	418	750	1,008	1,399	1,756	1,988	2,205	2,315	2,256	2,134	1,883	1,805	1,372	1,081	844	585	422	25,791
30	278	221	174	166	233	313	436	657	865	1,006	1,205	1,329	1,479	1,565	1,585	1,577	1,639	1,432	1,248	944	773	642	499	361	20,627
31	352	214	192	170	212	283	390	657	847	1,027	1,152	1,235	1,457	1,356	1,481	1,530	1,579	1,422	1,205	941	847	662	606	416	20,233

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for July 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

Instruct. Class: Rural Principal Area																										
Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01																										
	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	
01	193	136	116	102	80	123	140	212	340	452	652	772	904	958	1,047	1,096	1,023	960	854	742	638	561	399	264	12,764	
02	181	150	101	86	94	177	239	368	439	485	587	603	600	679	784	841	776	766	628	560	423	389	318	276	10,550	
03	169	113	92	86	114	144	232	349	392	455	534	585	560	597	701	699	688	731	652	523	480	441	418	332	10,087	
04	197	174	113	87	108	164	159	206	273	364	555	592	606	637	677	649	678	652	549	441	420	328	206	246	9,081	
05	119	103	98	71	80	143	180	329	441	512	596	680	703	801	854	943	954	907	768	690	526	440	375	302	11,615	
06	188	142	107	92	109	178	191	352	466	535	627	677	755	766	915	863	939	927	797	671	564	494	448	293	12,096	
07	226	130	115	91	99	117	142	290	391	497	646	787	810	906	934	947	955	890	756	740	589	468	396	389	12,311	
08	202	132	86	98	84	116	135	221	355	481	679	886	1,043	1,101	1,166	1,166	1,218	1,110	952	846	672	522	392	262	13,925	
09	179	113	80	80	89	180	265	373	468	478	575	627	717	720	735	827	827	751	691	583	484	364	314	260	10,780	
10	160	105	82	88	131	176	218	344	393	510	548	546	588	584	682	752	779	771	598	515	431	353	346	257	9,957	
11	145	101	104	81	95	186	223	347	429	477	551	648	648	708	741	769	766	787	633	578	479	429	351	335	10,611	
12	207	128	100	99	118	146	196	376	447	563	587	589	688	761	807	818	839	812	747	627	575	509	459	374	11,572	
13	202	144	116	115	102	171	203	399	401	511	592	660	702	785	752	843	840	877	852	714	619	558	515	352	12,065	
14	211	142	124	107	119	121	127	224	380	471	702	783	853	835	820	827	799	782	647	625	523	422	332	297	11,272	
15	173	102	101	68	84	91	99	185	279	400	647	753	840	992	979	1,048	994	935	880	723	614	486	328	251	12,052	
16	166	125	75	82	103	155	224	403	403	491	583	591	662	692	790	721	753	776	673	539	420	338	249	222	10,236	
17	110	81	97	73	115	154	197	321	411	499	526	552	579	627	737	747	787	754	644	498	416	335	298	231	9,789	
18	134	103	93	78	117	154	196	340	390	453	542	645	647	713	717	750	793	775	677	524	427	417	347	275	10,307	
19	167	112	101	91	110	154	225	394	410	504	626	641	715	699	781	783	808	838	733	624	556	496	427	370	11,365	
20	225	149	129	112	108	199	196	352	459	517	591	656	755	772	784	942	945	1,012	868	748	642	608	522	378	12,759	
21	230	160	120	109	128	148	157	252	329	540	750	751	782	761	980	1,101	949	833	718	597	536	456	384	278	13,291	
22	170	98	123	86	75	109	140	224	335	476	647	890	930	1,068	1,120	1,193	1,167	1,080	907	749	593	494	361	256	10,602	
23	171	116	73	73	117	165	193	352	393	467	566	666	675	773	819	841	800	828	636	537	466	351	303	221	9,424	
24	138	116	77	99	91	130	157	265	263	396	447	610	613	637	692	729	698	703	601	532	451	404	342	233	11,165	
25	148	109	106	79	107	177	184	348	419	520	637	642	732	777	834	830	833	838	719	597	504	409	332	284	11,552	
26	193	124	113	102	115	170	205	368	465	519	575	637	683	789	759	876	738	1,002	738	598	556	497	418	312	12,441	
27	210	157	108	83	120	214	208	322	455	480	604	650	762	784	890	943	962	954	808	654	614	584	481	394	11,553	
28	195	143	118	114	109	134	131	249	369	570	685	793	781	797	854	867	863	854	726	573	524	466	382	258	11,555	
29	169	119	123	84	79	99	120	194	340	481	659	794	957	1,083	1,212	1,175	1,173	1,135	1,058	815	690	522	366	244	10,826	
30	159	114	91	84	107	155	243	369	450	504	604	627	735	805	830	823	872	750	703	554	428	338	278	203	9,794	
31	164	108	77	77	102	161	212	337	431	464	538	559	666	645	701	755	763	669	626	469	438	325	291	216	11,553	

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for July 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01	195	147	111	88	97	106	160	283	479	618	798	1,027	1,074	1,121	1,087	1,045	945	879	664	493	356	350	251	164	12,538
02	124	102	112	88	109	130	210	303	420	526	609	674	728	755	763	763	707	752	566	515	365	345	244	178	10,088
03	157	130	104	97	101	143	209	355	460	650	669	771	872	843	813	833	923	862	763	605	519	460	355	241	11,935
04	182	144	134	133	135	169	194	328	515	595	707	774	787	692	673	591	476	399	345	281	210	140	202	273	9,079
05	145	94	82	78	78	131	200	297	436	538	588	758	714	806	791	825	799	757	671	510	417	311	247	209	10,482
06	156	126	107	86	97	123	227	342	433	622	714	840	876	954	914	948	903	906	716	623	508	437	331	250	12,239
07	211	134	126	120	115	127	224	335	466	605	833	946	934	948	938	922	822	684	624	525	447	360	281	224	11,951
08	190	129	111	76	89	95	173	304	404	580	757	946	1,021	1,133	1,088	1,039	1,040	856	649	541	379	279	251	151	12,281
09	131	105	105	85	103	126	234	317	431	556	571	735	696	757	751	683	735	700	552	429	326	284	226	176	9,814
10	138	133	99	123	106	164	254	387	470	569	663	716	774	797	741	697	688	666	536	434	368	306	236	190	10,255
11	135	147	102	74	102	135	241	407	496	604	613	743	809	760	725	757	818	745	591	415	408	315	261	180	10,583
12	169	130	124	86	103	141	247	385	480	603	715	762	746	824	842	830	843	831	639	503	415	340	283	184	11,225
13	141	116	120	135	118	135	249	393	519	673	716	841	949	966	1,025	973	1,003	948	790	535	483	434	342	216	12,820
14	208	124	140	123	114	127	223	326	467	637	711	842	895	884	851	838	776	682	611	489	392	289	258	173	11,180
15	143	121	93	92	85	91	119	208	377	537	673	918	1,032	1,016	1,025	991	874	799	634	509	351	293	237	182	11,400
16	130	106	90	93	77	138	192	317	459	491	566	693	669	702	778	691	776	661	523	393	314	327	222	190	9,598
17	153	75	129	106	97	146	203	378	447	581	623	722	708	730	744	688	749	733	569	433	331	357	246	229	10,177
18	147	111	122	96	97	123	189	377	576	544	627	700	751	756	726	714	813	764	509	304	320	332	268	182	10,148
19	283	168	134	106	107	150	195	365	498	674	714	814	861	848	814	837	928	833	672	555	464	377	275	173	11,845
20	166	135	122	155	123	145	242	356	459	637	867	895	926	959	1,005	952	1,078	997	801	669	522	464	330	266	13,271
21	206	148	139	113	114	146	214	305	485	633	806	881	923	905	845	873	799	663	563	482	397	302	264	176	11,382
22	173	118	93	85	81	99	149	224	313	489	648	906	896	997	1,012	938	836	803	628	493	351	317	242	154	11,045
23	115	99	81	101	80	127	186	294	400	528	615	661	772	801	783	737	782	756	606	460	399	282	218	171	10,054
24	158	107	112	81	93	122	181	294	405	557	631	709	766	826	819	813	719	624	564	502	346	285	257	174	10,145
25	161	170	120	123	115	135	217	363	508	636	663	710	773	832	759	795	712	751	621	451	379	325	258	207	10,784
26	170	128	110	92	123	125	232	362	471	586	700	799	838	878	743	780	685	810	760	573	455	435	328	220	11,403
27	180	149	120	122	128	158	207	380	499	652	871	940	1,053	976	999	1,044	1,041	972	867	645	542	468	329	258	13,600
28	217	171	129	107	129	147	294	246	560	606	771	839	993	946	974	984	822	760	655	530	391	362	282	185	12,100
29	165	130	92	78	87	95	130	224	410	527	740	962	1,031	1,122	1,103	1,081	961	748	747	557	391	322	219	178	12,100
30	119	107	83	82	126	158	193	288	415	502	601	702	744	760	755	754	767	682	545	390	345	304	221	158	9,801
31	188	106	115	93	110	122	178	320	416	563	614	676	791	711	780	775	816	753	579	472	409	337	315	200	10,439

Utah Department of Transportation

Roadway, Monthly Hourly Volume for August 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	296	245	203	188	181	296	418	700	963	1102	1305	1339	1461	1565	1559	1525	1679	1560	1347	1066	880	717	620	431	21,646
Thu, 02	346	222	220	206	223	314	442	738	956	1151	1369	1482	1475	1605	1717	1652	1706	1736	1462	1251	988	885	667	535	23,348
Fri, 03	372	238	252	206	228	321	454	694	1009	1175	1495	1622	1714	1761	1911	1999	1981	1976	1720	1396	1164	1125	905	680	26,398
Sat, 04	456	273	246	213	248	323	401	641	891	1232	1446	1781	1789	1726	1753	1765	1683	1739	1320	1149	995	895	600	479	24,044
Sun, 05	335	261	200	168	149	199	260	437	651	1033	1436	1624	1884	2003	2204	2198	2036	1765	1566	1295	1082	952	720	451	24,909
Mon, 06	280	222	208	137	199	294	419	645	734	965	1131	1328	1420	1517	1529	1466	1613	1568	1266	985	793	667	526	415	20,327
Tue, 07	336	224	224	188	208	309	410	663	867	980	1153	1278	1360	1358	1478	1463	1475	1452	1151	1022	839	708	559	477	20,182
Wed, 08																									
Thu, 09	345	242	208	213	218	294	447	710	923	1129	1354	1448	1523	1556	1679	1743	1716	1676	1495	1142	981	909	706	593	23,250
Fri, 10	395	293	275	236	231	306	376	718	911	1208	1394	1686	1723	1890	1810	1910	1912	1956	1794	1383	1183	1049	930	690	26,259
Sat, 11	464	284	213	203	230	282	354	582	809	1133	1503	1706	1715	1678	1733	1871	1711	1530	1321	1153	903	850	716	496	23,440
Sun, 12	342	260	203	138	168	202	226	398	645	970	1328	1692	1938	1959	2118	2099	2027	1934	1629	1393	1066	828	594	380	24,537
Mon, 13	298	197	190	159	209	319	441	711	851	1036	1144	1344	1473	1579	1621	1575	1570	1592	1288	1029	774	693	553	404	21,050
Tue, 14	294	208	201	185	213	280	481	674	851	1023	1183	1251	1376	1436	1538	1562	1461	1493	1186	931	835	683	572	394	20,311
Wed, 15	312	250	178	196	176	315	463	720	919	1081	1249	1427	1442	1420	1550	1590	1537	1642	1270	957	873	764	585	483	21,399
Thu, 16	375	255	224	214	222	275	446	743	907	1192	1273	1434	1591	1685	1696	1747	1698	1665	1385	1168	988	854	737	533	23,307
Fri, 17	353	295	267	222	234	315	482	773	967	1214	1360	1535	1705	1740	1913	1956	2035	1956	1684	1286	1048	852	856	573	25,621
Sat, 18	456	316	248	200	238	277	324	551	812	1146	1372	1587	1596	1774	1705	1643	1593	1552	1322	1121	927	784	645	480	22,669
Sun, 19	348	228	160	145	167	210	275	389	591	872	1243	1600	1857	2028	2097	2144	1985	1843	1674	1302	1013	781	553	304	23,809
Mon, 20	273	203	166	141	171	298	437	645	781	975	1095	1216	1373	1289	1411	1499	1524	1394	1170	844	739	557	459	375	19,035
Tue, 21	280	208	190	175	215	278	408	701	791	935	1026	1173	1288	1300	1358	1384	1365	1395	1113	849	719	575	447	339	18,512
Wed, 22	281	194	194	158	188	254	367	644	789	993	1039	1051	1253	1274	1309	1378	1366	1459	1139	906	823	649	498	366	18,572
Thu, 23	293	238	214	169	207	295	366	661	849	1010	1121	1250	1392	1408	1437	1397	1353	1579	1380	1043	838	786	629	519	20,434
Fri, 24	319	206	224	222	221	271	417	637	861	1006	1166	1291	1446	1489	1530	1700	1699	1752	1478	1212	957	827	716	513	22,160
Sat, 25	326	244	247	171	192	223	336	503	738	973	1197	1399	1480	1464	1456	1561	1461	1435	1201	1085	950	818	650	537	20,647
Sun, 26	468	289	165	146	141	171	204	319	502	766	1066	1361	1442	1613	1766	1740	1616	1460	1396	1047	875	780	532	322	20,187
Mon, 27	243	182	139	131	196	281	371	644	712	766	900	953	1079	1084	1132	1218	1222	1140	1026	766	601	540	424	353	16,103
Tue, 28	232	209	174	146	181	268	386	659	782	877	905	933	1047	1114	1069	1141	1193	1202	1003	815	722	537	463	326	16,384
Wed, 29	273	189	171	164	206	257	362	620	796	887	965	941	1166	1204	1130	1228	1260	1276	1096	834	712	663	484	454	17,338
Thu, 30	316	208	200	180	216	306	448	711	911	1005	1116	1215	1261	1348	1433	1496	1476	1554	1306	1151	885	802	751	584	20,879
Fri, 31	378	293	290	242	243	291	442	668	873	1081	1253	1340	1598	1831	1823	2008	2149	2193	2134	1848	1625	1353	1188	1251	28,395

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for August 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	151	116	97	80	90	162	196	321	454	480	633	628	653	728	746	755	847	786	683	570	449	379	341	259	10,604
Thu, 02	170	129	111	115	110	179	224	367	469	514	628	653	664	738	828	817	840	889	776	689	553	461	404	320	11,648
Fri, 03	196	140	119	101	125	163	223	365	440	513	635	671	743	768	865	967	967	982	938	784	606	605	500	448	12,864
Sat, 04	255	141	121	98	115	151	185	241	337	542	662	821	854	853	889	992	891	885	719	626	566	527	359	323	12,153
Sun, 05	185	146	103	83	86	118	138	201	319	505	702	716	914	1004	1098	1173	1068	990	903	820	700	630	477	281	13,360
Mon, 06	170	134	106	69	108	156	216	366	394	476	559	645	690	790	807	788	852	781	695	568	420	352	278	268	10,688
Tue, 07	156	108	106	72	91	161	207	312	427	490	557	612	612	644	736	704	750	732	574	527	441	348	306	264	9,937
Wed, 08																									
Thu, 09	181	116	111	112	109	155	226	346	435	537	646	642	708	736	831	893	897	881	803	636	568	503	430	381	11,883
Fri, 10	243	164	143	107	109	166	198	330	440	551	640	698	720	816	837	940	933	996	926	761	672	580	553	415	12,938
Sat, 11	246	145	108	96	111	143	147	249	388	533	705	770	803	766	870	978	895	790	727	648	498	480	385	263	11,744
Sun, 12	189	131	103	65	85	113	116	196	325	470	617	817	943	994	1051	1095	1092	1060	908	827	676	512	390	247	13,022
Mon, 13	179	126	91	73	106	169	241	396	467	546	579	642	713	805	808	834	842	873	653	585	413	339	286	238	11,004
Tue, 14	132	91	95	81	90	161	233	368	435	504	545	591	622	647	711	775	709	757	620	501	431	337	314	205	9,955
Wed, 15	153	121	92	95	85	162	229	386	427	526	559	616	683	650	773	800	799	850	622	532	475	386	305	306	10,632
Thu, 16	197	135	116	102	106	151	222	394	469	561	644	683	716	796	818	869	898	865	741	650	562	454	453	331	11,933
Fri, 17	186	139	146	97	117	168	236	376	439	539	598	639	707	756	871	920	936	939	888	687	579	416	486	332	12,197
Sat, 18	233	144	138	99	113	129	132	235	351	513	621	730	734	803	851	808	774	821	699	582	496	427	388	312	11,133
Sun, 19	203	135	75	73	81	124	129	206	284	401	555	768	903	1009	1051	1111	1030	1033	967	759	606	483	359	177	12,522
Mon, 20	173	116	94	83	92	156	232	364	403	485	574	564	674	623	692	800	774	712	618	448	431	291	256	220	9,875
Tue, 21	132	89	75	68	89	149	215	381	393	437	477	530	564	591	659	673	709	664	587	444	370	282	244	180	9,002
Wed, 22	137	83	92	74	95	137	198	352	374	476	450	526	577	572	647	667	664	740	599	495	432	340	264	216	9,207
Thu, 23	139	108	98	76	106	153	202	350	400	471	523	557	622	644	683	655	652	842	735	570	433	435	378	342	10,174
Fri, 24	177	102	113	106	101	140	205	334	395	436	532	560	606	636	685	779	827	854	741	663	497	452	405	296	10,642
Sat, 25	172	111	120	78	88	98	128	169	307	405	537	603	654	631	711	764	664	734	619	606	509	498	415	387	10,008
Sun, 26	316	174	79	87	71	102	91	167	254	338	527	660	716	801	902	867	861	834	792	623	515	498	326	195	10,796
Mon, 27	138	96	67	60	108	154	199	372	373	405	478	474	533	550	607	643	649	600	573	428	333	289	207	179	8,515
Tue, 28	100	105	81	61	80	129	206	347	415	423	443	439	477	533	538	585	610	603	506	410	366	266	236	167	8,126
Wed, 29	114	81	78	78	93	145	207	321	387	412	449	469	517	544	565	623	652	655	601	431	384	366	262	280	8,714
Thu, 30	148	92	105	91	105	162	252	365	418	472	533	562	552	618	655	745	785	771	705	648	469	483	428	403	10,567
Fri, 31	232	179	140	128	115	161	228	335	387	516	572	556	629	867	844	919	1039	1065	1032	936	800	742	719	963	14,104

