



WASHINGTON CITY

TRANSPORTATION MASTER PLAN



November 2021



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1 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 Goals and Strategies are defined on page 37 of the Washington City General Plan, and are as follows:

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

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

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

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

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

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

Strategy 6: Create a transportation network that will safely accommodate bikes, pedestrians and vehicles throughout the City.



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

Strategy 8: Strike a balance in street design between optimizing for traffic needs and making streets livable and attractive.

Strategy 9: Recognize that the airport is important to the continued growth and success of Washington City and the region.

Strategy 10: Plan areas near the Southern Parkway and the airport to be developed to the benefit of all the residents and land owners of Washington City.

Strategy 11: Discourage incompatible land uses from encroaching into the key airport operation zones, to prevent safety of noise-related issues that could jeopardize the long-term success of the airport.

Strategy 12: Discourage the creation of double frontage lots and the use of sound walls in residential neighborhoods.

Strategy 13: Continue the existing street grid pattern as new development occurs providing uninterrupted connectivity with existing development.

Strategy 14: Require interconnecting streets where possible to provide alternative circulation options to reduce the pressure on major streets, and to provide multiple routes through the community for emergency vehicles.

Strategy 15: Coordinate future road projects planning with Utah Department of Transportation, Dixie Metropolitan Planning Organization, Washington County and other regional agencies.

The specifics of the transportation strategies are 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 2019 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 in St. George City 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, 300 East/Washington Fields Road, and the Southern Parkway. 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 Southern Parkway runs north-south in Washington City and connects on the west through St. George to I-15 and on the east through Hurricane to SR-9. The remaining roadways within the study area are comprised of city streets and county roads.

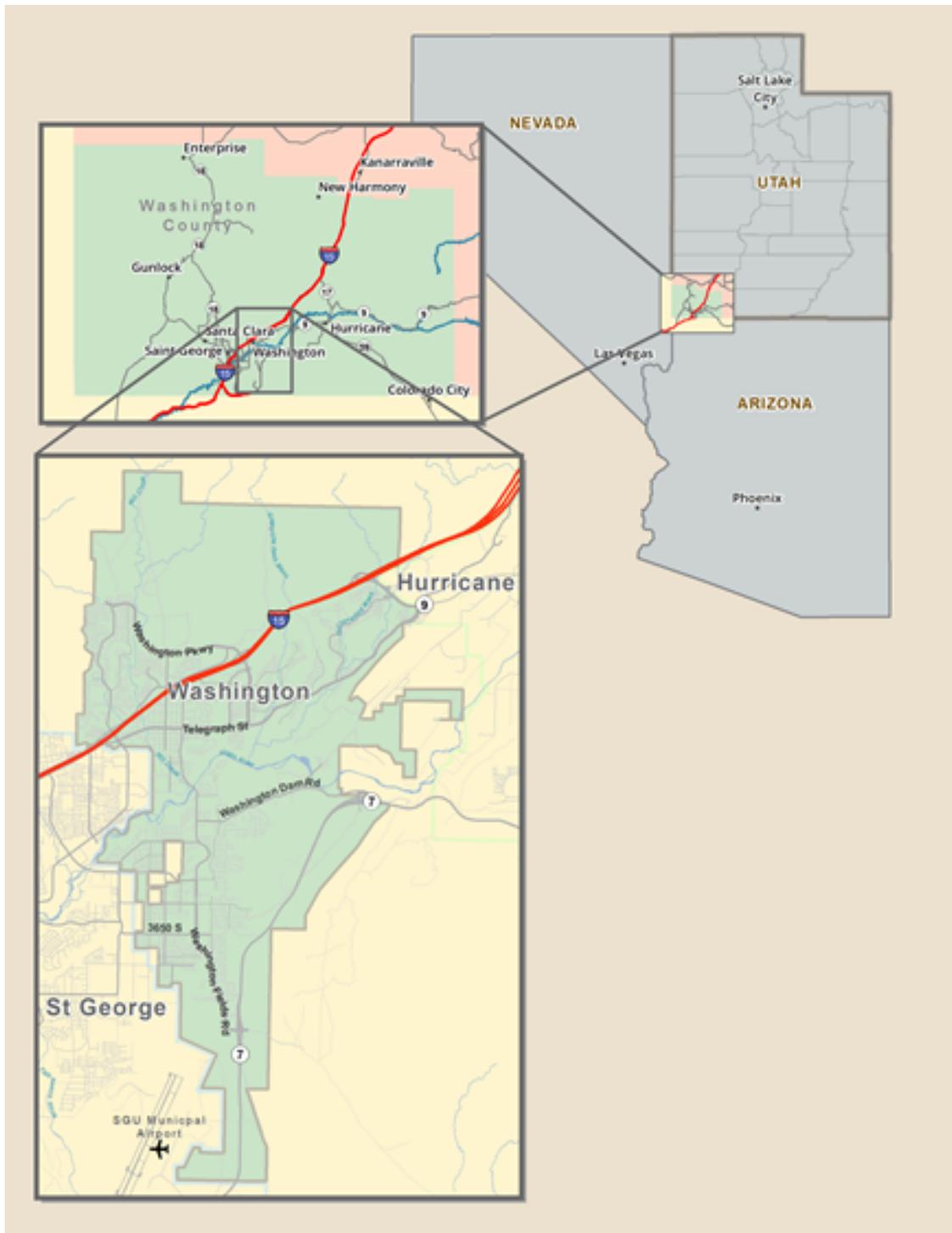


Figure 1.1 Study Area Location

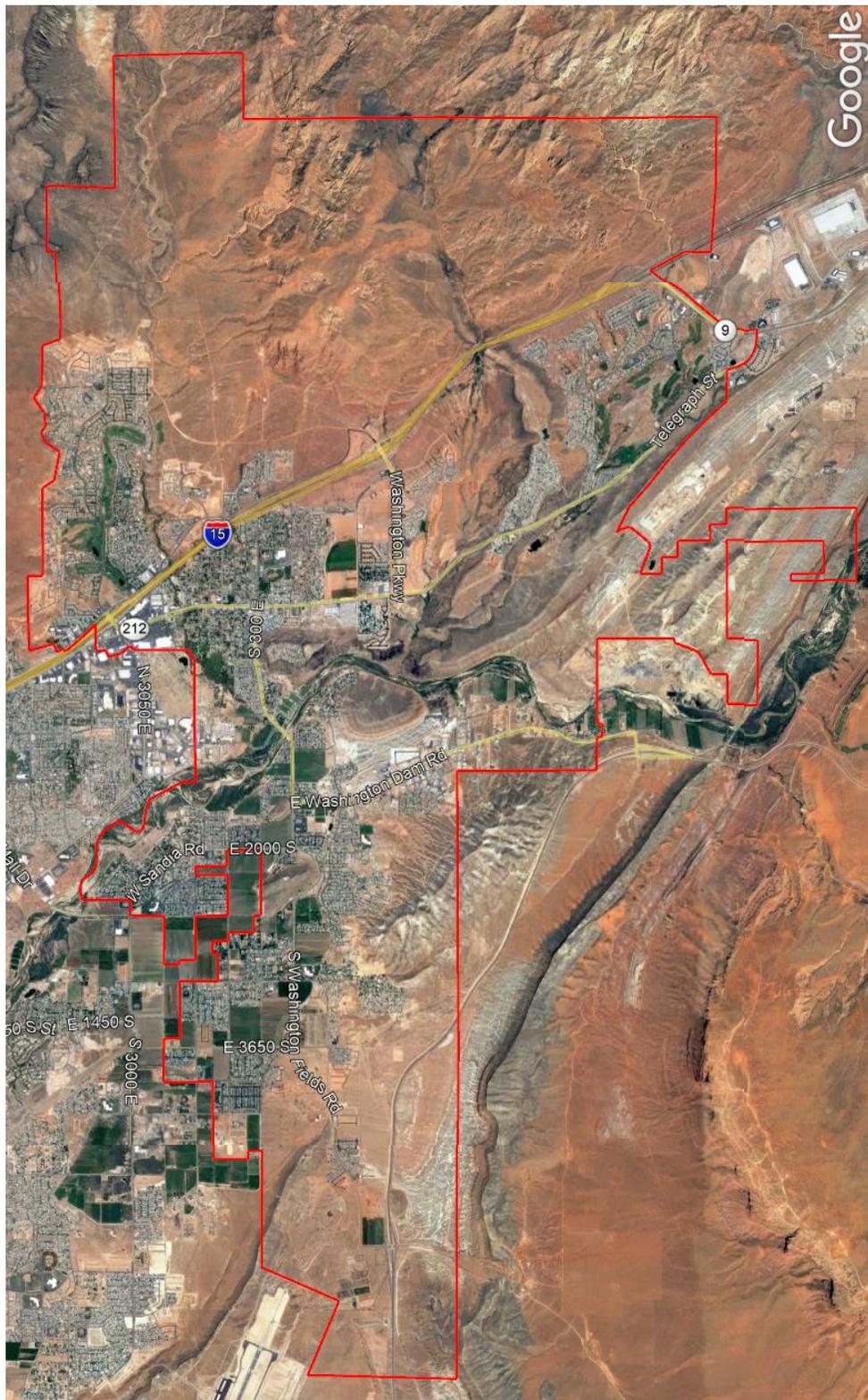


Figure 1.2 Washington City Limits



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 2020. The 2020 update prepared by Horrocks Engineers is an update to the previous 2013 Master Plan update 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 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 an updated General Plan in January 2017 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 has 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 Milepost 10.

Industrial land use is defined as those businesses that manufacture, process or fabricate goods. There are four 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 areas are located along Washington Dam Road, along Landfill Road, and along the Southern Parkway on the southern boundaries of Washington City.

Public land uses include the government center, schools, parks, and golf courses. City Hall is located on 100 East just north of 100 North. The 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,



Coral Canyon Elementary School, Crimson Cliffs Middle School, and Crimson Cliffs High School. Pine View High and Middle schools are located just west of the city in St. George. A future school site is also 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. Figure 2.1 shows the percent change in population growth between each decade. 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 Data

Population from 2010 to 2019										
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Utah	2,775,332	2,814,384	2,853,375	2,897,640	2,936,879	2,981,835	3,041,868	3,101,042	3,153,550	3,205,958
Washington County	138,115	141,249	144,139	146,987	151,081	154,650	159,352	165,929	171,567	177,556
Washington City	18,761	19,978	20,845	21,880	23,318	24,258	25,326	26,475	27,699	29,174

Decennial Population and Estimates											
	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050
Utah	688,862	890,627	1,059,273	1,461,037	1,722,850	2,233,169	2,763,885	3,325,425	3,889,310	4,463,950	5,017,232
Washington County	9,836	10,271	13,669	26,065	48,560	90,354	138,115	186,618	251,636	320,956	391,468
Washington City	435	445	750	3,092	4,198	8,186	18,761	28,488	41,818	54,816	68,756

Population Change and Estimates										
	1950-1960	1960-1970	1970-1980	1980-1990	1990-2000	2000-2010	2010-2020	2020-2030	2030-2040	2040-2050
Utah	29.29%	18.94%	37.93%	17.92%	29.62%	23.77%	20.32%	16.96%	14.77%	12.39%
Washington County	4.42%	33.08%	90.69%	86.30%	86.07%	52.86%	35.12%	34.84%	27.55%	21.97%

Sources: U.S. Census Bureau, Population Division, May 2020; Utah Population Estimates Committee, GOPB, 2012; Dixie MPO City Household, Employment, and Populations, July 2020

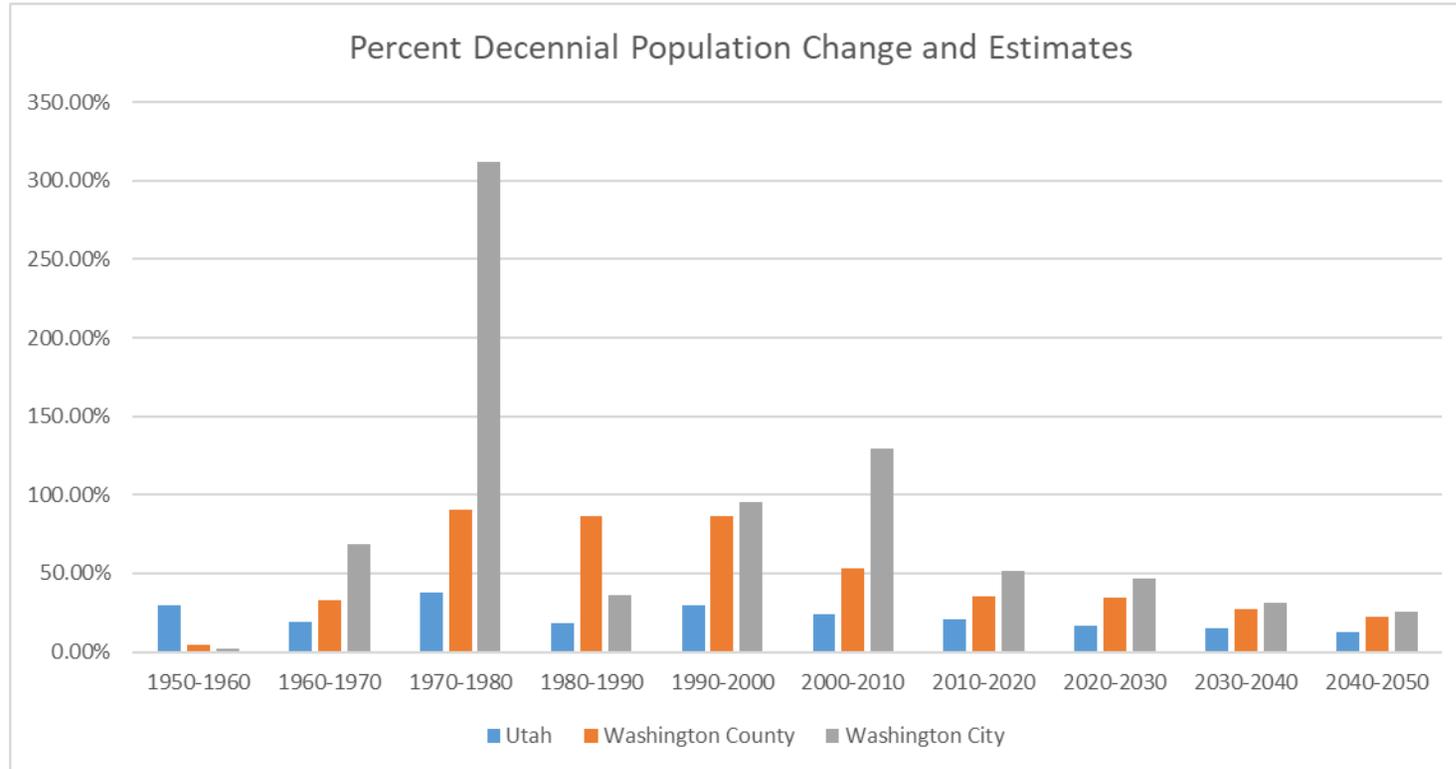


Figure 2.1 Population Change by Decade

Sources: U.S. Census Bureau, Population Division, May 2020; Utah Population Estimates Committee, GOPB, 2012; Dixie MPO City Household, Employment, and Populations, July 2020



Figure 2.2 identifies population growth rates for Utah and Washington County on an annual basis from 1970 to 2019. 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 (5.4% average annual growth) than the State as a whole (2.3%) until 2007. With the economic downturn, the County experienced a 3.0% population decrease between 2006 and 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 2009, issued building permits were at the lowest, with only 167 permits issued. Since 2009, the number of permits issued has steadily increased. In 2014, 500 new permits were issued. Between 2017 and 2018 the number of issued permits jumped from 775 to 1089. In 2019 and 2020 there were 996 and 1113 permits issued, respectively.

Every year, the U.S. Census Bureau conducts the American Community Survey (ACS) to provide social, economic, demographic, and housing data. Washington City has some unique demographic characteristics when compared with the State. According to the 2018 ACS 16.6 percent of the city's population is 65 years or older; this compares to 10.5 percent on a statewide basis. Thus, the 2018 median age is higher in Washington City (33 years old) than for the state (31 years old).

Also, the city has a much lower occupancy rate than the State with 16 percent of the dwelling units being unoccupied while only 10 percent 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 Kem C. Gardner Policy Institute analysis of Washington County Assessor Data and Census Bureau Data, thirteen percent of the total dwelling units in Washington County are classified as seasonal, recreational or occasional use.

The Census median household income in 2018 in Washington City was \$58,815 which was higher than the Washington County median average household income of \$56,877. Every year, the U.S. Census Bureau conducts the American Community Survey to ascertain key milestones in the country's economic health. According to the American Community Survey, In 2012, Washington County's median average household income rose to \$52,768, and continued to increase to \$56,877 in 2018. The State average, \$68,374, is higher than the U.S. average, \$60,293, ranking Utah the 8th 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 2019 was 23.7 percent. Even though the employment growth pattern is similar to the State's, Utah's annual average population increase is much lower at 4.1 percent for the same time period.

The unemployment rate in Washington County was 3 percent by the end of 2019. In the early 2000s, the unemployment rate in Washington County was generally slightly lower than the State, until the economic downturn from 2007 to 2011 where unemployment in Washington



County reached a high of 10.5%. Since then, unemployment has decreased, but Washington County has slightly higher unemployment rates than the State. Figure 2.3 shows the division of labor between the different employment sectors in Washington County.

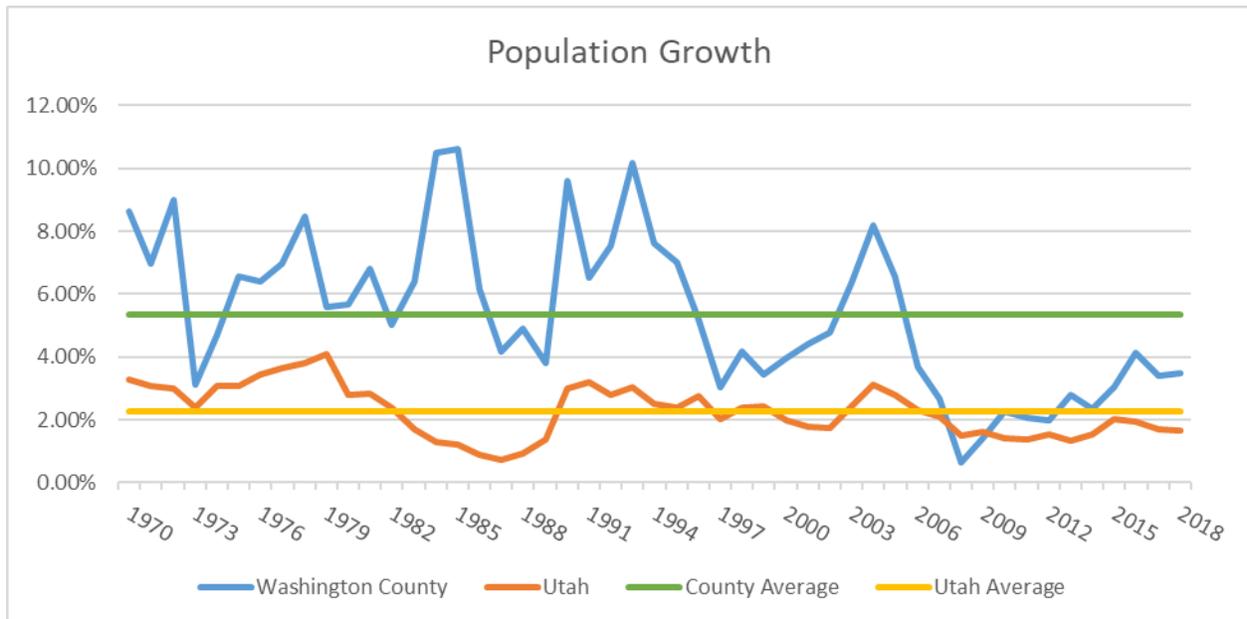


Figure 2.2 Annual Population Growth 1970-2018

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

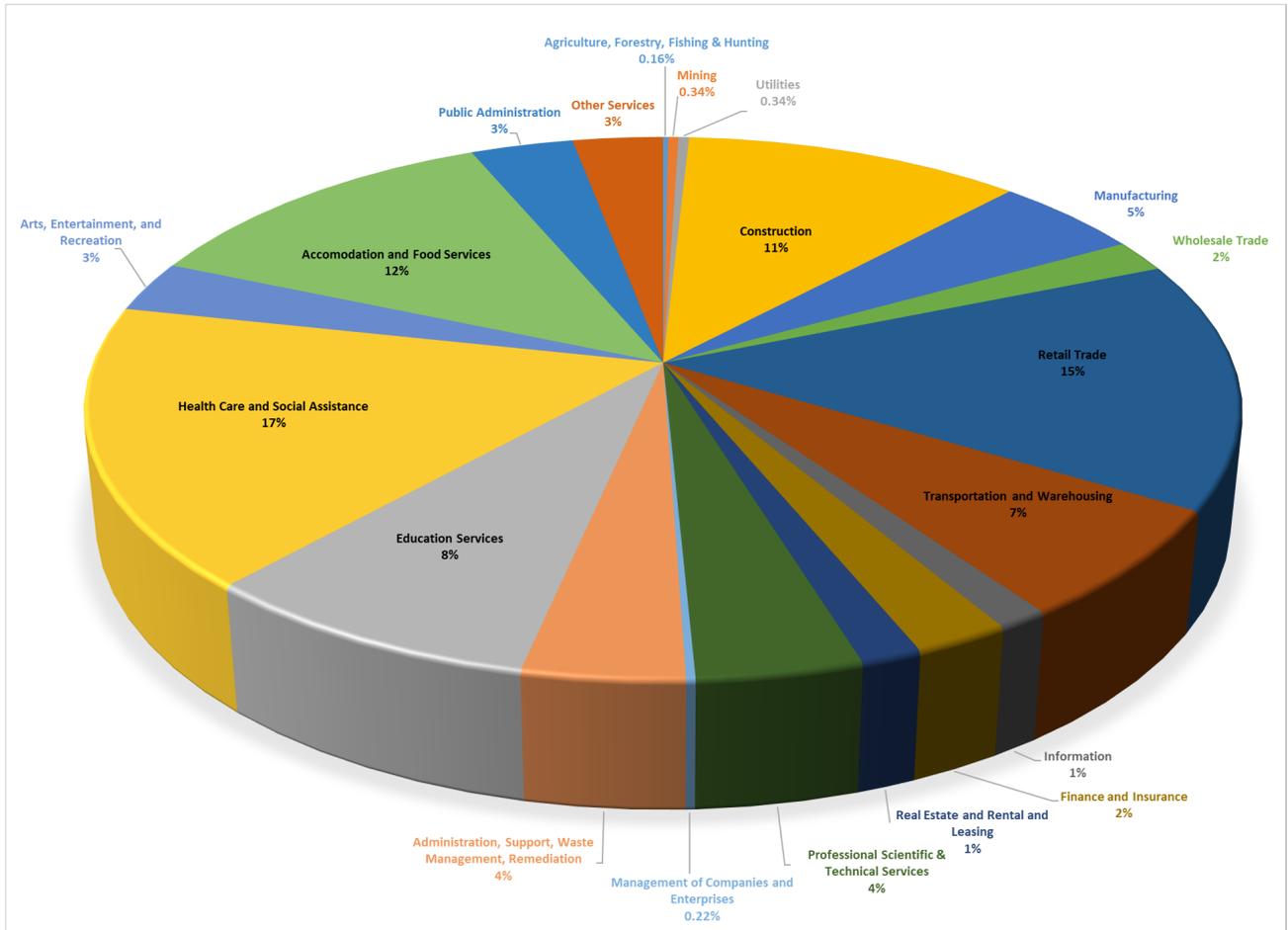


Figure 2.3 Washington County Employment Sectors

Source: Utah Department of Workforce Services, Workforce Information (2019).

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 2019, as shown in Figure 2.3, 25 percent of employees worked in health care and education. Following at 15 percent is retail trade. Next is accommodation and food services with 12 percent and construction with 11 percent. Close behind is transportation and warehousing with 7 percent.

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 is 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.

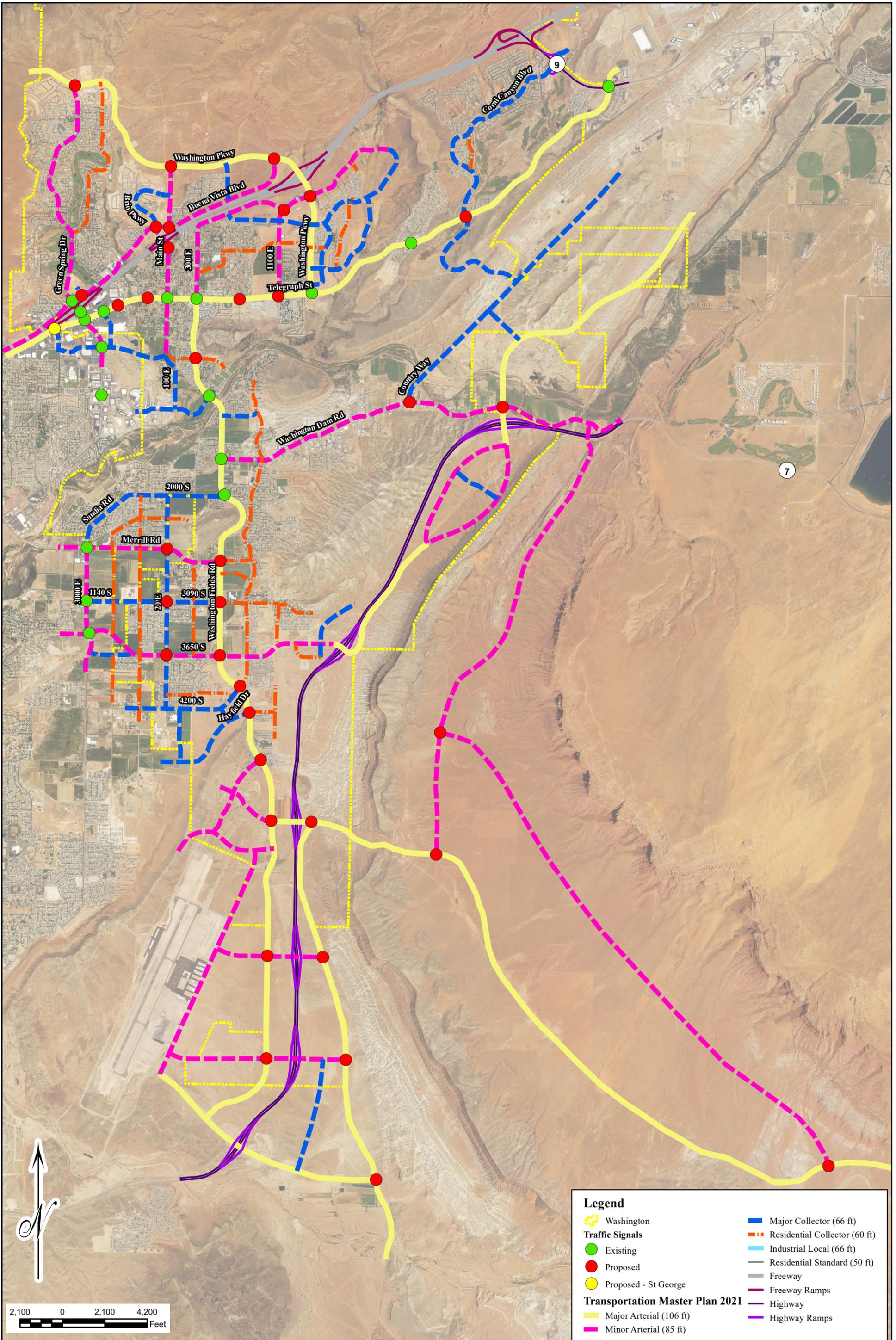
Washington City’s current Road Masterplan (Figure 2.4) indicates the future functional street classifications that are anticipated as development occurs. Also included in Figure 2.4 is the Traffic Signal Master Plan.

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.

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 Bridge Health Index utilized by the Utah Department of Transportation (UDOT) is a method of evaluating data that is made up of three scores for the deck, superstructure, and substructure. These scores are weighted by the importance of each category in overall bridge health and provide an assessment of the current asset value of the bridge compared to its asset value when initially constructed. The result is a rating out of 100 where 100 is a bridge that matches its original health.