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for August 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Wed, 01	145	129	106	108	91	134	222	379	509	622	672	711	808	837	813	770	832	774	664	496	431	338	279	172	11,042
Thu, 02	176	93	109	91	113	135	218	371	487	637	741	829	811	867	889	835	866	847	686	562	435	424	263	215	11,700
Fri, 03	176	98	133	105	103	158	231	329	569	662	860	951	971	993	1046	1032	1014	994	782	612	558	520	405	232	13,534
Sat, 04	201	132	125	115	133	172	216	400	554	690	784	960	935	873	864	773	792	854	601	523	429	368	241	156	11,891
Sun, 05	150	115	97	85	63	81	122	236	332	528	734	908	970	999	1106	1025	968	775	663	475	382	322	243	170	11,549
Mon, 06	110	88	102	68	91	138	203	279	340	489	572	683	730	727	722	678	761	787	571	417	373	315	248	147	9,639
Tue, 07	180	116	118	116	117	148	203	351	440	490	596	666	748	714	742	759	725	720	577	495	398	360	253	213	10,245
Wed, 08																									
Thu, 09	164	126	97	101	109	139	221	364	488	592	708	806	815	820	848	850	819	795	692	506	413	406	276	212	11,367
Fri, 10	152	129	132	129	122	140	178	388	471	657	754	988	1003	1074	973	970	979	960	868	622	511	469	377	275	13,321
Sat, 11	218	139	105	107	119	139	207	333	421	600	798	936	912	912	863	893	816	740	594	505	405	370	331	233	11,696
Sun, 12	153	129	100	73	83	89	110	202	320	500	711	875	995	965	1067	1004	935	874	721	566	390	316	204	133	11,515
Mon, 13	119	71	99	86	103	150	200	315	384	490	565	702	760	774	813	741	728	719	635	444	361	354	267	166	10,046
Tue, 14	162	117	106	104	123	119	248	306	416	519	638	660	754	789	827	787	752	736	566	430	404	346	258	189	10,356
Wed, 15	159	129	86	101	91	153	234	334	492	555	690	811	759	770	777	790	738	792	648	425	398	378	280	177	10,767
Thu, 16	178	120	108	112	116	124	224	349	438	631	629	751	875	889	878	878	800	800	644	518	426	400	284	202	11,374
Fri, 17	167	156	121	125	117	147	246	397	528	675	762	896	998	984	1042	1036	1099	1017	796	599	469	436	370	241	13,424
Sat, 18	223	172	110	101	125	148	192	316	461	633	751	857	862	971	854	835	819	731	623	539	431	357	257	168	11,536
Sun, 19	145	93	85	72	86	86	146	183	307	471	688	832	954	1019	1046	1033	955	810	707	543	407	298	194	127	11,287
Mon, 20	100	87	72	58	79	142	205	281	378	490	521	652	699	666	719	699	750	682	552	396	308	266	203	155	9,160
Tue, 21	148	119	115	107	126	129	193	320	398	498	549	643	724	709	699	711	656	731	526	405	349	293	203	159	9,510
Wed, 22	144	111	102	84	93	117	169	292	415	517	589	525	676	702	662	711	702	719	540	411	391	309	234	150	9,365
Thu, 23	154	130	116	93	101	142	164	311	449	539	598	693	770	764	754	742	701	737	645	473	405	351	251	177	10,260
Fri, 24	142	104	111	116	120	131	212	303	466	570	634	731	840	853	845	921	872	898	737	549	460	375	311	217	11,518
Sat, 25	154	133	127	93	104	125	208	334	431	568	660	796	826	833	745	797	797	701	582	479	441	320	235	150	10,639
Sun, 26	152	115	86	59	70	69	113	152	248	428	539	701	726	812	864	873	755	626	604	424	360	282	206	127	9,391
Mon, 27	105	86	72	71	88	127	172	272	339	361	422	479	546	534	525	575	573	540	453	338	268	251	217	174	7,588
Tue, 28	132	104	93	85	101	139	180	312	367	454	462	494	570	581	531	556	583	599	497	405	356	271	227	159	8,258
Wed, 29	159	108	93	86	113	112	155	299	409	475	516	472	649	660	565	605	608	621	495	403	328	297	222	174	8,624
Thu, 30	168	116	95	89	111	144	196	346	493	533	583	653	709	730	778	751	691	783	601	503	416	319	323	181	10,312
Fri, 31	146	114	150	114	128	130	214	333	486	565	681	784	969	964	979	1089	1110	1128	1102	912	825	611	469	288	14,291

Utah Department of Transportation

Roadway, Monthly Hourly Volume for September 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	643	353	290	236	232	274	355	487	734	1090	1334	1585	1625	1581	1615	1568	1403	1382	1059	963	822	658	544	381	21,214
Sun, 02	315	205	148	135	106	170	191	280	460	707	963	1173	1176	1320	1270	1338	1272	1176	1085	854	775	605	526	340	16,590
Mon, 03	241	200	149	165	136	191	257	451	719	1038	1387	1842	2076	2365	2527	2677	2536	2297	1905	1536	1176	918	640	463	27,892
Tue, 04	273	199	176	122	180	269	405	675	759	902	1051	1110	1123	1256	1258	1333	1260	1260	1062	772	675	556	428	339	17,443
Wed, 05	225	189	168	175	174	293	364	674	838	960	1003	1091	1121	1235	1269	1296	1315	1240	1034	768	692	525	431	360	17,440
Thu, 06	245	209	204	181	192	257	428	638	830	931	1004	1097	1156	1223	1265	1381	1408	1377	1226	943	812	747	596	399	18,749
Fri, 07	280	206	185	170	207	287	392	710	852	978	1084	1156	1285	1360	1515	1576	1608	1635	1432	1143	969	875	717	521	21,143
Sat, 08	325	235	213	175	178	232	311	485	778	945	1180	1269	1254	1403	1391	1341	1299	1269	1068	895	794	718	589	498	18,845
Sun, 09	308	192	158	104	139	164	234	333	511	825	1132	1272	1368	1468	1592	1620	1638	1391	1211	1152	915	664	492	311	19,194
Mon, 10	203	170	123	121	184	278	407	623	737	822	939	981	1118	1229	1220	1139	1233	1147	961	706	616	468	370	275	16,070
Tue, 11	191	191	157	163	187	258	361	663	769	890	940	1011	1091	1055	1139	1144	1109	1088	820	838	610	522	462	282	15,941
Wed, 12	237	176	150	165	151	237	385	663	805	921	955	1050	1197	1170	1275	1220	1290	1264	1024	775	694	634	460	317	17,215
Thu, 13	223	202	198	156	184	276	366	656	727	958	1088	1141	1183	1278	1325	1451	1363	1448	1260	953	803	742	646	499	19,126
Fri, 14	283	221	188	182	194	277	392	681	823	1079	1158	1353	1367	1429	1628	1737	1725	1787	1676	1276	999	957	767	572	22,751
Sat, 15	337	216	205	188	177	259	287	517	758	1073	1264	1330	1419	1516	1546	1499	1436	1418	1261	908	759	653	566	496	20,088
Sun, 16	272	178	158	137	111	167	198	344	527	793	1149	1401	1552	1609	1693	1698	1652	1514	1331	1151	925	690	461	334	20,045
Mon, 17	228	181	165	128	207	275	396	607	801	859	897	995	1114	1159	1207	1208	1236	1233	1002	820	631	512	368	323	16,552
Tue, 18	222	179	154	150	172	251	398	703	758	878	960	988	1103	1132	1154	1198	1239	1295	987	821	665	561	452	317	16,737
Wed, 19	247	193	159	178	183	237	393	619	849	949	1007	1039	1106	1131	1224	1294	1386	1281	1119	878	747	625	490	378	17,712
Thu, 20	212	212	171	165	189	279	403	683	854	1002	1147	1072	1214	1340	1343	1390	1479	1524	1271	1043	780	840	677	432	19,722
Fri, 21	261	206	185	187	222	262	405	641	831	983	1162	1259	1348	1539	1675	1702	1800	1838	1578	1269	1055	996	812	596	22,812
Sat, 22	341	216	217	186	155	230	285	542	724	1051	1277	1399	1484	1445	1521	1467	1458	1366	1154	963	821	740	551	355	19,948
Sun, 23	292	193	145	127	102	175	209	325	575	935	1204	1507	1730	1749	1839	1927	1835	1618	1448	1092	1013	710	518	364	21,632
Mon, 24	223	184	158	134	181	288	425	627	776	912	1027	985	1069	1173	1233	1262	1277	1203	996	816	597	514	391	276	16,727
Tue, 25	242	169	165	160	161	260	354	652	770	942	994	1085	1144	1213	1219	1347	1380	1302	1091	854	729	613	448	368	17,662
Wed, 26	234	166	170	170	199	244	372	677	838	981	1072	1054	1175	1244	1291	1271	1381	1333	1131	832	752	611	524	328	18,050
Thu, 27	264	189	192	155	186	262	426	665	833	1062	1118	1271	1365	1348	1509	1593	1600	1603	1384	1156	948	852	693	430	21,104
Fri, 28	347	241	221	210	216	282	448	712	809	1053	1164	1294	1648	1616	1667	1815	1813	1771	1679	1270	1029	1056	829	534	23,724
Sat, 29																									
Sun, 30																									

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for September 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	432	209	146	128	115	120	158	194	298	442	572	634	756	737	773	808	728	751	561	516	436	348	312	228	10,402
Sun, 02	205	105	73	69	60	90	102	137	210	294	438	542	580	664	647	719	676	671	649	512	463	404	315	191	8,816
Mon, 03	130	108	68	84	84	102	131	216	301	436	607	825	976	1085	1325	1372	1364	1283	1111	952	742	563	429	263	14,557
Tue, 04	153	107	90	56	88	142	215	384	402	455	512	507	551	618	660	714	693	668	581	416	363	277	221	180	9,053
Wed, 05	112	81	71	77	75	155	189	336	413	435	477	485	510	564	610	650	670	640	556	426	379	281	201	177	8,570
Thu, 06	113	78	94	88	91	142	211	320	395	465	477	514	534	617	666	716	745	715	675	580	441	423	348	231	9,679
Fri, 07	163	96	96	83	104	147	200	348	379	423	470	489	570	648	764	766	780	844	762	617	543	503	439	299	10,533
Sat, 08	159	117	109	79	76	112	122	176	302	422	541	619	598	753	741	708	684	668	510	505	426	389	307	279	9,402
Sun, 09	163	90	85	49	64	77	111	153	241	380	515	563	669	753	830	894	888	790	682	600	492	377	310	188	9,964
Mon, 10	114	88	68	60	98	152	231	361	384	411	491	494	553	627	645	636	664	617	558	389	345	257	198	145	8,586
Tue, 11	86	86	61	75	87	126	201	335	414	457	455	459	535	540	577	603	583	536	493	418	308	251	191	124	8,001
Wed, 12	106	69	69	72	80	123	204	332	394	458	476	478	534	569	627	635	706	687	576	400	345	314	257	157	8,668
Thu, 13	133	90	94	70	85	127	208	349	360	453	537	562	572	647	691	768	728	807	694	546	447	392	396	300	10,056
Fri, 14	158	119	102	93	91	155	191	354	388	505	535	617	609	654	798	934	928	987	956	748	533	497	393	318	11,663
Sat, 15	170	104	95	83	85	114	129	217	342	469	648	663	667	695	805	792	713	712	695	489	422	316	289	275	9,989
Sun, 16	141	89	63	79	64	83	92	169	256	355	475	621	726	755	826	866	901	799	710	675	542	411	281	192	10,171
Mon, 17	125	95	86	61	107	152	216	332	438	450	451	508	560	560	617	668	675	618	560	441	360	287	187	164	8,718
Tue, 18	109	73	70	58	81	123	194	373	379	460	429	456	535	551	615	641	684	668	541	457	341	268	214	170	8,490
Wed, 19	104	84	69	86	78	137	198	339	383	440	505	497	531	568	639	725	765	679	635	491	396	311	264	210	9,134
Thu, 20	118	101	83	63	103	145	238	353	437	489	586	508	591	678	722	754	840	792	725	592	426	479	432	251	10,506
Fri, 21	144	119	106	94	114	131	197	344	377	434	531	606	625	758	903	910	965	1042	894	709	548	523	438	362	11,874
Sat, 22	189	120	113	85	75	97	130	238	327	483	597	712	744	712	781	715	735	713	600	551	400	336	290	180	9,923
Sun, 23	157	100	81	69	49	97	92	137	240	390	478	615	793	806	891	972	999	918	828	636	644	434	347	224	10,997
Mon, 24	142	87	82	58	87	153	257	389	415	464	497	501	520	611	651	698	677	646	564	445	310	260	211	140	8,865
Tue, 25	115	69	81	67	85	124	193	356	398	451	498	513	525	560	611	709	699	669	565	450	377	311	218	215	8,859
Wed, 26	95	67	74	73	86	134	185	346	405	472	483	463	522	596	648	650	706	710	621	443	388	325	292	180	8,964
Thu, 27	150	94	98	77	98	149	233	335	430	500	505	576	625	632	775	899	889	909	796	666	518	473	415	252	11,094
Fri, 28	212	134	122	107	113	160	215	378	363	475	509	538	652	715	851	841	966	929	937	710	552	611	542	334	11,966
Sat, 29																									
Sun, 30																									

Utah Department of Transportation **Pos Dir, Monthly Hourly Volume for September 2012**

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	211	144	144	108	117	154	197	293	436	648	762	951	869	844	842	760	675	631	498	447	386	310	232	153	10,812
Sun, 02	110	100	75	66	46	80	89	143	250	413	525	631	596	656	623	619	596	505	436	342	312	201	211	149	7,774
Mon, 03	111	92	81	81	52	89	126	235	418	602	780	1017	1100	1280	1202	1305	1172	1014	794	584	434	355	211	200	13,335
Tue, 04	120	92	86	66	92	127	190	291	357	447	539	603	572	638	598	619	567	592	481	356	312	279	207	159	8,390
Wed, 05	113	108	97	98	99	138	175	338	425	525	526	606	611	671	659	646	645	600	478	342	313	244	230	183	9,070
Thu, 06	132	131	110	93	101	115	217	318	435	466	527	583	622	606	599	665	663	662	551	363	371	324	248	222	10,610
Fri, 07	117	110	89	87	103	140	192	362	473	555	614	667	715	712	751	810	828	791	670	526	426	372	278	219	9,443
Sat, 08	166	118	104	96	102	120	189	309	476	523	639	650	656	650	650	633	615	601	558	390	368	329	282	123	9,230
Sun, 09	145	102	73	55	75	87	123	180	270	445	617	709	699	715	762	726	750	601	529	552	423	287	182	130	7,484
Mon, 10	89	82	55	61	86	126	176	262	353	411	448	487	565	602	575	503	569	530	403	317	271	211	172	158	7,940
Tue, 11	105	105	96	88	100	132	160	328	355	433	485	552	556	515	562	541	526	552	327	420	302	271	271	158	8,547
Wed, 12	131	107	81	93	71	114	181	331	411	463	479	572	663	601	648	585	584	577	448	375	349	320	203	160	9,070
Thu, 13	90	112	104	86	99	149	158	307	367	505	551	579	611	631	634	683	635	641	566	407	356	350	250	199	11,088
Fri, 14	125	102	86	89	103	122	201	327	435	574	623	736	758	775	830	803	797	800	720	528	466	460	374	254	10,099
Sat, 15	167	112	110	105	92	145	158	300	416	604	616	667	752	821	741	707	723	706	566	419	337	337	277	221	9,874
Sun, 16	131	89	95	58	47	84	106	175	271	438	674	780	826	854	867	832	751	715	621	476	383	279	180	142	7,834
Mon, 17	103	86	79	67	100	123	180	275	363	409	446	487	554	599	590	540	561	615	442	379	271	225	181	159	8,247
Tue, 18	113	106	84	92	91	128	204	330	379	418	531	532	568	581	539	557	555	621	602	484	387	351	314	226	8,578
Wed, 19	143	109	90	92	105	100	195	280	466	509	502	542	575	563	585	569	621	602	484	387	351	314	226	168	9,216
Thu, 20	94	111	88	102	86	134	165	330	417	513	561	564	623	662	621	636	639	732	546	451	354	361	245	181	10,938
Fri, 21	117	87	79	93	108	131	208	297	454	549	631	653	723	781	772	792	835	796	684	560	507	473	374	234	10,025
Sat, 22	152	96	104	101	80	133	155	304	397	568	680	687	740	733	740	752	723	653	554	412	421	404	261	175	10,635
Sun, 23	135	93	64	58	53	78	117	188	335	545	726	892	937	943	948	955	836	700	620	456	369	276	171	140	7,862
Mon, 24	81	97	76	76	94	135	168	238	361	448	530	484	549	562	582	564	600	557	432	371	287	254	180	136	8,803
Tue, 25	127	100	84	93	76	136	161	296	372	491	496	572	619	653	608	638	681	633	526	404	352	302	230	153	9,086
Wed, 26	139	99	96	97	113	110	187	331	433	509	589	591	653	648	643	621	675	623	510	389	364	286	232	148	10,010
Thu, 27	114	95	94	78	88	113	193	330	403	562	613	695	740	716	734	694	711	694	588	490	430	379	278	200	11,758
Fri, 28	135	107	99	103	103	122	233	334	446	578	655	756	996	901	816	974	847	842	742	560	477	445	287		
Sat, 29																									
Sun, 30																									

Utah Department of Transportation

Roadway, Monthly Hourly Volume for October 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Mon, 01																									
Tue, 02	209	198	177	155	166	245	384	660	782	945	979	1046	1112	1134	1187	1282	1293	1236	1052	807	694	572	437	354	17,106
Wed, 03	244	175	174	170	182	262	423	655	847	979	1109	1059	1184	1199	1260	1303	1293	1310	1209	867	688	671	539	351	18,153
Thu, 04	249	188	192	170	200	253	392	676	773	973	1157	1144	1192	1264	1491	1583	1693	1662	1416	1136	1065	862	836	527	21,094
Fri, 05	362	236	234	192	234	281	415	683	861	1135	1290	1426	1571	1787	1986	2197	2309	2203	2112	1554	1198	1058	883	703	20,429
Sat, 06	469	273	223	202	237	238	275	500	814	1103	1166	1460	1606	1577	1611	1561	1477	1334	1155	895	782	619	490	362	23,442
Sun, 07	236	145	127	134	140	154	212	312	631	996	1499	1657	1890	2015	2036	1936	1879	1806	1570	1305	1061	813	545	343	18,244
Mon, 08	224	169	125	132	182	269	354	602	769	903	1117	1192	1232	1404	1417	1440	1416	1385	1100	828	644	533	451	356	17,796
Tue, 09	208	181	141	138	162	249	414	731	752	917	1044	1087	1166	1201	1302	1335	1396	1283	1116	920	692	592	444	325	19,457
Wed, 10	268	165	154	147	174	244	378	614	805	991	1056	1084	1253	1354	1365	1435	1473	1419	1233	1017	907	807	668	446	21,644
Thu, 11	297	227	187	179	202	283	423	676	861	1050	1195	1314	1393	1452	1675	1569	1592	1664	1432	1092	875	842	693	471	22,285
Fri, 12	264	211	201	186	199	242	371	634	825	1010	1286	1320	1508	1524	1472	1069	2470	1948	1511	1136	983	836	661	418	20,710
Sat, 13	326	217	167	182	159	232	299	573	818	1091	1230	1434	1465	1555	1585	1528	1458	1427	1316	1065	881	774	536	392	22,430
Sun, 14	267	159	137	113	129	169	246	328	552	852	1183	1390	1644	1831	2073	2141	2007	1775	1599	1218	1016	777	503	321	17,898
Mon, 15	248	163	148	165	176	285	395	648	768	870	1027	1112	1206	1305	1365	1356	1415	1412	1097	810	636	534	414	343	17,752
Tue, 16	204	176	184	193	178	268	387	681	750	953	1011	1051	1130	1167	1239	1295	1334	1356	1107	799	752	648	506	383	21,061
Wed, 17	231	197	172	165	161	266	441	663	856	955	1023	1084	1277	1341	1436	1420	1708	1595	1471	1274	964	961	788	612	24,138
Thu, 18	359	260	203	196	220	283	432	692	987	1091	1312	1449	1556	1627	1792	1928	1963	1801	1543	1227	1006	934	767	510	23,729
Fri, 19	342	306	224	174	212	306	393	668	864	1053	1237	1412	1536	1680	1805	1839	1811	1833	1597	1277	1069	944	668	479	19,120
Sat, 20	292	218	188	162	178	237	285	449	663	880	1206	1228	1627	1443	1410	1435	1401	1382	1138	982	788	694	465	369	25,046
Sun, 21	212	189	146	140	116	183	231	393	628	1029	1513	1965	2065	2368	2439	2325	2121	1848	1494	1210	925	698	480	328	17,228
Mon, 22	237	173	172	126	162	269	396	556	723	817	1055	1089	1137	1357	1343	1326	1312	1287	1093	748	589	524	408	329	17,056
Tue, 23	228	185	162	157	180	271	396	619	731	914	1004	1045	1136	1161	1234	1229	1223	1312	1007	821	678	582	449	332	17,423
Wed, 24	209	176	169	158	164	237	374	628	821	896	992	1091	1131	1252	1174	1267	1249	1429	1134	799	655	569	417	432	20,063
Thu, 25	238	203	184	177	199	246	370	611	756	941	981	1075	1200	1283	1451	1509	1565	1613	1343	1110	916	883	722	487	22,966
Fri, 26	260	211	190	183	204	263	376	631	848	1069	1108	1347	1519	1669	1733	1733	1840	1754	1497	1228	1055	972	716	560	19,244
Sat, 27	330	275	210	174	160	227	313	484	735	689	1181	1409	1362	1335	1372	1487	1429	1434	1140	947	887	720	528	416	20,812
Sun, 28	218	193	152	113	135	173	238	338	536	799	1187	1447	1626	1681	1896	1904	1754	1619	1369	1131	915	634	443	311	16,152
Mon, 29	200	160	158	105	163	260	346	584	772	876	989	1014	1133	1176	1259	1270	1254	1177	1022	675	491	412	324	332	16,396
Tue, 30	291	192	170	143	160	229	371	587	791	878	935	1009	1047	1047	1206	1240	1255	1248	935	718	583	509	509	343	15,836
Wed, 31	263	151	157	153	188	215	390	613	743	924	852	948	998	1060	1167	1173	1222	1252	899	670	562	470	424	342	15,836

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for October 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Mon, 01																									8,573
Tue, 02	104	81	80	68	88	119	202	344	419	451	461	499	490	536	594	648	667	612	557	464	363	286	230	210	9,378
Wed, 03	124	73	76	68	87	145	222	343	431	497	516	509	562	588	689	732	693	727	634	451	383	329	292	207	11,563
Thu, 04	115	99	92	80	99	139	202	335	398	488	575	557	622	659	797	905	888	904	863	692	638	530	535	351	14,755
Fri, 05	212	133	121	105	127	155	194	360	397	523	597	645	736	921	1103	1220	1382	1355	1334	957	685	558	497	438	10,219
Sat, 06	314	143	110	111	136	115	114	182	370	531	556	696	743	777	781	807	770	699	622	470	394	343	267	168	11,505
Sun, 07	122	79	68	74	70	73	90	133	263	400	480	654	752	850	911	984	963	1053	926	773	656	520	372	239	9,635
Mon, 08	133	88	74	75	99	147	197	340	396	462	516	589	598	720	745	826	755	731	589	473	362	298	229	193	9,183
Tue, 09	96	88	67	65	76	139	199	378	388	437	467	483	570	598	671	658	787	660	683	563	373	304	236	197	10,448
Wed, 10	138	82	64	68	83	133	209	323	392	484	497	542	597	647	730	770	810	789	716	614	548	505	420	287	12,384
Thu, 11	170	129	90	81	107	166	209	360	465	515	656	707	711	822	1016	900	936	991	912	683	491	506	445	316	11,694
Fri, 12	163	124	97	108	112	144	199	347	397	488	622	605	734	746	687	240	1672	1155	876	614	534	411	367	252	10,335
Sat, 13	168	100	88	83	68	105	134	281	377	519	620	674	752	803	838	762	718	722	644	539	430	405	298	207	10,941
Sun, 14	134	89	68	63	76	85	113	158	249	380	513	608	655	855	938	1000	943	913	867	688	572	474	311	189	8,834
Mon, 15	122	80	70	71	102	145	212	380	409	444	498	489	548	635	640	678	713	672	575	431	302	243	202	173	9,095
Tue, 16	99	77	74	90	73	134	201	368	386	487	484	504	559	561	622	659	665	699	581	461	450	357	285	219	11,965
Wed, 17	114	89	77	67	75	137	217	355	435	463	539	555	674	714	847	833	958	920	915	836	641	597	499	408	14,110
Thu, 18	242	139	126	101	119	163	223	357	478	578	679	777	828	939	1113	1173	1255	1111	938	763	600	549	521	338	12,711
Fri, 19	186	176	104	81	109	179	197	341	400	518	610	670	763	934	984	1034	1043	1045	890	692	556	540	362	297	8,895
Sat, 20	150	102	85	70	85	108	107	196	308	400	531	436	856	664	647	653	663	681	543	478	374	345	230	183	10,217
Sun, 21	105	89	59	73	51	88	99	159	258	397	494	590	632	751	906	881	916	884	714	664	521	417	281	188	8,615
Mon, 22	123	81	80	58	87	148	235	319	397	401	550	520	534	670	678	663	639	630	489	379	302	237	195	200	8,736
Tue, 23	102	78	74	66	76	143	208	338	385	457	524	504	570	582	693	654	659	675	535	402	334	278	226	173	9,459
Wed, 24	92	67	77	72	86	125	199	320	419	441	547	594	591	707	658	733	711	793	667	471	338	292	212	247	11,425
Thu, 25	133	90	86	92	105	149	200	327	419	487	516	556	623	739	897	951	910	916	794	670	495	562	426	282	12,410
Fri, 26	169	122	94	90	99	150	185	345	409	533	583	640	698	811	941	968	1072	1077	950	719	545	486	397	327	9,780
Sat, 27	200	180	125	98	63	107	128	257	375	467	622	662	676	694	706	754	696	775	576	476	438	293	216	196	9,938
Sun, 28	112	103	90	62	75	95	117	148	246	323	476	576	689	768	862	929	903	811	700	601	469	360	246	177	8,471
Mon, 29	112	78	87	64	79	150	206	338	394	441	443	470	510	596	643	712	664	648	587	396	300	241	182	130	8,324
Tue, 30	106	75	78	64	77	123	191	319	417	466	447	475	521	511	640	697	692	663	516	387	291	225	210	133	8,368
Wed, 31	108	64	76	58	97	122	212	317	382	459	436	460	494	531	669	646	680	687	522	402	295	278	220	153	

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for October 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Mon, 01																									8,533
Tue, 02	105	117	97	87	78	126	182	316	363	494	518	547	622	598	593	634	626	624	495	343	331	286	207	144	8,775
Wed, 03	120	102	98	102	95	117	201	312	416	482	593	550	622	611	571	571	600	583	575	416	305	342	247	144	9,531
Thu, 04	134	89	100	90	101	114	190	341	375	485	582	587	570	605	694	678	805	758	553	444	427	332	301	176	12,155
Fri, 05	150	103	113	87	107	126	221	323	464	612	693	781	835	866	883	977	927	848	778	597	513	500	386	265	10,210
Sat, 06	155	130	113	91	101	123	161	318	444	572	610	764	863	800	830	754	707	635	533	425	388	276	223	194	11,937
Sun, 07	114	66	59	60	70	81	122	179	368	596	1019	1003	1138	1165	1125	952	916	753	644	532	405	293	173	104	8,609
Mon, 08	91	81	51	57	83	122	157	262	373	441	601	603	634	684	672	614	661	654	511	355	282	235	222	163	8,613
Tue, 09	112	93	74	73	86	110	215	353	364	480	577	604	596	603	631	677	609	623	433	357	319	288	208	128	9,009
Wed, 10	130	83	90	79	91	111	169	291	413	507	559	542	656	707	635	665	663	630	517	403	359	302	248	155	9,260
Thu, 11	127	98	97	98	95	117	214	316	396	535	539	607	682	630	659	669	656	673	520	409	384	336	248	155	10,591
Fri, 12	101	87	104	78	87	98	172	287	428	522	664	715	774	778	785	829	798	793	635	522	449	425	294	166	10,375
Sat, 13	158	117	79	99	91	127	165	292	441	572	610	760	713	752	747	766	740	705	672	526	451	369	238	185	11,489
Sun, 14	133	70	69	50	53	84	133	170	303	472	670	782	989	976	1135	1141	1064	862	732	530	444	303	192	132	9,064
Mon, 15	126	83	78	94	74	140	183	268	359	426	529	623	658	670	725	678	702	740	522	379	334	291	212	170	8,657
Tue, 16	105	99	110	103	105	134	186	313	364	466	527	547	571	606	617	636	669	657	526	338	302	291	221	164	9,096
Wed, 17	117	108	95	98	86	129	224	308	421	492	484	529	603	627	589	587	750	675	556	438	323	364	289	204	10,028
Thu, 18	117	121	77	95	101	120	209	335	509	513	633	672	728	688	679	755	708	690	605	464	406	385	246	172	11,018
Fri, 19	156	130	120	93	103	127	196	327	464	535	627	742	773	746	821	805	768	788	707	585	513	404	306	182	10,225
Sat, 20	142	116	103	92	93	129	178	253	355	480	675	792	771	779	763	782	738	701	595	504	414	349	235	186	14,829
Sun, 21	107	100	87	67	65	95	132	234	370	632	1019	1375	1433	1617	1533	1444	1205	964	780	546	404	281	199	140	8,613
Mon, 22	114	92	92	68	75	121	161	237	326	416	505	569	603	687	665	663	673	657	604	369	287	287	213	129	8,320
Tue, 23	126	107	88	91	104	128	188	281	346	457	480	541	566	579	541	575	564	637	472	419	344	304	223	159	7,964
Wed, 24	117	109	92	86	78	112	175	308	402	455	445	497	540	545	516	534	538	636	467	328	317	277	205	185	8,638
Thu, 25	105	113	98	85	94	97	170	284	337	454	465	519	577	544	554	558	655	697	549	440	421	321	296	205	10,556
Fri, 26	91	89	96	93	105	113	191	286	439	536	525	707	821	858	792	765	768	677	547	509	510	486	319	233	9,464
Sat, 27	130	95	85	76	97	120	185	227	360	222	559	747	686	641	666	733	733	659	564	471	449	427	312	220	10,874
Sun, 28	106	90	62	51	60	78	121	190	290	476	711	871	937	913	1034	975	851	808	669	530	446	274	197	134	7,681
Mon, 29	88	82	71	41	84	110	140	246	378	435	546	544	623	580	616	558	590	529	435	279	191	171	142	202	8,072
Tue, 30	185	117	92	79	83	106	180	268	374	412	488	534	526	536	566	543	563	585	419	331	292	284	299	210	7,468
Wed, 31	155	87	81	95	91	93	178	296	361	465	416	488	504	529	498	527	542	565	377	268	267	192	204	189	7,468

Utah Department of Transportation

Roadway, Monthly Hourly Volume for November 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Thu, 01	234	193	167	168	198	266	413	638	825	915	1088	1227	1182	1284	1352	1384	1478	1430	1282	1030	798	776	604	410	19,342
Fri, 02	307	226	197	166	189	270	404	614	784	970	1128	1237	1299	1450	1627	1800	1771	1730	1560	1232	1030	928	721	510	22,150
Sat, 03	305	228	171	136	164	214	312	455	670	957	1195	1273	1468	1409	1512	1456	1358	1293	1155	937	728	678	493	338	18,905
Sun, 04	236	218	100	105	114	128	159	272	390	720	931	1222	1434	1465	1621	1693	1567	1525	1481	1250	907	733	548	355	19,174
Mon, 05	283	176	132	123	111	159	259	402	660	847	843	915	929	970	1061	1168	1124	1094	837	563	418	325	240	207	13,846
Tue, 06	172	155	151	135	183	274	363	660	774	923	958	981	1033	1059	1144	1211	1239	1132	879	634	504	508	426	264	15,762
Wed, 07	201	173	142	143	160	220	439	682	850	933	944	1009	1083	1133	1142	1259	1191	1190	962	720	623	531	380	279	16,389
Thu, 08	199	145	181	152	160	251	490	684	877	937	1053	1114	1148	1299	1386	1448	1475	1562	1201	1083	927	800	683	448	19,703
Fri, 09	308	240	237	171	201	264	382	664	835	1012	1072	1258	1281	1326	1515	1476	1470	1312	1197	992	918	726	521	344	19,722
Sat, 10	261	160	158	117	130	149	231	387	647	858	880	1045	1184	1208	1163	1198	1117	979	802	800	584	469	337	197	15,061
Sun, 11																									
Mon, 12																									
Tue, 13																									
Wed, 14																									
Thu, 15																									
Fri, 16																									
Sat, 17																									
Sun, 18																									
Mon, 19																									
Tue, 20																									
Wed, 21	472	363	263	242	258	345	489	761	1082	1470	1689	1848	2019	2271	2578	2549	2593	2582	2409	2077	1746	1624	1210	774	33,714
Thu, 22	519	349	313	258	252	253	322	473	722	1007	1388	1579	1537	1247	1108	897	943	938	984	1047	873	729	515	344	18,597
Fri, 23	192	159	127	115	120	205	265	465	689	938	1126	1398	1499	1684	1755	1634	1528	1444	1151	852	692	539	432	290	19,299
Sat, 24	203	163	139	113	128	172	249	421	764	1163	1542	1846	2070	2038	2252	2237	2162	1934	1658	1234	963	808	591	405	25,255
Sun, 25	291	212	197	165	213	237	330	611	1042	1631	2294	2943	3136	3364	3659	3520	2570	2926	2161	1678	1150	867	528	357	36,082
Mon, 26	255	196	143	157	163	276	385	698	805	975	1008	1140	1206	1325	1257	1287	1285	1185	950	730	571	437	366	243	17,043
Tue, 27	208	163	152	147	171	232	394	629	786	865	980	983	966	1084	1117	1169	1181	1090	901	657	529	474	329	246	15,453
Wed, 28	155	164	156	150	158	251	380	658	789	883	874	947	974	993	1067	1056	1155	1158	878	699	547	484	366	261	15,203
Thu, 29	180	164	175	165	161	214	401	688	776	890	915	962	1007	1029	1098	1159	1190	1246	1026	708	549	505	457	281	15,946
Fri, 30	225	157	136	142	152	235	352	615	769	832	939	1004	1131	1123	1336	1365	1463	1349	1235	878	778	689	491	322	17,718

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for November 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Thu, 01	111	90	80	72	86	148	231	335	449	507	607	664	606	702	785	834	911	823	792	589	485	443	358	263	10,971
Fri, 02	171	130	115	73	101	139	204	332	404	492	558	651	669	778	928	1067	1034	1002	982	713	574	484	435	319	12,355
Sat, 03	187	115	77	60	73	100	165	225	372	540	649	674	706	693	722	741	659	629	525	427	312	281	189	159	9,280
Sun, 04	93	98	41	54	54	72	75	121	178	288	357	489	535	583	659	738	687	703	750	622	504	406	307	190	8,604
Mon, 05	160	86	63	59	50	84	142	249	391	430	424	460	452	504	600	616	607	570	450	313	243	183	140	112	7,952
Tue, 06	76	62	59	62	93	156	190	328	425	454	472	466	500	533	584	624	653	576	452	365	255	224	215	128	8,594
Wed, 07	94	67	62	64	74	137	240	360	406	476	439	501	581	605	624	699	636	644	531	424	316	257	202	155	11,610
Thu, 08	99	74	89	83	88	151	269	345	455	512	545	598	595	700	811	880	891	961	773	714	592	548	509	328	11,082
Fri, 09	202	146	135	84	106	154	212	351	475	554	577	623	692	766	838	865	879	683	653	578	606	420	279	204	7,234
Sat, 10	143	84	90	51	66	74	95	186	377	480	484	545	599	605	504	620	538	467	346	302	225	174	115	64	
Sun, 11																									
Mon, 12																									
Tue, 13																									
Wed, 14																									
Thu, 15																									
Fri, 16																									
Sat, 17																									
Sun, 18																									
Mon, 19																									
Tue, 20																									
Wed, 21	319	221	150	109	131	191	240	391	536	746	853	936	1043	1240	1547	1560	1615	1663	1538	1311	1179	1119	896	559	20,093
Thu, 22	314	212	169	132	122	129	147	178	284	467	740	951	944	812	700	534	536	540	598	680	623	517	360	232	10,921
Fri, 23	107	76	52	43	58	126	137	247	377	500	597	763	828	895	1001	882	843	748	587	400	344	245	190	132	10,178
Sat, 24	87	87	67	55	62	82	106	188	339	519	696	758	795	871	965	952	974	893	788	575	430	378	265	188	11,120
Sun, 25	153	99	92	72	99	112	125	217	356	431	615	747	945	961	1230	1240	1226	1174	1028	813	576	447	271	168	13,197
Mon, 26	131	88	73	69	70	140	221	384	378	470	461	496	546	630	620	623	610	560	499	336	261	190	170	99	8,125
Tue, 27	93	71	65	54	85	113	200	324	416	426	456	488	453	489	550	600	557	522	443	323	263	211	146	122	7,470
Wed, 28	59	72	73	63	81	136	212	359	382	445	447	441	475	480	597	520	625	581	481	355	265	238	188	137	8,412
Thu, 29	87	76	77	80	78	130	222	376	428	447	494	522	514	517	592	627	651	628	534	389	306	237	247	153	9,290
Fri, 30	119	83	72	69	87	138	194	344	387	449	460	488	539	544	688	693	755	716	670	508	460	358	281	188	

Utah Department of Transportation **Pos Dir, Monthly Hourly Volume for November 2012**