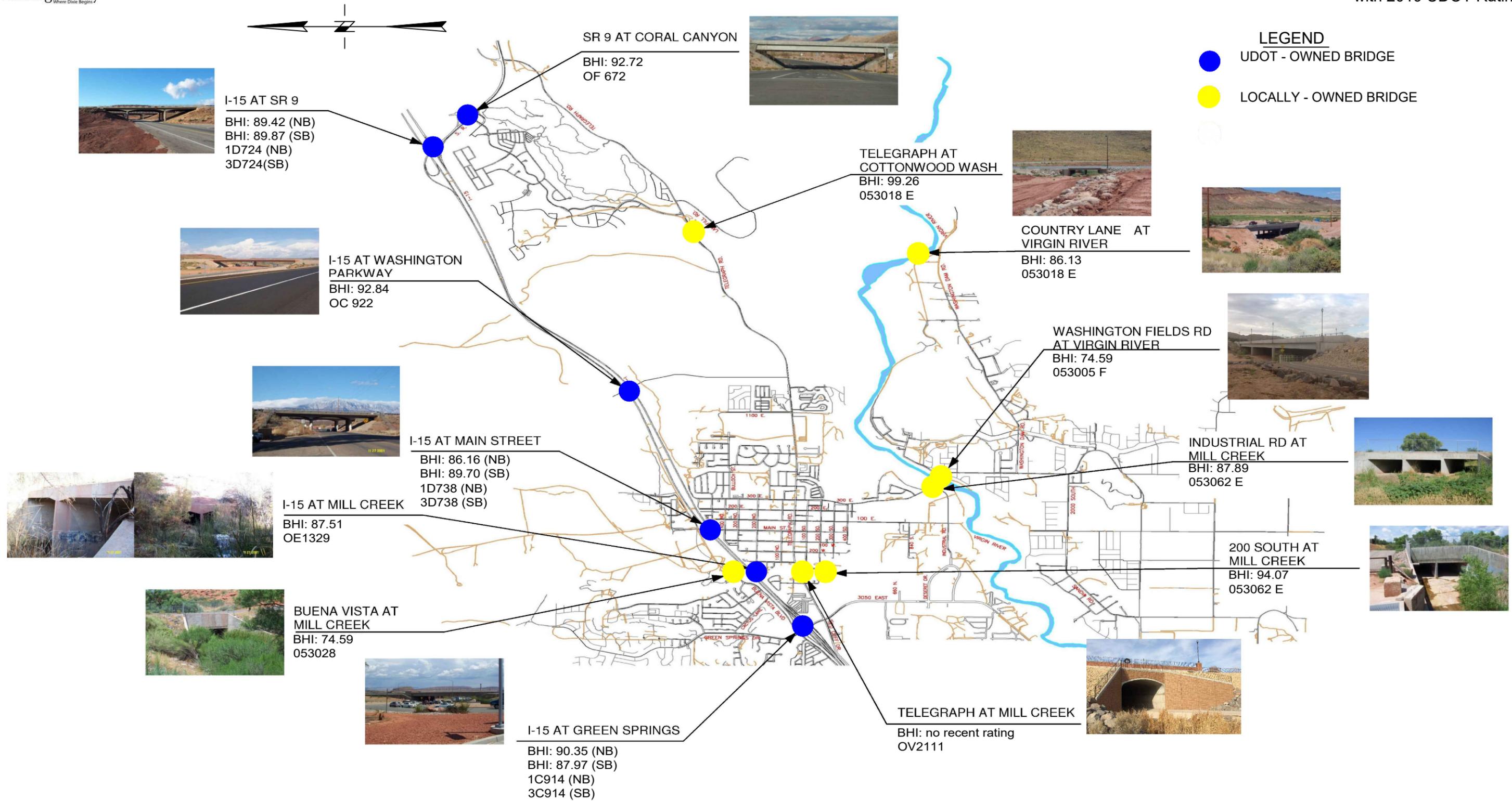
Legend

Washington	Major Collector (66 ft)
Traffic Signals	Residential Collector (60 ft)
Existing	Industrial Local (66 ft)
Proposed	Residential Standard (50 ft)
Proposed - St George	Freeway
Transportation Master Plan 2021	Freeway Ramps
Major Arterial (106 ft)	Highway
Minor Arterial (85 ft)	Highway Ramps





Figure 2.5 Bridges with 2019 UDOT Rating



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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. 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 2.2 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 Bridge Attributes and Health Index

Table 2.2				
Location	Maximum Span	No. of Lanes & Roadway Width	Sidewalk	Bridge Health Index in 2019
State Bridges				
I-15 NB @ Green Springs	190 ft.	2 lanes 59 ft.	no	90.35
1-15 SB @ Green Springs	190 ft.	3 lanes 59 ft.	no	87.97
I-15 NB @ Main Street	44 ft.	2 lanes 38 ft.	no	86.16
I-15 SB @ Main Street	44 ft.	2 lanes 38 ft.	no	89.70
I-15 @ Mill Creek	12 ft.	4 lanes n/a	no	87.51
I-15 @ MP 13 (Washington Parkway)	162 ft.	3 lanes 92 ft.	yes	92.84
I-15 NB @ SR-9	53 ft.	2 lanes 38 ft.	no	89.42
I-15 SB @ SR-9	57 ft.	2 lanes 38 ft.	no	89.87
SR-9 @ Coral Canyon	113 ft.	6 lanes 112 ft.	no	92.72
Local Bridges				
Telegraph @ Cottonwood Wash	15 ft.	2 lanes 65 ft.	no	99.26
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	94.07
Buena Vista @ Mill Creek	12 ft.	2 lanes 50 ft.	no	74.52
Wash. Fields @ Virgin River	76 ft.	2 lanes 30 ft.	no	74.59
Industrial Road @ Mill Creek	72 ft.	2 lanes 42 ft.	yes	87.89
Country Lane Bridge	115 ft.	2 lanes 46 ft.	yes	86.13



2.5 Traffic Counts

Recent average daily traffic count data were obtained from UDOT, Washington City, and St. George City. Table 2.3 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)
1100 East	@ Telegraph Street	2020	2,743
20 East	@ 2000 South	2020	1,075
20 East	@ 3650 South	2020	972
2000 South	Between Washington Fields Rd and 20 E	2020	8,044
300 East	Between Telegraph Street and 400 South	2020	12,892
3090 South	@ West City Limits	2020	6,870
3090 South	@ 300 East	2020	4,617
3650 South	@ West City Limits	2020	5,264
3650 South	@ Washington Fields Road	2020	6,456
Buena Vista Blvd	@ Green Springs	2020	8,855
Buena Vista Blvd	Between Main St and Tortoise Rock Dr	2020	1,464
Buena Vista Blvd	@ Washington Parkway	2020	1,522
Coral Canyon Blvd	@ Town Center Dr	2020	3,117
Coral Canyon Blvd	@ Telegraph Street	2020	2,450
Green Springs Road (SR-212)	North of I-15	2020	5,812
Green Springs Road (SR-212)	Between I-15 & Telegraph Street	2020	36,675
Green Springs Road (SR-212)	@ Washington Parkway	2020	848
Highland Parkway	@ Canyon Ranch Dr	2020	588
Industrial Road	@ West City Limits	2020	8,837
Industrial Road	@ Washington Fields Rd	2020	6,884
Main Street	Between Telegraph Street and I-15	2017	6,100
Main Street	Between I-15 and Buena Vista Blvd	2020	4,198
Main Street	North of Buena Vista	2020	1,642



Merrill Road	@ Washington Fields Road	2020	2,737
Merrill Road	@ Sandia Road	2020	6,904
Sandia Road	@ Merrill Road	2020	10,420
Southern Parkway	@ East City Limits	2017	580
Telegraph Street (SR-212)	@ Highland Pkwy	2020	9,225
Telegraph Street (SR-212)	@ Green Springs	2020	30,616
Telegraph Street (SR-212)	@ Coral Canyon Blvd	2020	8,877
Telegraph Street (SR-212)	@ Razor Ridge Dr	2020	7,439
Telegraph Street (SR-212)	@ 700 W	2020	22,165
Telegraph Street (SR-212)	Just West of Main Street	2020	20,378
Telegraph Street (SR-212)	Between Main St and 300 East	2020	19,130
Telegraph Street (SR-212)	Just East of Washington Parkway	2020	10,239
Telegraph Street (SR-212)	Between 1100 E and Washington Parkway	2020	11,707
Washington Dam Road	@ Washington Fields Road	2020	9,893
Washington Dam Road	@ 3110 East	2020	3,088
Washington Fields Road (FAS 415)	Between Virgin River and Washington Dam Rd	2020	17,283
Washington Fields Road (FAS 415)	@ 2000 South	2020	6,913
Washington Fields Road (FAS 415)	@ 3090 South	2020	6,586
Washington Fields Road (FAS 415)	@ 3650 South	2020	3,539
Washington Fields Road (FAS 415)	@ Warner Valley Road	2020	2,608
Washington Parkway	Between Telegraph and 1100 E	2020	4,531
Washington Parkway	@ Main Street	2020	806
Washington Parkway	@ Green Springs Road	2020	1,339
Washington Parkway	@ Buena Vista Blvd	2020	1,867



2.6 Traffic Accidents

Traffic accident data were obtained from Numetrics Crash Data from 2015-2019.

Table 2.4 summarizes the crash statistics for those segments and intersections that were analyzed. The table shows for a five-year period, 2015 to 2019, the average daily traffic and the number of reported accidents

In Washington City from 2015-2019, there were a total of 1,678 crashes. Of the total crashes, 75% were property-damage-only crashes, 16% had possible injuries, 9% had suspected minor or major injuries, and 8 crashes, less than 1%, were fatal. Of the fatal crashes, two of them involved motorcycles, and two of them involved off-road vehicles, including one of the crashes involving a motorcycle.

Table 2.4 Crash Data 2015-2019

Table 2.4 Crash Statistics 2015-2019					
Route	Milepost		Segment Length (miles)	ADT (2016)	Number of Reported Accidents (2015-2019)
	From	To			
I-15	10.91	13.39	2.48	51,000	146
I-15	13.39	15.91	2.52	48,000	135
Red Cliffs Drive (City Limits to Green Springs)	8.15	8.33	.18	21,000	72
Telegraph Street (Green Springs to 300 East)	0.202	1.29	1.09	17,000	218
Telegraph Street (300 East to Washington Parkway)	1.29	2.37	1.08	12,000	20
Telegraph Street (East of Washington Parkway)	2.37	5.95	3.58	6,400	31
State Route 9 (I-15 to Telegraph St)	0.00	1.11	1.11	23,000	96
Washington Fields Road (Telegraph St to 3650 South)	3.2	6.94	3.74	12,000	53
Source: Numetrics Crash Data					

A large portion of the crashes in Washington City occur at the intersection of Green Springs Drive and Telegraph Street. Improvements to the intersection are currently under consideration.

2.7 Bicycle and Pedestrian Traffic

One of the goals and strategies of Washington City is to create a transportation network that will safely accommodate bikes, pedestrians and vehicles throughout the City. Currently there are no designated bike routes in Washington City. There are several roadways where there is



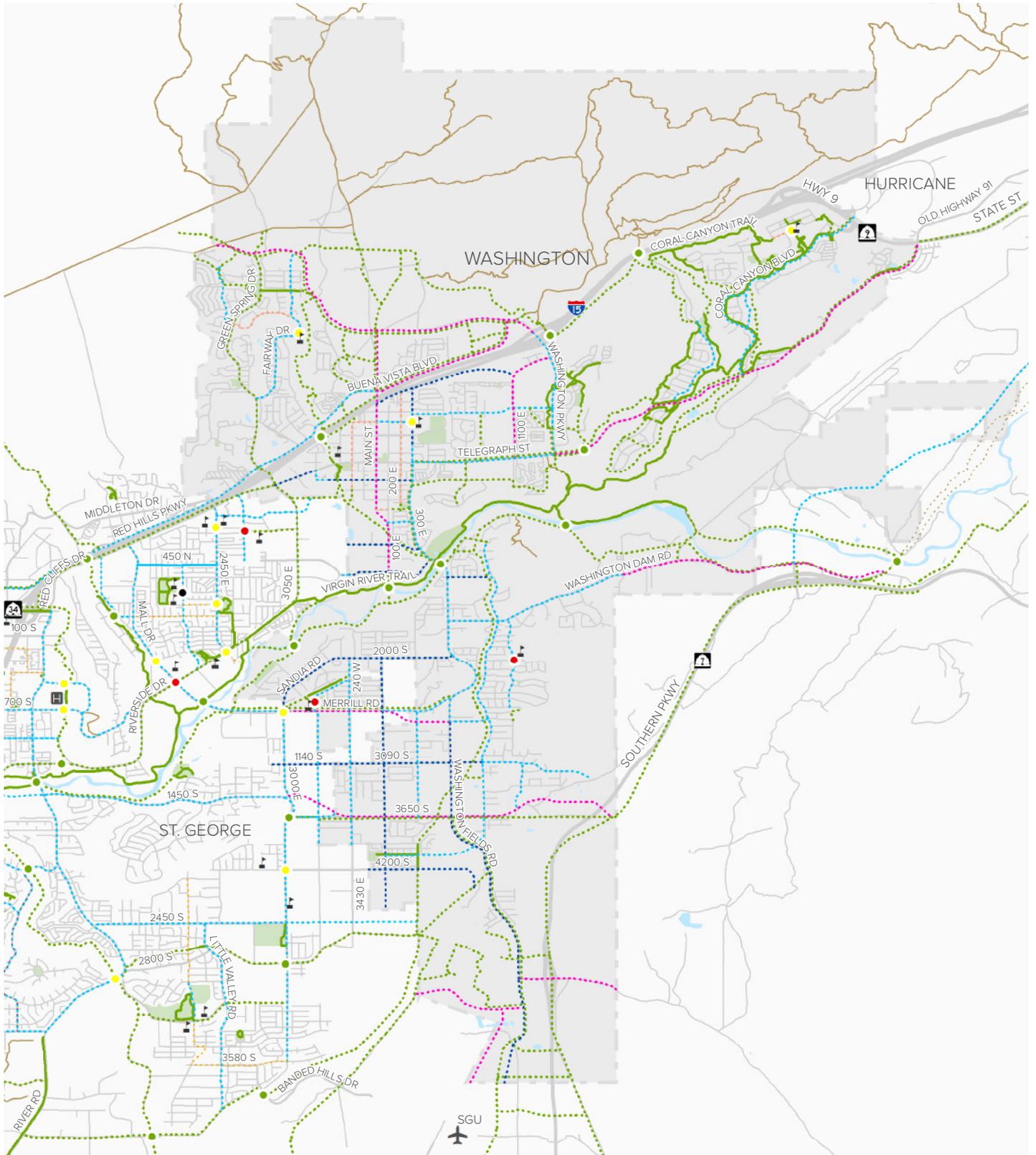
adequate shoulder and a painted white edge line to allow for bicycle use. On these roadways however, bicyclists must mix with motorized traffic at signalized intersections resulting in conflicts. It is desirable to link future bicycle routes so that bicyclists can safely travel to different areas of the community. Washington City's Bike Lane Map is shown on Figure 2.6.

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.

Safety is always a concern for bicycle and pedestrian traffic. In Washington City since 2015 there have been 8 crashes involving pedestrians and 3 crashes involving cyclists. One of the pedestrian crashes occurred on Telegraph Street in the dark and was a fatality. Two of the bicyclist crashes occurred near the intersection of Green Springs Drive and Telegraph Street. By consciously planning bicycle and pedestrian facilities, crashes can be avoided in the future.

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.

In 2018, Washington City approved an Active Transportation Plan that addresses existing facilities and plans for future facilities.



Map 4.1:
*Recommended
Future
Facilities*

Washington City Active
Transportation Plan

Recommended Facilities

- - - - - Shared Use Path
- Unpaved Trail
- - - - - Separated Bike Lane
- - - - - Buffered Bike Lane
- - - - - Bike Lane
- - - - - Bicycle Boulevard
- Sidewalk

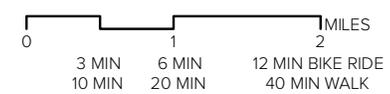
- Bridge or Undercrossing
- Crossing Beacon
- Intersection Improvement
- Misc. Improvement

Existing Facilities

- Shared Use Path
- Unpaved Trail
- Bike Lane

Base Data

- Water
- Park
- School
- Hospital
- Washington City Limits



Data provided by Washington City, AGRC, City of St. George, UDOT, Dixie MPO. Map produced May 2017.



3 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 2050.

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 Forecasted Population and Employment Data

Table 3.1 Population and Employment				
City	2010 Population	2010 Employment	2050 Population	2050 Employment
Washington	18,048	4,582	68,756	14,931
St. George	74,396	45,907	108,674	176,206

Source: Dixie Metropolitan Planning Organization (Dixie MPO)



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, developed by the Dixie MPO, includes 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 100 TAZ's.

In addition to the 100 TAZ's that describe Washington City, 747 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

Some updates to the roadway network were made in the Travel Demand Model to more accurately model the 2020 conditions in Washington City. These updates included:

- Merrill Road to have 5 lanes before 2025
- Washington Dam Road to have 5 lanes by 2025 from 1900 East to Long Valley Road
- Main Street from Telegraph Street to I-15 to 5 lanes

The modeled roadway network is for the year 2050, 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 2050 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 assume 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 TRANSPORTATION IMPROVEMENT PROJECTS

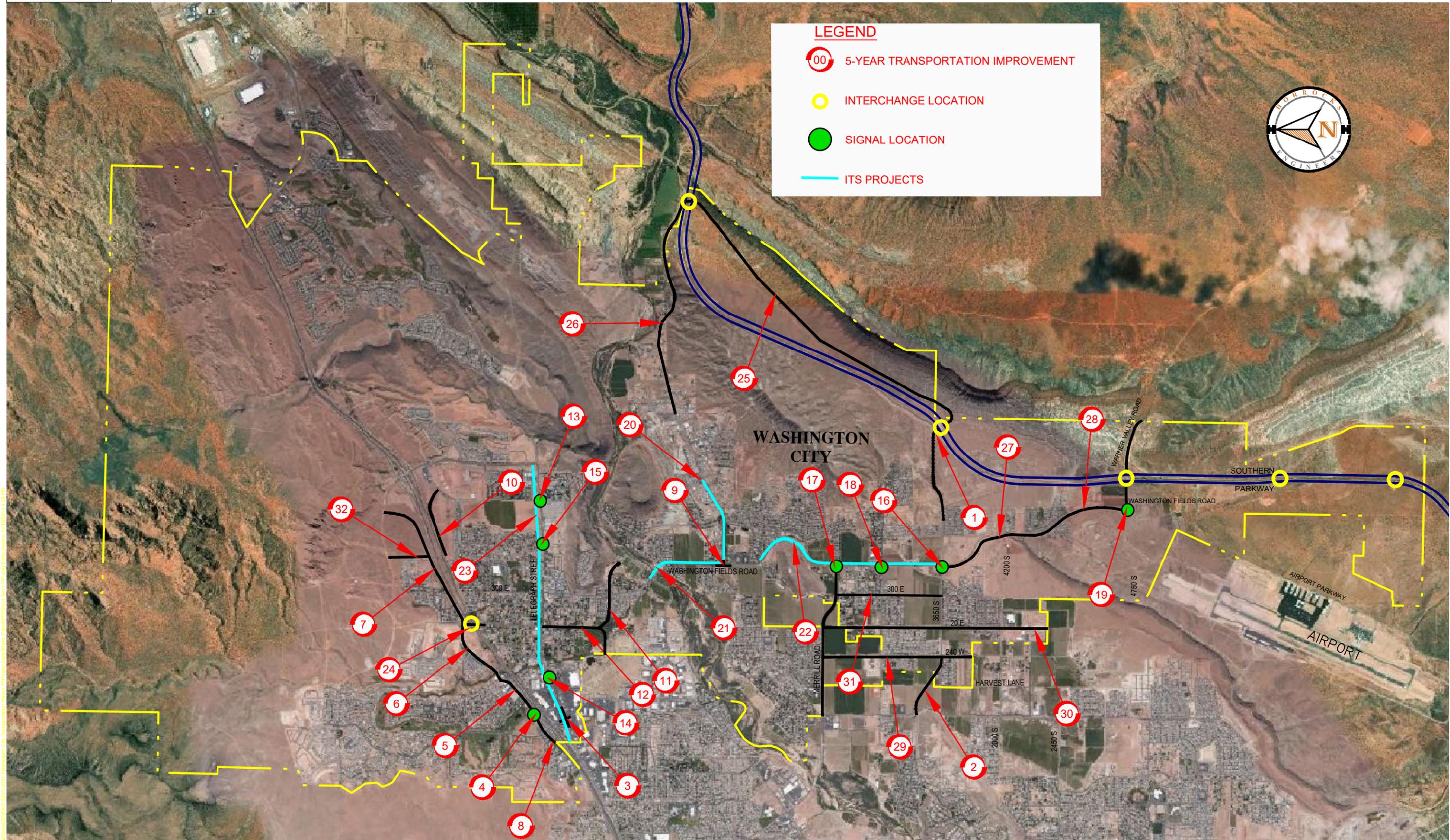
The five-year transportation improvement plan (TIP) is a clearly identified plan that addresses issues associated with the immediate concerns of the Washington City transportation system. The five-year element is developed to allow the community to respond to those immediate needs in a coordinated manner.

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 2050 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 2050 traffic forecasts.

The Dixie MPO assists city officials in prioritizing and funding Washington City TIP's. Figure 4.1 shows the location of the recommended projects in the study area for the five-year transportation improvement plan Figure 4.2 shows the six- to twenty-year transportation improvement plan.



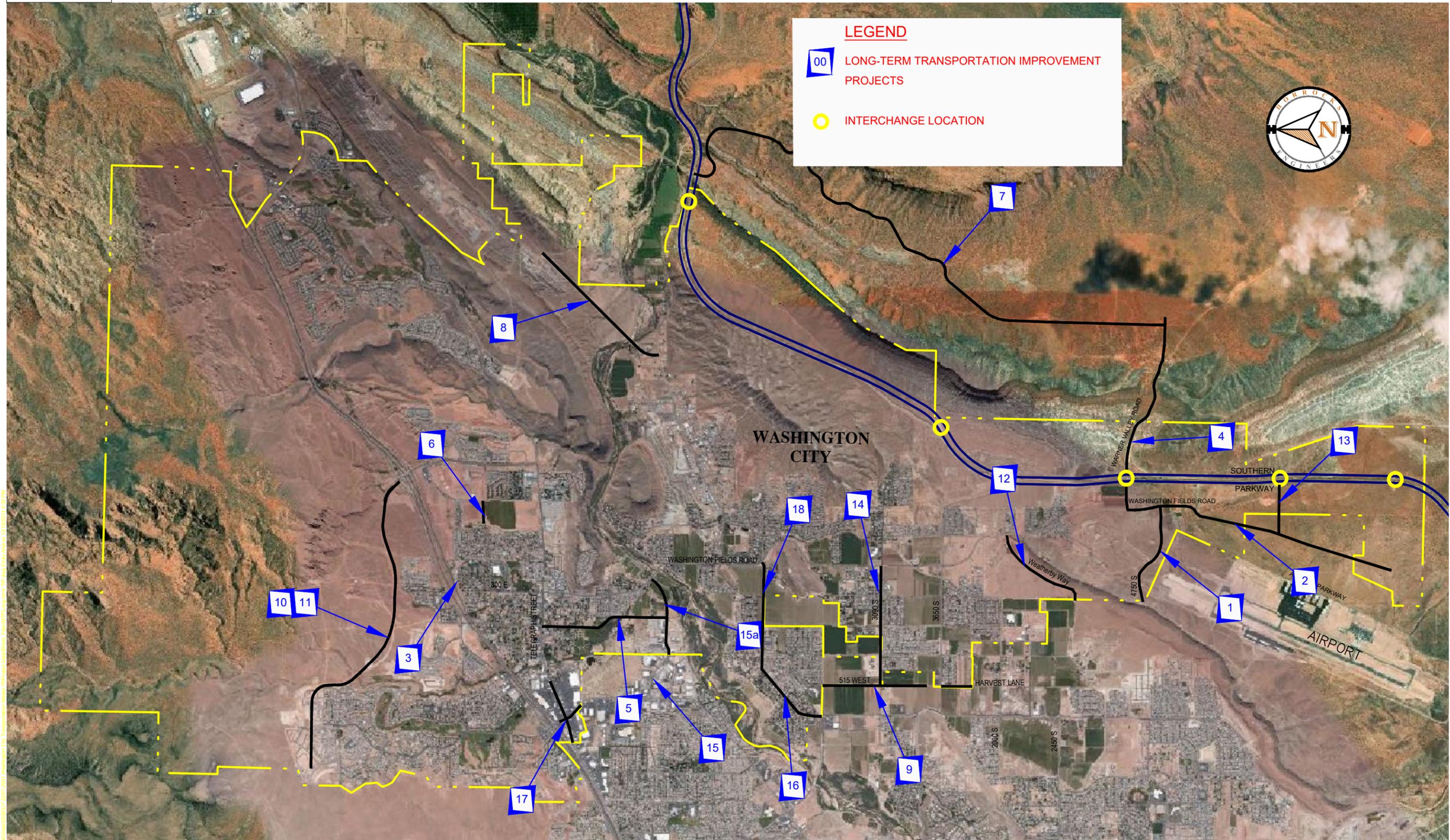
Figure 4.1 Short-term Transportation Improvement Plan



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Figure 4.2 Long-term Transportation Improvement Plan



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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 crossing, new roadways, improved traffic control, and roadway widening.

Following are the recommended projects for the five-year (2025) 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 4.1, including discussion of background data, and the project's need and anticipated benefits.

1. 3650 South and SR-7 Interchange

Construct new interchange with ramps and 3650 South from 1450 East to the interchange.

2. 3650 South from 240 West to 515 West

Realign and widen road

3. Telegraph Street and Green Springs Drive Intersection Improvements

Add lanes and medians

4. I-15 Exit 10 Hook Ramp and Signal

Construct Hook Ramp and Signal

5. Buena Vista Boulevard from Green Springs Drive to Cactus Lane

Widen road to allow for 5 lanes

6. Buena Vista Boulevard from Mill Creek Wash to Main Street

Widen shoulder on south side of the road to allow for 5 lanes

7. Buena Vista Boulevard from Main Street to Washington Parkway

Widen shoulder on south side of the road

8. Buena Vista Boulevard from St. George City Limits to Green Springs Drive

Widen shoulder on south side of the road to allow for 5 lanes

9. Washington Fields Road and Washington Dam Road Intersection Improvements

Add right turn lane and dual lefts to Washington Fields Road, Widen Washington Dam Road to 5 lanes for the first 800 feet

10. South Frontage Road (Merit Way) from Bluff View to 1100 East

Construct center 2 lanes of roadway

11. Foothill Drive from City limits (St. George 850 North) to 100 East

Construct center 2 lanes of roadway

12. Main Street from Telegraph Road to Foothill Drive

Widen road to 5 lanes

13. Telegraph Street and 1100 East Intersection and Signal

Align north leg and south leg of intersection, construct signal



14. Telegraph Street and 500 West Signal

Construct Signal

15. Telegraph Street and Bella Vista Drive Signal

Construct Signal

16. Washington Fields Road and 3650 South Signal

Construct Signal

17. Washington Fields Road and Merrill Road Signal

Construct Signal

18. Washington Fields Road and 3090 South Signal

Construct Signal

19. Washington Fields Road and Warner Valley Road Signal

Construct Signal

20. Washington City TOC

Set up terminal in Publics Work Building

21. Washington Fields Road from Industrial Road to Washington Dam Rd

Signal Connection

22. Washington Fields Road from 2000 South to 3650 South

Signal Connection

23. Telegraph Street Signal Connection

Connect signals to existing fiber along Telegraph St

24. Milepost 11 Interchange

Interchange at Main Street and I-15

25. Long Valley Road

Construct Long Valley Road through Long Valley near the current eastern edge of the city.

26. Washington Dam Road from 1900 East to Long Valley Interchange

Construct Washington Dam Road from 900 East to the Long Valley Interchange on SR-7 and complete sidewalk, curb, gutter and asphalt for a 5-lane road.

27. 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.

28. 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.

29. 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.

30. 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.

31. 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.

32. Tortoise Rock Road from Buena Vista Boulevard 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.



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 Warner Valley Road to the South City Limit

Project Need: To 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.

3. South Frontage Road (Merit Way) from 300 East to Bluff View Lane

Project Need: This project will construct a minor arterial 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

4. 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.

5. 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 major collector.

**6. Bulloch Street from 1100 East to Bluegrass Street**

Project Need: 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.

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

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.

8. 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.

9. 515 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. Due to the location of an irrigation canal adjacent to the roadway the right of way width will need to be increased on 515 West from Merrill Road to 3090 South.

10. Washington Parkway from Milepost 13 Interchange to Western City Limit, Phase 2

Project Need: This project will add to the construction of Washington Parkway by building a total of four lanes and the remainder of the median. It will also include a 10-foot trail on one side.

11. Washington Parkway from Milepost 13 Interchange to Western City Limit, Phase 3

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

12. Weatherby Way from Western City Limit to Washington Fields Road

Project Need: Weatherby Way will be a major collector road serving the Washington Fields area. This roadway will extend west into St. George, and provide an access point to Washington Fields Road.

13. Southern Parkway Exit 9 Connection to Washington Fields Road

Project Need: This project will construct a minor arterial roadway from Southern Parkway Exit 9 to Washington Fields Road. This minor arterial is necessary to provide access to the Southern Corridor, St. George Airport and Washington Fields Road.

14. 3090 South Widening from West City Limits to Washington Fields Road

Project Need: The developing areas around 3090 South will require more support for east/west traffic in the future. This project would widen 3090 South to five lanes. The Travel Demand Model in the area recommends widening before 2030.



15. Industrial Road-West Side Widening

Project Need: Industrial Road provides a connection between a commercial area (Costco, Home Depot, Walmart, etc.) in St. George and Washington Fields Road. The commercial uses attract vehicles onto Industrial Road. To accommodate that traffic, this project widens the west side of Industrial Road from 100 East to where it connects to St. George. The Travel Demand Model in the area recommends widening before 2030.

15a. Industrial Road-East Side Widening

Project Need: This project finishes the widening of Industrial Road to four lanes from 100 East to where it connects to Washington Fields Road. The Travel Demand Model in the area recommends widening before 2040.

16. Sandia Road Re-Striping

Project Need: Sandia Road connects Merrill Road to 2000 South which connects to Washington Fields Road. The developing commercial areas around the intersection of Merrill Road and Sandia Road will require more support for traffic in the future. This project would stripe Sandia Road for four lanes. The Travel Demand Model in the area recommends restriping before 2030.

17. Telegraph Street Widening at Green Springs Drive

Project Need: The intersection of Telegraph Street and Green Springs Drive is expected to reach and exceed vehicle capacity in the future. This project would widen Telegraph Street to seven lanes to mitigate high traffic volumes in the future. The Travel Demand Model in the area recommends widening before 2030.

18. 2000 South Widening

Project Need: This project is a continuation of Project 16. 2000 South will be widened to four lanes as it connects to Washington Fields Road. The Travel Demand Model in the area recommends widening before 2040.



4.3 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 Goals and Strategies are defined on page 37 of the Washington City General Plan, and are as follows:

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

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

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

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

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

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

Strategy 6: Create a transportation network that will safely accommodate bikes, pedestrians and vehicles throughout the City.

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

Strategy 8: Strike a balance in street design between optimizing for traffic needs and making streets livable and attractive.

Strategy 9: Recognize that the airport is important to the continued growth and success of Washington City and the region.

Strategy 10: Plan areas near the Southern Parkway and the airport to be developed to the benefit of all the residents and land owners of Washington City.



Strategy 11: Discourage incompatible land uses from encroaching into the key airport operation zones, to prevent safety of noise-related issues that could jeopardize the long-term success of the airport.

Strategy 12: Discourage the creation of double frontage lots and the use of sound walls in residential neighborhoods.

Strategy 13: Continue the existing street grid pattern as new development occurs providing uninterrupted connectivity with existing development.

Strategy 14: Require interconnecting streets where possible to provide alternative circulation options to reduce the pressure on major streets, and to provide multiple routes through the community for emergency vehicles.

Strategy 15: Coordinate future road projects planning with Utah Department of Transportation, Dixie Metropolitan Planning Organization, Washington County and other regional agencies.

The specifics of the transportation strategies are discussed in this Transportation Master Plan.

4.4 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 4.1.
- 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 4.1 Guidelines for Installing Sidewalks

4.5 Facilities Maintenance

Table 4.1 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.
<p>NOTES:</p> <ol style="list-style-type: none"> 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. 		
<p>Source: <i>Design and Safety of Pedestrian Facilities</i>, A Recommended Practice of the Institute of Transportation Engineers (ITE), March 1998.</p>		

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.

4.6 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*.

4.6.1 Street Cross-Section Standards

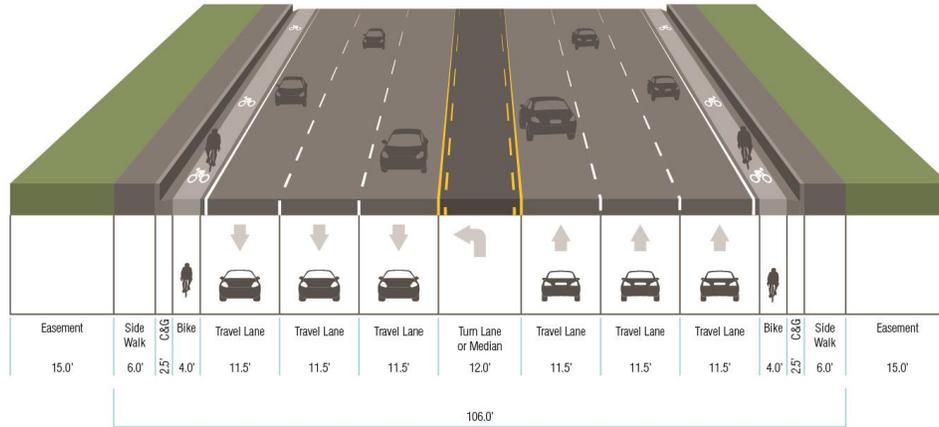
- The requirements for the street cross-section configurations are shown in Table 4.2. These requirements are based on traffic capacity, design speed, projected traffic, system continuity and overall safety.
- All new developments shall use street cross-sections with fifty-foot (50') or more of right-of-way. 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 38 feet may be acceptable for residential access streets at the discretion of the City Engineer. The pavement width for this special circumstance shall be 28 feet (measured lip of curb to lip of curb) and the sidewalk width shall be 5 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.

Figure 4.3 shows each of the standard cross sections.