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Thu, 01	123	103	87	96	112	118	182	303	376	408	481	563	576	582	567	550	567	607	490	441	313	333	246	147	8,371
Fri, 02	136	96	82	93	88	131	200	282	380	478	570	586	630	672	699	733	737	728	578	519	456	444	286	191	9,795
Sat, 03	118	113	94	76	91	114	147	230	298	417	546	599	762	716	790	715	699	664	630	510	416	397	304	179	9,625
Sun, 04	143	120	59	51	60	56	84	151	212	432	574	733	899	882	962	955	880	822	731	628	403	327	241	165	10,570
Mon, 05	123	90	69	64	61	75	117	153	269	417	419	455	477	466	461	552	517	524	387	250	175	142	100	95	6,458
Tue, 06	96	93	92	73	90	118	173	332	349	469	486	515	533	526	560	587	586	556	427	269	249	284	211	136	7,810
Wed, 07	107	106	80	79	86	83	199	322	444	457	505	508	502	528	518	560	555	546	431	296	307	274	178	124	7,795
Thu, 08	100	71	92	69	72	100	221	339	422	425	508	516	553	599	575	568	584	601	428	369	335	252	174	120	8,093
Fri, 09	106	94	102	87	95	110	170	313	360	458	495	635	589	560	677	611	591	629	544	414	312	306	242	140	8,640
Sat, 10	118	76	68	66	64	75	136	201	270	378	396	500	585	603	659	578	579	512	456	498	359	295	222	133	7,827
Sun, 11																									
Mon, 12																									
Tue, 13																									
Wed, 14																									
Thu, 15																									
Fri, 16																									
Sat, 17																									
Sun, 18																									
Mon, 19																									
Tue, 20																									
Wed, 21	153	142	113	133	127	154	249	370	546	724	836	912	976	1031	1031	989	978	919	871	766	567	505	314	215	13,621
Thu, 22	205	137	144	126	130	124	175	295	438	540	648	628	593	435	408	363	407	398	386	367	250	212	155	112	7,676
Fri, 23	85	83	75	72	62	79	128	218	312	438	529	635	671	789	754	752	685	696	564	452	348	294	242	158	9,121
Sat, 24	116	76	72	58	66	90	143	233	425	644	846	1088	1275	1167	1287	1285	1188	1041	870	659	533	430	326	217	14,135
Sun, 25	138	113	105	93	114	125	205	394	686	1200	1679	2196	2191	2403	2429	2280	1344	1752	1133	865	574	420	257	189	22,885
Mon, 26	124	108	70	88	93	136	164	314	427	505	547	644	660	695	637	664	675	625	451	394	310	247	196	144	8,918
Tue, 27	115	92	87	93	86	119	194	305	370	439	524	495	513	595	567	569	624	568	458	334	266	263	183	124	7,983
Wed, 28	96	92	83	87	77	115	168	299	407	438	427	506	499	513	470	536	530	577	397	344	282	246	178	124	7,491
Thu, 29	93	88	98	85	83	84	179	312	348	443	421	440	493	512	506	532	539	618	492	319	243	268	210	128	7,534
Fri, 30	106	74	64	73	65	97	158	271	382	383	479	516	592	579	648	672	708	633	565	370	318	331	210	134	8,428

Utah Department of Transportation

Roadway, Monthly Hourly Volume for December 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

Location:		I 15 1 mile S of Leeds Int. MP 22.581 FC 01																								
		0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01		228	170	155	140	143	226	302	410	638	895	1065	1048	1102	1128	1225	1226	1161	1150	929	683	657	493	375	245	15,794
Sun, 02		188	133	106	104	112	138	196	285	421	675	850	946	1121	1143	1217	1237	1195	1081	878	710	544	411	312	234	14,237
Mon, 03		182	146	105	109	130	230	387	562	717	709	766	772	865	990	930	1049	1025	1079	792	579	517	380	269	211	13,501
Tue, 04		178	143	125	129	151	242	378	602	740	846	783	847	912	937	965	1084	1055	1093	810	639	546	446	310	236	14,197
Wed, 05		190	142	141	147	153	230	380	604	708	787	859	831	930	995	1076	1039	1131	1111	887	613	538	483	367	238	14,580
Thu, 06		186	148	151	167	157	230	387	617	765	898	813	1021	991	1113	1154	1200	1141	1287	934	731	662	550	458	324	16,085
Fri, 07		233	172	150	142	161	236	329	553	681	884	962	933	1089	1142	1376	1383	1413	1456	1152	953	748	718	485	307	17,658
Sat, 08		247	185	145	141	147	184	240	405	626	837	917	1039	1097	1155	1129	1196	1228	1079	891	710	653	522	395	250	15,418
Sun, 09		162	129	90	81	89	109	134	240	398	633	928	1124	1138	1314	1368	1352	1179	1085	911	713	523	412	289	217	14,618
Mon, 10		155	118	108	101	141	223	349	535	573	706	802	825	882	981	985	988	1081	1016	818	562	478	396	319	208	13,350
Tue, 11		186	157	146	136	159	228	361	589	732	834	896	893	946	1013	952	1125	1088	1120	895	585	560	481	300	225	14,607
Wed, 12		191	154	110	93	103	137	225	366	445	483	443	575	1120	1061	1110	1174	1189	1275	940	731	599	580	495	301	13,900
Thu, 13		213	160	174	155	159	238	392	687	934	959	1044	1094	1097	1193	1231	1363	1447	1386	1010	775	682	566	483	288	17,730
Fri, 14		235	189	160	143	193	216	334	548	693	888	1061	1131	1248	1405	1384	1448	1535	1350	1150	862	719	714	531	349	18,486
Sat, 15		225	187	178	156	158	177	228	327	592	909	1187	1227	1335	1248	1246	1314	1294	1084	885	730	591	537	373	258	16,446
Sun, 16		202	150	121	99	97	159	187	283	487	766	994	1260	1374	1460	1505	1570	1482	1160	967	767	592	443	361	211	15,178
Mon, 17		161	126	125	94	139	234	357	562	715	844	946	975	1037	1098	1179	1174	1175	1114	889	665	539	435	344	251	13,030
Tue, 18		194	170	152	137	158	208	311	511	653	735	810	766	847	919	1002	1017	978	857	583	620	424	432	297	249	16,346
Wed, 19		213	169	137	124	152	211	315	514	748	861	986	1051	1140	1162	1169	1262	1268	1201	942	729	646	576	456	314	19,535
Thu, 20		237	168	188	169	170	237	368	638	803	1013	1238	1166	1279	1377	1484	1501	1489	1432	1199	934	801	719	533	392	26,122
Fri, 21		285	233	243	202	226	268	399	656	887	1216	1353	1443	1653	1717	1923	1940	2116	2063	1666	1392	1201	1262	1048	730	28,190
Sat, 22		477	396	323	309	304	337	414	654	1067	1524	1931	2029	2203	2262	2291	2270	2079	1826	1482	1153	1000	771	598	490	19,637
Sun, 23		358	300	222	177	170	211	264	377	663	906	1241	1537	1538	1627	1718	1682	1528	1340	1035	796	662	540	419	326	11,043
Mon, 24		242	182	187	134	140	126	186	283	343	538	740	804	852	1016	924	846	718	698	440	528	388	308	250	170	13,188
Tue, 25		120	84	57	65	56	68	91	157	281	421	586	738	929	1002	1077	1144	1255	1199	999	821	735	549	447	307	21,806
Wed, 26		213	155	103	106	158	197	319	493	694	873	1229	1617	1635	1961	2255	2242	2008	1651	1138	905	650	519	410	275	22,842
Thu, 27		230	199	186	166	174	208	304	507	713	953	1283	1427	1790	1843	2120	2067	2005	1890	1420	1040	794	647	534	342	27,155
Fri, 28		267	190	190	160	193	236	337	584	904	1185	1522	1840	1852	2124	2464	2518	2423	2110	1766	1249	1055	873	653	460	27,242
Sat, 29		346	258	205	182	217	232	275	494	837	1180	1543	1908	2096	2209	2474	2348	2218	1996	1577	1134	899	685	556	373	20,718
Sun, 30		278	209	130	147	126	158	229	357	670	962	1238	1608	1741	1919	1962	1911	1668	1440	1151	930	661	542	384	297	16,763
Mon, 31		196	158	142	99	133	165	246	398	620	861	1070	1309	1437	1510	1507	1493	1341	1164	953	651	498	328	300	184	16,763

Utah Department of Transportation

Neg Dir, Monthly Hourly Volume for December 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	125	84	67	66	64	111	139	199	301	425	501	521	569	583	641	609	556	562	440	290	258	200	172	108	7,591
Sun, 02	88	75	48	54	59	74	96	142	190	292	346	422	502	525	584	593	577	525	450	388	286	240	172	129	6,857
Mon, 03	91	69	50	46	72	118	241	347	379	357	392	367	409	499	460	547	529	513	410	318	277	173	134	112	6,910
Tue, 04	83	72	56	55	67	123	203	329	367	449	385	397	460	458	497	553	506	484	404	306	270	203	146	119	6,992
Wed, 05	80	64	76	67	74	128	227	329	362	431	446	412	477	517	567	574	605	564	459	338	285	241	190	135	7,648
Thu, 06	97	80	58	81	80	125	235	360	393	473	448	540	539	582	621	663	609	662	516	408	355	296	269	185	8,675
Fri, 07	136	90	82	67	91	122	187	288	346	456	520	453	540	623	747	750	802	820	674	543	400	383	255	161	9,536
Sat, 08	125	82	70	70	73	109	92	197	264	450	514	547	601	602	603	602	596	520	385	295	258	196	157	132	7,540
Sun, 09	76	54	38	43	41	44	58	95	118	234	383	425	460	523	631	649	591	585	494	390	276	231	163	130	6,732
Mon, 10	70	59	58	53	72	123	209	323	310	382	427	413	415	493	478	492	556	527	435	289	235	194	149	105	6,867
Tue, 11	81	68	49	61	73	127	184	323	351	401	433	401	448	516	478	532	552	545	449	301	275	231	139	118	7,136
Wed, 12	79	70	24	3	20	47	99	186	140	47	49	88	652	527	584	599	626	661	481	394	313	273	185	136	6,283
Thu, 13	102	69	64	76	91	119	210	344	397	427	501	511	507	618	650	773	801	786	567	440	354	290	297	185	9,179
Fri, 14	126	109	72	75	99	118	185	273	313	420	525	560	581	689	740	763	811	788	614	437	402	348	313	192	9,553
Sat, 15	110	104	80	74	82	90	97	130	236	452	614	677	708	628	655	702	644	554	442	347	276	252	159	111	8,224
Sun, 16	79	73	48	46	47	88	81	101	180	297	413	532	555	634	691	727	778	637	548	434	340	262	194	101	7,886
Mon, 17	77	60	61	56	72	143	202	319	367	431	465	467	505	556	584	617	615	565	476	346	285	220	180	123	7,792
Tue, 18	84	74	63	55	73	116	163	274	335	382	389	360	366	426	507	524	439	327	197	338	235	237	161	147	6,272
Wed, 19	140	88	57	53	75	102	148	262	342	407	480	524	575	612	626	676	656	647	517	395	313	297	241	170	8,403
Thu, 20	125	88	77	81	79	135	185	344	350	476	604	559	634	689	760	796	806	743	651	481	416	333	278	205	9,895
Fri, 21	147	127	115	94	114	135	200	344	436	580	650	688	743	775	900	931	1078	1120	917	739	604	669	580	413	13,099
Sat, 22	276	200	156	148	153	167	181	278	446	644	867	914	1030	1161	1142	1219	1058	938	769	619	522	404	302	270	13,864
Sun, 23	170	136	111	96	89	116	135	161	277	392	561	660	721	753	842	889	842	786	626	459	396	330	233	181	9,962
Mon, 24	112	97	75	60	74	66	106	142	141	250	351	366	404	530	423	390	338	399	207	337	220	173	145	85	5,491
Tue, 25	68	43	27	26	21	29	38	65	92	152	223	323	406	491	568	648	740	757	636	527	456	339	279	195	7,149
Wed, 26	133	97	54	62	80	110	154	224	280	365	539	796	843	1000	1319	1367	1224	955	688	536	372	282	201	126	11,807
Thu, 27	119	71	75	54	89	115	161	236	297	399	551	589	843	973	1165	1229	1236	1077	840	593	487	361	298	172	12,030
Fri, 28	130	88	102	61	94	110	161	262	378	481	695	861	910	1122	1451	1579	1523	1289	1105	754	618	519	405	273	14,971
Sat, 29	183	135	110	79	104	109	122	202	365	532	747	1012	1103	1230	1430	1385	1285	1193	977	677	498	367	294	180	14,319
Sun, 30	133	91	64	78	69	84	102	163	326	442	597	783	882	1004	1006	1048	946	890	680	589	399	341	213	168	11,098
Mon, 31	106	91	95	42	82	83	139	202	297	423	529	643	679	817	835	792	722	653	544	377	302	168	160	95	8,876

Utah Department of Transportation

Pos Dir, Monthly Hourly Volume for December 2012

Site Names: -0401, 0015-022.581-
 County: Washington
 Funct. Class: Rural Principal Arterial - Interstate
 Location: I 15 1 mile S of Leeds Int. MP 22.581 FC 01

Seasonal Factor Group: 401
 Daily Factor Group: 401
 Axle Factor Group: 401
 Growth Factor Group: 401

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	103	86	88	74	79	115	163	211	337	470	564	527	533	545	584	617	605	588	489	393	399	293	203	137	8,203
Sun, 02	100	58	58	50	53	64	100	143	231	383	504	524	619	618	633	644	618	556	428	322	258	171	140	105	7,380
Mon, 03	91	77	55	63	58	112	146	215	338	352	374	405	456	491	470	502	496	566	382	261	240	207	135	99	6,591
Tue, 04	95	71	69	74	84	119	175	273	373	397	398	450	452	479	468	531	549	609	406	333	276	243	164	117	7,205
Wed, 05	110	78	65	80	79	102	153	275	346	356	413	419	453	478	509	465	526	547	428	275	253	242	177	103	6,932
Thu, 06	89	68	93	86	77	105	152	257	372	425	365	481	452	531	533	537	532	625	418	323	307	254	189	139	7,410
Fri, 07	97	82	68	75	70	114	142	265	335	428	442	480	549	519	629	633	611	636	478	410	348	335	230	146	8,122
Sat, 08	122	103	75	71	74	75	148	208	362	387	403	492	496	553	526	594	632	559	506	415	395	326	238	118	7,878
Sun, 09	86	75	52	38	48	65	76	145	280	399	545	699	678	791	737	703	588	500	417	323	247	181	126	87	7,886
Mon, 10	85	59	50	48	69	100	140	212	263	324	375	412	467	488	507	496	525	489	383	273	243	202	170	103	6,483
Tue, 11	105	89	97	75	86	101	177	266	381	433	463	492	498	497	474	593	536	575	446	284	285	250	161	107	7,471
Wed, 12	112	84	86	90	83	90	126	180	305	436	394	487	468	534	526	575	563	614	459	337	286	307	310	165	7,617
Thu, 13	111	91	110	79	68	119	182	343	537	532	543	583	590	575	581	590	646	600	443	335	328	276	186	103	8,551
Fri, 14	109	80	88	68	94	98	149	275	380	468	536	571	667	716	644	685	724	562	536	425	317	366	218	157	8,933
Sat, 15	115	83	98	82	76	87	131	197	356	457	573	550	627	620	591	612	650	530	443	383	315	285	214	147	8,222
Sun, 16	123	77	73	53	50	71	106	182	307	469	581	728	819	826	814	843	704	523	419	333	252	181	167	110	8,811
Mon, 17	84	66	64	38	67	91	155	243	348	413	481	508	532	542	595	557	560	549	413	319	254	215	164	128	7,386
Tue, 18	110	96	89	82	85	92	148	237	318	353	421	406	481	493	495	493	539	530	386	282	189	195	136	102	6,758
Wed, 19	73	81	80	71	77	109	167	252	406	454	506	527	565	550	543	586	612	554	425	334	333	279	215	144	7,943
Thu, 20	112	80	111	88	91	102	183	294	453	537	634	607	645	688	724	705	683	689	548	453	385	386	255	187	9,640
Fri, 21	138	106	128	108	112	133	199	312	451	636	703	755	910	942	1023	1009	1038	943	749	653	597	593	468	317	13,023
Sat, 22	201	196	167	161	151	170	233	376	621	880	1064	1115	1173	1101	1149	1051	1021	888	713	534	478	367	296	220	14,326
Sun, 23	188	164	111	81	81	95	129	216	386	514	680	877	817	874	876	793	686	554	409	337	266	210	186	145	9,675
Mon, 24	130	85	112	74	66	60	80	141	202	288	389	438	448	486	501	456	380	299	233	191	168	135	105	85	5,552
Tue, 25	52	41	30	39	35	39	53	92	189	269	363	415	523	511	509	496	515	442	363	294	279	210	168	112	6,039
Wed, 26	80	58	49	44	78	87	165	269	414	508	690	821	792	961	936	875	784	696	450	369	278	237	209	149	9,999
Thu, 27	111	128	111	112	85	93	143	271	416	554	732	838	947	870	955	838	769	813	580	447	307	286	236	170	10,812
Fri, 28	137	102	88	99	99	126	176	322	526	704	827	979	942	1002	1013	939	900	821	661	495	437	354	248	187	12,184
Sat, 29	163	123	95	103	113	123	153	292	472	648	796	896	993	979	1044	963	933	803	600	457	401	318	262	193	11,923
Sun, 30	145	118	66	69	57	74	127	194	344	520	641	825	859	915	956	863	722	550	471	341	262	201	171	129	9,620
Mon, 31	90	67	47	57	51	82	107	196	323	438	541	666	758	693	672	701	619	511	409	274	196	160	140	89	7,887



APPENDIX F:

Citi-Data.com Information for Washington City, Utah

City-Data.com

Washington, Utah

House Sale Listings

zillow.com

Browse House Listings in Your Area. View Home Values, Schools, & Rates.

Driving Directions & Maps

\$20/hr Part-Time Gig

Houses For Sale

Small Speakers, Big Sound

Free Maps & Directions

Need Your Home's Value?

4BR Rent To Own Home \$379

Jump to a detailed profile or search site with

Back to [Washington, UT housing info](#), [Washington County](#), [Utah](#), [UT smaller cities](#), [UT small cities](#), [All Cities](#).

Like 2 people like this.

Biamp Audio Solutions

[hear.biamp.com](#)

Improve Workplace Sound Experience w/ Biamp. Read Case Study Now!

We are giving away **\$1200** in prizes - enter simply by sending us your own city pictures![See promotion details and upload your Washington, Utah photos](#)

61°F

10 miles

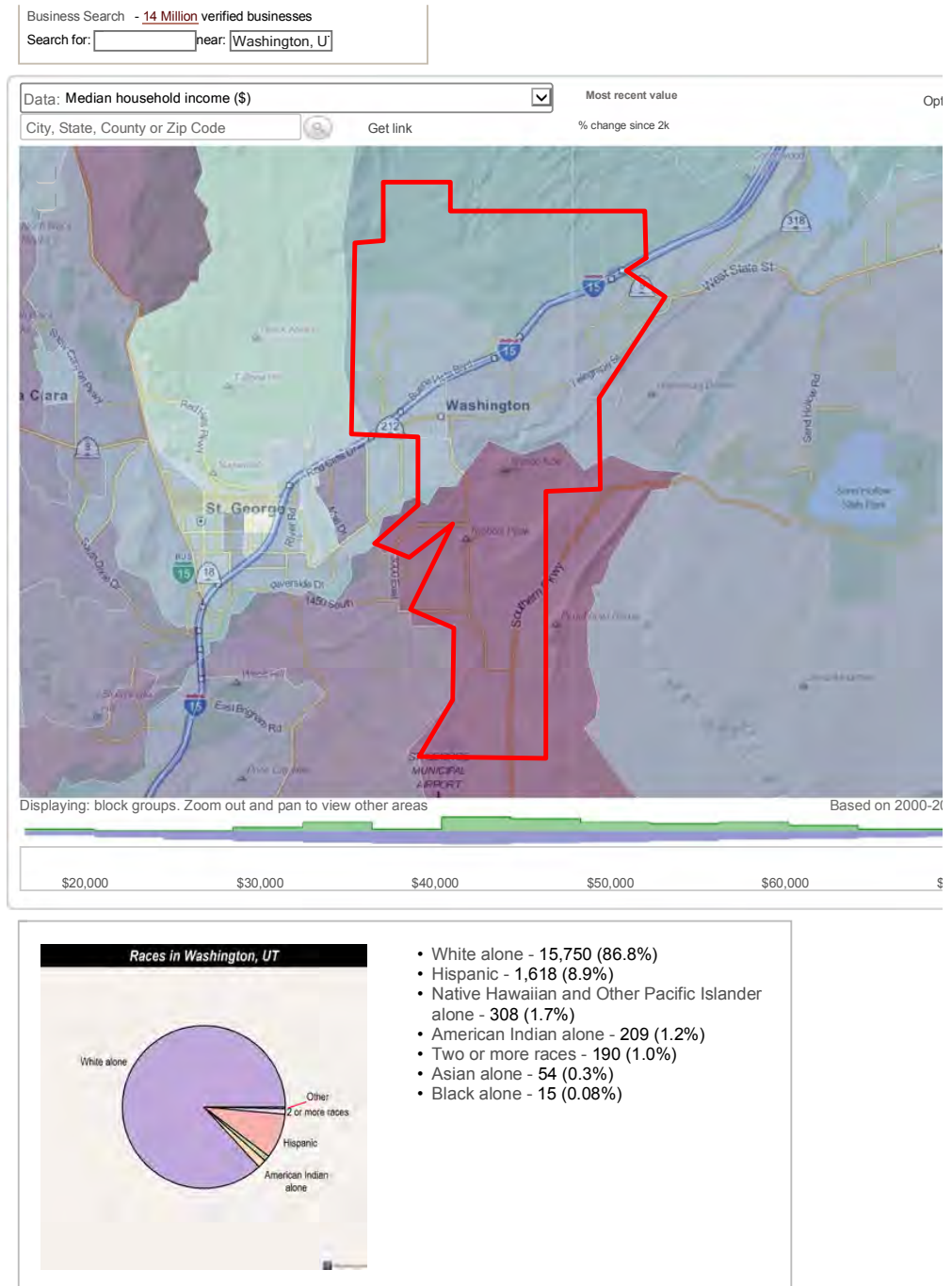
Wind: 6 mph
Pressure: 29.97 in
Humidity: 25%[Current weather forecast for Washington, UT](#)[Washington County](#)

Population in 2012: 20,888 (91% urban, 9% rural). Population change since 2000: +155.2%

Males: 10,386 (49.7%)
Females: 10,502 (50.3%)Median resident age: 31.0 years
Utah median age: 32.6 yearsZip codes: [84790](#).Estimated median household income in 2011: **\$47,369** (it was **\$35,341** in 2000)Washington: \$47,369
Utah: \$55,869Estimated per capita income in 2011: **\$20,458**[Washington city income, earnings, and wages data](#)Estimated median house or condo value in 2011: **\$215,034** (it was **\$110,500** in 2000)Washington: \$215,034
Utah: \$207,500Mean prices in 2011: All housing units: **\$267,004**; Detached houses: **\$309,186**; Townhouses or other attached units: **\$221**
Mobile homes: **\$109,590**; Occupied boats, RVs, vans, etc.: **\$68,130**Median gross rent in 2011: **\$1,102**.[Recent home sales, real estate maps, and home value estimator for zip code 84780](#)[Washington, UT residents, houses, and apartments details](#)

Profiles of local businesses

• [Crown Moving](#)Put your [B&M business profile](#) right here for free. 30,000 businesses already created their profiles!



[Races in Washington detailed stats: ancestries, foreign born residents, place of birth](#)

Mar. 2012 cost of living index in Washington: 88.0 (less than average, U.S. average is 100)



Recent posts about [Washington, Utah on our local forum](#) with over 1,500,000 registered users. Washington is mentioned 3 times on our forum:

- [St. George/Washington electric and gas bills](#) (3 replies)
- [Washington, Iron Counties and Directv](#) (0 replies)
- [Caution about Washington City](#) (20 replies)
- [Coral Canyon in Washington City UT](#) (12 replies)
- [Another CA resident moving to SG - Advise?](#) (29 replies)

 [St. George area pictures](#) (39 replies)

Latest news from Washington, UT collected exclusively by city-data.com from local newspapers, TV, and radio stations

[Weber commissioners need an appreciation for libraries](#)

inviting that old Carnegie building was on 26th Street and Washington Boulevard. We even learned, under the guidance of stern librarians, how to use catalog!! Even then on Saturday afternoons and in the summer, we had [\(standard.net\)](#)

[5 tips on how to tackle financial records clutter](#)

collapse swept away homes in the small town of Oso, Washington, it now appears the death toll could rise into... [\(heraldextra.com\)](#)

[Washington Tragedy Heightens Mudslide Concerns Across Country KUTV.com](#)

town in 1983.The historic Utah slide unlike the one in Washington did not see a loss of life, no one was even hurt. [\(kutv.com\)](#)

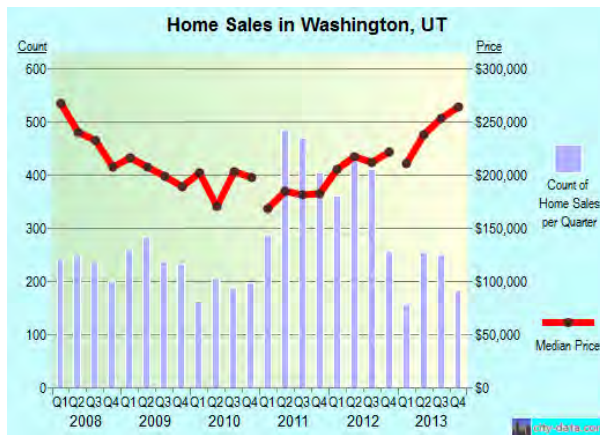
Ancestries: English (26.7%), German (14.6%), Irish (7.6%), Scottish (4.3%), United States (4.3%), Swedish (3.6%).

Current Local Time: 2:40:06 PM MST time zone

Elevation: 2800 feet

Land area: 31.5 square miles.

Population density: 663 people per square mile  (low).



Home Value Estimate

Address:

City: State: Zip:

Unit (optional):

Recent Home Sales

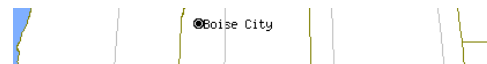
Address:

City: State: Zip:

Min Price (optional): Max Price (optional):

Prioritization: ☒ Sale Date ☐ Distance

For population 25 years and over in Washington:



- High school or higher: 93.3%
- Bachelor's degree or higher: 23.3%
- Graduate or professional degree: 6.4%
- Unemployed: 7.7%
- Mean travel time to work (commute): 15.8 minutes

For population 15 years and over in Washington city:

- Never married: 17.0%
- Now married: 72.8%
- Separated: 1.2%
- Widowed: 3.6%
- Divorced: 5.5%

1,043 residents are foreign born (4.1% Latin America, 1.2% Oceania).

This city:  5.7%

Utah:  7.5%



According to our research of Utah and other state lists there **were 24 registered sex offenders living in Washington, Utah** as of April 04, 2014.

The ratio of number of residents in Washington to the number of sex offenders is 745 to 1.

The number of registered sex offenders compared to the number of residents in this city is smaller than the state average.

Median real estate property taxes paid for housing units with mortgages in 2011: \$1,421 (0.6%)

Median real estate property taxes paid for housing units with no mortgage in 2011: \$1,180 (0.6%)

Nearest city with pop. 50,000+: [Sunrise Manor, NV](#) (108.3 miles , pop. 156,120).

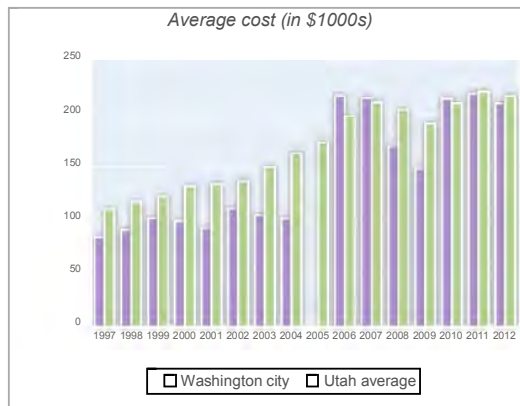
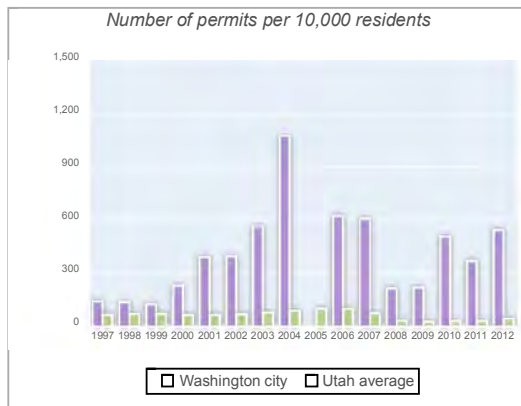
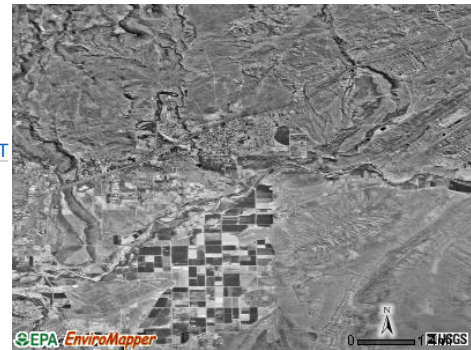
Nearest city with pop. 200,000+: [Las Vegas, NV](#) (114.9 miles , pop. 478,434).

Nearest city with pop. 1,000,000+: [Phoenix, AZ](#) (261.1 miles , pop. 1,321,045).

Nearest cities: [St. George, UT](#) (2.1 miles), [Santa Clara, UT](#) (2.9 miles), [Ivins, UT](#) (3.2 miles), [Hurricane, UT](#) (3.2 miles), [Leeds, UT](#) (3.4 miles), [La Verkin, UT](#) (3.8 miles), [Toquerville, UT](#) (3.9 miles), [Virgin, UT](#) (4.3 miles).

Single-family new house construction building permits:

- 1997: 116 buildings, average cost: \$83,500
- 1998: 113 buildings, average cost: \$90,600
- 1999: 104 buildings, average cost: \$102,100
- 2000: 189 buildings, average cost: \$99,100
- 2001: 321 buildings, average cost: \$92,700
- 2002: 324 buildings, average cost: \$110,500
- 2003: 461 buildings, average cost: \$105,100
- 2004: 880 buildings, average cost: \$102,400
- 2006: 510 buildings, average cost: \$216,600
- 2007: 496 buildings, average cost: \$215,300
- 2008: 178 buildings, average cost: \$169,900
- 2009: 180 buildings, average cost: \$148,800
- 2010: 415 buildings, average cost: \$213,500
- 2011: 303 buildings, average cost: \$219,300
- 2012: 446 buildings, average cost: \$210,000

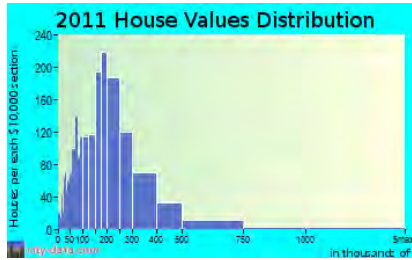
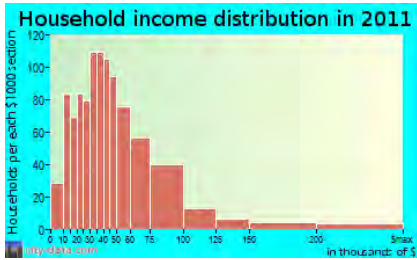


Latitude: 37.12 N, Longitude: 113.50 W

Daytime population change due to commuting: -3,677 (-20.3%)

Workers who live and work in this city: 1,418 (18.9%)

Area code commonly used in this area: 435



Full-time law enforcement employees in 2012, including police officers: 22 (20 officers).
 Officers per 1,000 residents here: 1.03
 Utah average: 1.73

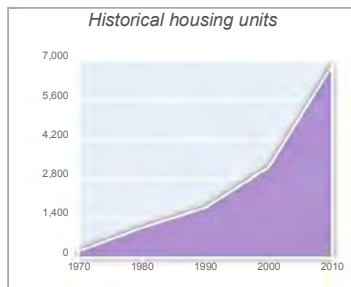
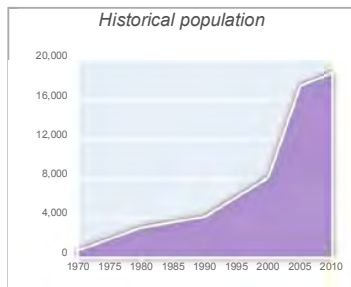
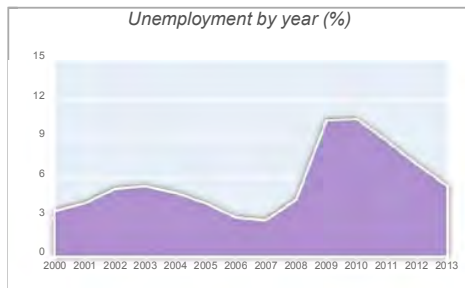
[This city's Wikipedia profile](#)

Washington tourist attractions:

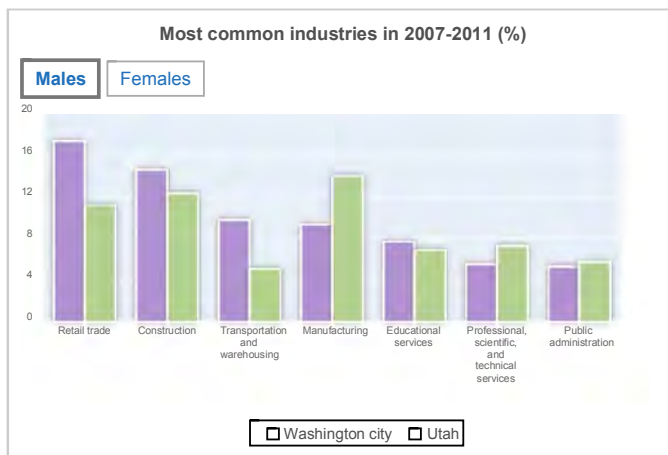
- [Coral Canyon Golf Course, Washington, Utah - an Upscale Golf Course Within Sight of Zion National Park and Pine Valley Mountain](#)

[Washington, Utah accommodation, waste management, arts - Economy and Business Data](#)

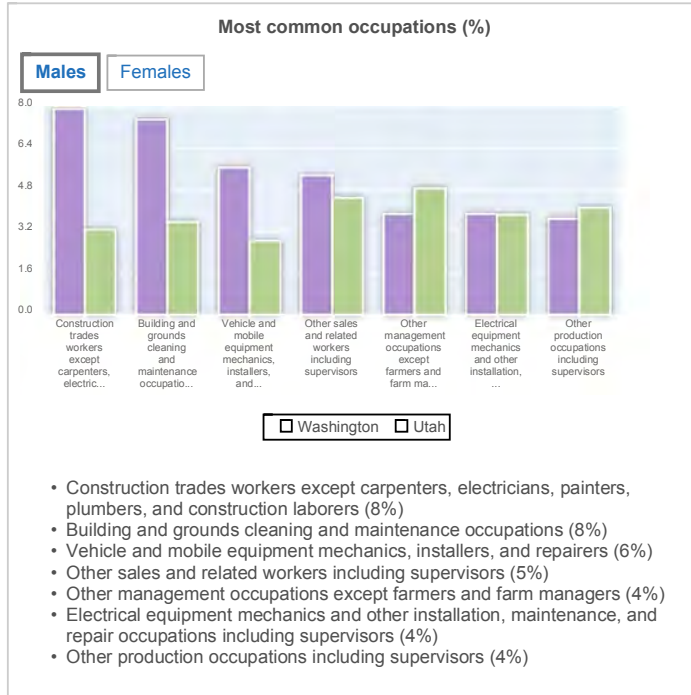
Unemployment in July 2013:
 Here: 5.4%
 Utah: 4.6%



Population change in the 1990s: +3,985 (+94.9%).



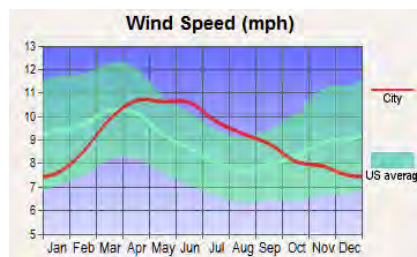
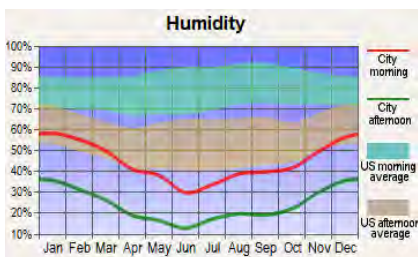
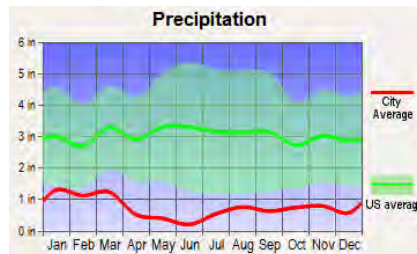
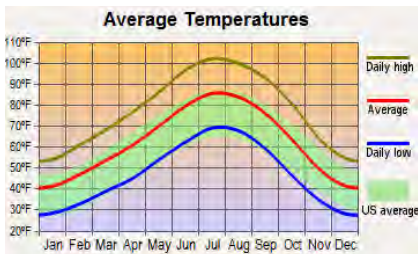
- Retail trade (17%)
- Construction (15%)
- Transportation and warehousing (10%)
- Manufacturing (9%)
- Educational services (8%)
- Professional, scientific, and technical services (6%)
- Public administration (5%)

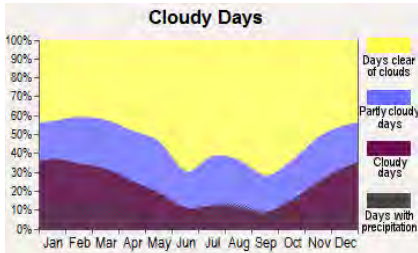
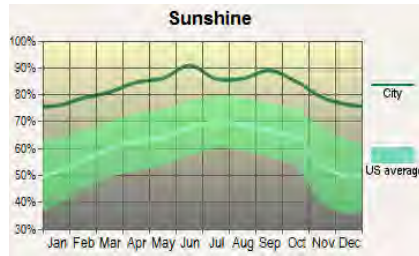
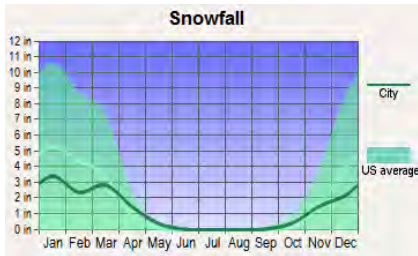


[Work and jobs in Washington: detailed stats about occupations, industries, unemployment, workers, commute](#)

Average climate in Washington, Utah

Based on data reported by over 4,000 weather stations





[Back to the top](#)

Earthquake activity:

Washington-area historical earthquake activity is near Utah state average. It is **74% greater** than the overall U.S. average.