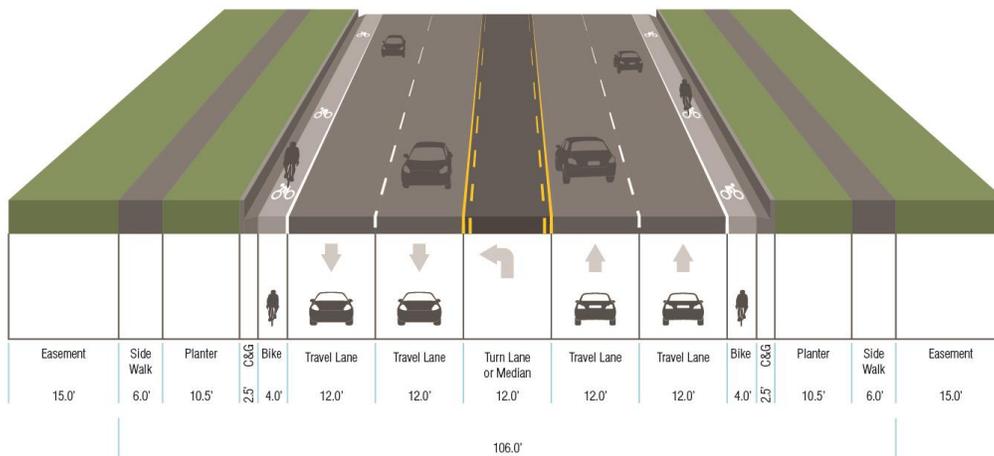
Figure 4.3 Washington City Cross-Sections

MAJOR ARTERIAL



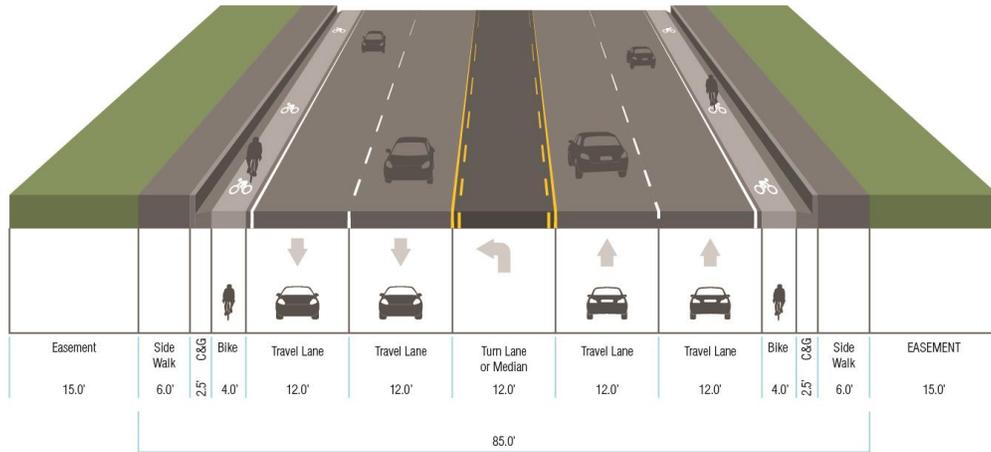
ALTERNATE MAJOR ARTERIAL

REQUIRES PUBLIC WORKS APPROVAL, TO BE USED ONLY ON MAJOR ARTERIALS THAT DO NOT HAVE A SHORT TERM NEED FOR SEVEN LANES.

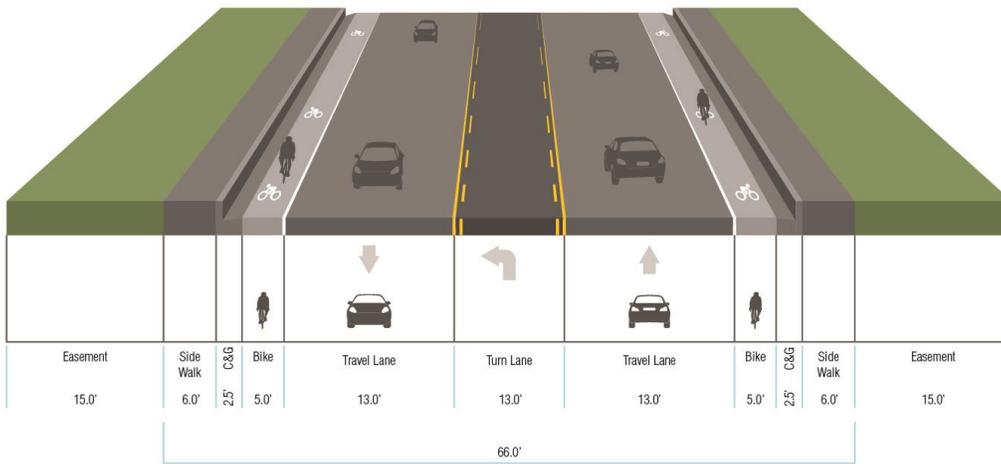




MINOR ARTERIAL



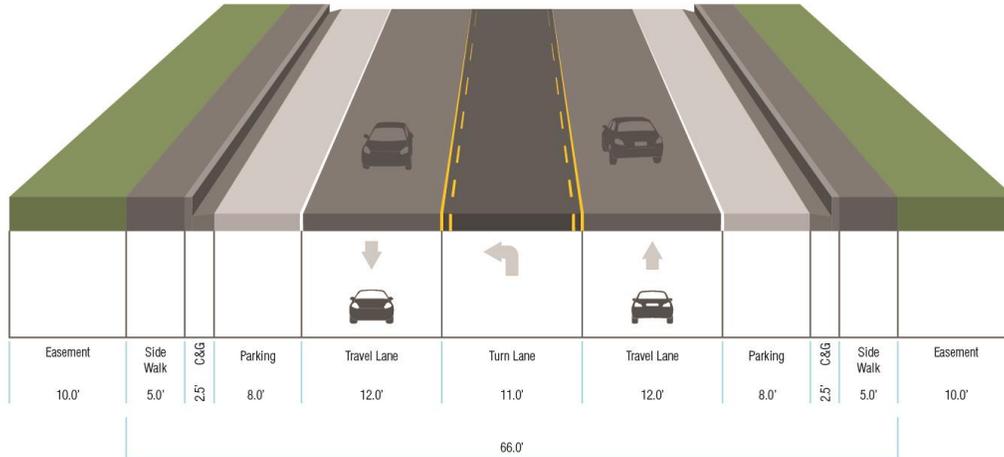
MAJOR COLLECTOR STRIPING AT INTERSECTIONS AND DRIVEWAYS





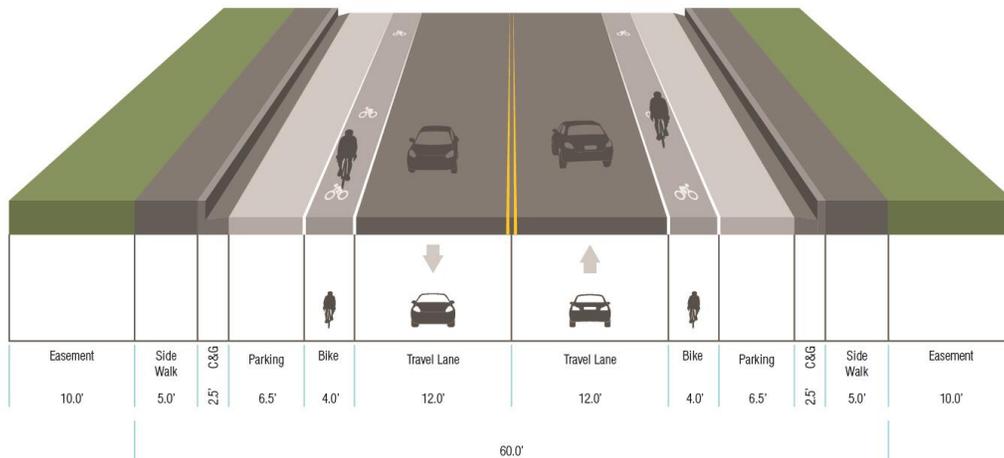
INDUSTRIAL STANDARD

STANDARD CROSS SECTION REQUIRED IN INDUSTRIAL AREAS



RESIDENTIAL COLLECTOR

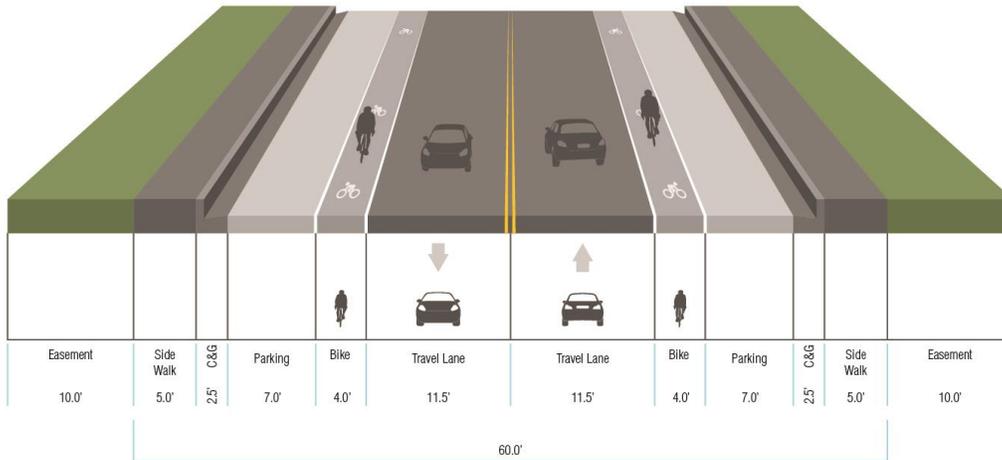
STRIPING MAY BE OMITTED WITH PUBLIC WORKS APPROVAL





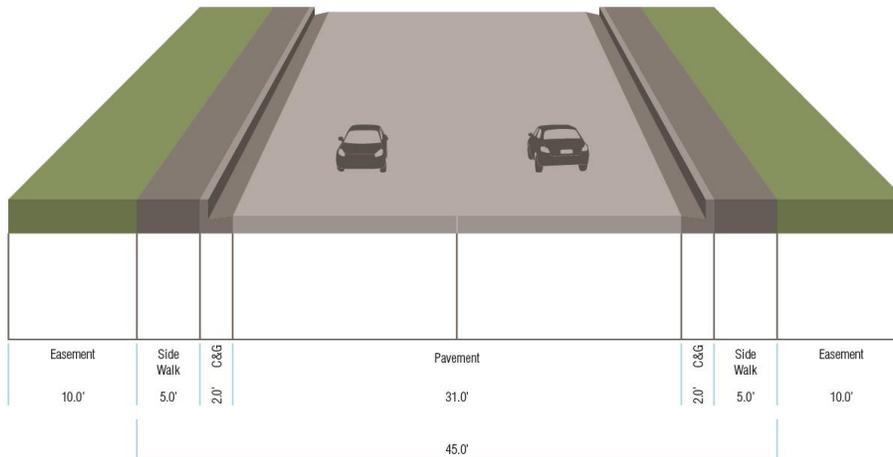
COMMERCIAL STANDARD

STANDARD CROSS SECTION REQUIRED IN COMMERCIAL AND MIX USE AREAS



ALTERNATE RESIDENTIAL STANDARD

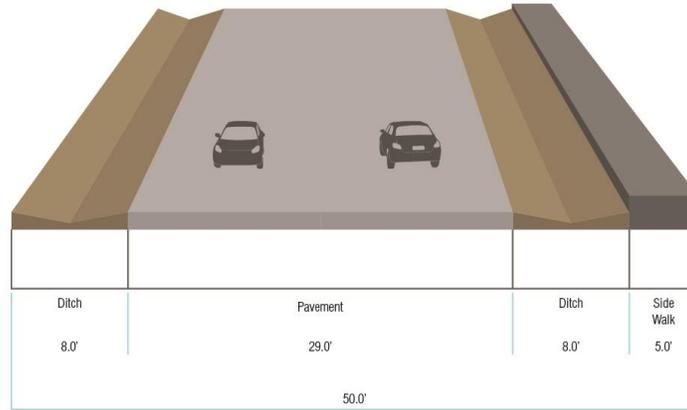
REQUIRES PUBLIC WORKS APPROVAL. NO MORE THAN 10 DWELLING UNITS PER ROAD SEGMENT. ROAD SEGMENT MUST INTERSECT WITH RESIDENTIAL STANDARD STREET AT BOTH ENDS, NOT ALLOWED WITH CUL-DE-SAC.





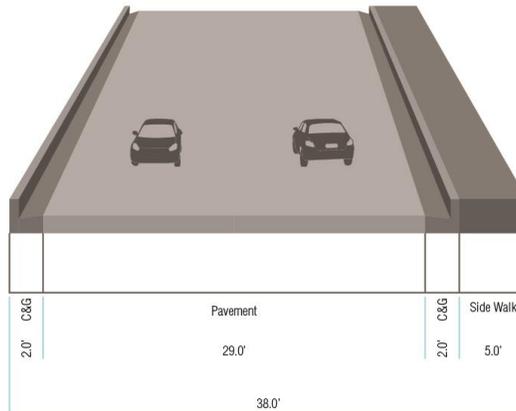
RESIDENTIAL RURAL

PRIVATE STREET, REQUIRES COUNCIL APPROVAL



RESIDENTIAL PRIVATE

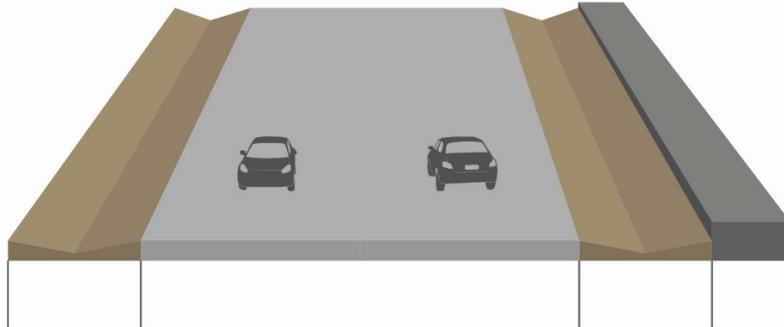
PRIVATE STREET, REQUIRES COUNCIL APPROVAL





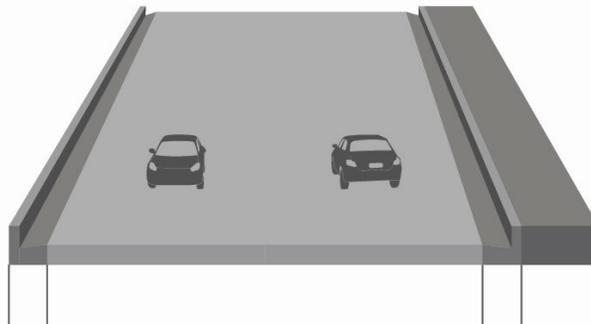
RESIDENTIAL RURAL

PRIVATE STREET, REQUIRES COUNCIL APPROVAL



RESIDENTIAL PRIVATE

PRIVATE STREET, REQUIRES COUNCIL APPROVAL





4.7 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.
- 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*.

4.7.1 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.

4.7.2 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.

4.7.3 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.



4.7.4 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.

4.8 Access Management

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

4.9 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.

4.9.1 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 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.

4.9.2 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.

4.9.3 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.

4.9.4 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 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.

4.9.5 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*.



4.10 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.

As of June 1, 2020, bus service is available in Washington City through SunTran. SunTran provides service across Washington County, from Ivins City to Washington City. The route currently runs every 40 minutes. The SunTran route through Washington City is shown in Figure 4.4.

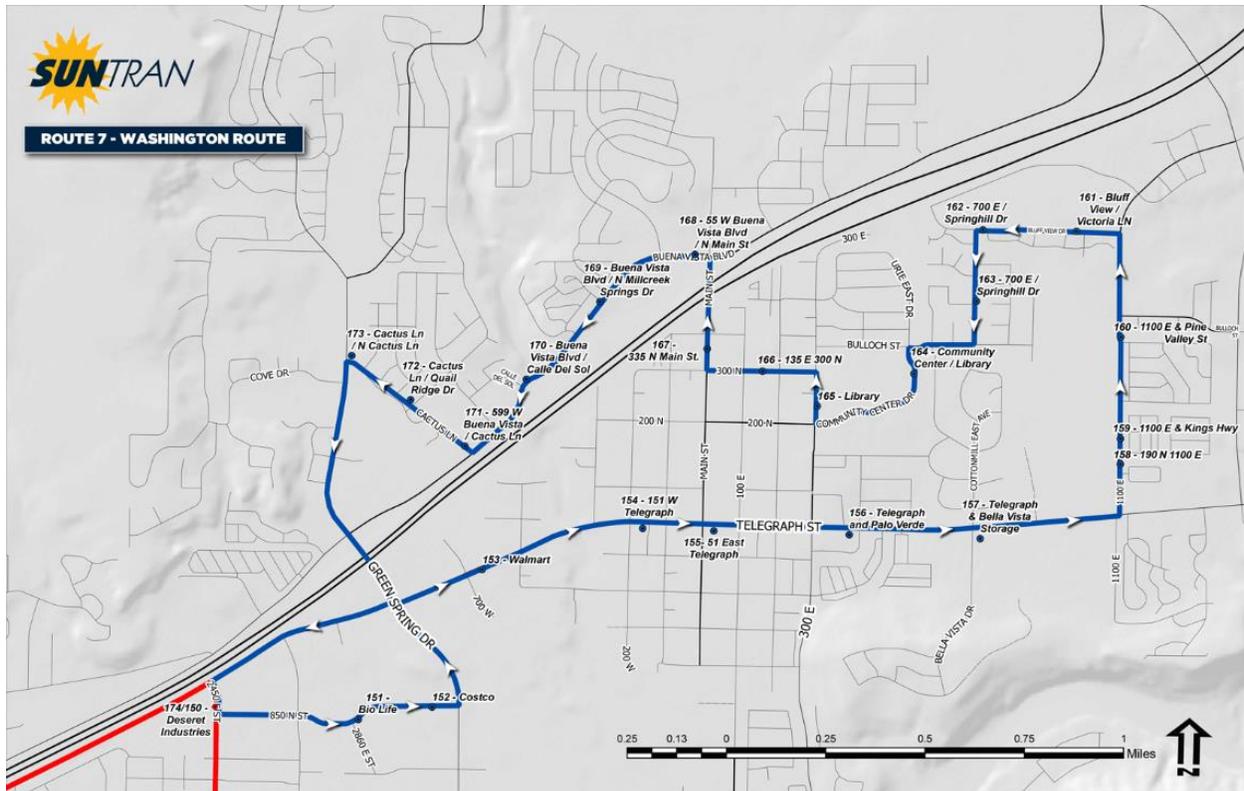


Figure 4.4 SunTran Route through Washington City

In the future, there may be opportunity to add routes in Washington City. The Washington Fields and Little Valley areas have been considered for new routes.



4.11 Intelligent Transportation Systems

A part of the future of transportation is Intelligent Transportation Systems (ITS). ITS plans provide for the use of connected and autonomous vehicles (CAV) by planning communication infrastructure.

The Dixie MPO (DMPO) has an adopted ITS Communications Plan that shows where future Regional ITS conduit could be placed and a recommended timeframe for installation of these projects. Figure 4.5 is taken from the Dixie MPO Plan that shows possible projects in the coming years. The highest priority projects in red consist of 1D conduit (a cluster of 4 individual 1.25-inch diameter conduit) to be placed in Telegraph Street, Merrill Road, Washington Fields Road, 3000 East, and 3650 South. This cluster of conduits is planned to accommodate 144 strands of fiber optic cable. The next priority in blue, Priority 2, would be along Washington Parkway, Main Street north of I-15, and Buena Vista Boulevard. The Priority 2 projects would place an MD7 conduit (an individual 3" diameter conduit with 7 distinct chambers inside the pipeline to separate fiber optic strands) that will convey 72 strands of fiber optic cable. A later priority, Priority 3, suggests an MD7 conduit be placed in Green Springs Drive and Warner Valley Road, with 144 strands of cable.

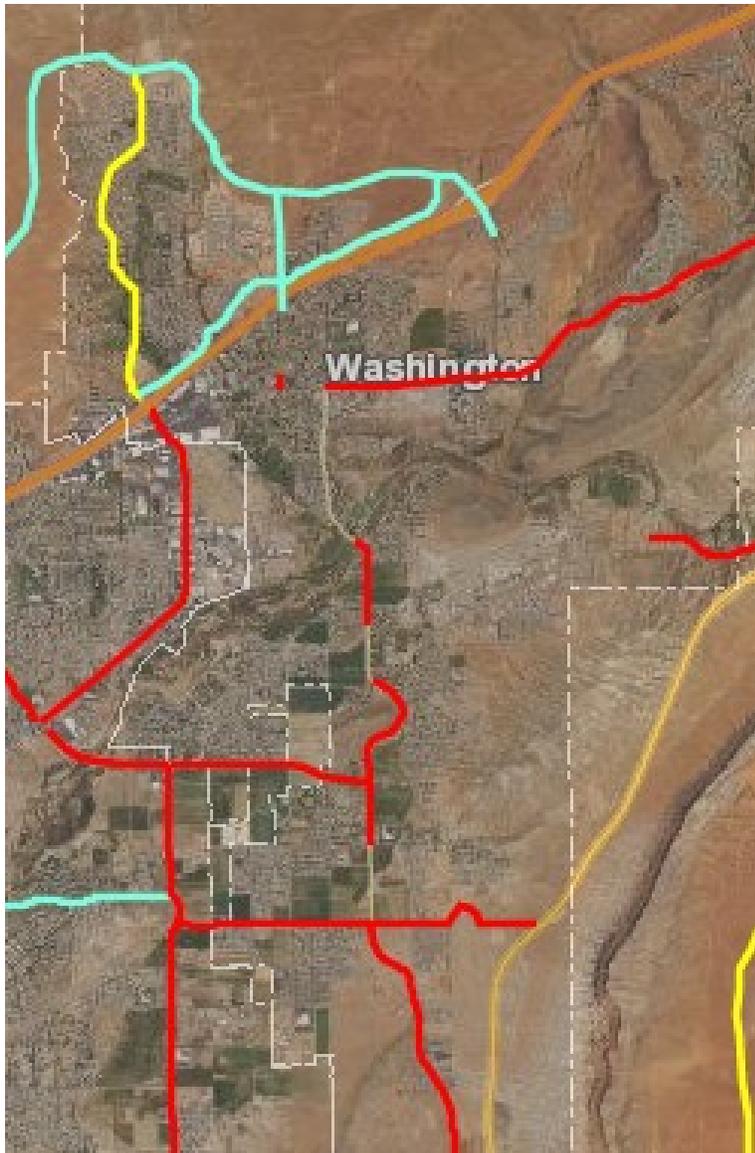


Figure 4.5 DMPO ITS Plan for Washington City

The DMPO recommends the following projects be completed in the highest priority areas:

- Dedicated short-range communication (DSRC) roadside units as needed
- Backhaul fiber optic infrastructure with adequate bandwidth that is scalable for future expansion
- Retroreflective signage
- Road markings
- Rumble strips as needed in conjunction with shoulder and centerline striping
- Connected traffic signals that interface with DSRC units
- Road repair and an effective maintenance plan
- Designated safe harbor areas
- Identification of roadways that support connected and autonomous vehicles (CAV) through signage or signal transmission



- Develop an effective data management and security plan for supported ITS infrastructure

The second priority projects are meant to be built in addition to the first priority projects. The second priority projects include:

- 5G cellular infrastructure, if available
- Barcoded signage if available, otherwise continue using retroreflective signage
- Connected traffic signals with 5G cellular interface if available
- Pedestrian signalized crosswalks
- Upgradable data management and security for the entire ITS system as required
- Add smart parking as needed

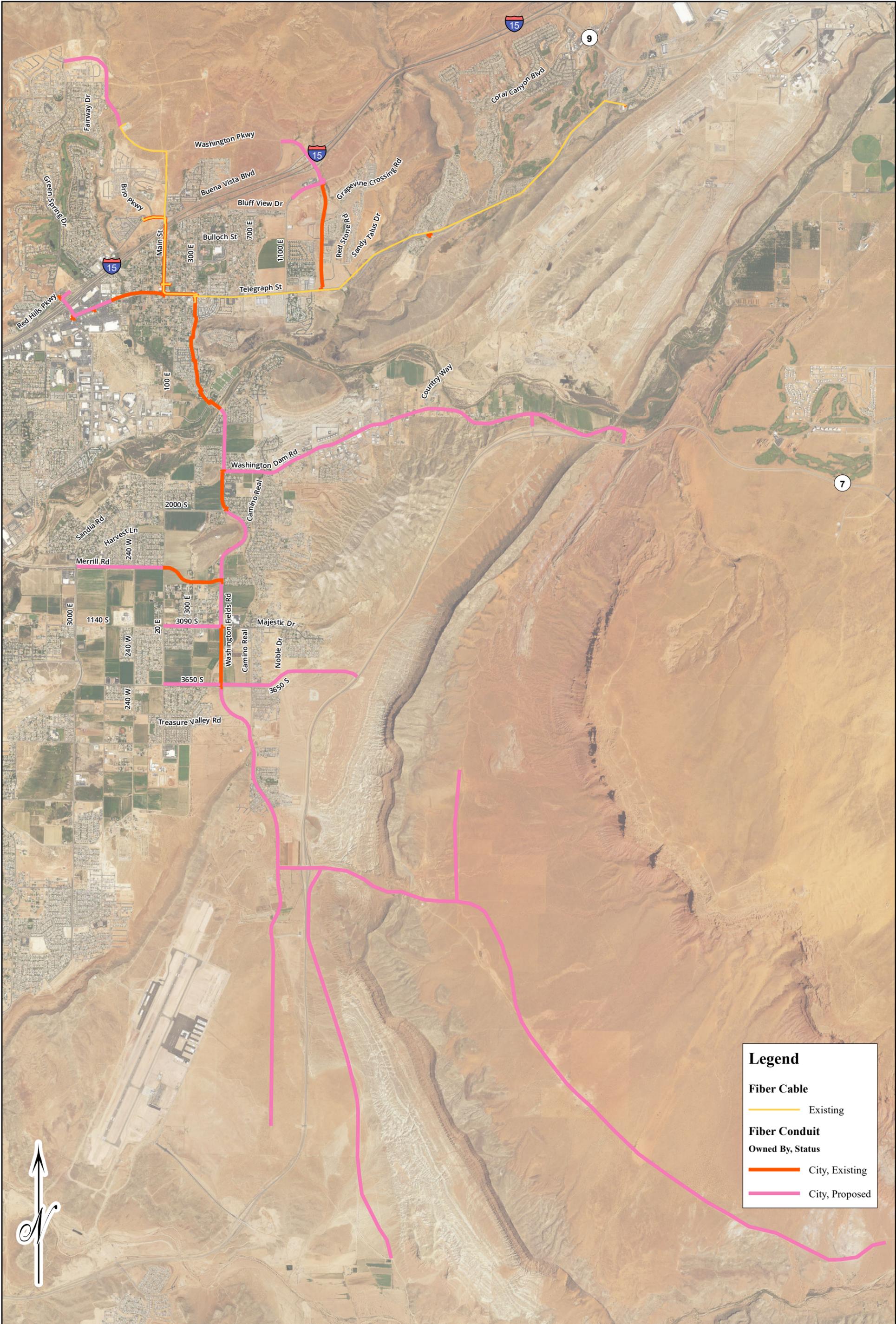
In addition to the infrastructure listed in the first and second priorities, the following projects are recommended as a part of the third priority:

- Continue using DSRC roadside units unless infrastructure is available for 5G or greater cellular connectivity
- Add digital wireless signage if available
- Add advanced road markings if available
- Add designated CAV lanes
- Upgrade the data management and security systems for the entire ITS

The recommendations given by the DMPO are helpful in prioritizing ITS infrastructure in Washington City. Figure 4.6 shows the ITS Plan for Washington City, including the existing ITS infrastructure.

4.11.1 ITS Funding

Every year, ITS funding is made available through the Dixie MPO. These funds are set aside for ITS planning projects. City jurisdictions can apply for these funds and use them as needed. In addition to the MPO funding, ITS projects can be funded by including ITS plans into budgets of bigger projects. For example, if a road is being widened, it may provide an opportunity to install ITS infrastructure. The budget for the road widening can account for the ITS installation with careful and conscientious planning.



Legend

Fiber Cable
 — Existing

Fiber Conduit
Owned By, Status
 — City, Existing
 — City, Proposed





4.12 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.

4.13 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.



5 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. It is included in the Appendix.



6 TRANSPORTATION CORRIDOR PRESERVATION

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

6.1 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.

6.2 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

6.3 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.

6.3.1 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.



6.3.1.1 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).

6.3.1.2 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).

6.3.1.3 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.

6.3.1.4 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).

6.3.1.5 Public Land Exchanges

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

6.3.1.6 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.

6.3.2 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).

6.3.2.1 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.

6.3.2.2 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.

6.3.2.3 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).

6.3.2.4 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.

6.3.3 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.

6.3.3.1 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.

6.3.3.2 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.

6.3.3.3 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.

6.3.3.4 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).

6.3.3.5 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 collectability of impact fees and exactions (American Law of Zoning; Moving toward the Bargaining Table; Colorado Growth Management Toolbox).



7 ESTIMATES

7.1 Five-Year Transportation Improvement Projects

The following list includes the projects that are expected to be completed in the next five years. The full estimates are included in the Appendix. The Impact Fee and Facilities Plan are also included in the Appendix. With the costs of the following projects, the impact fee is expected to be \$2,941.99.

Location	Current Cost	% Impact Fee	Eligible for Impact Fees
1-5 Year Improvements			
1. 3650 South and SR-7 Interchange	\$7,985,000	12%	\$985,000
2. 3650 South from 240 West to 515 West	\$7,466,746	10%	\$746,675
3. Telegraph St. and Green Springs Rd. Median Improvements	\$150,000	100%	\$150,000
4. I-15 Exit 10 Hook Ramp and Signal	\$1,389,024	49%	\$680,622
5. Buena Vista Blvd. from Green Spring Dr. to Cactus Ln.	\$1,042,591	25%	\$260,648
6. Buena Vista Blvd. from Mill Creek Wash to Main St.	\$2,439,710	0%	\$0
7. Buena Vista Blvd. from Main St. to 1000 East	\$6,337,604	32%	\$2,000,180
8. Buena Vista Blvd. from St. George City Limits to Green Springs Dr.	\$1,328,236	64%	\$849,758
9. Washington Fields Rd. and Washington Dam Rd. Intersection Improvements	\$350,000	100%	\$350,000
10. South Frontage Road (Merit Way) from Bluff View to 1100 East	\$2,033,668	94%	\$1,917,188
11. Foothill Dr. from City Limits (St. George 850 North) to 100 East	\$5,881,694	11%	\$663,754
12. Main St. from Telegraph Rd. to Foothill Dr.	\$3,009,188	87%	\$2,717,133
13. Telegraph St. and 1100 East Intersection and Signal	\$400,000	100%	\$400,000
14. Telegraph St. and 500 West Signal	\$400,000	100%	\$400,000
15. Telegraph St. and Bella Vista Dr. Signal	\$400,000	100%	\$400,000
16. Washington Fields Rd. and 3650 South Signal	\$400,000	100%	\$400,000
17. Washington Fields Rd. and Merrill Rd. Signal	\$400,000	100%	\$400,000
18. Washington Fields Rd. and 3090 South Signal	\$400,000	100%	\$400,000
19. Washington Fields Rd. and Warner Valley Rd. Signal	\$400,000	100%	\$400,000
20. Washington City TOC	\$350,000	0%	\$0
21. Washington Fields Rd. from Industrial Rd. to Washington Dam Rd. Signal Connection	\$100,000	0%	\$0
22. Washington Fields Rd. from 2000 South to 3650 South Signal Connection	\$550,000	0%	\$0
23. Telegraph St. Signal Connection	\$2,050,000	0%	\$0
24. Milepost 11 Interchange	\$25,000,000	5%	\$2,000,000
25. Long Valley Road	\$14,685,034	0%	\$0
26. Washington Dam Rd. from 1900 East to East City Limits	\$6,233,318	10%	\$648,466
27. Washington Fields Rd. from 3650 South to Stucki Farms, Phase 5B	\$3,233,412	0%	\$0
28. Washington Fields Rd. from Stucki Farms to Warner Valley Rd. Phase 6B	\$2,607,696	0%	\$0
29. 240 West from Merrill Rd. to Southern City Limit	\$3,902,990	25%	\$988,422
30. 20 East from Merrill Rd. to Southern City Limit	\$1,749,748	0%	\$0
31. 300 East from Merrill Rd. to 3650 South	\$1,982,526	0%	\$0
32. Tortoise Rock Rd. from Buena Vista Blvd. to Washington Pkwy.	\$1,024,660	0%	\$0
1-5 Year Improvement Totals	\$105,682,845	17%	\$17,757,845



ESTIMATES

The following list shows the projects in Washington City that are expected to be completed within six to twenty years. The full estimates are included in the Appendix.

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

6-20 Year Improvements			
1. 4750 South from Western City Limit to Washington Fields Rd.	\$4,316,130	0%	\$0
2. Washington Fields Rd. from Warner Valley Rd. to the South City Limit and Airport	\$6,729,531	0%	\$0
3. South Frontage Rd. (Merit Way) from 300 East to Bluff View Ln.	\$1,488,214	0%	\$0
4. Warner Valley Rd. from Southern Parkway to the Road through Warner Valley	\$8,436,713	0%	\$0
5. Extend Main St. to 100 East, south of 400 South	\$1,696,638	0%	\$0
6. Bulloch St. from 1100 East to Bluegrass St.	\$1,214,411	0%	\$0
7. Roadway through Warney Valley from Warner Valley Rd. to Southern Pkwy.	\$24,775,296	0%	\$0
8. Purgatory Rd.	\$10,543,656	0%	\$0
9. 515 West from Merrill Rd. to Southern City Limit	\$4,130,308	0%	\$0
10. Washington Pkwy. from MP 13 Interchange to Western City Limit, Phase 2	\$7,020,468	0%	\$0
11. Washington Pkwy. from MP 13 Interchange to Western City Limit, Phase 3	\$4,585,308	0%	\$0
12. Weatherby Way from Western City Limit to Washington Fields Rd.	\$4,438,300	0%	\$0
13. Southern Pkwy. Exit 9 Connection to Washington Fields Rd.	\$1,867,010	0%	\$0
14. 3090 South Widening	\$2,986,765	0%	\$0
15. Industrial Rd. West Side Widening	\$1,191,588	0%	\$0
15a. Industrial Rd. East Side Widening	\$1,554,644	0%	\$0
16. Sandia Rd. Re-Striping	\$1,751,568	0%	\$0
17. Telegraph St. Widening at Green Springs Dr.	\$13,608,000	0%	\$0
18. 2000 South Widening	\$34,278,890	0%	\$0
6-20 Year Improvement Totals	\$136,613,438	0%	\$0
Roadway Total Costs	\$242,296,283	7%	\$17,757,845



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APPENDIX A:

Governor's Office of Planning & Budget Statistics

Utah's Long-Term Demographic and Economic Projections Summary

Principal Researchers: Pamela S. Perlich, Mike Hollingshaus, Emily R. Harris, Juliette Tennert & Michael T. Hogue

Background

The Kem C. Gardner Policy Institute prepares long-term demographic and economic projections to support informed decision making in the state. The Utah Legislature funds this research, which is done in collaboration with the Governor's Office of Management and Budget, the Office of the Legislative Fiscal Analyst, the Utah Association of Governments, and other research entities. These 50-year projections indicate continued population growth and illuminate a range of future dynamics and structural shifts for Utah. An initial set of products is available online at gardner.utah.edu. Additional research briefs, fact sheets, web-enabled visualizations, and other products will be produced in the coming year.

State-Level Results

Population

- Utah's population is projected to increase from approximately 3 million in 2015 to 5.8 million in 2065. This represents an increase of 2.8 million people with an annual average rate of change of 1.3 percent.
- The Utah population reached 3 million in 2015. Utah is projected to reach 4 million in 2032 (17 years after 2015), 5 million in 2050 (18 years after 2032), and 5.8 million in 2065.
- Though growth rates are projected to decelerate over the next 50 years, they are also projected to exceed national growth rates. Utah's growth in each decade ranges from 9.7 percent (2050-2060) to 16.7 percent growth (2010-2020). The national range is 4.4 percent (2050-2060) to 7.5 percent (2010-2020).

Components of Population Change

- Utah's total fertility rate (average number of children born to a Utah woman in her lifetime) is projected to

continue the existing trend of a slow decline. From 2015-2065, rates are projected to decline from 2.32 to 2.29. These rates are projected to remain higher than national rates that move from 1.87 to 1.86 over a similar period.

- In 2065, life expectancy in Utah is projected to be 86.3 for women and 85.2 for men. This is an increase of approximately 4 years for women and 6 years for men. The sharper increase for men narrows the life expectancy gap traditionally seen between the sexes.
- Natural increase (births minus deaths) is projected to remain positive and account for two-thirds of the cumulative population increase to 2065. However, given increased life expectancy and declining fertility, the rate and amount of natural increase are projected to slowly decline over time.
- Net migration accounts for one-third of the cumulative population increase to 2065. Projections show the contributions of natural increase and net migration converging over time.

Age Composition

- Utah's median age is projected to increase by seven and a half years, rising from 30.7 years in 2015 to 38.3 years in 2065. This is a result of declining fertility and increasing life expectancy, which contribute to a larger share of retirement age persons in the population.
- The share of the population ages 65 and older is projected to double over the next 50 years, rising from 10.2 percent of the population in 2015 to 20.3 percent in 2065.
- In 2015, Utah had 372 centenarians (people at least 100 years old). That number is projected to be nearly 20 times greater by 2065, reaching 6,846 centenarians.

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- The population ages 5-17 is projected to increase, but compose a smaller share of the population in 2065 than it does today. The school age population is projected to grow from 666,974 in 2015 to 996,717 in 2065, decreasing as a share of the total population from 22.3 percent to 17.1 percent.
- The dependency ratio is the population ages 0-17 and 65-plus per 100 persons ages 18-64. Utah's dependency ratio, which is higher than the national dependency ratio, is projected to rise in the next 50 years principally because of the aging population. The gap between Utah and U.S. dependency ratios is projected to decrease.

Households and Employment

- The number of households is projected to grow steadily into the future, but average household size (persons per household) is projected to decrease from 2.99 in 2015 to 2.57 in 2065.
- Projections indicate stable employment growth as well as population growth.
- The fastest-growing industries between 2015 and 2065 are projected to be construction, professional and scientific services, health care, education, and arts, entertainment, and recreation.

County-Level Results

Population

- All counties are projected to grow over the next 50 years. Projected growth is most prevalent in Utah's largest counties adjacent to Salt Lake and Utah Counties, and in southwest Utah.

Utah County

- Utah County is projected to have the largest numeric increase in population, adding over one million new residents to reach 1.6 million by 2065. The Utah County population nearly approaches the population of Salt Lake County by 2065.
- The Utah County population is projected to increase by 177 percent from 2015 to 2065, ranking it as the third fastest growing county over the projection period.
- By 2065, 28 percent of the state's population will reside in Utah County.
- Cumulatively, over the next fifty years, 37 percent of the state's population growth is projected to be in Utah County. This means nearly 4 of every 10 new Utah residents will live in Utah County.

Salt Lake County

- Salt Lake County is projected to remain the most populous in the state, reaching nearly 1.7 million people.
- Salt Lake County is projected to add nearly 600,000 new residents by 2065 and capture 21 percent of the total state population growth.

Washington County

- Washington County is projected to have the most rapid rate of growth among all counties (229 percent increase over the next 50 years).
- The population in Washington County is projected to grow to over half a million (509,000) by 2065.
- Washington County is projected to surpass Weber County to become the fourth most populous county in the state.

"Ring" Counties

- The population of the metropolitan area is projected to geographically expand beyond the four Wasatch Front urban core counties into four accessible surrounding counties.
- Wasatch County is projected to have the second highest percentage increase in the state (187 percent over 50 years). It has strong commuting ties to Summit, Salt Lake, and Utah Counties.
- Juab County is projected to have the fourth most rapid percentage growth in the state (172 percent increase over 50 years). This growth is especially tied to the Utah County growth dynamic.
- Morgan County is projected to have the fifth most rapid growth rate in the state (122 percent over 50 years). It has strong commuting ties to Weber, Davis, and Salt Lake Counties.
- Tooele County is projected to be the sixth most rapidly growing population in the state (112 percent increase over the next 50 years). It has strong commuting ties with Salt Lake County.

Households

- Over the next 50 years, Utah County is projected to capture 31 percent of the state's household growth. Counties with rapid population growth rates also tend to have high household growth rates. Growth rate rankings among the top five counties are identical, except in the cases of Utah and Juab Counties. Utah County has the third highest population growth rate, but the fourth highest household growth rate. Juab rankings are the reverse. This occurs because of the relatively large household sizes (persons per household) in Utah County.

- Utah County is projected to add 382,000 new households, the most of any county. Salt Lake County ranks second, with an additional 310,000 households. Washington County is projected to add 150,000 households, the third highest among all counties. The fourth largest increase in households is projected for Davis County, with 102,000 net new households. These four counties account for over three-quarters of projected household growth over the next 50 years.

Employment

- Salt Lake County is projected to maintain its role as the dominant employer in the state. By 2065, it is projected to employ 4 of every 10 workers in Utah, down slightly from its current level of 45 percent. The capital county is projected to create 610,000 new jobs, over one-third of the state's net employment growth.
- Utah County is projected to add 576,000 jobs and increase its share of total state employment from 17 percent to nearly one quarter (24 percent) of all state jobs. This is an increase of 185 percent, the highest growth rate among counties. One in three of the state's new jobs are projected to be in Utah County.
- Davis County is projected to add 156,000 net new jobs, ranking third in absolute growth behind Salt Lake and Utah Counties.
- Washington County employment is projected to increase by 153 percent by 2065, the second highest percentage growth behind Utah County. It is projected to add 131,000 jobs.

**Table 1
Utah Population by County
2015-2065**

County	2015	2025	2035	2045	2055	2065	Absolute Change 2015-2065	Percent Change 2015-2065	Rank
Beaver	6,710	7,408	8,017	8,606	9,068	9,649	2,939	44%	26
Box Elder	52,971	60,984	67,664	74,440	80,334	86,218	33,247	63%	11
Cache	121,855	146,338	171,969	195,325	212,908	234,744	112,890	93%	7
Carbon	21,164	24,343	26,870	29,069	31,240	33,144	11,980	57%	16
Daggett	1,113	1,232	1,387	1,502	1,603	1,723	610	55%	17
Davis	336,091	385,800	428,627	474,028	510,712	544,958	208,867	62%	12
Duchesne	20,821	24,277	26,596	29,178	31,205	33,153	12,332	59%	14
Emery	10,659	11,550	12,507	13,345	14,226	15,364	4,706	44%	25
Garfield	5,164	5,845	6,405	6,697	7,083	7,509	2,345	45%	24
Grand	9,757	11,182	12,203	13,266	14,139	14,794	5,037	52%	21
Iron	49,406	59,900	67,803	74,812	81,589	89,599	40,193	81%	8
Juab	11,071	15,789	19,925	23,307	26,498	30,069	18,998	172%	4
Kane	7,271	8,684	9,611	10,179	10,736	11,446	4,175	57%	15
Millard	13,104	14,403	15,619	16,605	17,435	18,617	5,514	42%	28
Morgan	11,080	15,613	19,349	21,357	22,678	24,605	13,525	122%	5
Piute	1,631	1,699	1,872	1,938	1,995	2,149	518	32%	29
Rich	2,353	2,535	2,773	2,992	3,158	3,380	1,027	44%	27
Salt Lake	1,094,650	1,249,961	1,361,099	1,470,574	1,594,804	1,693,513	598,863	55%	18
San Juan	15,902	17,932	19,330	20,562	21,775	23,316	7,413	47%	23
Sanpete	29,088	33,696	38,580	41,682	44,609	49,590	20,502	70%	10
Sevier	21,238	24,494	26,896	28,879	30,774	32,802	11,563	54%	20
Summit	39,278	46,404	54,706	60,644	65,624	70,750	31,472	80%	9
Tooele	63,262	83,922	102,338	115,463	125,291	134,272	71,010	112%	6
Uintah	37,396	42,077	45,978	50,609	54,523	57,766	20,370	54%	19
Utah	585,694	768,346	968,498	1,192,304	1,396,997	1,620,246	1,034,552	177%	3
Wasatch	28,613	42,027	54,218	64,526	73,042	82,018	53,406	187%	2
Washington	154,602	219,019	286,768	355,549	429,295	508,952	354,350	229%	1
Wayne	2,725	2,985	3,363	3,593	3,792	4,130	1,405	52%	22
Weber	242,737	286,593	317,344	344,025	368,635	389,334	146,597	60%	13
State Total	2,997,404	3,615,036	4,178,317	4,745,057	5,285,767	5,827,810	2,830,406	94%	

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Table 2
Utah Households by County
2015-2065**

County	2015	2025	2035	2045	2055	2065	Absolute Change 2015-2065	Percent Change 2015-2065	Rank
Beaver	2,399	2,806	3,161	3,456	3,697	3,995	1,596	67%	22
Box Elder	17,711	21,572	25,058	28,249	30,865	33,826	16,116	91%	13
Cache	37,645	47,540	57,627	66,376	73,831	83,168	45,523	121%	7
Carbon	8,114	9,558	10,824	11,893	12,889	13,928	5,813	72%	20
Daggett	504	567	568	611	659	675	171	34%	29
Davis	106,535	130,716	154,027	174,162	190,571	208,380	101,845	96%	12
Duchesne	6,771	8,102	9,198	10,149	10,992	11,804	5,033	74%	19
Emery	3,836	4,441	5,006	5,420	5,918	6,509	2,673	70%	21
Garfield	2,048	2,351	2,561	2,698	2,821	3,026	977	48%	27
Grand	4,270	5,177	5,955	6,616	7,212	7,680	3,410	80%	18
Iron	16,690	21,996	25,902	29,242	32,663	36,796	20,105	120%	8
Juab	3,526	5,306	7,152	8,760	10,282	11,945	8,419	239%	3
Kane	3,070	3,825	4,232	4,423	4,675	5,033	1,963	64%	23
Millard	4,578	5,300	5,956	6,371	6,815	7,428	2,850	62%	24
Morgan	3,485	5,254	6,926	7,992	8,832	9,804	6,319	181%	5
Piute	696	762	839	854	864	954	258	37%	28
Rich	888	1,009	1,105	1,204	1,287	1,379	491	55%	26
Salt Lake	379,320	454,929	521,352	579,472	635,143	689,490	310,170	82%	16
San Juan	5,146	6,489	7,635	8,591	9,514	10,539	5,393	105%	10
Sanpete	8,611	10,865	12,793	14,192	15,744	17,937	9,326	108%	9
Sevier	7,553	9,279	10,559	11,548	12,526	13,629	6,076	80%	17
Summit	15,044	19,126	23,289	26,140	28,300	30,357	15,313	102%	11
Tooele	20,707	30,108	38,929	45,686	51,099	55,536	34,829	168%	6
Uintah	12,390	14,773	17,175	19,366	21,255	22,954	10,564	85%	15
Utah	164,270	228,671	301,558	380,404	459,411	546,481	382,211	233%	4
Wasatch	9,329	14,934	20,301	24,921	29,077	33,104	23,776	255%	2
Washington	55,377	83,595	111,434	139,895	171,615	204,976	149,599	270%	1
Wayne	1,134	1,301	1,450	1,547	1,657	1,813	679	60%	25
Weber	85,795	105,945	123,153	137,384	148,917	160,949	75,154	88%	14
State Total	987,442	1,256,295	1,515,728	1,757,619	1,989,132	2,234,094	1,246,652	126%	

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

**Table 3
Utah Employment by County
2015-2065**

County	2015	2025	2035	2045	2055	2065	Absolute Change 2015-2065	Percent Change 2015-2065	Rank
Beaver	4,047	4,712	5,121	5,471	5,800	6,136	2,089	52%	29
Box Elder	26,715	32,201	36,043	39,430	42,740	45,989	19,274	72%	16
Cache	73,119	89,331	102,066	113,435	124,227	134,247	61,128	84%	8
Carbon	11,266	13,974	15,796	17,285	18,629	19,923	8,657	77%	13
Daggett	634	748	832	914	998	1,084	450	71%	17
Davis	172,614	215,258	246,967	275,547	302,616	328,512	155,898	90%	6
Duchesne	12,581	15,695	17,285	18,374	19,318	20,384	7,803	62%	22
Emery	5,036	5,910	6,545	7,180	7,840	8,559	3,523	70%	18
Garfield	3,420	4,063	4,461	4,814	5,144	5,453	2,033	59%	24
Grand	7,569	9,326	10,466	11,492	12,480	13,437	5,868	78%	12
Iron	23,894	29,036	32,971	36,513	39,895	43,126	19,232	80%	11
Juab	5,112	6,214	7,083	7,860	8,626	9,398	4,286	84%	7
Kane	4,799	5,554	6,106	6,591	7,016	7,375	2,576	54%	27
Millard	6,846	7,893	8,644	9,344	10,007	10,633	3,787	55%	25
Morgan	4,456	5,527	6,409	7,258	8,141	9,079	4,623	104%	4
Piute	633	713	781	847	911	975	342	54%	26
Rich	1,445	1,686	1,878	2,054	2,219	2,374	929	64%	21
Salt Lake	844,316	1,053,362	1,182,092	1,293,225	1,385,240	1,454,567	610,251	72%	15
San Juan	6,386	7,738	8,684	9,447	10,146	10,850	4,464	70%	19
Sanpete	11,990	14,254	16,074	17,725	19,338	20,924	8,934	75%	14
Sevier	11,938	14,564	16,114	17,302	18,302	19,220	7,282	61%	23
Summit	39,799	49,973	57,240	64,008	70,583	76,693	36,894	93%	5
Tooele	21,331	26,266	29,791	32,892	35,814	38,583	17,252	81%	10
Uintah	19,161	23,817	26,497	28,496	30,283	32,179	13,018	68%	20
Utah	311,650	423,013	520,050	629,808	753,266	887,896	576,246	185%	1
Wasatch	14,111	17,957	21,049	23,972	26,929	29,967	15,856	112%	3
Washington	85,410	123,225	154,444	180,362	200,966	216,247	130,837	153%	2
Wayne	1,763	2,141	2,414	2,668	2,927	3,204	1,441	82%	9
Weber	131,651	169,524	184,636	192,441	197,804	201,696	70,045	53%	28
State Total	1,863,692	2,373,675	2,728,541	3,056,754	3,368,205	3,658,710	1,795,018	96%	

Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; U.S. Bureau of Economic Analysis Local Area Employment data

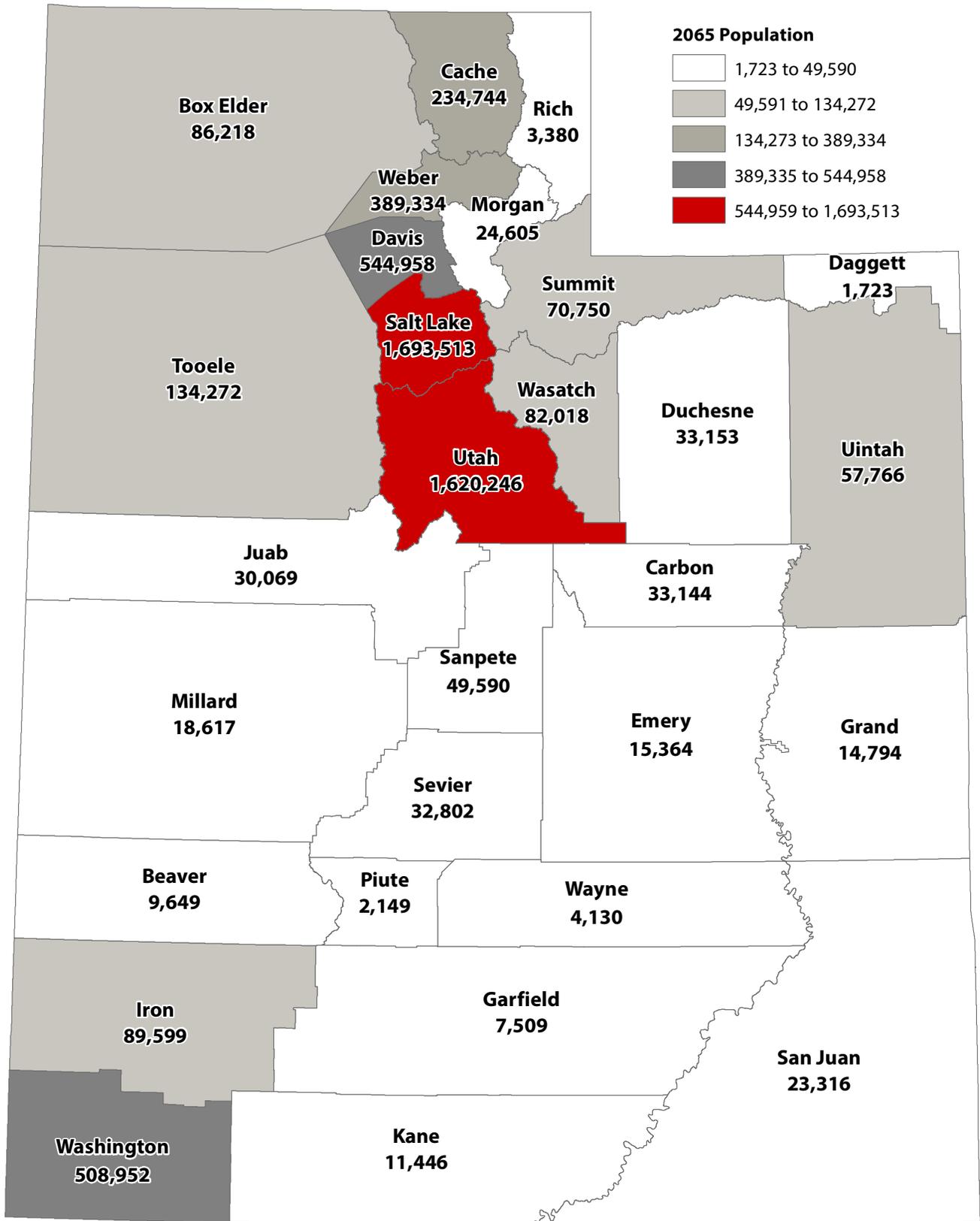
**Table 4
Utah Total Employment by Industry
2015-2065**

Wage and Salary Employment	2015	2025	2035	2045	2055	2065	Absolute Change 2015-2065	Percent Change 2015-2065	Rank
Agriculture	5,375	6,139	6,680	7,261	7,878	8,527	3,152	58.7%	10
Mining	10,371	14,594	14,842	13,603	11,955	10,810	439	4.2%	17
Utilities	3,915	3,396	2,853	2,746	2,729	2,707	-1,207	-30.8%	21
Construction	84,679	139,236	189,393	245,869	313,012	394,184	309,505	365.5%	1
Manufacturing	123,742	138,616	144,029	148,167	152,890	156,397	32,655	26.4%	16
Retail	157,969	179,273	189,685	201,068	211,428	220,018	62,050	39.3%	14
Transportation and Warehousing	51,122	65,317	64,180	60,221	53,381	44,673	-6,449	-12.6%	20
Wholesale	50,004	61,934	66,637	69,321	71,380	73,100	23,096	46.2%	12
Information	34,443	43,727	52,475	63,234	74,976	85,930	51,487	149.5%	5
Finance and Insurance	60,386	74,663	84,591	95,522	105,455	113,366	52,981	87.7%	8
Real Estate	18,643	21,591	24,105	26,032	27,040	26,307	7,664	41.1%	13
Professional and Technical Services	88,018	137,359	181,517	222,857	260,580	292,024	204,007	231.8%	2
Management	20,203	19,539	17,860	16,383	14,673	12,541	-7,661	-37.9%	22
Administrative and Waste Services	85,999	130,583	162,265	191,742	220,526	248,263	162,264	188.7%	3
Education	42,128	61,471	70,392	75,231	80,101	86,199	44,071	104.6%	7
Health	140,163	190,858	232,200	261,278	280,145	289,890	149,727	106.8%	6
Arts, Ent, Rec	21,111	30,207	36,676	43,465	50,219	55,756	34,645	164.1%	4
Accommodations and Food	112,549	137,441	143,292	147,809	151,409	154,388	41,840	37.2%	15
Other services	38,697	37,176	40,101	41,403	39,984	35,587	-3,110	-8.0%	19
State and Local Government	198,676	233,844	264,700	296,485	328,071	358,892	160,217	80.6%	9
Federal Government, Civilian	34,958	40,581	43,789	46,583	49,215	51,831	16,873	48.3%	11
Federal Government, Military	16,166	15,296	15,277	15,320	15,350	15,356	-810	-5.0%	18
All Other Employment*	464,381	590,834	681,001	765,152	845,806	921,964	457,583	98.5%	
State Total	1,863,692	2,373,675	2,728,541	3,056,754	3,368,205	3,658,710	1,795,018	96.3%	

*Includes farm, sole proprietor, and other categories of employment not covered by the Utah Department of Workforce Services Quarterly Census of Employment and Wages.

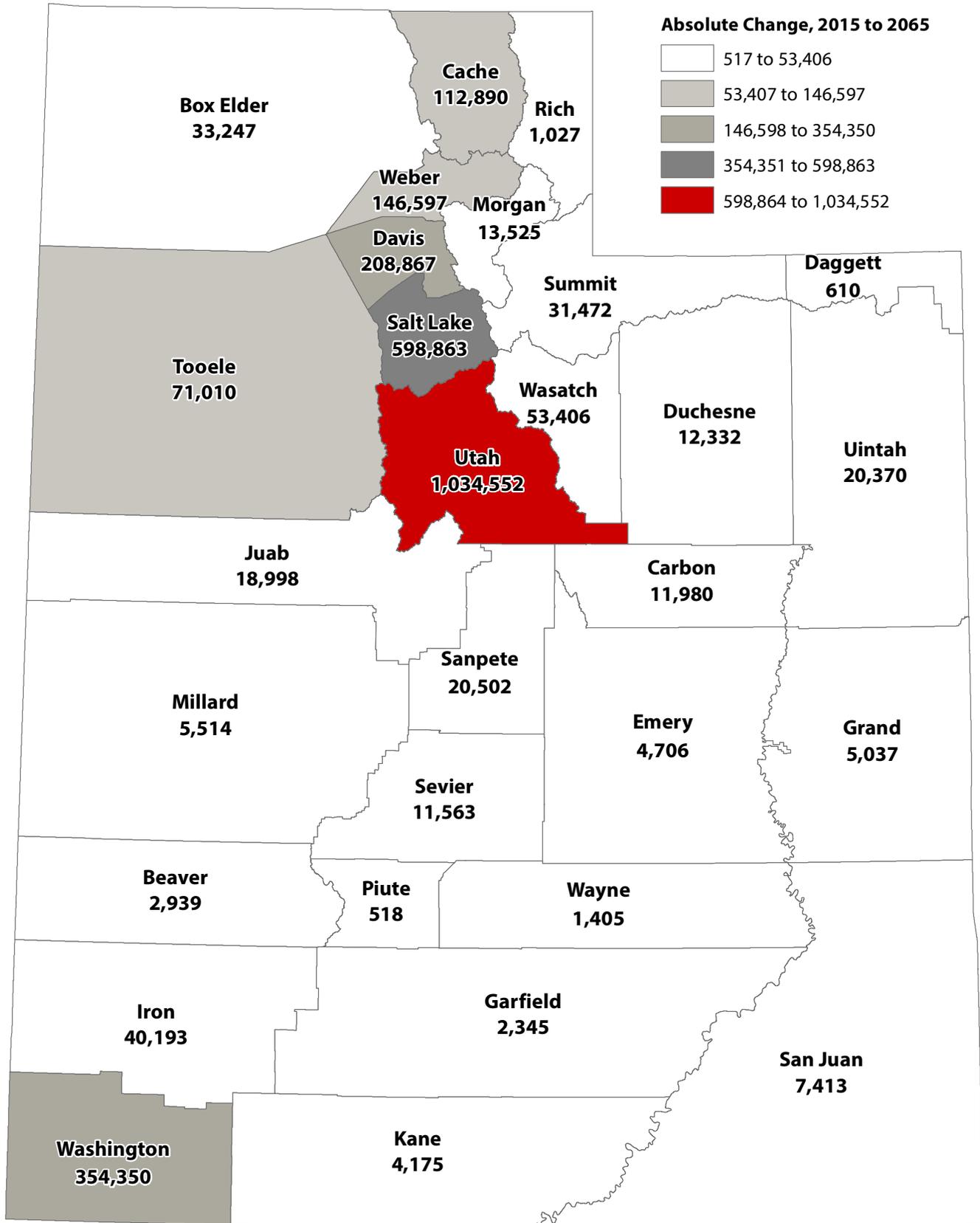
Sources: Kem C. Gardner Policy Institute 2015 - 2065 State and County Projections; U.S. Bureau of Economic Analysis Local Area Employment data; Utah Department of Workforce Services Quarterly Census of Employment and Wages data

**Figure 1:
Utah Population by County
2065**



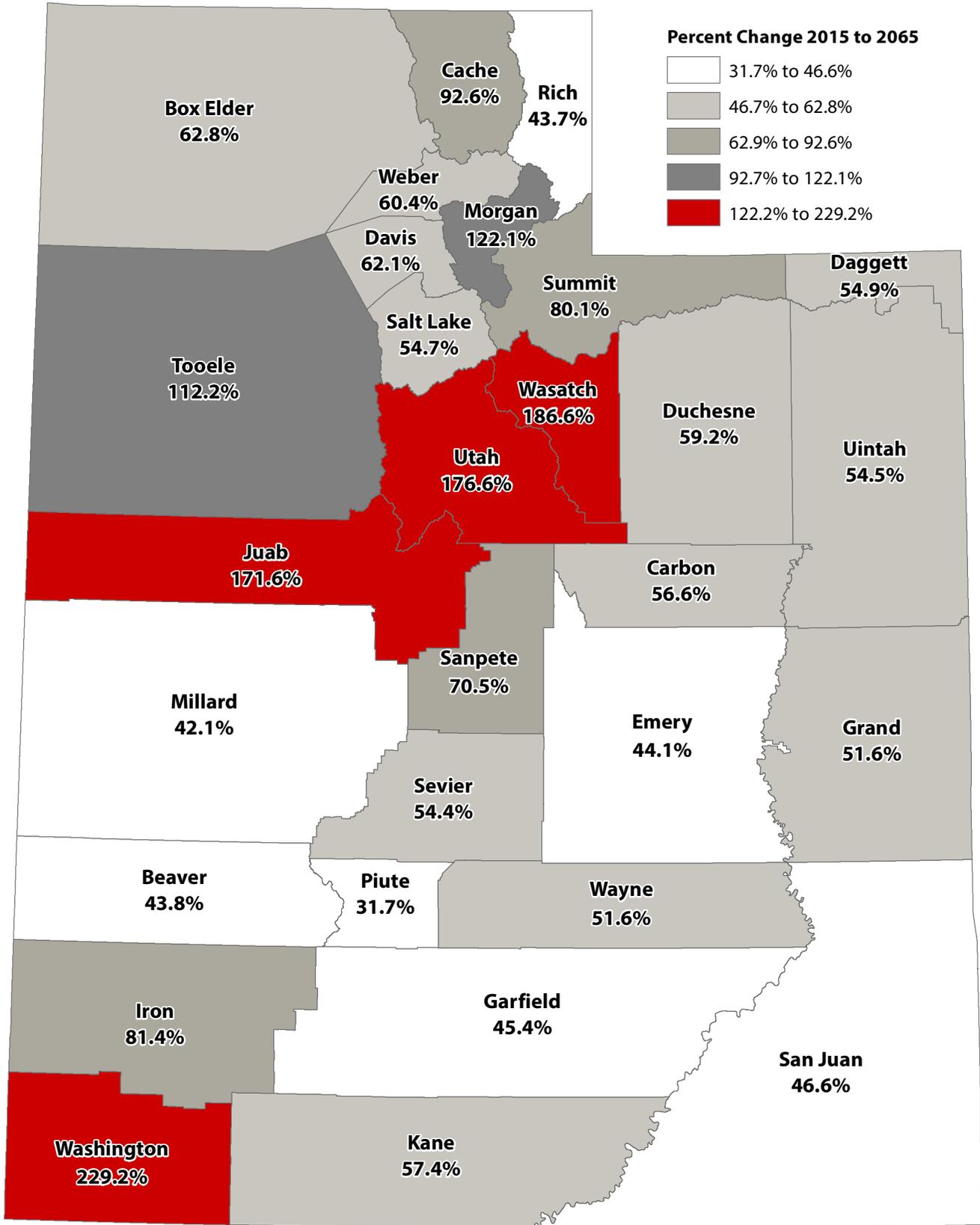
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