On 9/2/1992 at 10:26:20, a magnitude 5.9 (5.7 MB, 5.6 MS, 5.6 MW, 5.9 ML, Depth: 9.3 mi, Class: **Moderate**, Intensity: VI - VII) earthquake occurred 6.6 miles away from the city center

On 8/4/1992 at 13:37:27, a magnitude 4.6 (4.6 MB, 3.9 ML, Depth: 3.1 mi, Class: **Light**, Intensity: IV - V) earthquake occurred 81.2 miles away from Washington center

On 5/16/2004 at 01:29:39, a magnitude 4.5 (4.5 ML) earthquake occurred 74.5 miles away from the city center

On 6/20/2006 at 04:16:25, a magnitude 4.4 (4.4 ML) earthquake occurred 64.9 miles away from the city center

On 1/2/1998 at 07:28:29, a magnitude 4.5 (4.5 ML, Depth: 3.1 mi) earthquake occurred 94.2 miles away from Washington center

On 6/30/2008 at 22:49:58, a magnitude 4.2 (4.2 ML, Depth: 3.2 mi) earthquake occurred 47.2 miles away from the city center

Magnitude types: body-wave magnitude (MB), local magnitude (ML), surface-wave magnitude (MS), moment magnitude (MW)

Natural disasters:

The number of natural disasters in Washington County (8) is **smaller** than the US average (12).

Major Disasters (Presidential) Declared: 3

Emergencies Declared: 2

Causes of natural disasters: Fires: 3, Floods: 2, Drought: 1, Flash Flood: 1, Hurricane: 1, Storm: 1, Winter Storm: 1 (Note: Some incidents may be assigned to more than one category).

Hospitals/medical centers near Washington:

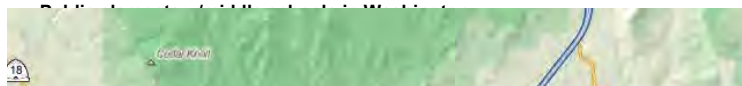
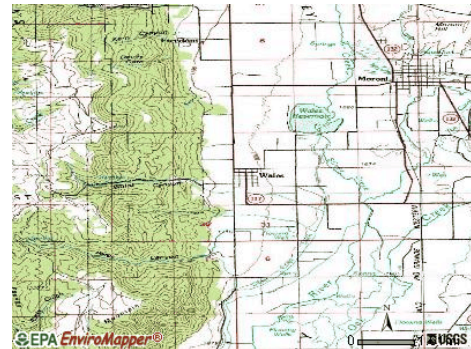
- DIXIE REGIONAL MEDICAL CENTER (Acute Care Hospitals, Voluntary non-profit - Private, provides emergency services, about 5 miles away; ST GEORGE, UT)

Political contributions by individuals in Washington, UT

Local government website: www.washingtoncity-ut.net

Colleges/universities with over 2000 students nearest to Washington:

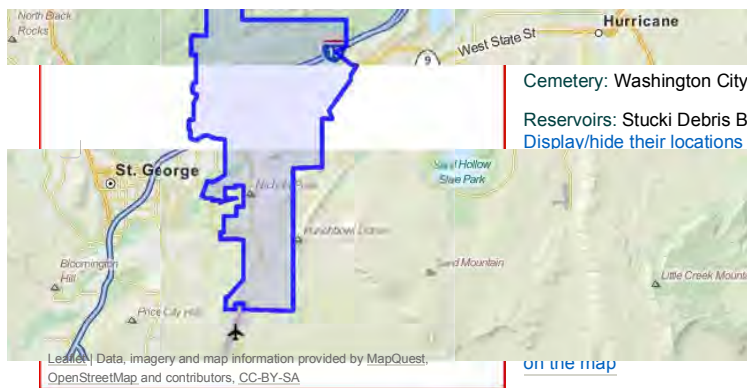
- Dixie State College of Utah (about 4 miles; Saint George, UT; Full-time enrollment: 4,520)
- Southern Utah University (about 46 miles; Cedar City, UT; FT enrollment: 5,635)
- University of Nevada-Las Vegas (about 115 miles; Las Vegas, NV; FT enrollment: 19,233)
- College of Southern Nevada (about 117 miles; Las Vegas, NV; FT enrollment: 10,108)
- University of Phoenix-Las Vegas Campus (about 117 miles; Las Vegas, NV; FT enrollment: 3,102)
- Northern Arizona University (about 169 miles; Flagstaff, AZ; FT enrollment: 17,288)
- Snow College (about 187 miles; Ephraim, UT; FT enrollment: 2,666)



- WASHINGTON SCHOOL (Students: 470; Location: 300 NORTH 300 EAST; Grades: KG - 05)

Grades: KG - 05)
RABIAN WAY; Grades: KG - 05)
ANYON CREST AVE; Grades: KG - 05)

Notable locations in Washington: Bastion Ranch (A), Washington City Fire Department (B).
[Display/hide their locations on the map](#)



Church of Jesus Christ of Latter Day Saints (A). [Display/hide](#)

Cemetery: Washington City Cemetery (1). [Display/hide its location on the map](#)

Reservoirs: Stucki Debris Basin Reservoir (A), Gypsum Wash Debris Basin Reservoir (B). [Display/hide their locations on the map](#)

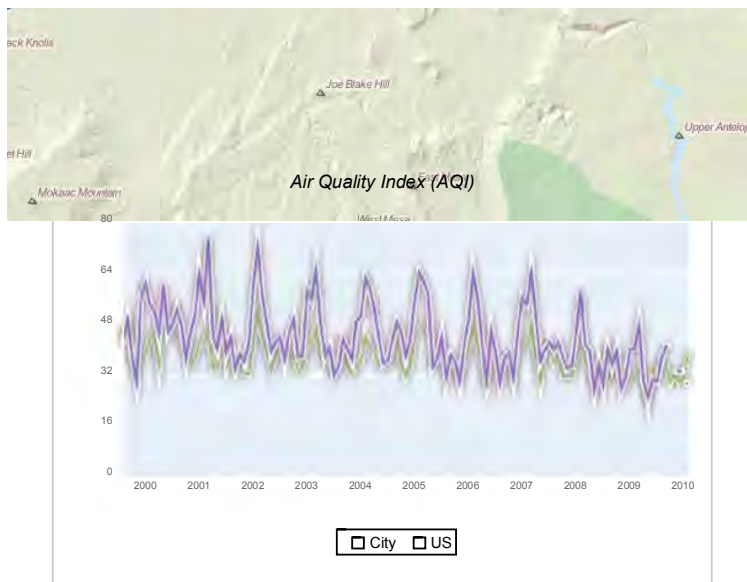
[Display/hide its location on the map](#)

RV Parks (1). [Display/hide its location on the map](#)

Washington City Museum (25 East Telegraph Street) (1), Southern Utah Museum of Art (100 East Telegraph Street) (2). [Display/hide their approximate](#)

location on the map

[Click to draw/clear city borders](#)



and 4 pCi/L (pico curies per liter) - **Moderate Potential**

Air Quality Index (AQI) level in 2010 was **34.9**. This is about average.

City: **34.9**

U.S.: **32.0**

Carbon Monoxide (CO) [ppm] level in 2010 was **0.858**. This is significantly worse than average. There were 46 monitors within city limits.

City: **0.858**

U.S.: **0.334**

Sulfur Dioxide (SO₂) [ppb] level in 2010 was **4.55**. This is significantly worse than average. There were 52 monitors within city limits.

City: **4.55**

U.S.: **2.43**

Nitrogen Dioxide (NO₂) [ppb] level in 2010 was **16.8**. This is significantly worse than average. There were 82 monitors within city limits.

City: **16.8**

U.S.: **9.4**

Ozone [ppb] level in 2010 was **23.8**. This is about average. There were 84 monitors within city limits.

City: **23.8**

U.S.: **28.3**

Particulate Matter (PM_{2.5}) [μm^3] level in 2010 was **10.7**. This is about average. There were 48 monitors within city limits.

City: **10.7**

U.S.: **9.6**

Particulate Matter (PM₁₀) [μm^3] level in 2010 was **18.7**. This is about average. There were 50 monitors within city limits.

City: **18.7**

U.S.: **22.1**

Drinking water stations with addresses in Washington and their reported violations in the past:

WASHINGTON (Population served: 7000, Surface_water):

Past health violations:

- MCL, Monthly (TCR) - In NOV-2005, Contaminant: Coliform. Follow-up actions: St Public Notif requested (FEB-21-2006), St Violation/Reminder Notice (FEB-21-2006)
- MCL, Monthly (TCR) - In OCT-2005, Contaminant: Coliform. Follow-up actions: St Public Notif requested (FEB-21-2006), St Violation/Reminder Notice (FEB-21-2006)

Past monitoring violations:

- One minor monitoring violation
- 2 regular monitoring violations

DAMMERON VALLEY WTR WORKS (Population served: 800, Groundwater):

Past health violations:

- MCL, Monthly (TCR) - In MAY-2001, Contaminant: Coliform. Follow-up actions: St Public Notif requested (JUN-22-2001), St Formal NOV issued (JUN-22-2001)
- MCL, Acute (TCR) - In MAY-2000, Contaminant: Coliform. Follow-up actions: St Public Notif received (JUN-02-2000), St Public Notif requested (JUN-30-2000), St Formal NOV issued (JUN-30-2000)

Past monitoring violations:

- Monitoring, Repeat Major (TCR) - In JUL-2005, Contaminant: Coliform (TCR). Follow-up actions: St Public Notif requested (NOV-10-2005), St Violation/Reminder Notice (NOV-10-2005), St Public Notif requested (NOV-10-2005), St Violation/Reminder Notice (NOV-10-2005)
- Notification, Public - In MAY-2001, Contaminant: Coliform (TCR)
- Notification, Public - In OCT-1998, Contaminant: Coliform (TCR)
- Notification, Public - In AUG-1998, Contaminant: Coliform (TCR)
- Notification, Public - In DEC-1996, Contaminant: Coliform (TCR)
- 3 routine major monitoring violations
- 12 regular monitoring violations


Percentage of residents living in poverty in 2011: 12.1%

(9.0% for White Non-Hispanic residents, 100.0% for Black residents, 29.0% for Hispanic or Latino residents, 0.0% for American Indian residents, 81.8% for Native Hawaiian and other Pacific Islander residents, 0.0% for other race residents, 18.2% for two or more races residents)

Average household size:

This city:  3.1 peopleUtah:  3.1 people

Percentage of family households:

This city:  81.2%Whole state:  75.2%

Percentage of households with unmarried partners:

This city:  3.5%Whole state:  4.6%*Likely homosexual households (counted as self-reported same-sex unmarried-partner households)*

- Lesbian couples: 0.3% of all households
- Gay men: 0.2% of all households

[Detailed information about poverty and poor residents in Washington, UT](#)

12 people in nursing facilities/skilled-nursing facilities in 2010

346 people in local jails and other confinement facilities (including police lockups) in 2000

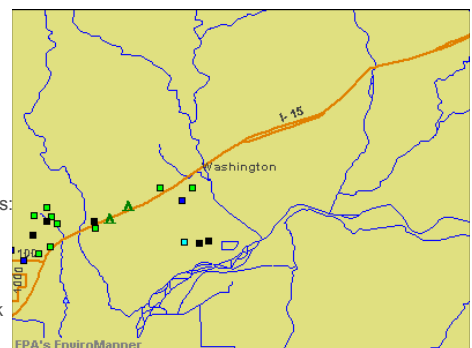
7 people in nursing homes in 2000

Washington compared to Utah state average:

- Black race population percentage significantly below state average.
- Foreign-born population percentage significantly above state average.
- Length of stay since moving in below state average.
- House age significantly below state average.

[Back to the top](#)**Banks with branches in Washington (2011 data):**

- JPMorgan Chase Bank, National Association: Telegraph And 700 West Branch at 715 W Telegraph, branch established on 2010/12/10. Info updated 2011/11/10: Bank assets: \$1,811,678.0 mil, Deposits: \$1,190,738.0 mil, headquarters in Columbus, OH, positive income, International Specialization, 5577 total offices, Holding Company: Jpmorgan Chase & Co.
- Wells Fargo Bank, National Association: Albertson's Washington Branch at 915 West Red Cliff Boulevard, branch established on 1997/07/30. Info updated 2011/04/05: Bank assets: \$1,161,490.0 mil, Deposits: \$905,653.0 mil, headquarters in Sioux Falls, SD, positive income, 6395 total offices, Holding Company: Wells Fargo & Company
- The Village Bank: Cottonmill Branch at 650 W. Telegraph Street, branch established on 2006/11/24. Info updated 2008/10/28: Bank assets: \$175.1 mil, Deposits: \$159.2 mil, headquarters in Saint George, UT, negative income in the last year, Commercial Lending Specialization, 4 total offices, Holding Company: Village Bancorp
- Zions First National Bank: Washington Branch at 865 West Telegraph Road, branch established on 1977/01/07. Info updated 2006/11/03: Bank assets: \$17,531.3 mil, Deposits: \$14,905.3 mil, headquarters in Salt Lake City, UT, positive income, Commercial Lending Specialization, 151 total offices, Holding Company: Zions Bancorporation

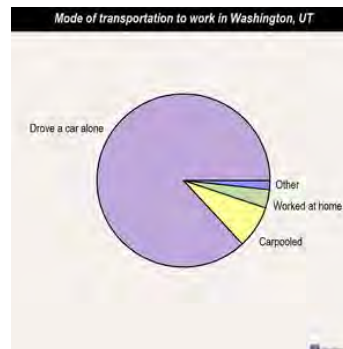
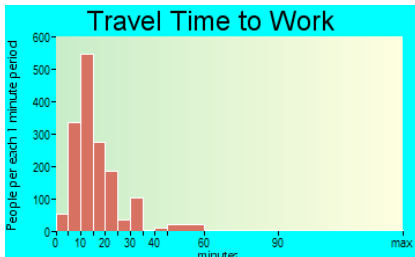
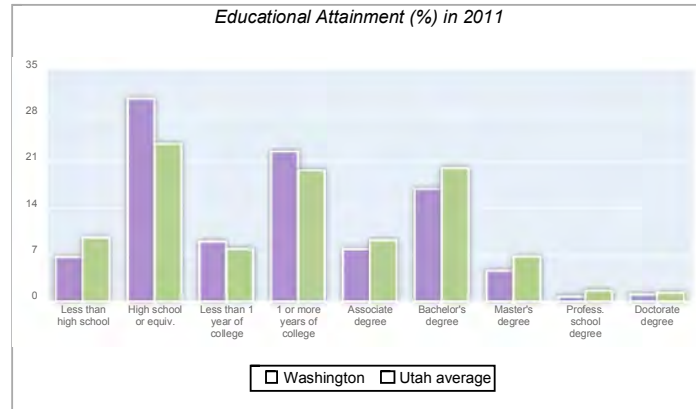
**LEGEND**

- Discharges to water
- Superfund sites
- Hazardous waste
- Toxic releases
- Air releases
- Others
- Multiple
- Streets
- Water Bodies
- Counties

Fire-safe hotels and motels in Washington, Utah:

- Red Cliff Inn , 912 W Red Cliff Dr, Washington, UT 84780 📍, Phone: (435) 673-3537, Fax: (435) 628-0145
- Holiday Inn Express Hotel & Suites Washington-North St George , 2450 N Town Center Dr, Washington, UT 84780 📍, Phone: (435) 986-1313, Fax: (435) 986-9933

[All 2 fire-safe hotels and motels in Washington, Utah](#)

**Religion statistics for Washington (based on Washington County data)**

Percentage of population affiliated with a religious congregations: 75.14%

Here 75.1%

USA 50.2%

Breakdown of population affiliated with a religious congregations

Name	LDS (Mormon) Church	Catholic Church	Southern Baptist Convention	Presbyterian Church (USA)	Lutheran Church
Adherents	92.5%	4.1%	0.8%	0.6%	0.4%
Congregations	90.9%	0.5%	1.1%	0.5%	1.1%

Name	Episcopal Church	United Methodist Church	American Baptist Churches in the USA	Assemblies of God	Other
Adherents	0.4%	0.2%	0.2%	0.2%	0.5%
Congregations	0.5%	0.5%	0.5%	0.5%	3.7%

Source: Jones, Dale E., et al. 2002. Congregations and Membership in the United States 2000. Nashville, TN: Glenmary Research Center.

Tables represent county-level data.

Food Environment Statistics:

Number of grocery stores: 14

Washington County:

1.05 / 10,000 pop.

Utah:

1.37 / 10,000 pop.

Number of supercenters and club stores: 3

This county:

0.22 / 10,000 pop.

State:

0.18 / 10,000 pop.

Number of convenience stores (no gas): 4

Washington County:

0.30 / 10,000 pop.

Utah:

0.41 / 10,000 pop.

Number of convenience stores (with gas): 40

Washington County: 3.00 / 10,000 pop.
 State: 2.82 / 10,000 pop.

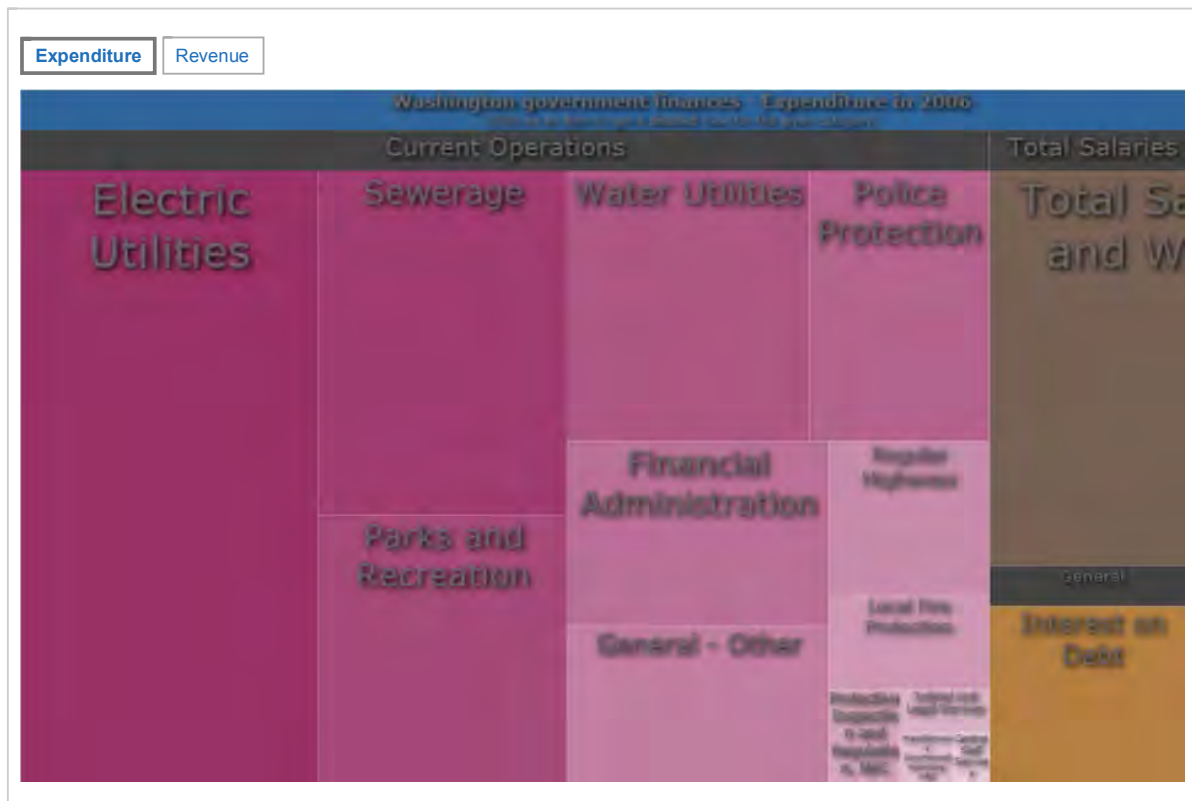
Number of full-service restaurants: 73
 Here: 5.47 / 10,000 pop.
 State: 5.09 / 10,000 pop.