**Figure 2:
Absolute Change in Utah Population by County
2015-2065**



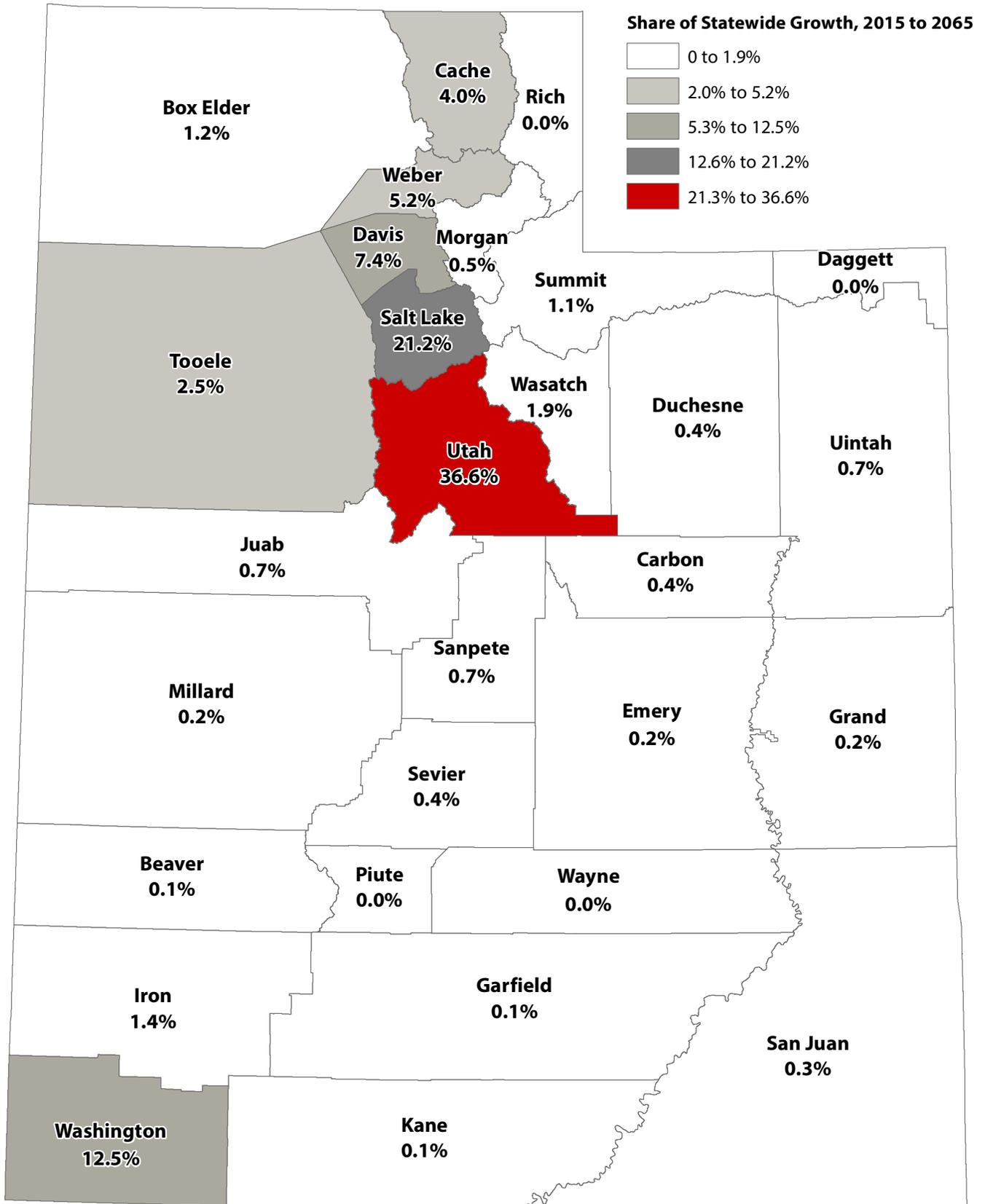
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Figure 3:
Percent Change in Utah Population by County
2015-2065**



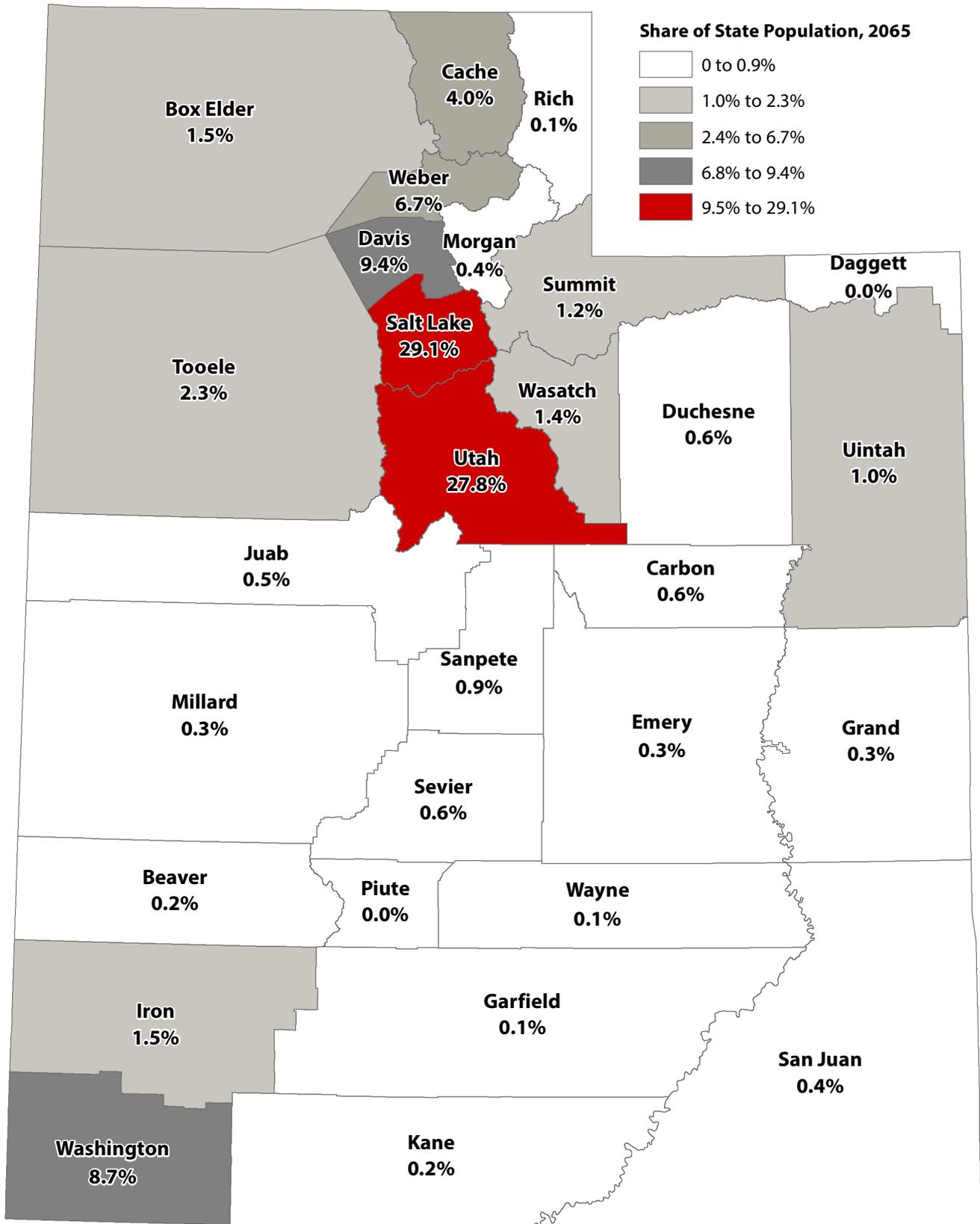
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Figure 4:
Share of Statewide Growth by County
2015-2065**



Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Figure 5:
Share of Utah Population by County
2065**



Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Table 5
Utah Population
2015-2065**

Year	Total	Absolute Growth	Growth Rate	Median Age	Year	Total	Absolute Growth	Growth Rate	Median Age
2015	2,997,404			30.7	2041	4,520,678	56,728	1.3%	35.8
2016	3,054,806	57,402	1.9%	30.9	2042	4,577,247	56,569	1.3%	36.0
2017	3,123,607	68,801	2.3%	31.2	2043	4,633,568	56,321	1.2%	36.2
2018	3,193,415	69,809	2.2%	31.4	2044	4,689,532	55,965	1.2%	36.4
2019	3,260,765	67,349	2.1%	31.7	2045	4,745,057	55,525	1.2%	36.6
2020	3,325,425	64,661	2.0%	31.9	2046	4,800,120	55,062	1.2%	36.8
2021	3,389,467	64,042	1.9%	32.2	2047	4,854,748	54,628	1.1%	36.9
2022	3,449,985	60,518	1.8%	32.5	2048	4,909,089	54,341	1.1%	37.1
2023	3,507,364	57,379	1.7%	32.8	2049	4,963,211	54,122	1.1%	37.2
2024	3,562,226	54,861	1.6%	33.0	2050	5,017,232	54,022	1.1%	37.3
2025	3,615,036	52,811	1.5%	33.3	2051	5,071,236	54,004	1.1%	37.4
2026	3,669,342	54,306	1.5%	33.4	2052	5,125,126	53,890	1.1%	37.4
2027	3,723,441	54,099	1.5%	33.6	2053	5,178,833	53,707	1.0%	37.5
2028	3,778,152	54,711	1.5%	33.7	2054	5,232,327	53,495	1.0%	37.6
2029	3,833,308	55,155	1.5%	33.8	2055	5,285,767	53,439	1.0%	37.7
2030	3,889,310	56,003	1.5%	34.0	2056	5,339,307	53,540	1.0%	37.7
2031	3,946,122	56,811	1.5%	34.1	2057	5,393,004	53,696	1.0%	37.8
2032	4,004,069	57,948	1.5%	34.3	2058	5,446,925	53,921	1.0%	37.9
2033	4,062,343	58,273	1.5%	34.4	2059	5,501,088	54,163	1.0%	38.0
2034	4,120,490	58,148	1.4%	34.6	2060	5,555,423	54,335	1.0%	38.0
2035	4,178,317	57,826	1.4%	34.8	2061	5,609,943	54,519	1.0%	38.1
2036	4,235,865	57,548	1.4%	34.9	2062	5,664,555	54,613	1.0%	38.1
2037	4,293,208	57,344	1.4%	35.1	2063	5,719,145	54,590	1.0%	38.2
2038	4,350,268	57,060	1.3%	35.3	2064	5,773,599	54,454	1.0%	38.3
2039	4,407,155	56,887	1.3%	35.5	2065	5,827,810	54,210	0.9%	38.3
2040	4,463,950	56,795	1.3%	35.7					

Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Table 6
Utah School Age Population (5-17 years of age)
2015-2065**

Year	Total	Absolute Growth	Growth Rate	Year	Total	Absolute Growth	Growth Rate
2015	666,974			2041	836,467	10,039	1.2%
2016	676,459	9,486	1.4%	2042	846,377	9,910	1.2%
2017	684,631	8,172	1.2%	2043	855,987	9,610	1.1%
2018	693,269	8,638	1.3%	2044	865,150	9,163	1.1%
2019	699,962	6,693	1.0%	2045	873,751	8,601	1.0%
2020	705,631	5,669	0.8%	2046	881,707	7,956	0.9%
2021	708,542	2,911	0.4%	2047	888,990	7,283	0.8%
2022	712,480	3,938	0.6%	2048	895,633	6,643	0.7%
2023	715,336	2,856	0.4%	2049	901,673	6,040	0.7%
2024	717,354	2,019	0.3%	2050	907,179	5,506	0.6%
2025	718,210	856	0.1%	2051	912,247	5,068	0.6%
2026	719,678	1,468	0.2%	2052	916,968	4,722	0.5%
2027	721,751	2,073	0.3%	2053	921,447	4,479	0.5%
2028	724,517	2,766	0.4%	2054	925,810	4,363	0.5%
2029	729,200	4,683	0.6%	2055	930,229	4,419	0.5%
2030	736,180	6,980	1.0%	2056	934,856	4,627	0.5%
2031	742,719	6,540	0.9%	2057	939,808	4,952	0.5%
2032	750,959	8,239	1.1%	2058	945,186	5,378	0.6%
2033	759,942	8,983	1.2%	2059	951,062	5,876	0.6%
2034	770,334	10,392	1.4%	2060	957,453	6,392	0.7%
2035	779,026	8,692	1.1%	2061	964,370	6,917	0.7%
2036	787,890	8,864	1.1%	2062	971,800	7,430	0.8%
2037	797,104	9,214	1.2%	2063	979,706	7,906	0.8%
2038	806,637	9,533	1.2%	2064	988,034	8,328	0.9%
2039	816,444	9,807	1.2%	2065	996,717	8,683	0.9%
2040	826,429	9,984	1.2%				

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

**Table 7
Utah Working Age Population (18-64 Years of Age)
2015-2065**

Year	Total	Absolute Growth	Growth Rate	Year	Total	Absolute Growth	Growth Rate
2015	1,770,860			2041	2,624,934	27,708	1.1%
2016	1,805,616	34,756	2.0%	2042	2,650,884	25,950	1.0%
2017	1,845,065	39,449	2.2%	2043	2,675,796	24,912	0.9%
2018	1,884,245	39,181	2.1%	2044	2,700,610	24,814	0.9%
2019	1,921,806	37,560	2.0%	2045	2,724,245	23,634	0.9%
2020	1,957,722	35,916	1.9%	2046	2,748,346	24,101	0.9%
2021	1,993,455	35,734	1.8%	2047	2,772,936	24,590	0.9%
2022	2,027,389	33,934	1.7%	2048	2,798,125	25,189	0.9%
2023	2,060,074	32,684	1.6%	2049	2,824,301	26,176	0.9%
2024	2,091,879	31,805	1.5%	2050	2,849,739	25,438	0.9%
2025	2,122,790	30,911	1.5%	2051	2,875,047	25,308	0.9%
2026	2,155,321	32,531	1.5%	2052	2,900,854	25,807	0.9%
2027	2,187,581	32,260	1.5%	2053	2,927,033	26,180	0.9%
2028	2,220,156	32,575	1.5%	2054	2,952,816	25,783	0.9%
2029	2,252,342	32,186	1.4%	2055	2,976,951	24,135	0.8%
2030	2,284,097	31,755	1.4%	2056	2,999,376	22,424	0.8%
2031	2,318,155	34,058	1.5%	2057	3,025,642	26,266	0.9%
2032	2,351,322	33,167	1.4%	2058	3,054,385	28,744	1.0%
2033	2,384,111	32,789	1.4%	2059	3,084,598	30,213	1.0%
2034	2,414,778	30,667	1.3%	2060	3,115,001	30,403	1.0%
2035	2,445,419	30,641	1.3%	2061	3,142,583	27,582	0.9%
2036	2,475,620	30,201	1.2%	2062	3,167,041	24,459	0.8%
2037	2,506,546	30,927	1.2%	2063	3,192,733	25,692	0.8%
2038	2,537,729	31,183	1.2%	2064	3,217,796	25,063	0.8%
2039	2,568,245	30,516	1.2%	2065	3,241,337	23,542	0.7%
2040	2,597,226	28,981	1.1%				

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

**Table 8
Utah Retirement Age Population (65+ years of age)
2015-2065**

Year	Total	Absolute Growth	Growth Rate	Year	Total	Absolute Growth	Growth Rate
2015	305,273			2041	718,784	17,212	2.5%
2016	318,894	13,621	4.5%	2042	737,883	19,099	2.7%
2017	335,812	16,918	5.3%	2043	758,145	20,261	2.7%
2018	354,259	18,446	5.5%	2044	778,604	20,459	2.7%
2019	372,850	18,591	5.2%	2045	800,316	21,712	2.8%
2020	391,442	18,592	5.0%	2046	821,637	21,321	2.7%
2021	411,593	20,151	5.1%	2047	842,566	20,929	2.5%
2022	431,420	19,828	4.8%	2048	863,081	20,515	2.4%
2023	450,715	19,295	4.5%	2049	882,794	19,713	2.3%
2024	469,232	18,517	4.1%	2050	903,462	20,668	2.3%
2025	487,659	18,427	3.9%	2051	924,451	20,990	2.3%
2026	504,883	17,224	3.5%	2052	944,955	20,504	2.2%
2027	521,321	16,438	3.3%	2053	964,935	19,980	2.1%
2028	537,054	15,733	3.0%	2054	985,028	20,092	2.1%
2029	551,460	14,406	2.7%	2055	1,006,482	21,454	2.2%
2030	564,649	13,190	2.4%	2056	1,029,384	22,902	2.3%
2031	576,640	11,991	2.1%	2057	1,048,149	18,765	1.8%
2032	588,852	12,211	2.1%	2058	1,064,146	15,997	1.5%
2033	601,095	12,244	2.1%	2059	1,078,369	14,224	1.3%
2034	614,121	13,026	2.2%	2060	1,092,054	13,685	1.3%
2035	628,814	14,693	2.4%	2061	1,108,251	16,197	1.5%
2036	643,797	14,983	2.4%	2062	1,127,225	18,975	1.7%
2037	657,890	14,093	2.2%	2063	1,144,582	17,356	1.5%
2038	671,534	13,644	2.1%	2064	1,162,154	17,572	1.5%
2039	685,764	14,229	2.1%	2065	1,180,818	18,664	1.6%
2040	701,572	15,809	2.3%				

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

**Table 9
Utah Components of Population Change
2015-2065**

Year	Births	Deaths	Natural Increase	Net Migration	Year	Births	Deaths	Natural Increase	Net Migration
2015	50,904	17,353	33,551	21,994	2041	69,138	31,201	37,937	18,791
2016	50,573	17,445	33,128	24,274	2042	69,432	31,922	37,510	19,059
2017	53,382	17,541	35,841	32,960	2043	69,755	32,632	37,123	19,198
2018	54,144	18,256	35,888	33,920	2044	70,100	33,328	36,772	19,192
2019	54,883	19,003	35,880	31,469	2045	70,478	34,003	36,475	19,049
2020	55,563	19,747	35,816	28,845	2046	70,893	34,654	36,239	18,823
2021	56,226	17,839	38,388	25,654	2047	71,349	35,287	36,062	18,566
2022	56,884	18,437	38,447	22,071	2048	71,845	35,909	35,937	18,405
2023	57,534	19,029	38,505	18,874	2049	72,392	36,506	35,885	18,236
2024	58,201	19,615	38,586	16,275	2050	72,985	37,082	35,903	18,119
2025	58,897	20,201	38,696	14,115	2051	73,623	37,642	35,981	18,023
2026	59,623	20,790	38,833	15,473	2052	74,307	38,194	36,113	17,777
2027	60,430	21,381	39,049	15,051	2053	75,031	38,741	36,291	17,416
2028	61,262	21,987	39,275	15,436	2054	75,785	39,284	36,500	16,994
2029	62,122	22,614	39,507	15,648	2055	76,557	39,828	36,730	16,710
2030	62,984	23,260	39,724	16,278	2056	77,343	40,377	36,966	16,574
2031	63,831	23,925	39,905	16,906	2057	78,139	40,938	37,201	16,496
2032	64,657	24,611	40,046	17,902	2058	78,933	41,518	37,414	16,507
2033	65,449	25,319	40,131	18,143	2059	79,717	42,123	37,595	16,569
2034	66,169	26,040	40,129	18,019	2060	80,485	42,755	37,730	16,605
2035	66,807	26,771	40,036	17,790	2061	81,229	43,421	37,809	16,711
2036	67,362	27,509	39,853	17,695	2062	81,944	44,119	37,825	16,787
2037	67,827	28,252	39,575	17,768	2063	82,624	44,850	37,774	16,816
2038	68,218	28,995	39,223	17,837	2064	83,266	45,617	37,650	16,804
2039	68,555	29,736	38,819	18,068	2065	83,868	46,416	37,452	16,758
2040	68,856	30,472	38,385	18,411					

Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

**Table 10
Utah Total Employment
2015-2065**

Year	Total	Absolute Growth	Growth Rate	Year	Total	Absolute Growth	Growth Rate
2015	1,863,692			2041	2,927,472	32,685	1.1%
2016	1,932,688	68,996	3.7%	2042	2,960,009	32,537	1.1%
2017	1,998,217	65,530	3.4%	2043	2,992,403	32,394	1.1%
2018	2,058,177	59,959	3.0%	2044	3,024,653	32,251	1.1%
2019	2,113,031	54,854	2.7%	2045	3,056,754	32,101	1.1%
2020	2,163,867	50,835	2.4%	2046	3,088,695	31,941	1.0%
2021	2,210,750	46,883	2.2%	2047	3,120,470	31,775	1.0%
2022	2,254,342	43,592	2.0%	2048	3,152,074	31,604	1.0%
2023	2,295,518	41,176	1.8%	2049	3,183,499	31,426	1.0%
2024	2,335,118	39,600	1.7%	2050	3,214,743	31,244	1.0%
2025	2,373,675	38,558	1.7%	2051	3,245,805	31,062	1.0%
2026	2,411,432	37,756	1.6%	2052	3,276,685	30,880	1.0%
2027	2,448,420	36,988	1.5%	2053	3,307,381	30,696	0.9%
2028	2,484,712	36,292	1.5%	2054	3,337,889	30,508	0.9%
2029	2,520,483	35,771	1.4%	2055	3,368,205	30,316	0.9%
2030	2,555,872	35,388	1.4%	2056	3,398,322	30,117	0.9%
2031	2,590,957	35,086	1.4%	2057	3,428,234	29,911	0.9%
2032	2,625,769	34,811	1.3%	2058	3,457,930	29,697	0.9%
2033	2,660,302	34,534	1.3%	2059	3,487,402	29,471	0.9%
2034	2,694,557	34,254	1.3%	2060	3,516,636	29,234	0.8%
2035	2,728,541	33,984	1.3%	2061	3,545,619	28,983	0.8%
2036	2,762,252	33,711	1.2%	2062	3,574,337	28,717	0.8%
2037	2,795,701	33,449	1.2%	2063	3,602,770	28,434	0.8%
2038	2,828,921	33,220	1.2%	2064	3,630,902	28,131	0.8%
2039	2,861,942	33,021	1.2%	2065	3,658,710	27,808	0.8%
2040	2,894,787	32,845	1.1%				

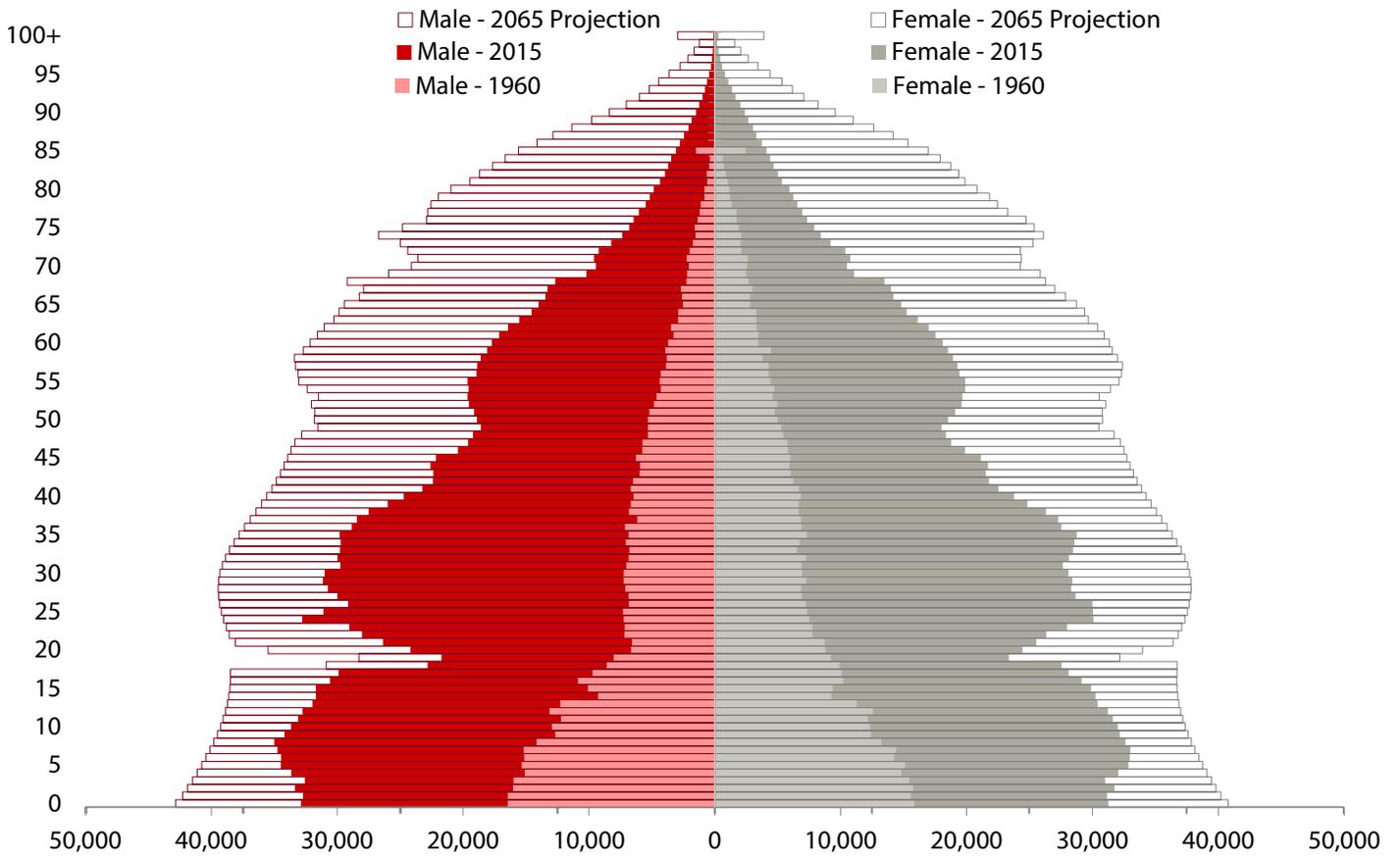
Source: U.S. Bureau of Economic Analysis Local Area Employment data.

Table 11
Utah Total Households and Average Household Size
2015-2065

Year	Total	Absolute Growth	Growth Rate	Average Size	Year	Total	Absolute Growth	Growth Rate	Average Size
2015	987,442			2.99	2041	1,664,539	24,196	1.5%	2.67
2016	1,011,905	24,463	2.5%	2.97	2042	1,688,209	23,670	1.4%	2.67
2017	1,039,980	28,075	2.8%	2.95	2043	1,711,483	23,274	1.4%	2.66
2018	1,069,114	29,134	2.8%	2.94	2044	1,734,756	23,273	1.4%	2.66
2019	1,097,501	28,387	2.7%	2.92	2045	1,757,619	22,863	1.3%	2.66
2020	1,125,044	27,543	2.5%	2.91	2046	1,780,277	22,657	1.3%	2.65
2021	1,153,177	28,133	2.5%	2.89	2047	1,802,676	22,399	1.3%	2.65
2022	1,180,155	26,978	2.3%	2.88	2048	1,825,099	22,423	1.2%	2.65
2023	1,206,243	26,088	2.2%	2.86	2049	1,847,852	22,754	1.2%	2.64
2024	1,231,542	25,299	2.1%	2.85	2050	1,870,806	22,954	1.2%	2.64
2025	1,256,295	24,753	2.0%	2.83	2051	1,893,840	23,034	1.2%	2.63
2026	1,281,399	25,104	2.0%	2.82	2052	1,916,951	23,110	1.2%	2.63
2027	1,306,435	25,036	2.0%	2.80	2053	1,940,444	23,493	1.2%	2.62
2028	1,331,723	25,288	1.9%	2.79	2054	1,964,548	24,104	1.2%	2.62
2029	1,357,131	25,408	1.9%	2.78	2055	1,989,132	24,584	1.3%	2.61
2030	1,382,797	25,666	1.9%	2.77	2056	2,013,292	24,161	1.2%	2.61
2031	1,409,046	26,249	1.9%	2.76	2057	2,037,308	24,016	1.2%	2.60
2032	1,435,827	26,781	1.9%	2.74	2058	2,061,648	24,340	1.2%	2.60
2033	1,462,740	26,913	1.9%	2.73	2059	2,086,297	24,649	1.2%	2.59
2034	1,489,601	26,861	1.8%	2.72	2060	2,111,304	25,007	1.2%	2.59
2035	1,515,728	26,126	1.8%	2.71	2061	2,136,644	25,340	1.2%	2.58
2036	1,541,141	25,414	1.7%	2.71	2062	2,161,332	24,688	1.2%	2.58
2037	1,566,339	25,198	1.6%	2.70	2063	2,185,757	24,426	1.1%	2.57
2038	1,591,194	24,855	1.6%	2.69	2064	2,210,140	24,383	1.1%	2.57
2039	1,615,947	24,752	1.6%	2.68	2065	2,234,094	23,954	1.1%	2.57
2040	1,640,342	24,396	1.5%	2.68					

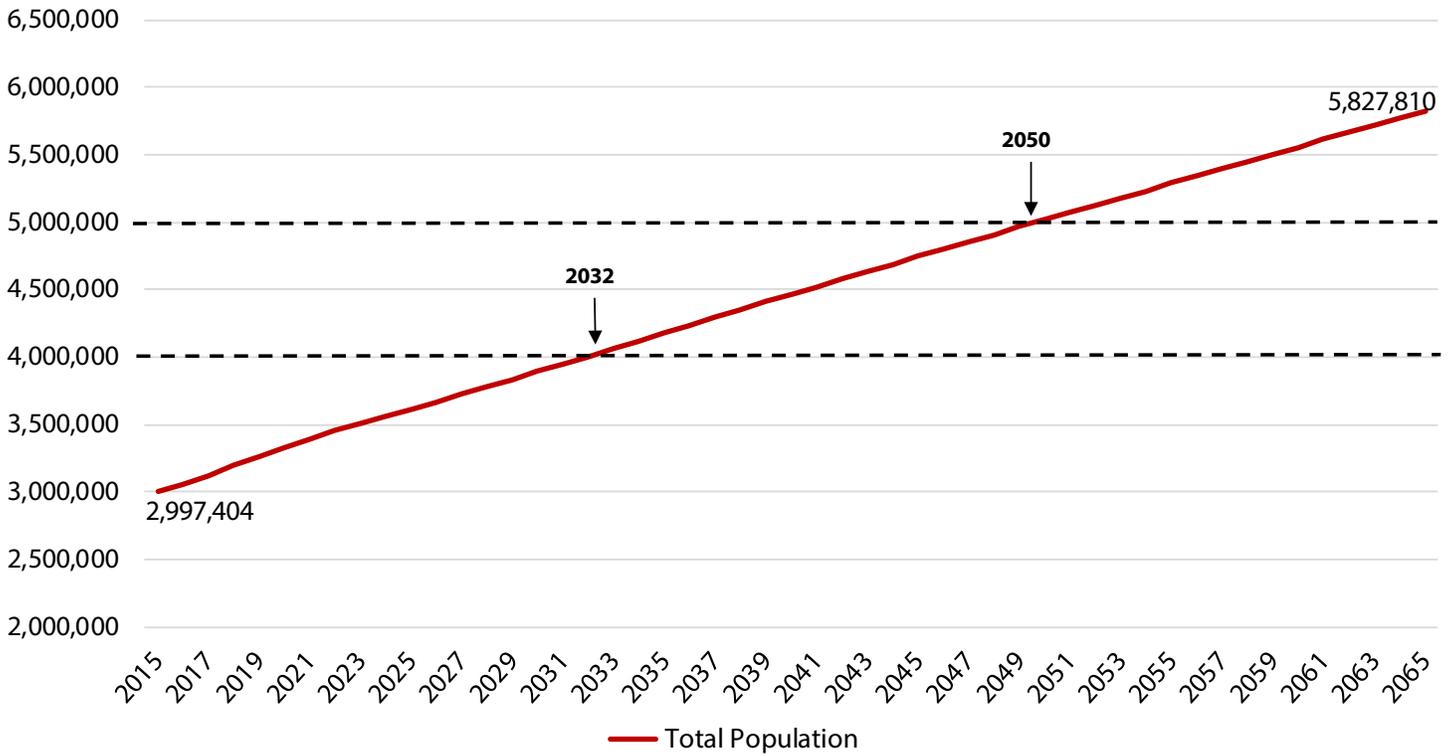
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

Figure 6
Utah Population Pyramid
1960, 2015, and 2065



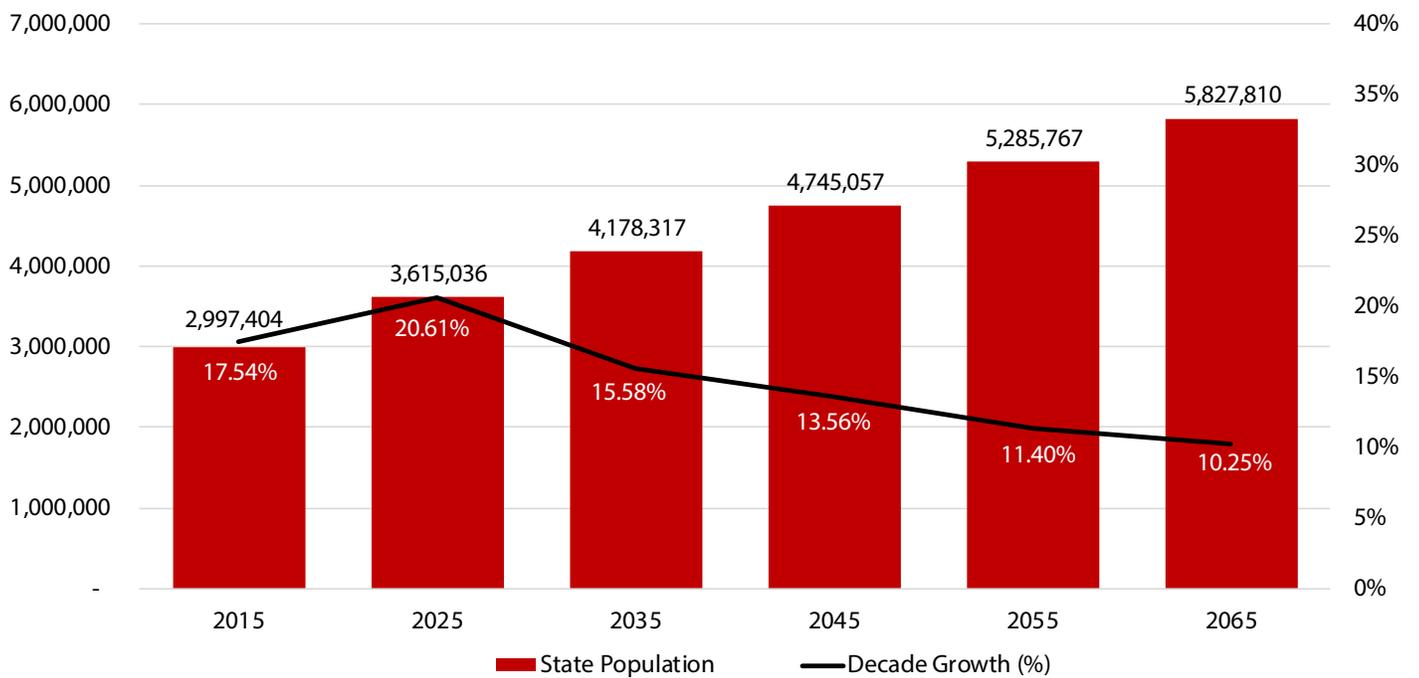
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; U.S. Census Bureau Decennial Count Data.

Figure 7
Utah Total Population with Million Markers
2015-2065



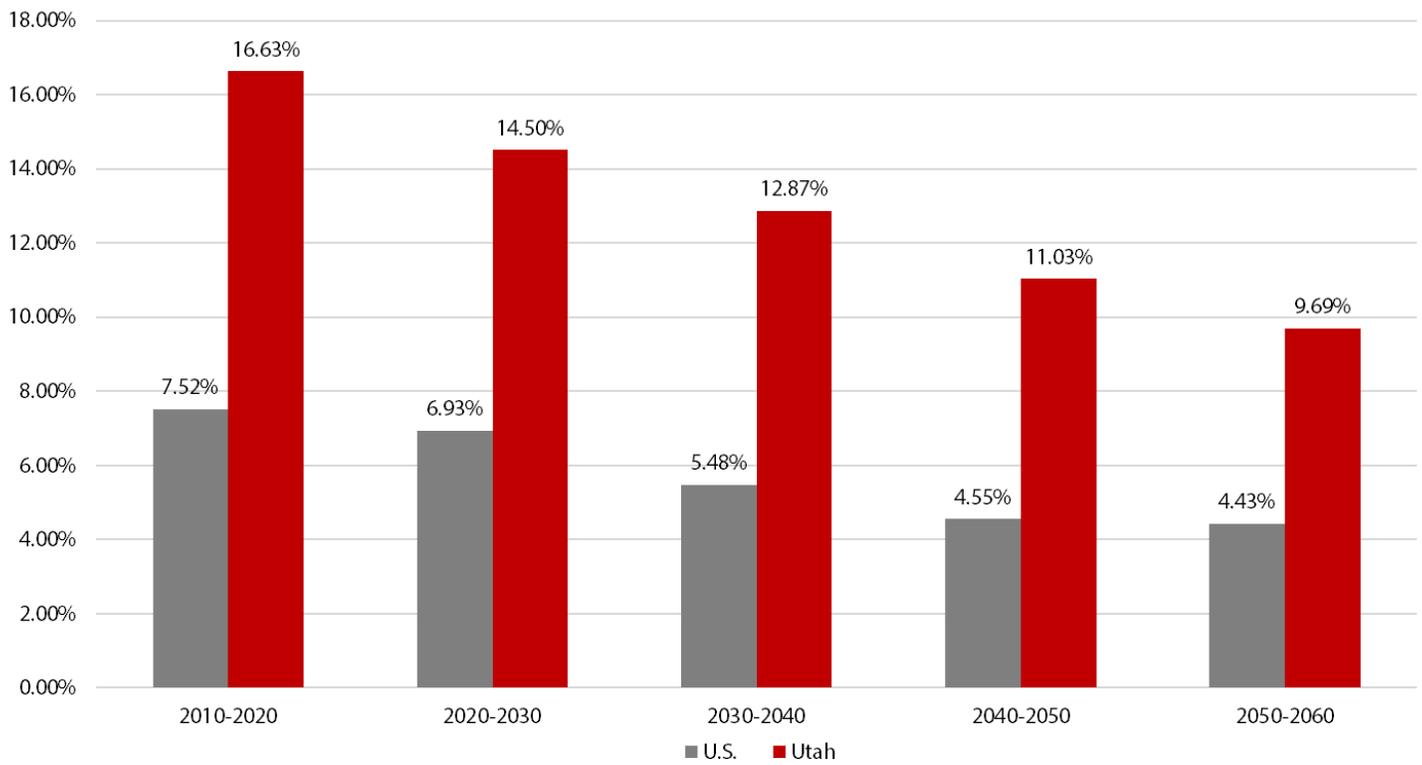
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

Figure 8
Utah Population and Growth Projections by Decade
2015-2065



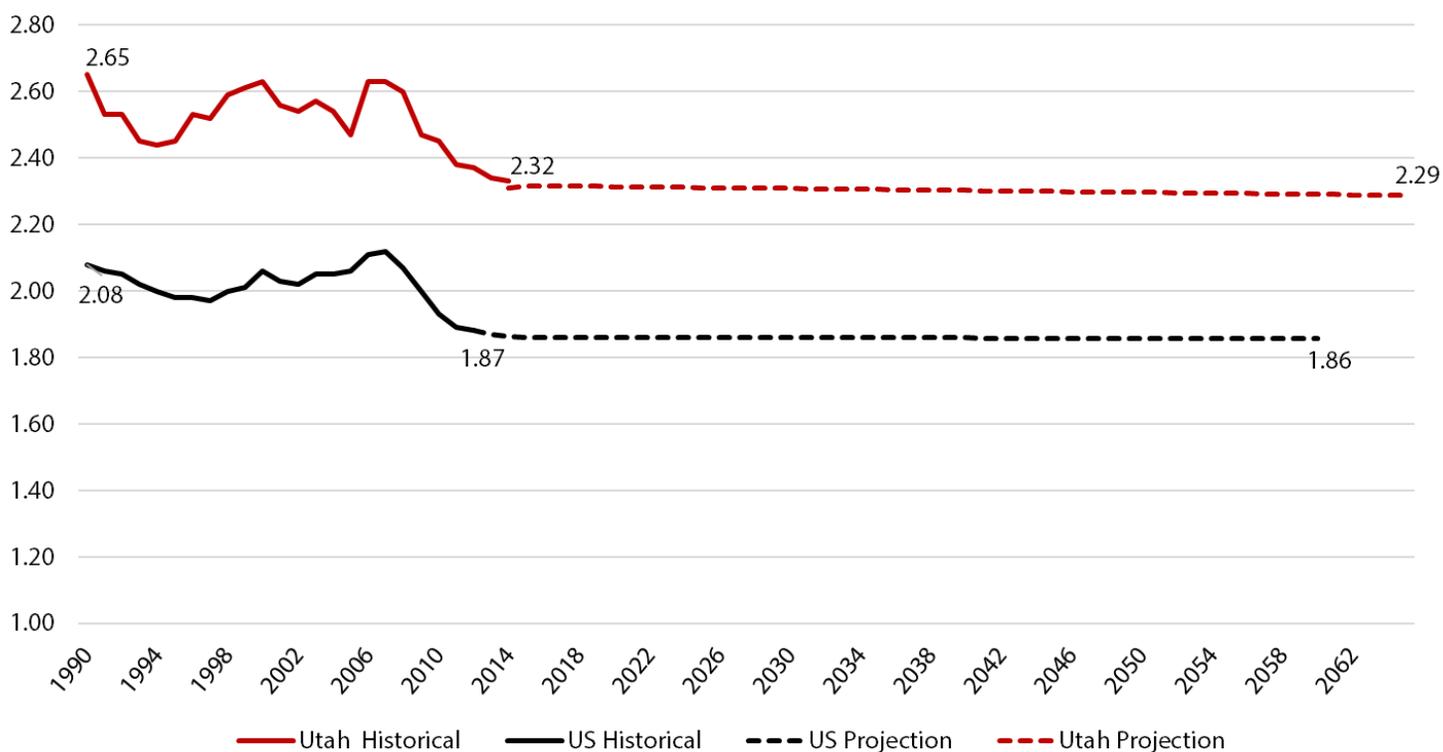
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH Population Committee 2010-2016 Population Estimates.

Figure 9
Projected Percent Growth by Decade
Utah and U.S., 2010-2060



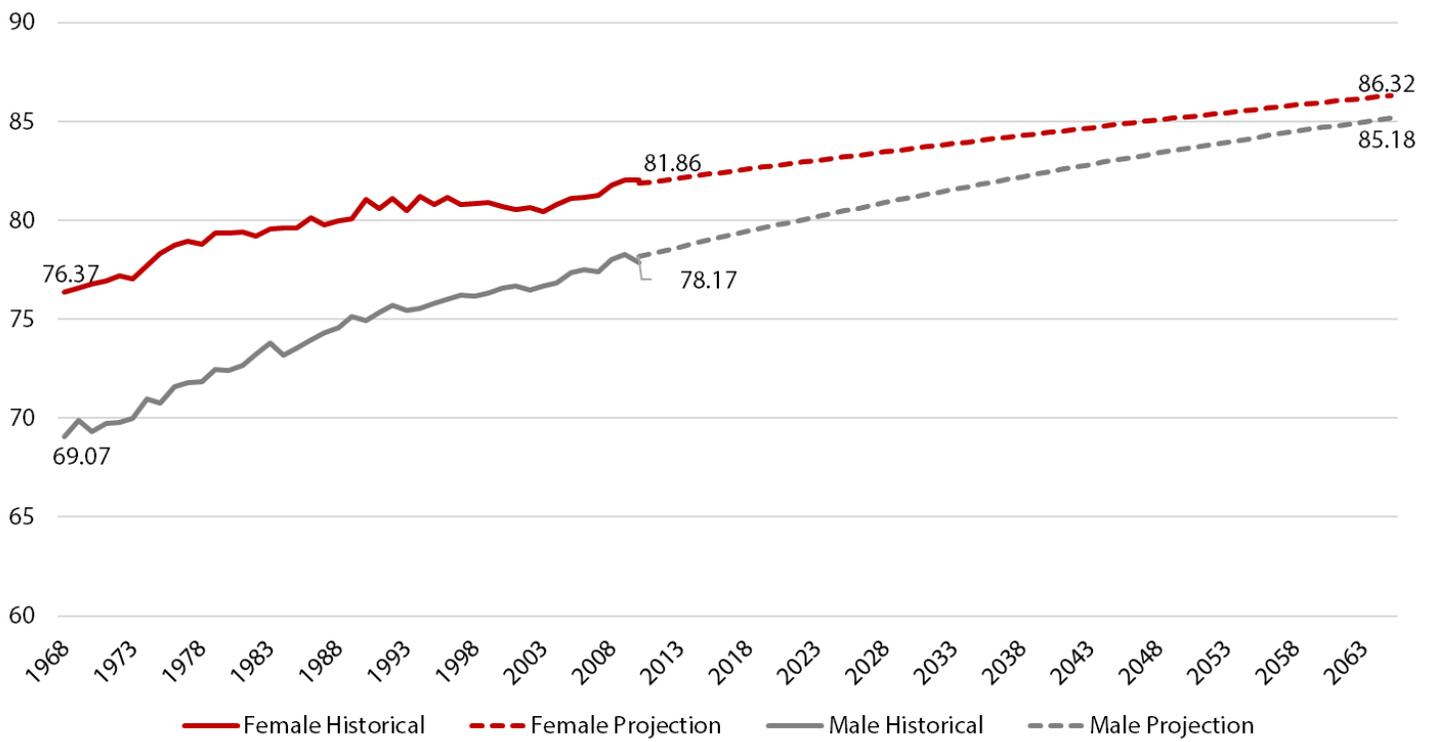
Sources: Census Bureau 2014-2060 National Projections; Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

Figure 10
Historical and Projected Total Fertility Rates
Utah and U.S., 1990-2065



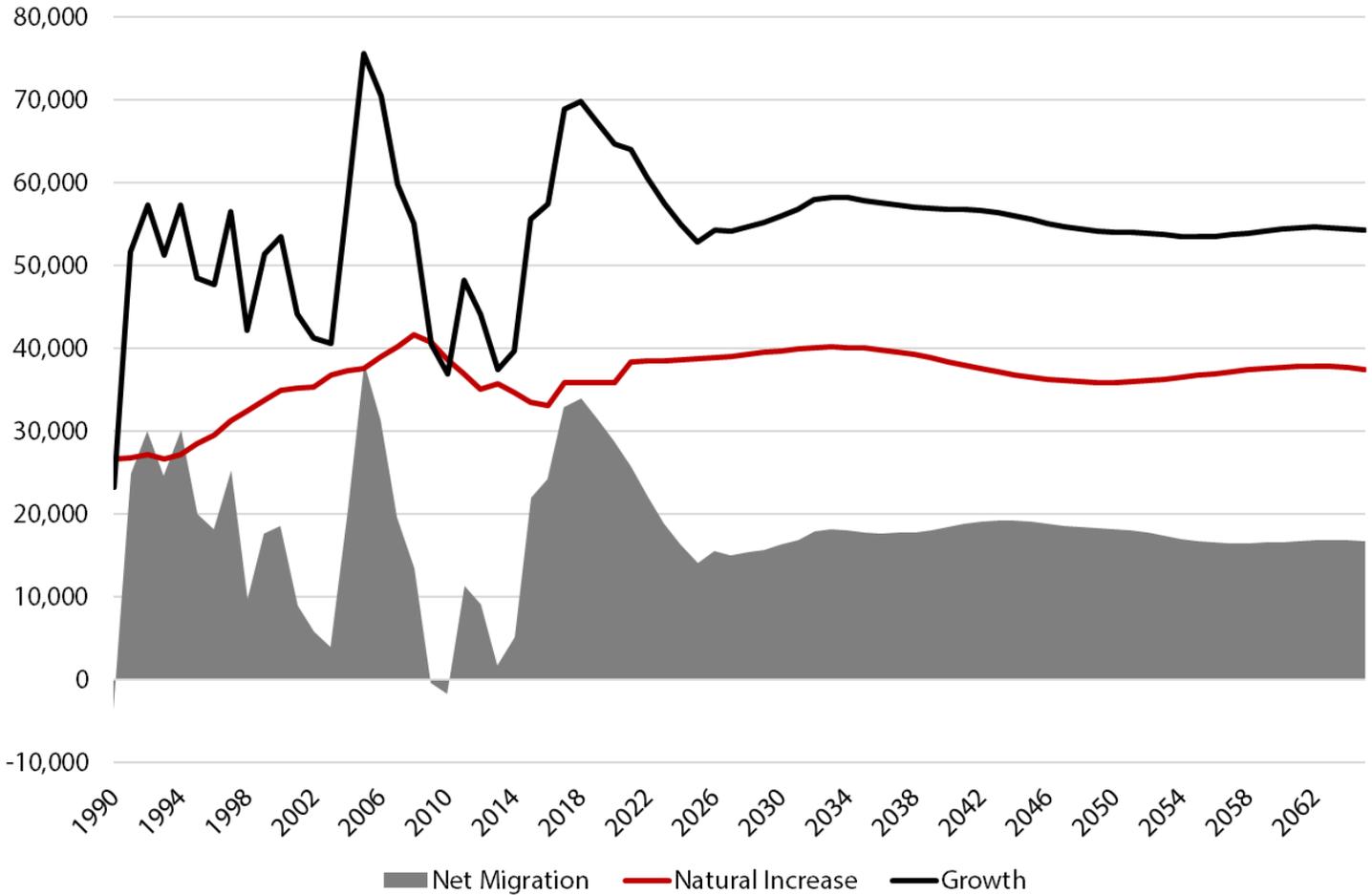
Source: Census Bureau 2014-2060 National Projections; Kem C. Gardner Policy Institute 2015-2065 State and County Projections; Utah Department of Health.

Figure 11
Utah Historical and Projected Life Expectancy
1968-2065



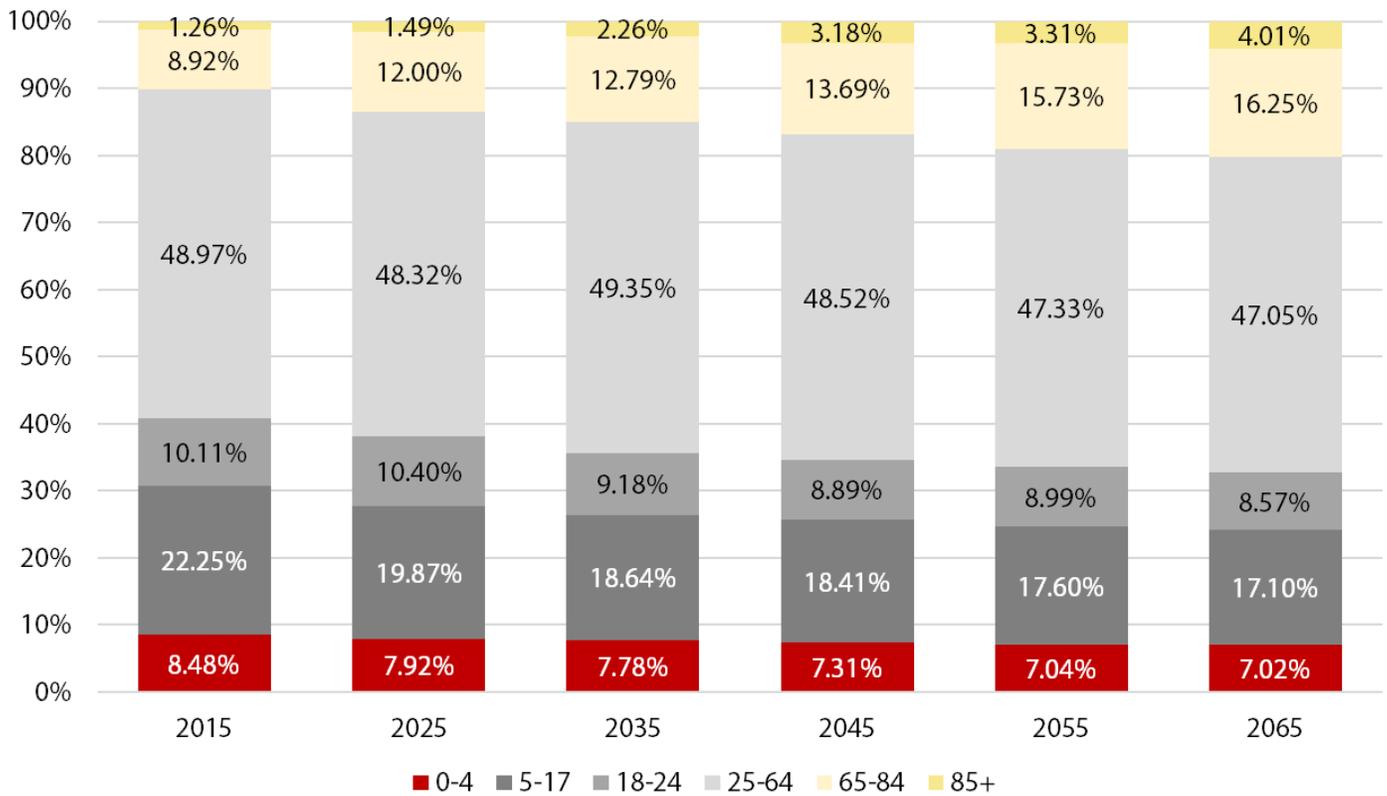
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; Utah Department of Health.

Figure 12
Utah Historical and Projected Components of Change
1990-2065



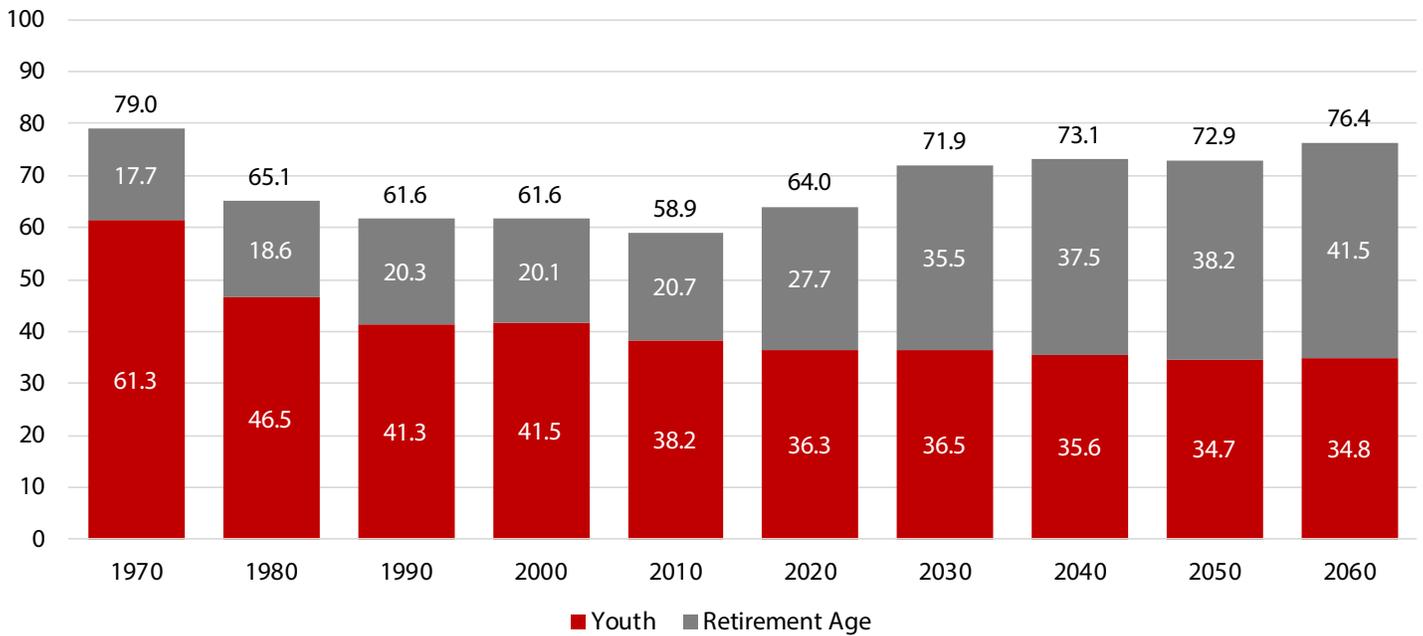
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; Utah Population Estimates Committee Estimates (1990-2009); DemographyUTAH Population Committee 2010-2016 Population Estimates.

Figure 13
Select Age Groups as a Percent of the Total Utah Population
2015-2065



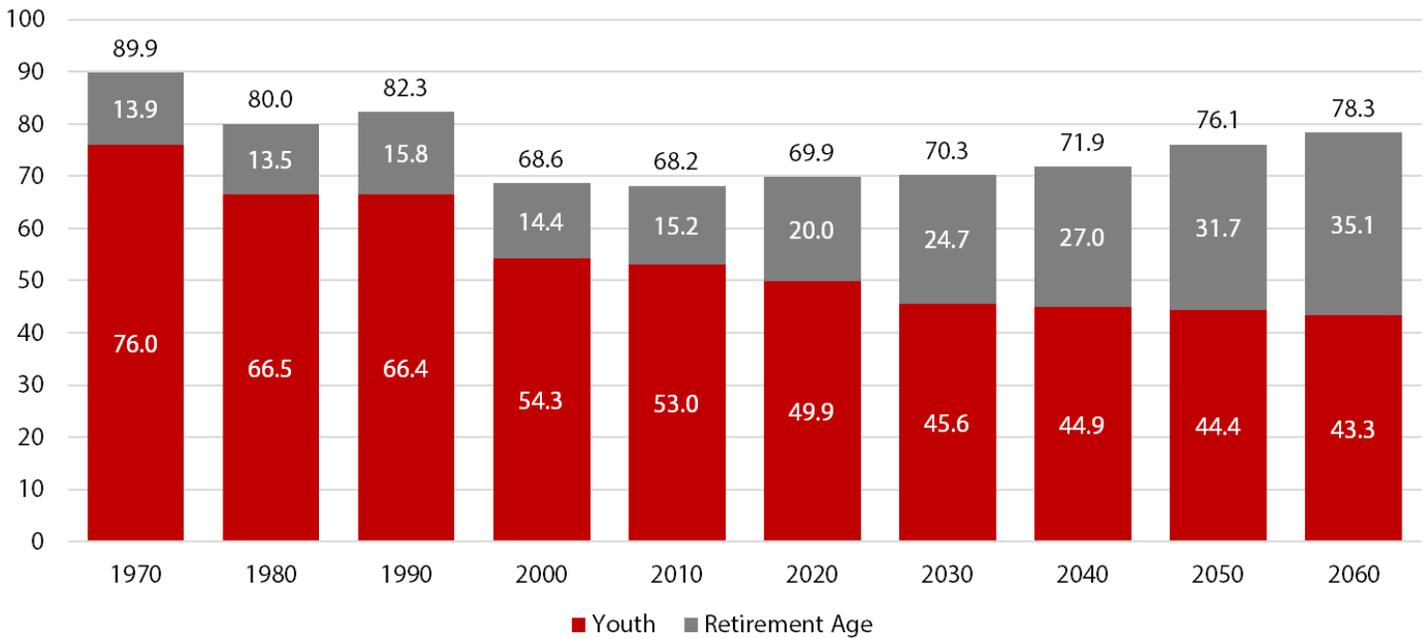
Source: Kem C. Gardner Policy Institute analysis of U.S. Census Bureau Decennial Census and Population Division data; Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

Figure 14
U.S. Dependency Ratios
1970-2060



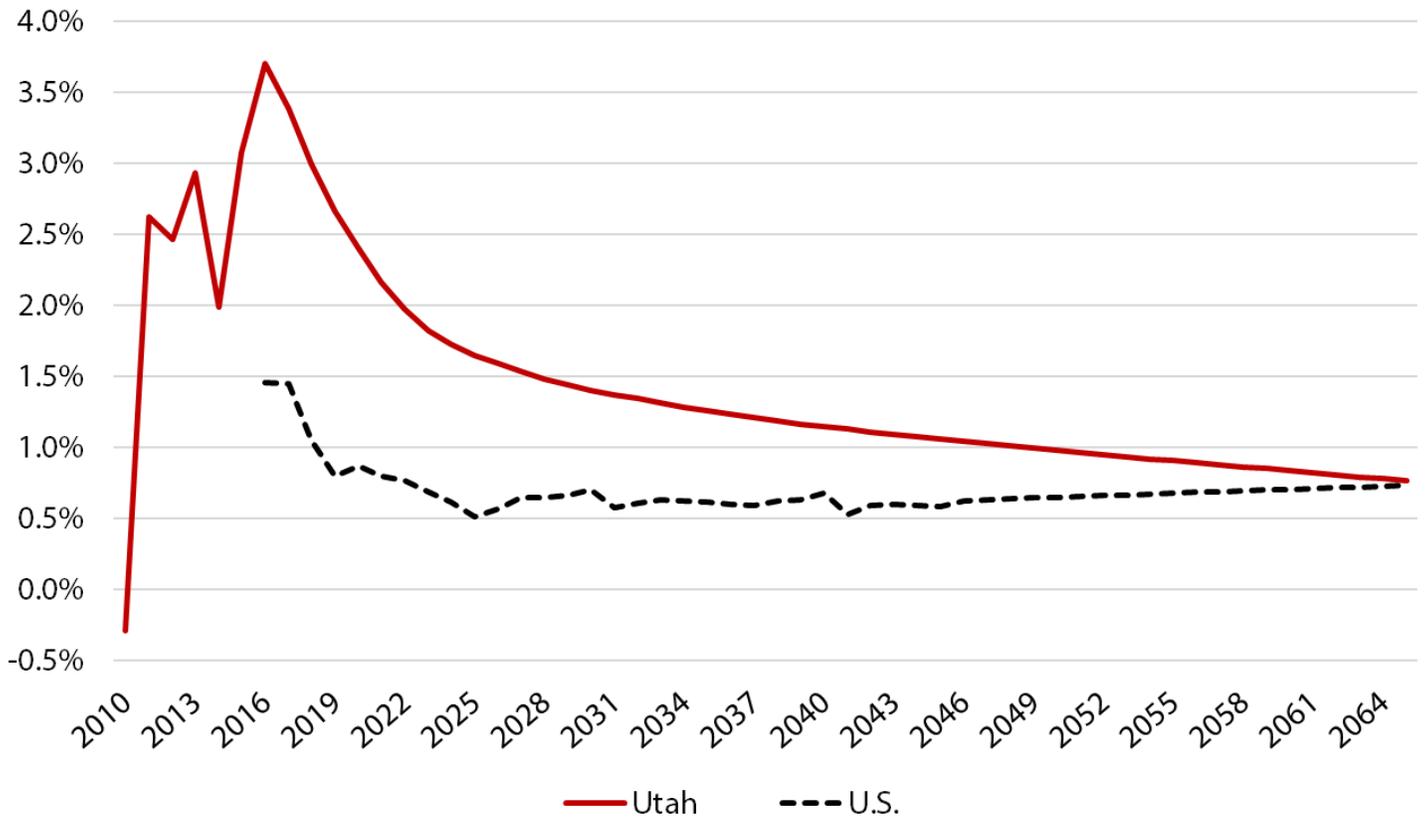
Source: Kem C. Gardner Policy Institute analysis of U.S. Census Bureau Decennial Census and Population Division data. Note: Dependency Ratios are computed as the number of nonworking age persons per 100 working age (18-64 year old) persons in the population. Youth are less than 18 years old and retirement age is 65 years and older.