Adult diabetes rate:
 This county: 7.4%
 Utah: 6.3%

Adult obesity rate:
 Washington County: 22.6%
 Utah: 23.6%

Local government employment and payroll (March 2007)

Function	Full-time employees	Monthly full-time payroll	Average yearly full-time wage	Part-time employees	Monthly part-time payroll
Financial Administration	7	\$18,409	\$31,558	0	\$0
Other Government Administration	24	\$87,679	\$43,840	0	\$0
Judicial and Legal	1	\$3,518	\$42,216	0	\$0
Police Protection - Officers	25	\$88,221	\$42,346	0	\$0
Firefighters	4	\$11,971	\$35,913	0	\$0
Sewerage	3	\$6,511	\$26,044	0	\$0
Parks and Recreation	16	\$28,275	\$21,206	0	\$0
Water Supply	8	\$25,184	\$37,776	0	\$0
Electric Power	8	\$33,777	\$50,666	0	\$0
Other and Unallocable	3	\$8,349	\$33,396	0	\$0
Totals for Government	99	\$311,894	\$37,805	0	\$0



Washington government finances - Expenditure in 2006 (per resident):

- Construction - General - Other: \$212,000 (\$10.15)
- Current Operations - Electric Utilities: \$5,243,000 (\$251.01)
 - Sewerage: \$2,456,000 (\$117.58)
 - Parks and Recreation: \$1,908,000 (\$91.34)
 - Water Utilities: \$1,889,000 (\$90.43)
 - Police Protection: \$1,403,000 (\$67.17)
 - Financial Administration: \$1,391,000 (\$66.59)
 - General - Other: \$1,176,000 (\$56.30)
 - Regular Highways: \$705,000 (\$33.75)

Local Fire Protection: \$440,000 (\$21.06)
 Protective Inspection and Regulation, NEC: \$193,000 (\$9.24)
 Judicial and Legal Services: \$112,000 (\$5.36)
 Miscellaneous Commercial Activities, NEC: \$74,000 (\$3.54)
 Central Staff Services: \$51,000 (\$2.44)

- Electric Utilities - Interest on Debt: \$324,000 (\$15.51)
- General - Interest on Debt: \$1,197,000 (\$57.31)
- Other Capital Outlay - General - Other: \$72,000 (\$3.45)
- Total Salaries and Wages: \$4,147,000 (\$198.54)
- Water Utilities - Interest on Debt: \$258,000 (\$12.35)

Washington government finances - Revenue in 2006 (per resident):

- Charges - All Other: \$6,609,000 (\$316.40)
 - Sewerage: \$2,752,000 (\$131.75)
 - Parks and Recreation: \$1,402,000 (\$67.12)
 - Miscellaneous Commercial Activities: \$33,000 (\$1.58)
- Federal Intergovernmental - All Other: \$50,000 (\$2.39)
- Miscellaneous - Sale of Property: \$12,234,000 (\$585.70)
 - General Revenue, NEC: \$6,191,000 (\$296.39)
 - Interest Earnings: \$1,806,000 (\$86.46)
- Revenue - Electric Utilities: \$5,987,000 (\$286.62)
 - Water Utilities: \$2,654,000 (\$127.06)
- State Intergovernmental - Highways: \$488,000 (\$23.36)
 - All Other: \$8,000 (\$0.38)
- Tax - General Sales and Gross Receipts: \$2,620,000 (\$125.43)
 - Property: \$1,377,000 (\$65.92)
 - Other Selective Sales: \$1,058,000 (\$50.65)
 - Other License: \$900,000 (\$43.09)
 - Public Utilities Sales: \$237,000 (\$11.35)
 - Occupation and Business License, NEC: \$55,000 (\$2.63)
 - NEC: \$24,000 (\$1.15)

Washington government finances - Debt in 2006 (per resident):

- Long Term Debt - Outstanding Unspecified Public Purpose: \$34,030,000 (\$1629.17)
 - Beginning Outstanding - Unspecified Public Purpose: \$33,536,000 (\$1605.52)
 - Issue, Unspecified Public Purpose: \$3,295,000 (\$157.75)
 - Retired Unspecified Public Purpose: \$2,801,000 (\$134.10)

Washington government finances - Cash and Securities in 2006 (per resident):

- Bond Funds - Cash and Securities: \$210,000 (\$10.05)
- Other Funds - Cash and Securities: \$36,894,000 (\$1766.28)
- Sinking Funds - Cash and Securities: \$5,647,000 (\$270.35)

12.83% of this county's 2006 resident taxpayers lived in other counties in 2005 (\$45,183 average adjusted gross income)

Here: 12.83%

Utah average: 8.03%

0.07% of residents moved from foreign countries (\$343 average AGI)

Washington County: 0.07%

Utah average: 0.17%

Top counties from which taxpayers relocated into this county between 2005 and 2006:

from [Salt Lake County, UT](#) 1.55% (\$40,255 average AGI)

from [Clark County, NV](#) 1.30% (\$50,610)

from [Utah County, UT](#) 0.85% (\$40,952)

8.44% of this county's 2005 resident taxpayers moved to other counties in 2006 (\$36,030 average adjusted gross income)

Here: 8.44%

Utah average: 7.46%

0.05% of residents moved to foreign countries (\$226 average AGI)

Washington County: 0.05%

Utah average: 0.08%

Top counties to which taxpayers relocated from this county between 2005 and 2006:

to [Salt Lake County, UT](#) 1.18% (\$32,734 average AGI)

to [Utah County, UT](#) 0.77% (\$39,190)

to [Clark County, NV](#) 0.74% (\$41,295)

Strongest AM radio stations in Washington:

- KUNF (1210 AM; 10 kW; WASHINGTON, UT; Owner: MARATHON MEDIA GROUP, L.L.C.)
- KDXU (890 AM; 10 kW; ST. GEORGE, UT; Owner: WESTERN BROADCASTING, LS, LLC)
- KZNU (1450 AM; 10 kW; ST. GEORGE, UT; Owner: AM RADIO 1450, INC.)
- KXNT (840 AM; 50 kW; NORTH LAS VEGAS, NV; Owner: INFINITY RADIO OPERATIONS INC.)
- KDWN (720 AM; 50 kW; LAS VEGAS, NV; Owner: RADIO NEVADA CORP.)

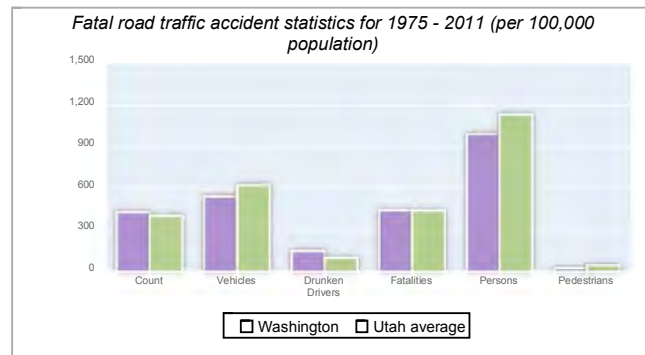
- KNNZ (940 AM; 10 kW; CEDAR CITY, UT; Owner: MB MEDIA GROUP, INC.)
- KSUB (590 AM; 5 kW; CEDAR CITY, UT; Owner: MB MEDIA GROUP, INC.)
- KMIA (710 AM; 50 kW; BLACK CANYON CITY, AZ; Owner: ENTRAVISION HOLDINGS, LLC)
- KTNB (660 AM; 50 kW; WINDOW ROCK, AZ; Owner: THE NAVAJO NATION)
- KALL (700 AM; 50 kW; NORTH SALT LAKE CITY, UT; Owner: CITICASTERS LICENSES, L.P.)
- KLSQ (870 AM; 10 kW; WHITNEY, NV; Owner: KLSQ-AM LICENSE CORPORATION)
- KSFN (1140 AM; 10 kW; NORTH LAS VEGAS, NV; Owner: INFINITY RADIO OPERATIONS INC.)
- KLAC (570 AM; 50 kW; LOS ANGELES, CA; Owner: AMFM RADIO LICENSES, L.L.C.)

Strongest FM radio stations in Washington:

- KZHK (95.9 FM; ST. GEORGE, UT; Owner: MARVIN KENT FRANSEN)
- K300AC (107.9 FM; WASHINGTON, ETC., UT; Owner: UNIVERSITY OF UTAH)
- KONY (99.9 FM; ST. GEORGE, UT; Owner: FM RADIO 99.9, INC.)
- KSNN (93.5 FM; ST. GEORGE, UT; Owner: WESTERN BROADCASTING, LS, LLC)
- KMXM (107.1 FM; COLORADO CITY, AZ; Owner: MB MEDIA GROUP, INC.)
- KREC (98.1 FM; BRIAN HEAD, UT; Owner: MARATHON MEDIA GROUP, L.L.C.)
- K211BJ (90.1 FM; TOQUERVILLE, UT; Owner: UNIVERSITY OF UTAH)
- K244DU (96.7 FM; ST. GEORGE, UT; Owner: MONTY C. STRATTON)
- KXFF (92.5 FM; CEDAR CITY, UT; Owner: MB MEDIA GROUP, INC.)
- K232CY (94.3 FM; ST. GEORGE, UT; Owner: CARL L. RIECK)
- KLNR (91.7 FM; PANACA, NV; Owner: NEVADA PUBLIC RADIO CORPORATION)
- KBZB (98.9 FM; PIOCHE, NV; Owner: GLA-MAR BROADCASTING, LLC)
- K202AW (88.3 FM; CEDAR CITY, UT; Owner: UNIVERSITY OF UTAH)
- K204BY (88.7 FM; ST. GEORGE, UT; Owner: AMERICAN FAMILY ASSOCIATION)
- K252DK (98.3 FM; ST. GEORGE, UT; Owner: MARATHON MEDIA GROUP, L.L.C.)
- K209AO (89.7 FM; ST. GEORGE, ETC., UT; Owner: FAITH COMMUNICATIONS CORPORATION)
- K213AM (90.5 FM; ST. GEORGE, UT; Owner: UNIVERSITY OF UTAH)
- K215CF (90.9 FM; ST. GEORGE, UT; Owner: UTAH STATE UNIV., AGRI & APP SCIENCE)
- K272AQ (102.3 FM; ST. GEORGE, UT; Owner: B. RAY CARPENTER)
- K276DJ (103.1 FM; ST. GEORGE, UT; Owner: JEFFERY M. JENNINGS)

TV broadcast stations around Washington:

- K11JE (Channel 11; ST. GEORGE, UT; Owner: WASHINGTON COUNTY TELEVISION DEPARTMENT)
- K46GE (Channel 46; ST. GEORGE, UT; Owner: WASHINGTON COUNTY TELEVISION DEPARTMENT)
- K32FQ (Channel 32; ST. GEORGE, ETC., UT; Owner: UNIVERSITY OF UTAH)
- K34FS (Channel 34; ST. GEORGE, ETC., UT; Owner: UNIVERSITY OF UTAH)
- K59AG (Channel 59; BLOOMINGTON, UT; Owner: BRIGHAM YOUNG UNIVERSITY)
- K02AV (Channel 2; ST. GEORGE, UT; Owner: WASHINGTON COUNTY TELEVISION DEPARTMENT)
- K20GJ (Channel 20; BLOOMINGTON, UT; Owner: BONNEVILLE HOLDING COMPANY)
- K63AD (Channel 63; BLOOMINGTON, UT; Owner: WASHINGTON COUNTY TELEVISION DEPT.)
- K69CT (Channel 69; ST. GEORGE, UT; Owner: CLEAR CHANNEL BROADCASTING LICENSES, INC.)
- KUWB-LP (Channel 65; BLOOMINGTON, UT; Owner: ACME TELEVISION LICENSES OF UTAH, LLC)
- KDLQ-LP (Channel 55; ST. GEORGE, ETC., UT; Owner: MB MEDIA GROUP, INC.)
- K08BN (Channel 8; ST. GEORGE, UT; Owner: WASHINGTON COUNTY TELEVISION DEPARTMENT)
- K16DS (Channel 16; ST. GEORGE, UT; Owner: DANIEL MATHESON AND STEPHEN WADE d/b as BROADCAST WEST)
- KDLU-LP (Channel 26; ST. GEORGE, UT; Owner: MB MEDIA GROUP, INC.)
- K24CY (Channel 24; ST. GEORGE, UT; Owner: LARRY H. MILLER COMMUNICATIONS CORP.)
- KUSG (Channel 12; ST. GEORGE, UT; Owner: KUTV HOLDINGS, INC.)
- KCSG1 (Channel 4; ST. GEORGE, UT; Owner: DANIEL MATHESON & STEPHEN WADE d/b as BROADCAST WEST)



Washington, Utah:

- Fatal accident count: 35
- Vehicles involved in fatal accidents: 44
- Fatal accidents caused by drunken drivers: 12
- Fatalities: 36
- Persons involved in fatal accidents: 81
- Pedestrians involved in fatal accidents: 2

Utah average:

- Fatal accident count: 87
- Vehicles involved in fatal accidents: 134
- Fatal accidents caused by drunken drivers: 21
- Fatalities: 94
- Persons involved in fatal accidents: 243
- Pedestrians involved in fatal accidents: 12

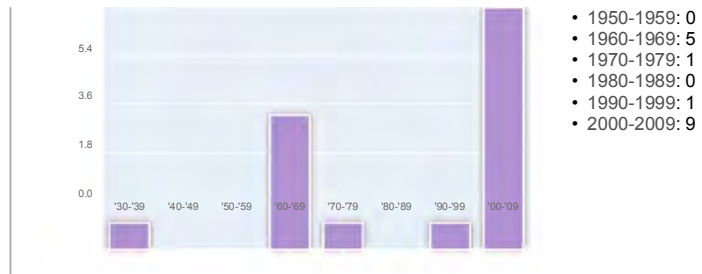
[See more detailed statistics of Washington fatal car crashes and road traffic accidents for 1975 - 2011 here](#)

National Bridge Inventory (NBI) Statistics

Number of bridges: 17
 Total length: 73 meters (240ft)
 Total average daily traffic: 223,201
 Total average daily truck traffic: 46,661

New bridges - Historical Statistics

- 1930-1939: 1
- 1940-1949: 0



[See Full National Bridge Inventory Statistics for Washington, UT](#)

FCC Registered Antenna Towers: 12 ([See the full list of FCC Registered Antenna Towers in Washington](#))

FCC Registered Private Land Mobile Towers: 13 ([See the full list of FCC Registered Private Land Mobile Towers in Washington, UT](#))

FCC Registered Broadcast Land Mobile Towers: 1 ([See the full list of FCC Registered Broadcast Land Mobile Towers](#))

FCC Registered Microwave Towers: 14 ([See the full list of FCC Registered Microwave Towers in this town](#))

FCC Registered Amateur Radio Licenses: 91 ([See the full list of FCC Registered Amateur Radio Licenses in Washington](#))

FAA Registered Aircraft Manufacturers and Dealers: 2 ([See the full list of FAA Registered Manufacturers and Dealers in Washington](#))

FAA Registered Aircraft: 11 ([See the full list of FAA Registered Aircraft](#))

Home Mortgage Disclosure Act Aggregated Statistics For Year 2009 (Based on 2 partial tracts)

	A) FHA, FSA/RHS & VA Home Purchase Loans		B) Conventional Home Purchase Loans		C) Refinancings		D) Home Improvement Loans		F) Non-occupant Loans on < 5 Family Dwellings (A B C & D)		G) Loans On Manufactured Home Dwelling (A B C & D)	
	Number	Average Value	Number	Average Value	Number	Average Value	Number	Average Value	Number	Average Value	Number	Average Value
LOANS ORIGINATED	84	\$178,577	96	\$204,580	263	\$202,151	3	\$123,993	73	\$205,241	4	\$110,148
APPLICATIONS APPROVED, NOT ACCEPTED	3	\$165,067	12	\$375,344	33	\$215,332	3	\$91,710	10	\$197,400	0	\$0
APPLICATIONS DENIED	15	\$173,055	19	\$216,185	104	\$219,952	5	\$122,678	19	\$195,804	7	\$80,239
APPLICATIONS WITHDRAWN	7	\$190,320	13	\$255,118	53	\$213,571	2	\$152,660	10	\$245,757	2	\$69,165
FILES CLOSED FOR INCOMPLETENESS	0	\$0	3	\$272,440	11	\$228,001	1	\$91,370	3	\$250,400	0	\$0

Choose year: **2009** 2008 2007 2006 2005 2004

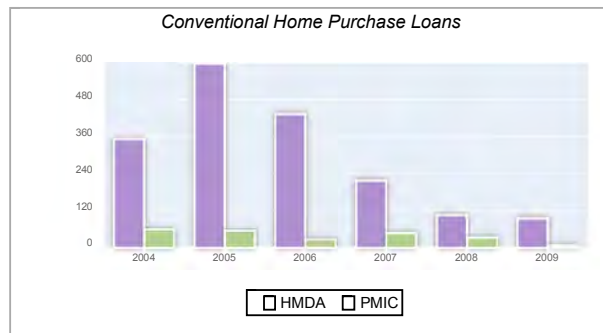
Detailed HMDA statistics for the following Tracts: [2708.00](#) , [2711.00](#)

Private Mortgage Insurance Companies Aggregated Statistics For Year 2009 (Based on 2 partial tracts)

	A) Conventional Home Purchase Loans		B) Refinancings		C) Non-occupant Loans on < 5 Family Dwellings (A & B)	
	Number	Average Value	Number	Average Value	Number	Average Value
LOANS ORIGINATED	9	\$215,834	6	\$247,877	2	\$286,460
APPLICATIONS APPROVED, NOT ACCEPTED	4	\$215,673	5	\$292,390	1	\$189,160
APPLICATIONS DENIED	5	\$318,142	3	\$283,157	0	\$0
APPLICATIONS WITHDRAWN	2	\$144,835	2	\$144,200	0	\$0
FILES CLOSED FOR INCOMPLETENESS	1	\$261,410	0	\$0	0	\$0

Choose year: **2009** 2008 2007 2006 2005 2004

Detailed PMIC statistics for the following Tracts: [2708.00](#) , [2711.00](#)



Conventional Home Purchase Loans - Value

**2006 National Fire Incident Reporting System Incidents:**

- Fire: 2

Most common first names in Washington, UT among deceased individuals

Name	Count	Lived (average)
Robert	24	71.4 years
John	22	76.9 years
James	21	77.1 years
William	18	76.4 years
George	14	78.2 years
Mary	11	78.6 years
Margaret	10	83.8 years
Ruth	10	79.6 years
Richard	10	74.1 years
Joseph	9	81.8 years

Most common last names in Washington, UT among deceased individuals

Last name	Count	Lived (average)
Smith	15	69.9 years
Johnson	14	84.1 years
Jolley	12	81.4 years
Iverson	12	81.0 years
Jones	10	83.5 years
Neilson	9	79.4 years
Hansen	7	85.3 years
Anderson	5	70.0 years
Miller	5	87.2 years
Turner	5	82.6 years

Businesses in Washington, UT

Name	Count	Name	Count
AT&T	1	Little Caesars Pizza	1
Albertsons	1	OfficeMax	1
AutoZone	1	Payless	1
Burger King	1	RadioShack	1
Discount Tire	1	Red Robin	1
El Pollo Loco	1	SONIC Drive-In	1
FedEx	3	Shoe Carnival	1
Holiday Inn	1	T-Mobile	1
Home Depot	1	U-Haul	1
IHOP	1	UPS	1
Jack In The Box	1	Walmart	1
Kohl's	1		

[Browse common businesses in Washington, UT](#)

Washington on our top lists:

- #40 on the list of "Top 100 fastest growing cities from 2000 to 2008 (pop. 5,000+)"
- #24 (84790) on the list of "Top 101 zip codes with the largest percentage of English first ancestries (pop 5,000+)"
- #37 (84790) on the list of "Top 101 zip codes with the largest charity contributions deductions as a percentage of AGI in 2004 (pop 5,000+)"
- #39 (84790) on the list of "Top 101 zip codes with the largest percentage of Iclander first ancestries (pop 5,000+)"
- #77 (84790) on the list of "Top 101 zip codes with the largest percentage of Swiss first ancestries (pop 5,000+)"
- #8 on the list of "Top 101 counties with highest percentage of residents voting for Bush (Republican) in the 2004 Presidential Election, pop. 50,000+"
- #18 on the list of "Top 101 counties with the highest number of births per 1000 residents 2000-2003 (pop 50,000+)"
- #22 on the list of "Top 101 counties with the largest number of people moving in compared to moving out (pop. 50,000+)"
- #49 on the list of "Top 101 counties with the highest percentage of residents relocating from other counties between 2005 and 2006 (pop. 50,000+)"
- #49 on the list of "Top 101 counties with the largest increase in the number of births per 1000 residents 1990-1999 to 2000-2003 (pop 50,000+)"

Cost of Living Calculator

Your current salary:

State of origin:

Destination state:

Top Patent Applicants

Brian D. Choules (3)	Joe E. Champion (1)
Monty Moshier (3)	Brock Taylor Belliston (1)
Delray Graves (2)	Tarrie Fletcher (1)

Dave Berry (1)
Martin C. Tilley (1)

James Willis Schupple (1)
Ross Biesinger Wall (1)

Total of 19 patent applications in 2008-2014.