Figure 15
Utah Dependency Ratios
1970-2060



Source: Kem C. Gardner Policy Institute analysis of U.S. Census Bureau Decennial Census and Population Division data; Kem C. Gardner Policy Institute 2015-2065 State and County Projections.

Figure 16
Historical and Projected Total Employment Growth
Utah and U.S., 2010-2065



Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; U.S. Bureau of Economic Analysis & U.S. Bureau of Labor Statistics historical employment data.



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INFORMED DECISIONS™



Utah's Long-term Demographic and Economic Projections

July 1, 2017



July 1, 2017

Utah Legislative Fiscal Analyst's Office
Utah Governor's Office of Management and Budget
State Capitol
Salt Lake City, Utah 84114

Subject: Letter of Transmittal

In accordance with our September 1, 2015 Memorandum of Understanding, the Kem C. Gardner Policy Institute is pleased to submit our 2017 vintage Long-term Demographic and Economic Projections.

This binder, and the accompanying flash drive, include the raw data files for many of the most requested data items at the state- and county-level, including population, school age population, retirement age population, population pyramids, components of population change, employment, and households. The complete datasets are available now upon request, and over the next several weeks will be placed online at www.gardner.utah.edu.

In the coming months, the Gardner Policy Institute will be preparing research briefs, fact sheets, snapshots, web-enabled visualizations, and other products to share these projections statewide. We will also prepare detailed documentation of our data sources and methods.

I extend my appreciation to the many entities that collaborated with us on this research product. I also want to thank our demographic and economic teams led by Pam Perlich and Juliette Tennert at the Gardner Policy Institute for their talent and professionalism in preparing these projections.

I'm confident these projections will help Utah state and local government better plan for the state's long-term needs in education, transportation, water, and other planning decisions. Utah businesses, nonprofit organizations, and the public will also benefit as we plan to keep Utah prosperous for years to come.

Sincerely,

Natalie Gochnour, Director

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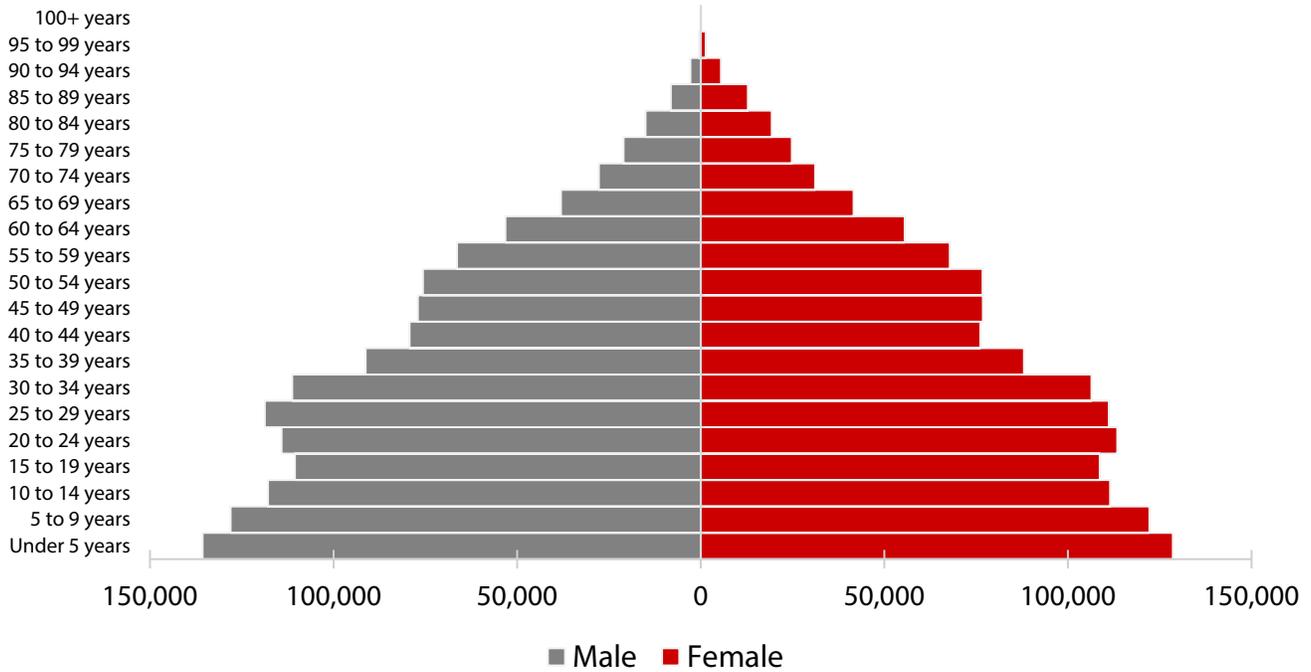
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State of Utah

Table 1: Utah Demographic Summary: 2015-2065

Year	Total Population				School Age Population (5-17)			Working Age Population (18-64)			Retirement Age Population (65+)		
	Total	Absolute Growth	Growth Rate	Median Age	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate
2015	2,997,404			30.7	666,974			1,770,860			305,273		
2016	3,054,806	57,402	1.9%	30.9	676,459	9,486	1.4%	1,805,616	34,756	2.0%	318,894	13,621	4.5%
2017	3,123,607	68,801	2.3%	31.2	684,631	8,172	1.2%	1,845,065	39,449	2.2%	335,812	16,918	5.3%
2018	3,193,415	69,809	2.2%	31.4	693,269	8,638	1.3%	1,884,245	39,181	2.1%	354,259	18,446	5.5%
2019	3,260,765	67,349	2.1%	31.7	699,962	6,693	1.0%	1,921,806	37,560	2.0%	372,850	18,591	5.2%
2020	3,325,425	64,661	2.0%	31.9	705,631	5,669	0.8%	1,957,722	35,916	1.9%	391,442	18,592	5.0%
2021	3,389,467	64,042	1.9%	32.2	708,542	2,911	0.4%	1,993,455	35,734	1.8%	411,593	20,151	5.1%
2022	3,449,985	60,518	1.8%	32.5	712,480	3,938	0.6%	2,027,389	33,934	1.7%	431,420	19,828	4.8%
2023	3,507,364	57,379	1.7%	32.8	715,336	2,856	0.4%	2,060,074	32,684	1.6%	450,715	19,295	4.5%
2024	3,562,226	54,861	1.6%	33.0	717,354	2,019	0.3%	2,091,879	31,805	1.5%	469,232	18,517	4.1%
2025	3,615,036	52,811	1.5%	33.3	718,210	856	0.1%	2,122,790	30,911	1.5%	487,659	18,427	3.9%
2026	3,669,342	54,306	1.5%	33.4	719,678	1,468	0.2%	2,155,321	32,531	1.5%	504,883	17,224	3.5%
2027	3,723,441	54,099	1.5%	33.6	721,751	2,073	0.3%	2,187,581	32,260	1.5%	521,321	16,438	3.3%
2028	3,778,152	54,711	1.5%	33.7	724,517	2,766	0.4%	2,220,156	32,575	1.5%	537,054	15,733	3.0%
2029	3,833,308	55,155	1.5%	33.8	729,200	4,683	0.6%	2,252,342	32,186	1.4%	551,460	14,406	2.7%
2030	3,889,310	56,003	1.5%	34.0	736,180	6,980	1.0%	2,284,097	31,755	1.4%	564,649	13,190	2.4%
2031	3,946,122	56,811	1.5%	34.1	742,719	6,540	0.9%	2,318,155	34,058	1.5%	576,640	11,991	2.1%
2032	4,004,069	57,948	1.5%	34.3	750,959	8,239	1.1%	2,351,322	33,167	1.4%	588,852	12,211	2.1%
2033	4,062,343	58,273	1.5%	34.4	759,942	8,983	1.2%	2,384,111	32,789	1.4%	601,095	12,244	2.1%
2034	4,120,490	58,148	1.4%	34.6	770,334	10,392	1.4%	2,414,778	30,667	1.3%	614,121	13,026	2.2%
2035	4,178,317	57,826	1.4%	34.8	779,026	8,692	1.1%	2,445,419	30,641	1.3%	628,814	14,693	2.4%
2036	4,235,865	57,548	1.4%	34.9	787,890	8,864	1.1%	2,475,620	30,201	1.2%	643,797	14,983	2.4%
2037	4,293,208	57,344	1.4%	35.1	797,104	9,214	1.2%	2,506,546	30,927	1.2%	657,890	14,093	2.2%
2038	4,350,268	57,060	1.3%	35.3	806,637	9,533	1.2%	2,537,729	31,183	1.2%	671,534	13,644	2.1%
2039	4,407,155	56,887	1.3%	35.5	816,444	9,807	1.2%	2,568,245	30,516	1.2%	685,764	14,229	2.1%
2040	4,463,950	56,795	1.3%	35.7	826,429	9,984	1.2%	2,597,226	28,981	1.1%	701,572	15,809	2.3%
2041	4,520,678	56,728	1.3%	35.8	836,467	10,039	1.2%	2,624,934	27,708	1.1%	718,784	17,212	2.5%
2042	4,577,247	56,569	1.3%	36.0	846,377	9,910	1.2%	2,650,884	25,950	1.0%	737,883	19,099	2.7%
2043	4,633,568	56,321	1.2%	36.2	855,987	9,610	1.1%	2,675,796	24,912	0.9%	758,145	20,261	2.7%
2044	4,689,532	55,965	1.2%	36.4	865,150	9,163	1.1%	2,700,610	24,814	0.9%	778,604	20,459	2.7%
2045	4,745,057	55,525	1.2%	36.6	873,751	8,601	1.0%	2,724,245	23,634	0.9%	800,316	21,712	2.8%
2046	4,800,120	55,062	1.2%	36.8	881,707	7,956	0.9%	2,748,346	24,101	0.9%	821,637	21,321	2.7%
2047	4,854,748	54,628	1.1%	36.9	888,990	7,283	0.8%	2,772,936	24,590	0.9%	842,566	20,929	2.5%
2048	4,909,089	54,341	1.1%	37.1	895,633	6,643	0.7%	2,798,125	25,189	0.9%	863,081	20,515	2.4%
2049	4,963,211	54,122	1.1%	37.2	901,673	6,040	0.7%	2,824,301	26,176	0.9%	882,794	19,713	2.3%
2050	5,017,232	54,022	1.1%	37.3	907,179	5,506	0.6%	2,849,739	25,438	0.9%	903,462	20,668	2.3%
2051	5,071,236	54,004	1.1%	37.4	912,247	5,068	0.6%	2,875,047	25,308	0.9%	924,451	20,990	2.3%
2052	5,125,126	53,890	1.1%	37.4	916,968	4,722	0.5%	2,900,854	25,807	0.9%	944,955	20,504	2.2%
2053	5,178,833	53,707	1.0%	37.5	921,447	4,479	0.5%	2,927,033	26,180	0.9%	964,935	19,980	2.1%
2054	5,232,327	53,495	1.0%	37.6	925,810	4,363	0.5%	2,952,816	25,783	0.9%	985,028	20,092	2.1%
2055	5,285,767	53,439	1.0%	37.7	930,229	4,419	0.5%	2,976,951	24,135	0.8%	1,006,482	21,454	2.2%
2056	5,339,307	53,540	1.0%	37.7	934,856	4,627	0.5%	2,999,376	22,424	0.8%	1,029,384	22,902	2.3%
2057	5,393,004	53,696	1.0%	37.8	939,808	4,952	0.5%	3,025,642	26,266	0.9%	1,048,149	18,765	1.8%
2058	5,446,925	53,921	1.0%	37.9	945,186	5,378	0.6%	3,054,385	28,744	1.0%	1,064,146	15,997	1.5%
2059	5,501,088	54,163	1.0%	38.0	951,062	5,876	0.6%	3,084,598	30,213	1.0%	1,078,369	14,224	1.3%
2060	5,555,423	54,335	1.0%	38.0	957,453	6,392	0.7%	3,115,001	30,403	1.0%	1,092,054	13,685	1.3%
2061	5,609,943	54,519	1.0%	38.1	964,370	6,917	0.7%	3,142,583	27,582	0.9%	1,108,251	16,197	1.5%
2062	5,664,555	54,613	1.0%	38.1	971,800	7,430	0.8%	3,167,041	24,459	0.8%	1,127,225	18,975	1.7%
2063	5,719,145	54,590	1.0%	38.2	979,706	7,906	0.8%	3,192,733	25,692	0.8%	1,144,582	17,356	1.5%
2064	5,773,599	54,454	1.0%	38.3	988,034	8,328	0.9%	3,217,796	25,063	0.8%	1,162,154	17,572	1.5%
2065	5,827,810	54,210	0.9%	38.3	996,717	8,683	0.9%	3,241,337	23,542	0.7%	1,180,818	18,664	1.6%

Utah: 2010 Population Pyramid



Utah: 2065 Population Pyramid

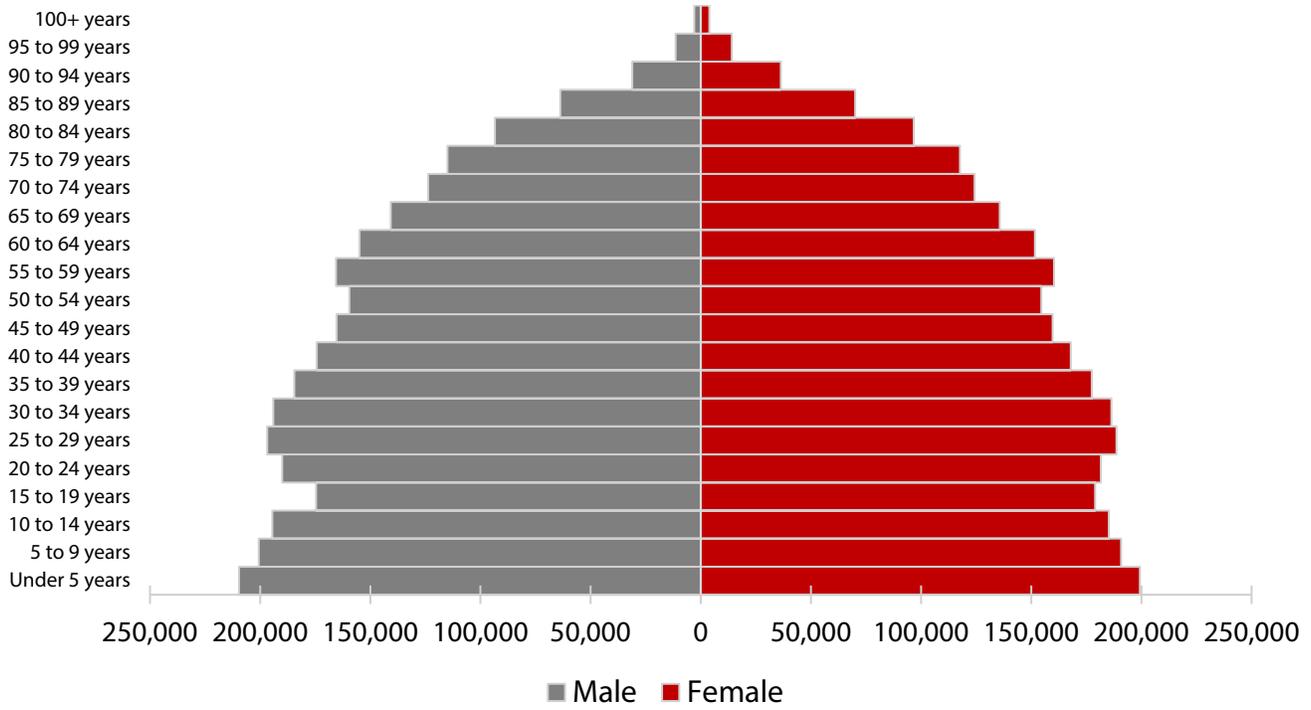
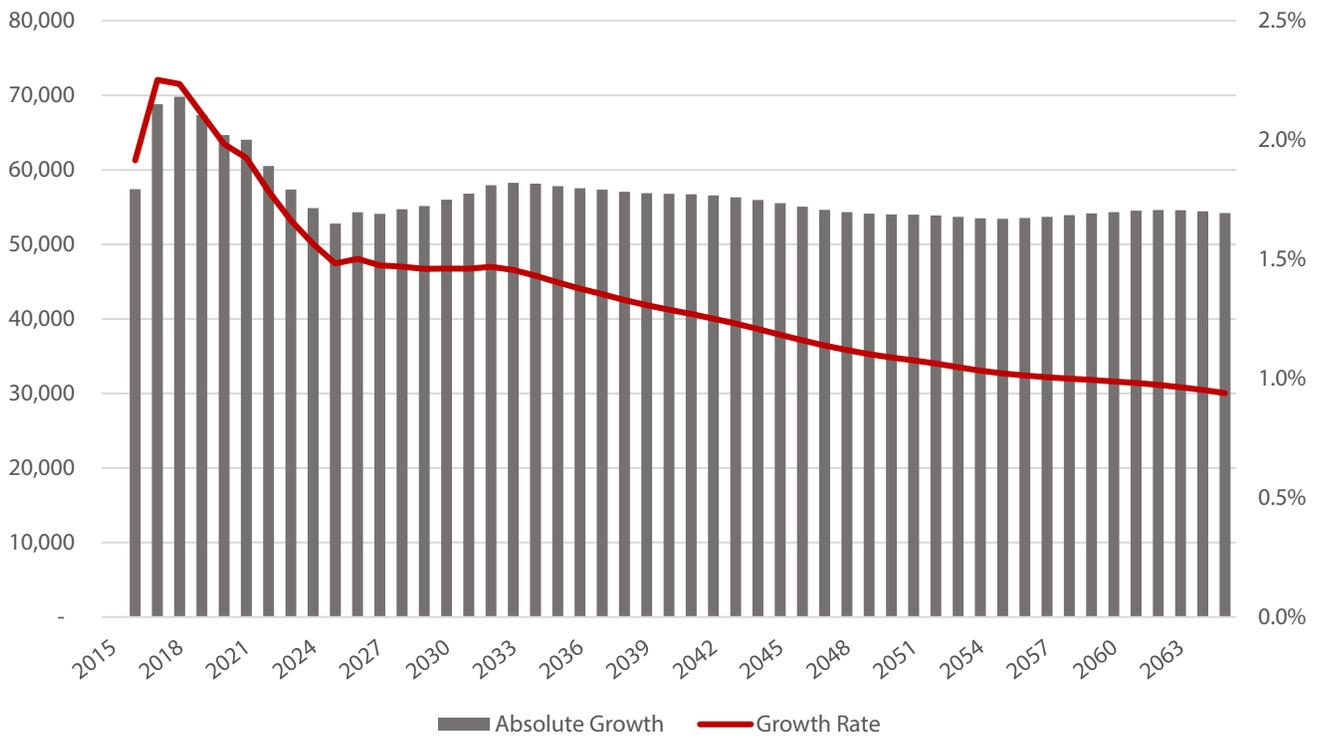


Table 2: Utah Components of Change

Year	Region	Births	Deaths	Natural Increase	Net Migration	Growth
2015	Utah	50,904	17,353	33,551	21,994	55,545
2016	Utah	50,573	17,445	33,128	24,274	57,402
2017	Utah	53,382	17,541	35,841	32,960	68,801
2018	Utah	54,144	18,256	35,888	33,920	69,809
2019	Utah	54,883	19,003	35,880	31,469	67,349
2020	Utah	55,563	19,747	35,816	28,845	64,661
2021	Utah	56,226	17,839	38,388	25,654	64,042
2022	Utah	56,884	18,437	38,447	22,071	60,518
2023	Utah	57,534	19,029	38,505	18,874	57,379
2024	Utah	58,201	19,615	38,586	16,275	54,861
2025	Utah	58,897	20,201	38,696	14,115	52,811
2026	Utah	59,623	20,790	38,833	15,473	54,306
2027	Utah	60,430	21,381	39,049	15,051	54,099
2028	Utah	61,262	21,987	39,275	15,436	54,711
2029	Utah	62,122	22,614	39,507	15,648	55,155
2030	Utah	62,984	23,260	39,724	16,278	56,003
2031	Utah	63,831	23,925	39,905	16,906	56,811
2032	Utah	64,657	24,611	40,046	17,902	57,948
2033	Utah	65,449	25,319	40,131	18,143	58,273
2034	Utah	66,169	26,040	40,129	18,019	58,148
2035	Utah	66,807	26,771	40,036	17,790	57,826
2036	Utah	67,362	27,509	39,853	17,695	57,548
2037	Utah	67,827	28,252	39,575	17,768	57,344
2038	Utah	68,218	28,995	39,223	17,837	57,060
2039	Utah	68,555	29,736	38,819	18,068	56,887
2040	Utah	68,856	30,472	38,385	18,411	56,795
2041	Utah	69,138	31,201	37,937	18,791	56,728
2042	Utah	69,432	31,922	37,510	19,059	56,569
2043	Utah	69,755	32,632	37,123	19,198	56,321
2044	Utah	70,100	33,328	36,772	19,192	55,965
2045	Utah	70,478	34,003	36,475	19,049	55,525
2046	Utah	70,893	34,654	36,239	18,823	55,062
2047	Utah	71,349	35,287	36,062	18,566	54,628
2048	Utah	71,845	35,909	35,937	18,405	54,341
2049	Utah	72,392	36,506	35,885	18,236	54,122
2050	Utah	72,985	37,082	35,903	18,119	54,022
2051	Utah	73,623	37,642	35,981	18,023	54,004
2052	Utah	74,307	38,194	36,113	17,777	53,890
2053	Utah	75,031	38,741	36,291	17,416	53,707
2054	Utah	75,785	39,284	36,500	16,994	53,495
2055	Utah	76,557	39,828	36,730	16,710	53,439
2056	Utah	77,343	40,377	36,966	16,574	53,540
2057	Utah	78,139	40,938	37,201	16,496	53,696
2058	Utah	78,933	41,518	37,414	16,507	53,921
2059	Utah	79,717	42,123	37,595	16,569	54,163
2060	Utah	80,485	42,755	37,730	16,605	54,335
2061	Utah	81,229	43,421	37,809	16,711	54,519
2062	Utah	81,944	44,119	37,825	16,787	54,613
2063	Utah	82,624	44,850	37,774	16,816	54,590
2064	Utah	83,266	45,617	37,650	16,804	54,454
2065	Utah	83,868	46,416	37,452	16,758	54,210

Utah: Absolute and % Growth



Utah: Components of Change

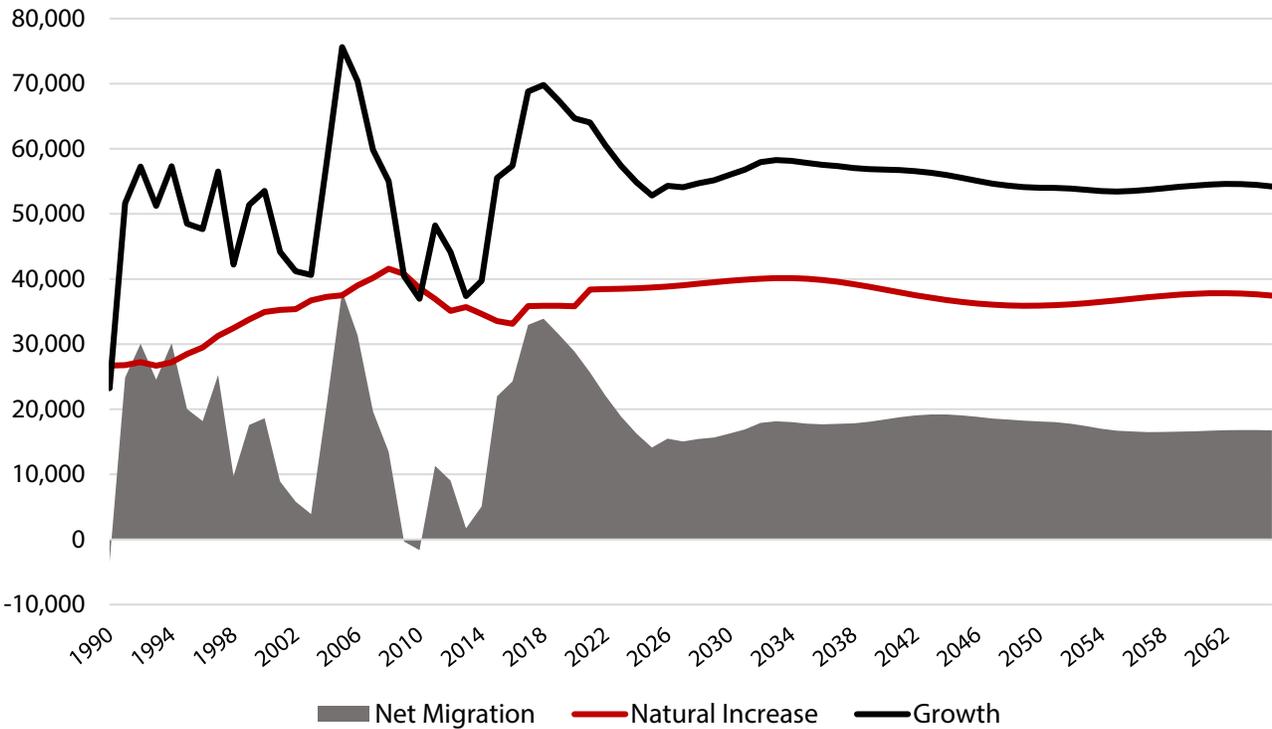


Table 3: Utah Employment and Households

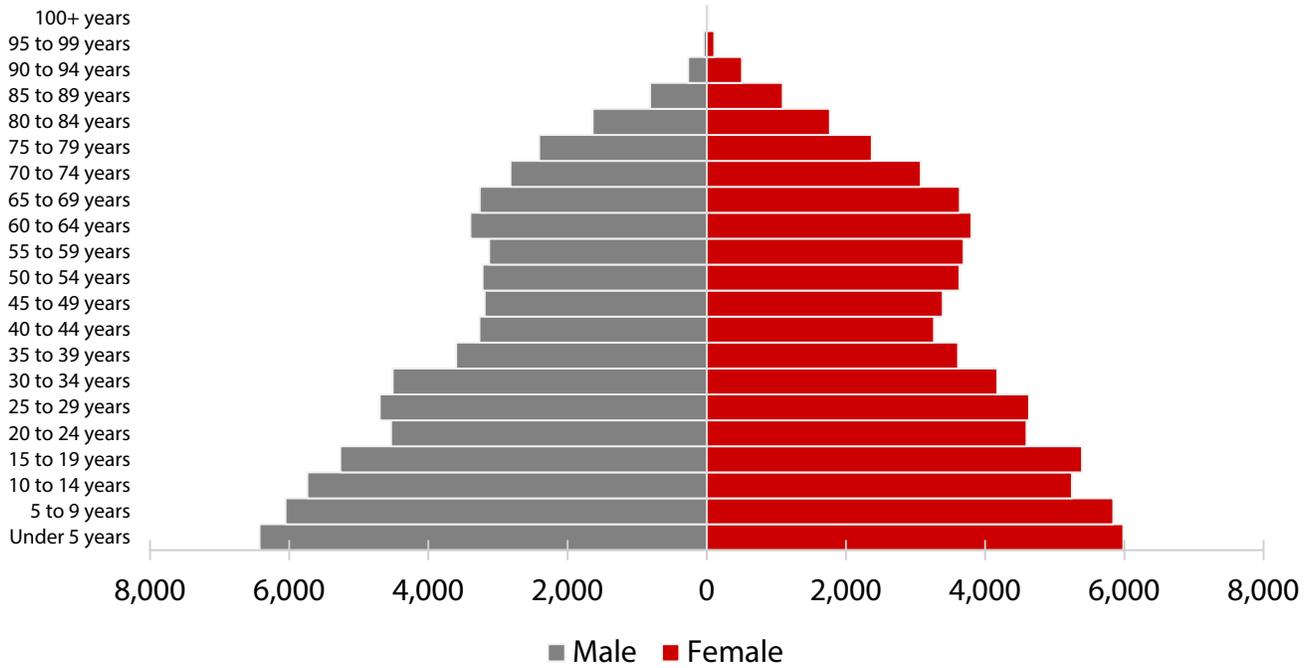
Year	Total Employment			Total Households			
	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate	Average Size
2015	1,863,692			987,442			2.99
2016	1,932,688	68,996	3.7%	1,011,905	24,463	2.5%	2.97
2017	1,998,217	65,530	3.4%	1,039,980	28,075	2.8%	2.95
2018	2,058,177	59,959	3.0%	1,069,114	29,134	2.8%	2.94
2019	2,113,031	54,854	2.7%	1,097,501	28,387	2.7%	2.92
2020	2,163,867	50,835	2.4%	1,125,044	27,543	2.5%	2.91
2021	2,210,750	46,883	2.2%	1,153,177	28,133	2.5%	2.89
2022	2,254,342	43,592	2.0%	1,180,155	26,978	2.3%	2.88
2023	2,295,518	41,176	1.8%	1,206,243	26,088	2.2%	2.86
2024	2,335,118	39,600	1.7%	1,231,542	25,299	2.1%	2.85
2025	2,373,675	38,558	1.7%	1,256,295	24,753	2.0%	2.83
2026	2,411,432	37,756	1.6%	1,281,399	25,104	2.0%	2.82
2027	2,448,420	36,988	1.5%	1,306,435	25,036	2.0%	2.80
2028	2,484,712	36,292	1.5%	1,331,723	25,288	1.9%	2.79
2029	2,520,483	35,771	1.4%	1,357,131	25,408	1.9%	2.78
2030	2,555,872	35,388	1.4%	1,382,797	25,666	1.9%	2.77
2031	2,590,957	35,086	1.4%	1,409,046	26,249	1.9%	2.76
2032	2,625,769	34,811	1.3%	1,435,827	26,781	1.9%	2.74
2033	2,660,302	34,534	1.3%	1,462,740	26,913	1.9%	2.73
2034	2,694,557	34,254	1.3%	1,489,601	26,861	1.8%	2.72
2035	2,728,541	33,984	1.3%	1,515,728	26,126	1.8%	2.71
2036	2,762,252	33,711	1.2%	1,541,141	25,414	1.7%	2.71
2037	2,795,701	33,449	1.2%	1,566,339	25,198	1.6%	2.70
2038	2,828,921	33,220	1.2%	1,591,194	24,855	1.6%	2.69
2039	2,861,942	33,021	1.2%	1,615,947	24,752	1.6%	2.68
2040	2,894,787	32,845	1.1%	1,640,342	24,396	1.5%	2.68
2041	2,927,472	32,685	1.1%	1,664,539	24,196	1.5%	2.67
2042	2,960,009	32,537	1.1%	1,688,209	23,670	1.4%	2.67
2043	2,992,403	32,394	1.1%	1,711,483	23,274	1.4%	2.66
2044	3,024,653	32,251	1.1%	1,734,756	23,273	1.4%	2.66
2045	3,056,754	32,101	1.1%	1,757,619	22,863	1.3%	2.66
2046	3,088,695	31,941	1.0%	1,780,277	22,657	1.3%	2.65
2047	3,120,470	31,775	1.0%	1,802,676	22,399	1.3%	2.65
2048	3,152,074	31,604	1.0%	1,825,099	22,423	1.2%	2.65
2049	3,183,499	31,426	1.0%	1,847,852	22,754	1.2%	2.64
2050	3,214,743	31,244	1.0%	1,870,806	22,954	1.2%	2.64
2051	3,245,805	31,062	1.0%	1,893,840	23,034	1.2%	2.63
2052	3,276,685	30,880	1.0%	1,916,951	23,110	1.2%	2.63
2053	3,307,381	30,696	0.9%	1,940,444	23,493	1.2%	2.62
2054	3,337,889	30,508	0.9%	1,964,548	24,104	1.2%	2.62
2055	3,368,205	30,316	0.9%	1,989,132	24,584	1.3%	2.61
2056	3,398,322	30,117	0.9%	2,013,292	24,161	1.2%	2.61
2057	3,428,234	29,911	0.9%	2,037,308	24,016	1.2%	2.60
2058	3,457,930	29,697	0.9%	2,061,648	24,340	1.2%	2.60
2059	3,487,402	29,471	0.9%	2,086,297	24,649	1.2%	2.59
2060	3,516,636	29,234	0.8%	2,111,304	25,007	1.2%	2.59
2061	3,545,619	28,983	0.8%	2,136,644	25,340	1.2%	2.58
2062	3,574,337	28,717	0.8%	2,161,332	24,688	1.2%	2.58
2063	3,602,770	28,434	0.8%	2,185,757	24,426	1.1%	2.57
2064	3,630,902	28,131	0.8%	2,210,140	24,383	1.1%	2.57
2065	3,658,710	27,808	0.8%	2,234,094	23,954	1.1%	2.57