Back to [Washington](#), [UT housing info](#), [Washington County](#), [Utah](#), [UT smaller cities](#), [UT small cities](#), [All Cities](#).

[Back to the top](#)

[Add new facts and correct factual errors about Washington, Utah](#)



Recent home sales, price trends, and home value evaluator powered by Onboard Informatics

© 2013 Onboard Informatics. Information is deemed reliable but not guaranteed.

City-data.com does not guarantee the accuracy or timeliness of any information on this site. Use at your own risk.

Website © 2003-2014 Advameg, Inc.



APPENDIX G:
Washington City Traffic Counts



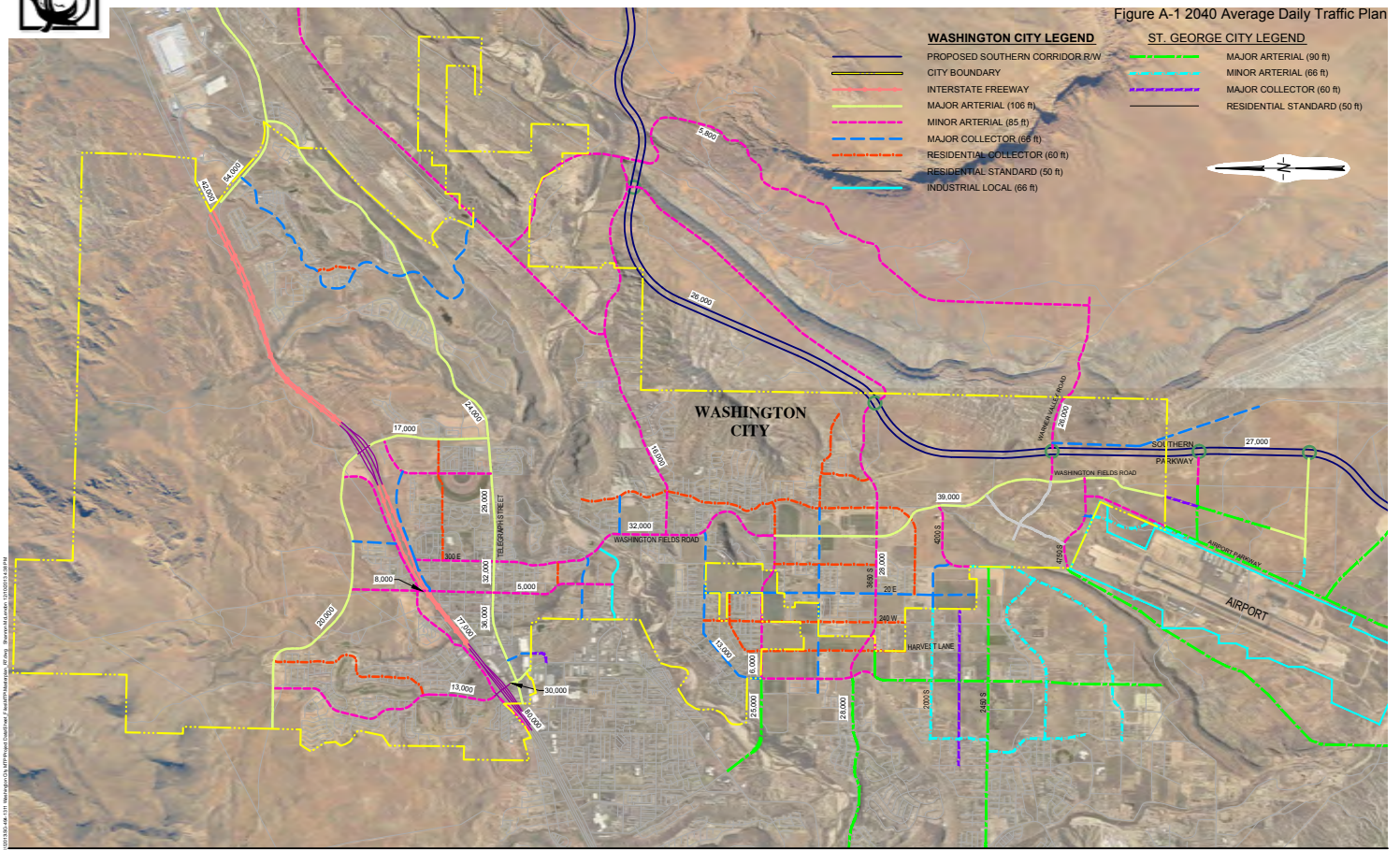
APPENDIX H:

Washington Urbanized Area Model Input



APPENDIX I:

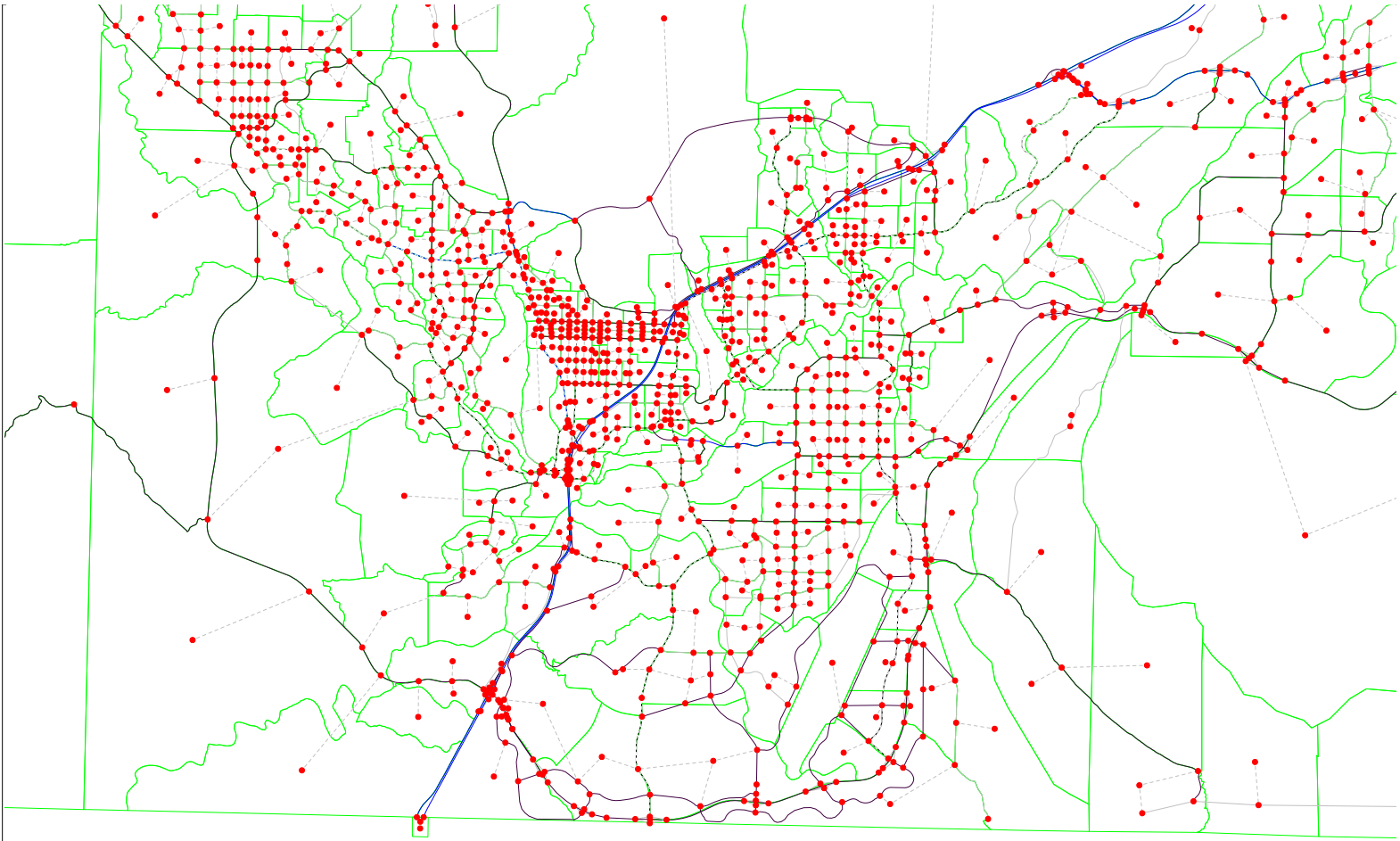
Washington Urbanized Area 2040 Model Output, Figure A-1





APPENDIX J:

Washington Urbanized Area Traffic Analysis Zones





APPENDIX K:

Traffic Capacity Estimates

**Utah/Wasatch Front Specific
Maximum Daily Traffic Capacity Estimate**

Suburban					Rural					Urban/CBD			
2 Lane					2 Lane					2 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	NA	5,500	5,000		LOS A	NA	5,000	3,500		LOS A	NA	6,500	5,500
LOS B	NA	7,500	7,000		LOS B	NA	8,500	5,500		LOS B	NA	7,500	6,500
LOS C	NA	10,000	9,000		LOS C	NA	12,000	7,500		LOS C	NA	8,500	7,500
LOS D	NA	11,500	10,500		LOS D	NA	15,500	9,500		LOS D	NA	10,000	9,000
LOS E	NA	15,000	13,500		LOS E	NA	19,500	12,000		LOS E	NA	10,500	9,500

3 Lane					3 Lane					3 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	NA	7,000	5,500		LOS A	NA	5,500	4,000		LOS A	NA	7,500	6,500
LOS B	NA	9,000	7,500		LOS B	NA	9,000	6,000		LOS B	NA	9,500	8,500
LOS C	NA	11,500	10,000		LOS C	NA	13,000	8,500		LOS C	NA	12,000	10,500
LOS D	NA	13,000	11,500		LOS D	NA	16,500	10,500		LOS D	NA	14,000	12,500
LOS E	NA	16,500	15,000		LOS E	NA	21,000	13,500		LOS E	NA	17,000	15,000

4 Lane					4 Lane					4 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	31,500	14,000	10,000		LOS A	20,500	8,500	7,000		LOS A	36,500	13,000	9,500
LOS B	45,500	19,500	14,500		LOS B	35,000	14,500	11,500		LOS B	49,500	17,500	12,500
LOS C	60,000	25,000	19,000		LOS C	50,000	20,500	16,000		LOS C	63,000	22,000	16,000
LOS D	70,000	29,000	22,500		LOS D	63,000	26,000	20,500		LOS D	73,000	26,000	19,000
LOS E	89,000	36,500	28,500		LOS E	80,000	33,000	25,500		LOS E	90,000	31,500	23,000

5 Lane					5 Lane					5 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	NA	14,500	12,000		LOS A	NA	9,500	8,000		LOS A	NA	17,000	13,500
LOS B	NA	20,500	16,500		LOS B	NA	15,500	13,000		LOS B	NA	22,500	18,000
LOS C	NA	26,500	21,500		LOS C	NA	22,000	18,000		LOS C	NA	28,000	22,500
LOS D	NA	30,500	25,000		LOS D	NA	28,000	22,500		LOS D	NA	32,500	26,000
LOS E	NA	39,000	31,500		LOS E	NA	35,000	28,500		LOS E	NA	39,500	32,000

6 Lane					6 Lane					6 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	51,000	18,500	NA		LOS A	29,500	12,500	NA		LOS A	58,500	20,500	NA
LOS B	72,500	26,500	NA		LOS B	50,500	21,500	NA		LOS B	79,000	27,500	NA
LOS C	95,000	35,000	NA		LOS C	72,000	30,500	NA		LOS C	100,000	35,000	NA
LOS D	110,000	40,500	NA		LOS D	91,000	39,000	NA		LOS D	116,000	40,500	NA
LOS E	140,000	52,000	NA		LOS E	115,000	49,000	NA		LOS E	142,000	50,000	NA

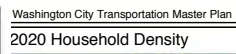
7 Lane					7 Lane					7 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	NA	21,500	NA		LOS A	NA	13,500	NA		LOS A	NA	25,000	NA
LOS B	NA	30,500	NA		LOS B	NA	23,000	NA		LOS B	NA	33,500	NA
LOS C	NA	40,000	NA		LOS C	NA	33,000	NA		LOS C	NA	42,000	NA
LOS D	NA	46,000	NA		LOS D	NA	42,000	NA		LOS D	NA	49,000	NA
LOS E	NA	59,000	NA		LOS E	NA	53,000	NA		LOS E	NA	59,500	NA

8 Lane					8 Lane					8 Lane			
	Freeway	Arterial	Collector			Freeway	Arterial	Collector			Freeway	Arterial	Collector
LOS A	66,500	NA	NA		LOS A	NA	NA	NA		LOS A	78,000	NA	NA
LOS B	95,500	NA	NA		LOS B	NA	NA	NA		LOS B	105,000	NA	NA
LOS C	126,000	NA	NA		LOS C	NA	NA	NA		LOS C	133,000	NA	NA
LOS D	146,000	NA	NA		LOS D	NA	NA	NA		LOS D	154,000	NA	NA
LOS E	187,000	NA	NA		LOS E	NA	NA	NA		LOS E	189,000	NA	NA

Assumes phf between 8% and 12%, higher for better LOS and less urban conditions;
Right turn lanes will increase capacity approximately 5% to 10%;
Use with caution based on signal spacing, access management and other issues.



APPENDIX L:
2020 Household Density Map

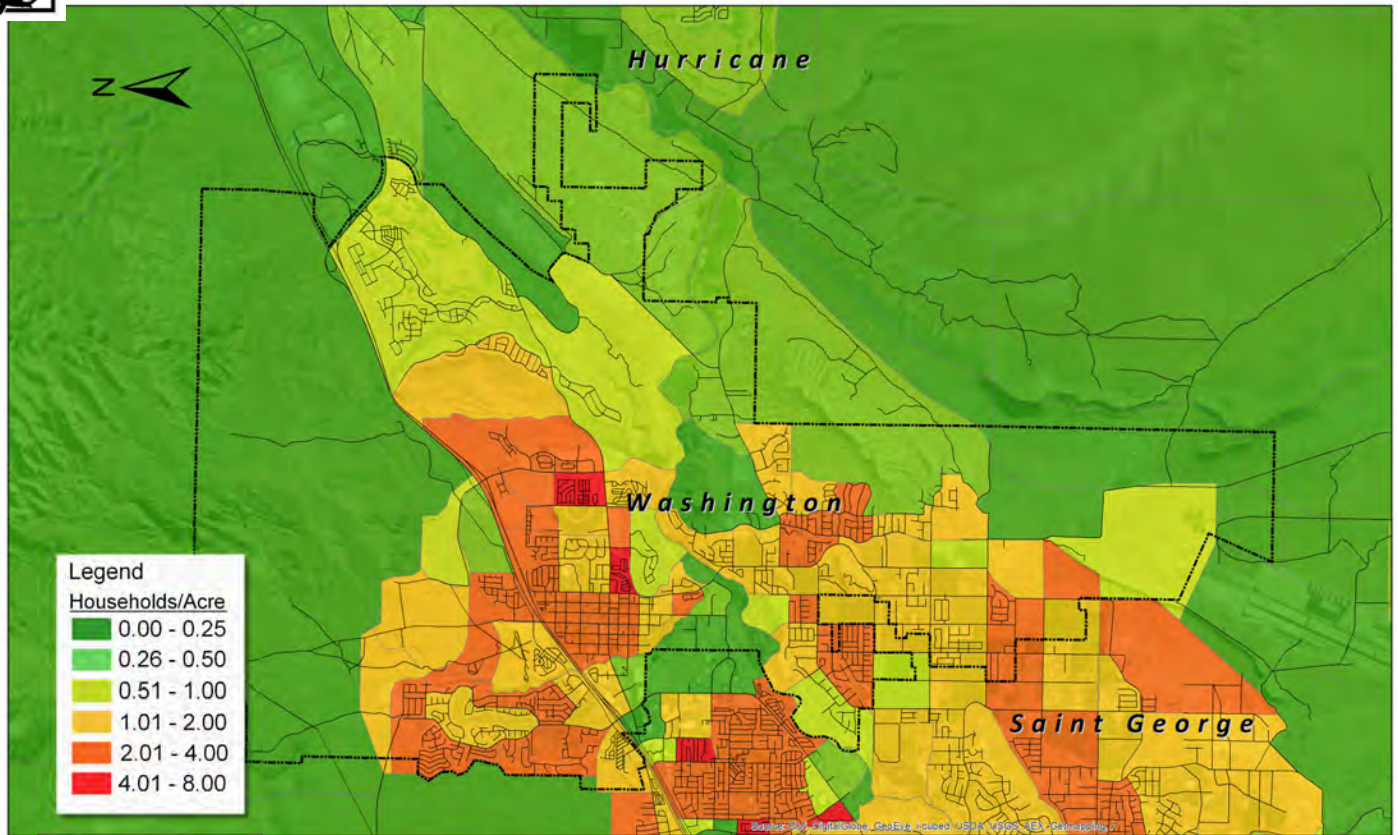




APPENDIX M:
2030 Household Density Map



2030 Household Density





APPENDIX N:
2040 Household Density Map



Legend
Households/Acre

0.00 - 0.25
0.26 - 0.50
0.51 - 1.00
1.01 - 2.00
2.01 - 4.00
4.01 - 8.00