Washington County

Table 1: Washington Demographic Summary: 2015-2065

Year	Total Population				School Age Population (5-17)			Working Age Population (18-64)			Retirement Age Population (65+)		
	Total	Absolute Growth	Growth Rate	Median Age	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate
2015	154,602			35.7	31,725			81,423			31,039		
2016	160,359	5,757	3.7%	36.4	32,278	552	1.7%	84,710	3,287	4.0%	33,012	1,973	6.4%
2017	166,534	6,174	3.9%	36.8	32,534	256	0.8%	87,916	3,206	3.8%	35,114	2,101	6.4%
2018	173,226	6,693	4.0%	37.4	32,828	294	0.9%	91,289	3,372	3.8%	37,482	2,369	6.7%
2019	179,953	6,726	3.9%	37.8	33,234	406	1.2%	94,741	3,452	3.8%	39,736	2,254	6.0%
2020	186,618	6,665	3.7%	38.2	33,517	284	0.9%	98,301	3,560	3.8%	41,885	2,149	5.4%
2021	193,437	6,819	3.7%	38.6	33,598	81	0.2%	102,022	3,720	3.8%	44,069	2,184	5.2%
2022	200,091	6,654	3.4%	38.9	34,057	459	1.4%	105,814	3,792	3.7%	46,045	1,976	4.5%
2023	206,551	6,459	3.2%	39.2	34,528	471	1.4%	109,548	3,734	3.5%	47,886	1,841	4.0%
2024	212,851	6,300	3.1%	39.4	34,975	446	1.3%	113,278	3,731	3.4%	49,593	1,707	3.6%
2025	219,019	6,168	2.9%	39.6	35,392	417	1.2%	116,959	3,681	3.2%	51,237	1,644	3.3%
2026	225,301	6,282	2.9%	39.7	35,924	532	1.5%	120,832	3,873	3.3%	52,650	1,413	2.8%
2027	231,647	6,345	2.8%	39.8	36,611	687	1.9%	124,684	3,852	3.2%	53,981	1,330	2.5%
2028	238,162	6,515	2.8%	39.9	37,512	901	2.5%	128,449	3,765	3.0%	55,339	1,358	2.5%
2029	244,834	6,673	2.8%	40.0	38,559	1,047	2.8%	132,227	3,778	2.9%	56,688	1,349	2.4%
2030	251,636	6,801	2.8%	40.1	39,895	1,336	3.5%	135,892	3,664	2.8%	57,993	1,305	2.3%
2031	258,560	6,924	2.8%	40.3	41,334	1,439	3.6%	139,638	3,747	2.8%	59,249	1,256	2.2%
2032	265,659	7,099	2.7%	40.4	42,780	1,446	3.5%	143,502	3,863	2.8%	60,571	1,322	2.2%
2033	272,757	7,098	2.7%	40.6	44,277	1,497	3.5%	147,249	3,747	2.6%	61,992	1,420	2.3%
2034	279,798	7,042	2.6%	40.7	45,931	1,654	3.7%	150,750	3,501	2.4%	63,496	1,504	2.4%
2035	286,768	6,970	2.5%	40.8	47,238	1,307	2.8%	154,514	3,764	2.5%	65,065	1,569	2.5%
2036	293,688	6,919	2.4%	41.0	48,446	1,208	2.6%	158,307	3,793	2.5%	66,701	1,636	2.5%
2037	300,557	6,869	2.3%	41.2	49,623	1,177	2.4%	162,135	3,828	2.4%	68,336	1,635	2.5%
2038	307,369	6,812	2.3%	41.4	50,773	1,149	2.3%	166,017	3,881	2.4%	69,936	1,599	2.3%
2039	314,159	6,790	2.2%	41.6	51,889	1,117	2.2%	169,899	3,883	2.3%	71,575	1,639	2.3%
2040	320,956	6,797	2.2%	41.9	52,964	1,075	2.1%	173,726	3,827	2.3%	73,332	1,757	2.5%
2041	327,790	6,834	2.1%	42.1	53,989	1,025	1.9%	177,484	3,759	2.2%	75,239	1,907	2.6%
2042	334,667	6,877	2.1%	42.4	54,951	962	1.8%	181,145	3,660	2.1%	77,328	2,089	2.8%
2043	341,580	6,913	2.1%	42.6	55,840	889	1.6%	184,716	3,571	2.0%	79,581	2,253	2.9%
2044	348,541	6,961	2.0%	42.9	56,660	820	1.5%	188,218	3,501	1.9%	81,978	2,397	3.0%
2045	355,549	7,008	2.0%	43.2	57,414	754	1.3%	191,555	3,338	1.8%	84,604	2,626	3.2%
2046	362,607	7,058	2.0%	43.4	58,113	699	1.2%	194,799	3,243	1.7%	87,381	2,777	3.3%
2047	369,716	7,110	2.0%	43.7	58,767	655	1.1%	198,022	3,223	1.7%	90,229	2,848	3.3%
2048	376,891	7,175	1.9%	43.9	59,391	624	1.1%	201,322	3,300	1.7%	93,054	2,825	3.1%
2049	384,140	7,249	1.9%	44.2	60,000	609	1.0%	204,819	3,498	1.7%	95,732	2,678	2.9%
2050	391,468	7,328	1.9%	44.4	60,612	611	1.0%	208,395	3,576	1.7%	98,376	2,644	2.8%
2051	398,894	7,426	1.9%	44.6	61,251	639	1.1%	211,921	3,525	1.7%	101,113	2,737	2.8%
2052	406,402	7,508	1.9%	44.8	61,931	680	1.1%	215,416	3,495	1.6%	103,898	2,785	2.8%
2053	413,976	7,574	1.9%	45.0	62,670	739	1.2%	218,971	3,555	1.7%	106,611	2,713	2.6%
2054	421,604	7,628	1.8%	45.1	63,484	813	1.3%	222,581	3,610	1.6%	109,236	2,625	2.5%
2055	429,295	7,691	1.8%	45.1	64,385	902	1.4%	226,056	3,475	1.6%	111,963	2,727	2.5%
2056	437,059	7,764	1.8%	45.2	65,385	1,000	1.6%	229,323	3,267	1.4%	114,866	2,903	2.6%
2057	444,902	7,844	1.8%	45.1	66,488	1,104	1.7%	232,644	3,321	1.4%	117,691	2,825	2.5%
2058	452,821	7,919	1.8%	45.0	67,693	1,205	1.8%	236,068	3,424	1.5%	120,389	2,699	2.3%
2059	460,804	7,982	1.8%	44.8	68,989	1,297	1.9%	239,628	3,560	1.5%	122,933	2,543	2.1%
2060	468,830	8,026	1.7%	44.6	70,366	1,377	2.0%	243,332	3,705	1.5%	125,309	2,376	1.9%
2061	476,889	8,059	1.7%	44.5	71,810	1,443	2.1%	246,990	3,658	1.5%	127,718	2,409	1.9%
2062	484,960	8,071	1.7%	44.4	73,305	1,495	2.1%	250,451	3,461	1.4%	130,308	2,590	2.0%
2063	493,018	8,058	1.7%	44.3	74,837	1,533	2.1%	253,813	3,363	1.3%	132,971	2,664	2.0%
2064	501,026	8,008	1.6%	44.3	76,389	1,552	2.1%	257,106	3,293	1.3%	135,663	2,692	2.0%
2065	508,952	7,926	1.6%	44.3	77,944	1,555	2.0%	260,293	3,187	1.2%	138,403	2,740	2.0%

Washington: 2010 Population Pyramid



Washington: 2065 Population Pyramid

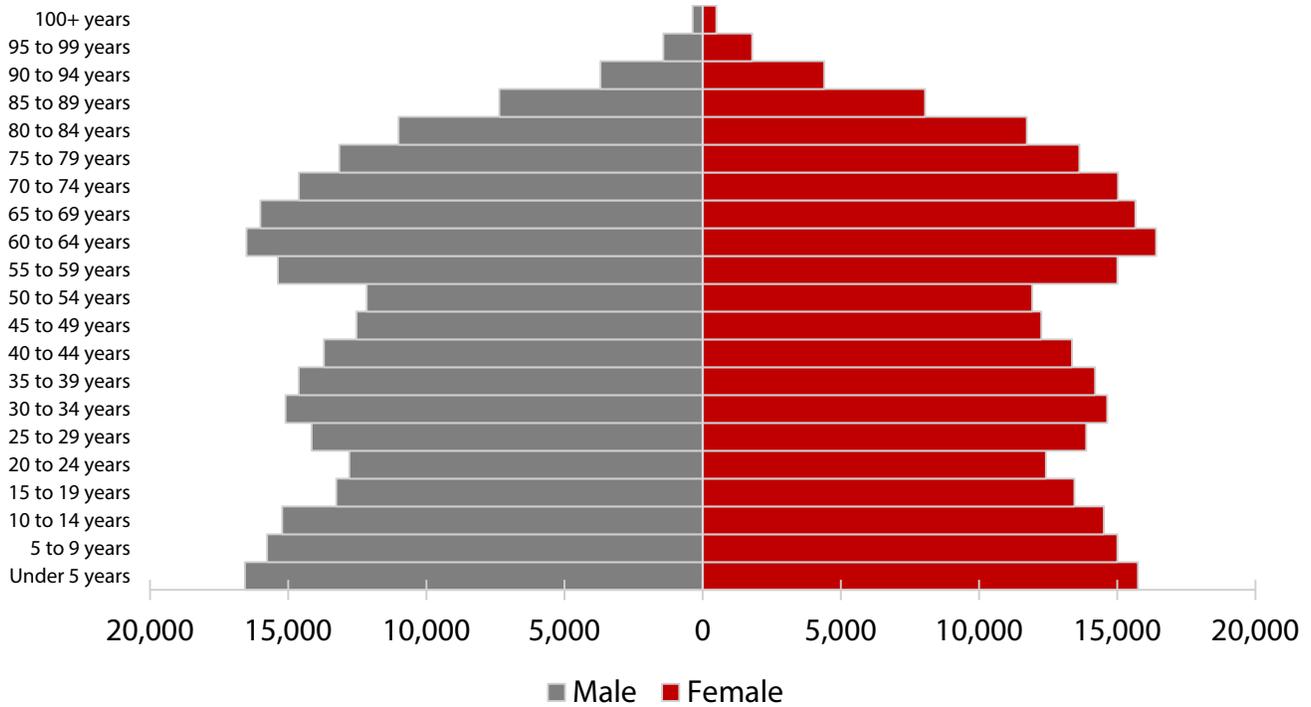
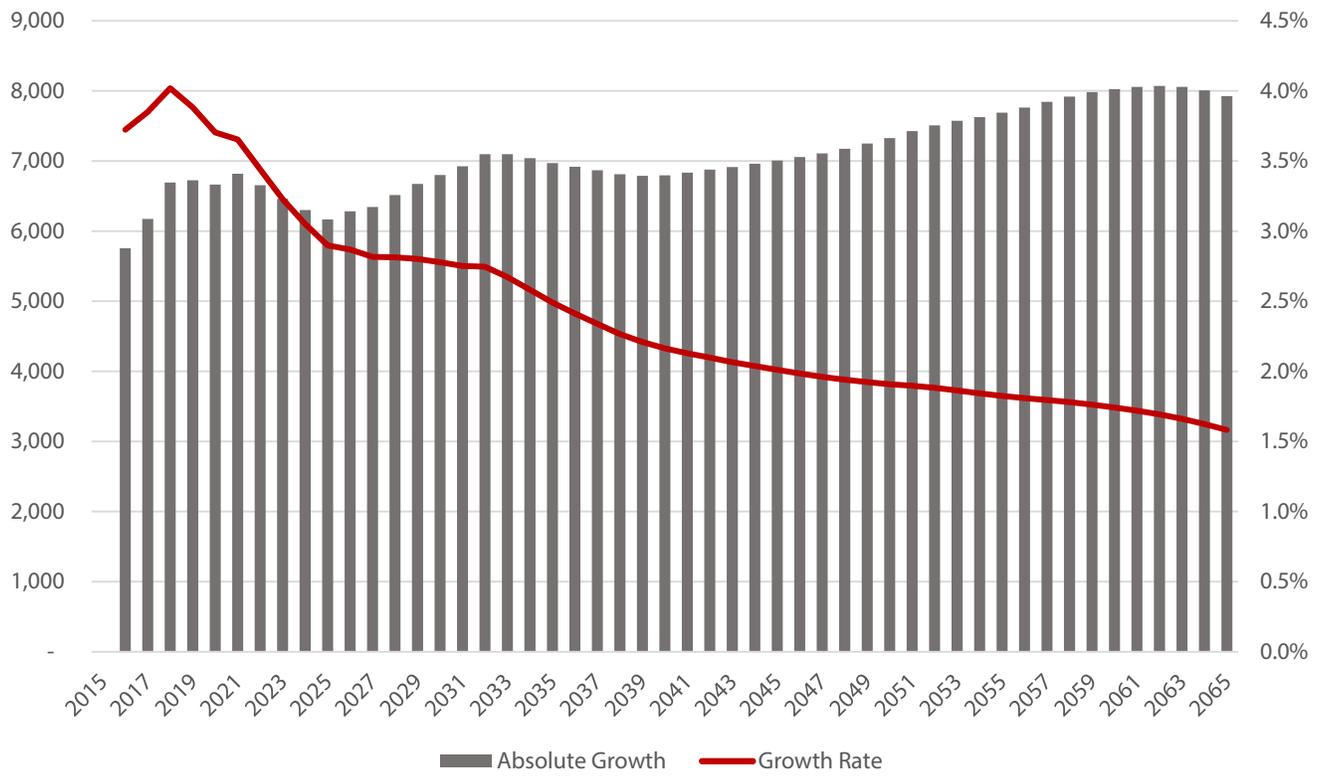


Table 2: Washington Components of Change

Year	County	Births	Deaths	Natural Increase	Net Migration	Growth
2015	Washington	2,228	1,205	1,023	3,079	4,102
2016	Washington	2,132	1,274	858	4,899	5,757
2017	Washington	2,632	1,720	912	5,262	6,174
2018	Washington	2,711	1,834	877	5,816	6,693
2019	Washington	2,794	1,959	835	5,891	6,726
2020	Washington	2,878	2,079	799	5,865	6,665
2021	Washington	2,966	1,917	1,049	5,771	6,819
2022	Washington	3,056	2,013	1,043	5,611	6,654
2023	Washington	3,148	2,102	1,046	5,413	6,459
2024	Washington	3,244	2,184	1,060	5,241	6,300
2025	Washington	3,341	2,261	1,081	5,087	6,168
2026	Washington	3,441	2,332	1,108	5,174	6,282
2027	Washington	3,546	2,396	1,150	5,196	6,345
2028	Washington	3,649	2,459	1,190	5,325	6,515
2029	Washington	3,751	2,524	1,228	5,445	6,673
2030	Washington	3,851	2,589	1,262	5,539	6,801
2031	Washington	3,943	2,655	1,288	5,637	6,924
2032	Washington	4,025	2,723	1,302	5,797	7,099
2033	Washington	4,098	2,795	1,304	5,794	7,098
2034	Washington	4,159	2,867	1,292	5,750	7,042
2035	Washington	4,206	2,939	1,267	5,703	6,970
2036	Washington	4,243	3,011	1,232	5,687	6,919
2037	Washington	4,272	3,084	1,189	5,681	6,869
2038	Washington	4,298	3,156	1,141	5,671	6,812
2039	Washington	4,324	3,229	1,095	5,695	6,790
2040	Washington	4,355	3,302	1,053	5,743	6,797
2041	Washington	4,394	3,375	1,019	5,815	6,834
2042	Washington	4,442	3,449	993	5,884	6,877
2043	Washington	4,500	3,524	976	5,937	6,913
2044	Washington	4,568	3,600	968	5,993	6,961
2045	Washington	4,644	3,675	969	6,038	7,008
2046	Washington	4,730	3,750	980	6,077	7,058
2047	Washington	4,822	3,824	999	6,111	7,110
2048	Washington	4,922	3,899	1,023	6,152	7,175
2049	Washington	5,026	3,974	1,052	6,197	7,249
2050	Washington	5,135	4,048	1,087	6,241	7,328
2051	Washington	5,248	4,123	1,125	6,301	7,426
2052	Washington	5,365	4,198	1,166	6,342	7,508
2053	Washington	5,483	4,275	1,208	6,367	7,574
2054	Washington	5,603	4,354	1,248	6,379	7,628
2055	Washington	5,722	4,434	1,287	6,403	7,691
2056	Washington	5,839	4,516	1,323	6,440	7,764
2057	Washington	5,955	4,600	1,355	6,489	7,844
2058	Washington	6,069	4,687	1,381	6,538	7,919
2059	Washington	6,178	4,778	1,399	6,583	7,982
2060	Washington	6,282	4,873	1,409	6,617	8,026
2061	Washington	6,381	4,971	1,410	6,649	8,059
2062	Washington	6,475	5,073	1,401	6,670	8,071
2063	Washington	6,563	5,179	1,383	6,675	8,058
2064	Washington	6,646	5,290	1,356	6,652	8,008
2065	Washington	6,725	5,404	1,321	6,605	7,926

Washington: Absolute and % Growth



Washington: Components of Change

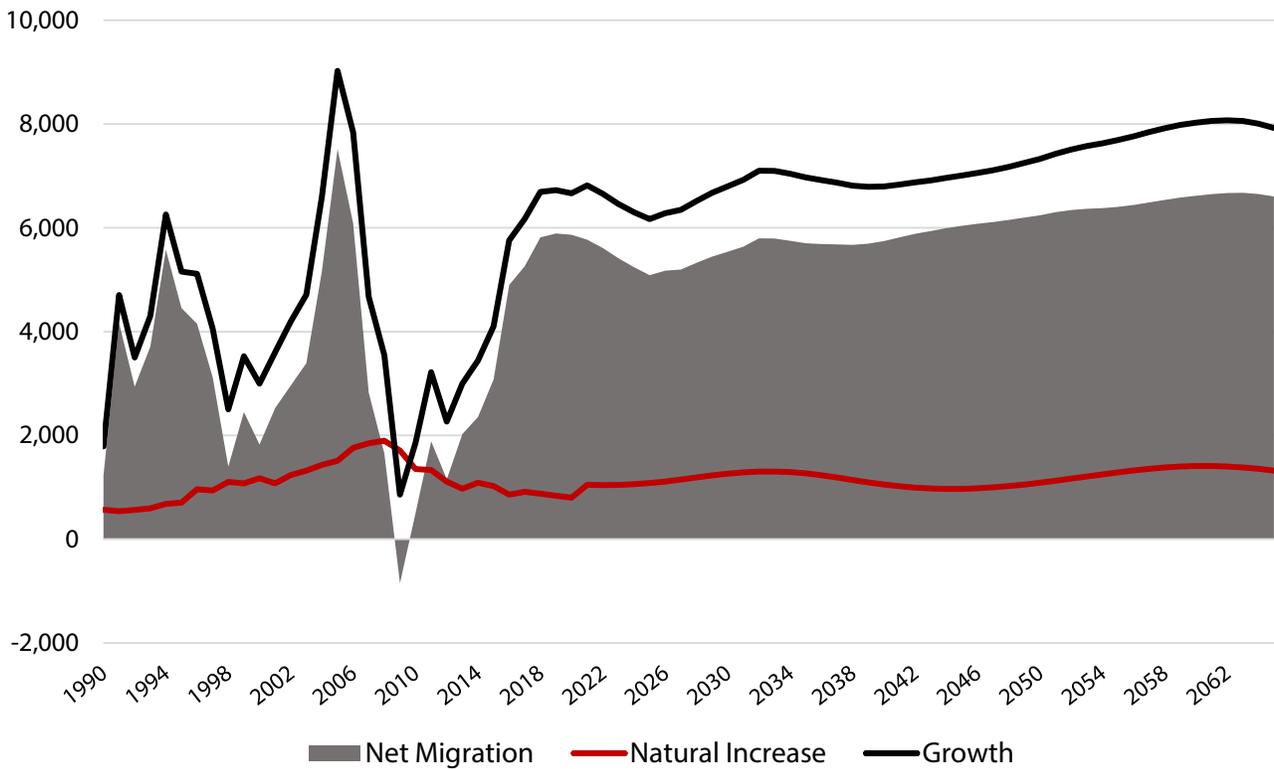


Table 3: Washington Employment and Households

Year	Total Employment			Total Households			
	Total	Absolute Growth	Growth Rate	Total	Absolute Growth	Growth Rate	Average Size
2015	85,410			55,377			2.75
2016	90,607	5,197	6.1%	58,062	2,685	4.8%	2.72
2017	94,442	3,835	4.2%	60,796	2,734	4.7%	2.70
2018	98,225	3,783	4.0%	63,742	2,947	4.8%	2.68
2019	101,955	3,730	3.8%	66,679	2,936	4.6%	2.66
2020	105,632	3,677	3.6%	69,547	2,868	4.3%	2.65
2021	109,256	3,624	3.4%	72,521	2,974	4.3%	2.63
2022	112,828	3,571	3.3%	75,435	2,914	4.0%	2.62
2023	116,346	3,519	3.1%	78,243	2,807	3.7%	2.60
2024	119,812	3,466	3.0%	80,956	2,713	3.5%	2.59
2025	123,225	3,413	2.8%	83,595	2,639	3.3%	2.59
2026	126,585	3,360	2.7%	86,191	2,596	3.1%	2.58
2027	129,892	3,307	2.6%	88,783	2,592	3.0%	2.58
2028	133,147	3,254	2.5%	91,469	2,686	3.0%	2.57
2029	136,348	3,201	2.4%	94,191	2,722	3.0%	2.57
2030	139,496	3,148	2.3%	96,972	2,782	3.0%	2.56
2031	142,592	3,095	2.2%	99,776	2,804	2.9%	2.56
2032	145,634	3,043	2.1%	102,676	2,900	2.9%	2.55
2033	148,624	2,990	2.1%	105,623	2,947	2.9%	2.55
2034	151,561	2,937	2.0%	108,563	2,940	2.8%	2.54
2035	154,444	2,884	1.9%	111,434	2,871	2.6%	2.54
2036	157,275	2,831	1.8%	114,291	2,857	2.6%	2.54
2037	160,052	2,778	1.8%	117,086	2,795	2.4%	2.53
2038	162,777	2,724	1.7%	119,862	2,776	2.4%	2.53
2039	165,448	2,671	1.6%	122,655	2,792	2.3%	2.53
2040	168,066	2,618	1.6%	125,452	2,797	2.3%	2.53
2041	170,632	2,565	1.5%	128,262	2,810	2.2%	2.52
2042	173,144	2,512	1.5%	131,105	2,843	2.2%	2.52
2043	175,603	2,459	1.4%	133,973	2,868	2.2%	2.52
2044	178,009	2,406	1.4%	136,911	2,937	2.2%	2.51
2045	180,362	2,353	1.3%	139,895	2,984	2.2%	2.51
2046	182,661	2,300	1.3%	142,891	2,996	2.1%	2.50
2047	184,908	2,247	1.2%	145,900	3,009	2.1%	2.50
2048	187,101	2,193	1.2%	148,942	3,042	2.1%	2.50
2049	189,242	2,140	1.1%	152,054	3,113	2.1%	2.49
2050	191,329	2,087	1.1%	155,260	3,206	2.1%	2.49
2051	193,363	2,034	1.1%	158,505	3,245	2.1%	2.48
2052	195,343	1,981	1.0%	161,740	3,235	2.0%	2.48
2053	197,271	1,927	1.0%	164,987	3,247	2.0%	2.48
2054	199,145	1,874	1.0%	168,278	3,291	2.0%	2.47
2055	200,966	1,821	0.9%	171,615	3,336	2.0%	2.47
2056	202,734	1,768	0.9%	174,941	3,326	1.9%	2.47
2057	204,448	1,715	0.8%	178,251	3,310	1.9%	2.46
2058	206,110	1,661	0.8%	181,569	3,318	1.9%	2.46
2059	207,718	1,608	0.8%	184,905	3,337	1.8%	2.46
2060	209,272	1,555	0.7%	188,271	3,366	1.8%	2.46
2061	210,774	1,501	0.7%	191,690	3,419	1.8%	2.46
2062	212,222	1,448	0.7%	195,096	3,405	1.8%	2.45
2063	213,617	1,395	0.7%	198,450	3,354	1.7%	2.45
2064	214,958	1,342	0.6%	201,748	3,298	1.7%	2.45
2065	216,247	1,288	0.6%	204,976	3,228	1.6%	2.45



DAVID ECCLES SCHOOL OF BUSINESS

Washington County Temporary Resident Population Estimates, 2017

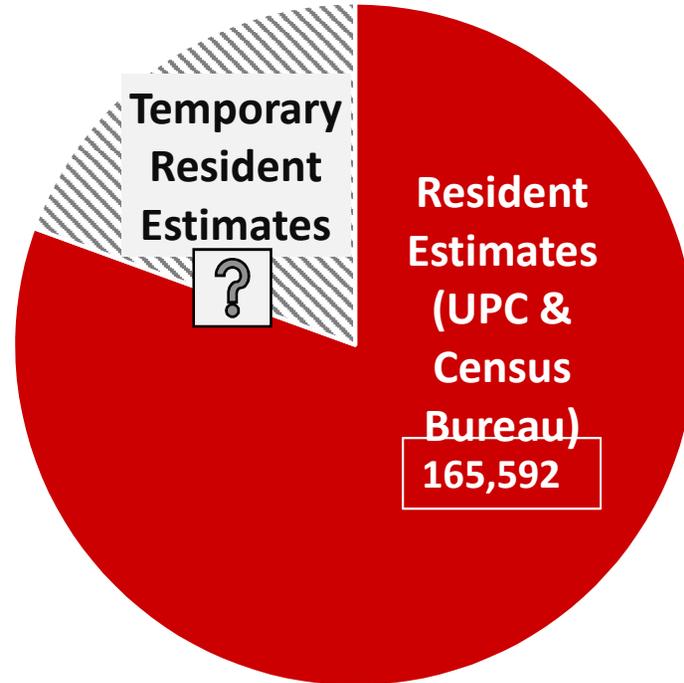
Emily Harris & Pamela S. Perlich
March 2019

INFORMED DECISIONS™

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General Overview



Link to full report:

<https://gardner.utah.edu/wp-content/uploads/WashCounty2017PopEst-Report.pdf>

WASHINGTON COUNTY:
TEMPORARY RESIDENT POPULATION

Temporary Resident Population Estimates: Two Components

Overnight Visitor Population Estimates

- Hotel/Motel/Bed and Breakfast stays
- Campgrounds/RV Parks (public and private)
- Friends and Family Stays
- Youth Residential Program
- *AirBNB/VRBO/HomeAway Supplement*

Seasonal Resident Estimates

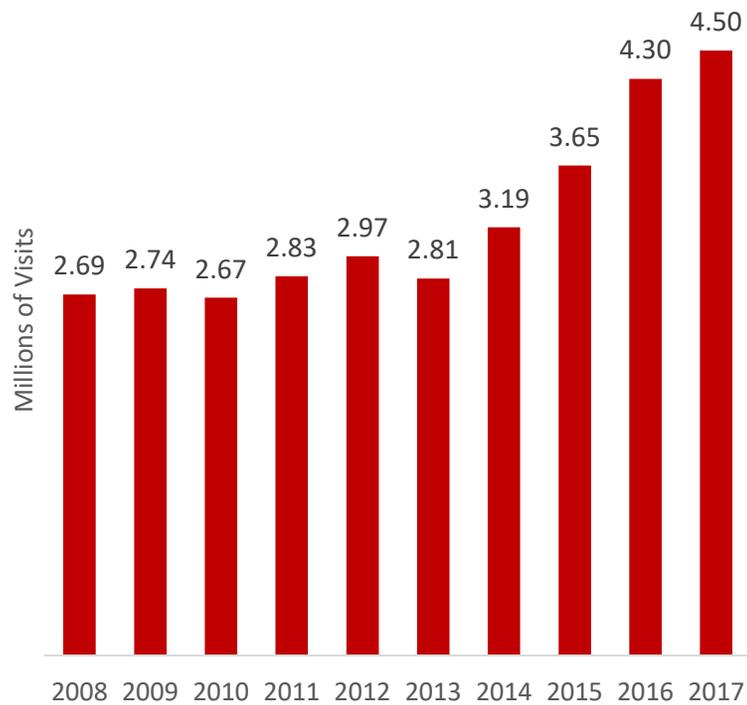
- Second Homes/Non-Primary Homes

Note: This analysis does not include those who pass through Washington County for the day. We only include those who stay at least one night in a Washington County business, home, or campground.

Temporary Resident Population: Overnight Visitors

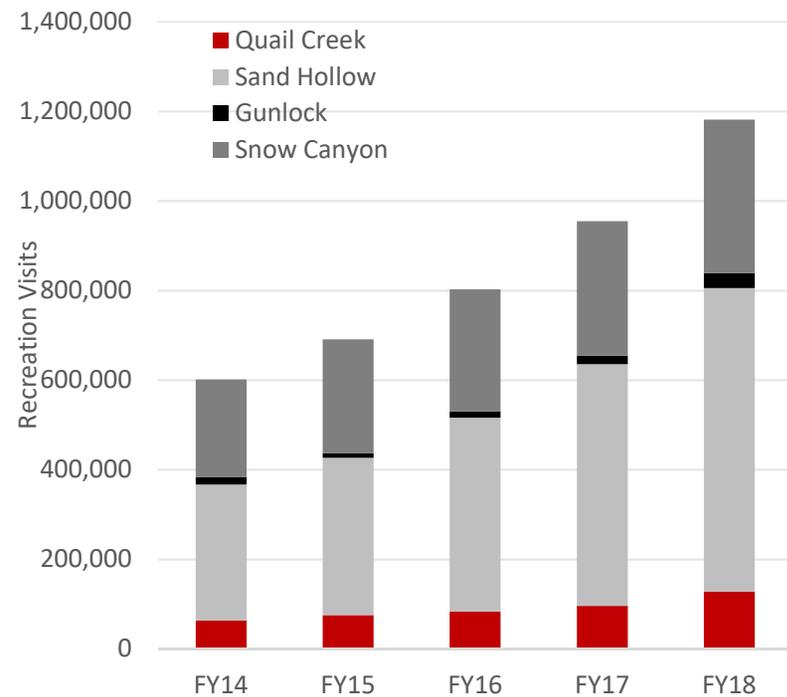
Washington County Parks Visitation

Zion National Park Recreation Visits

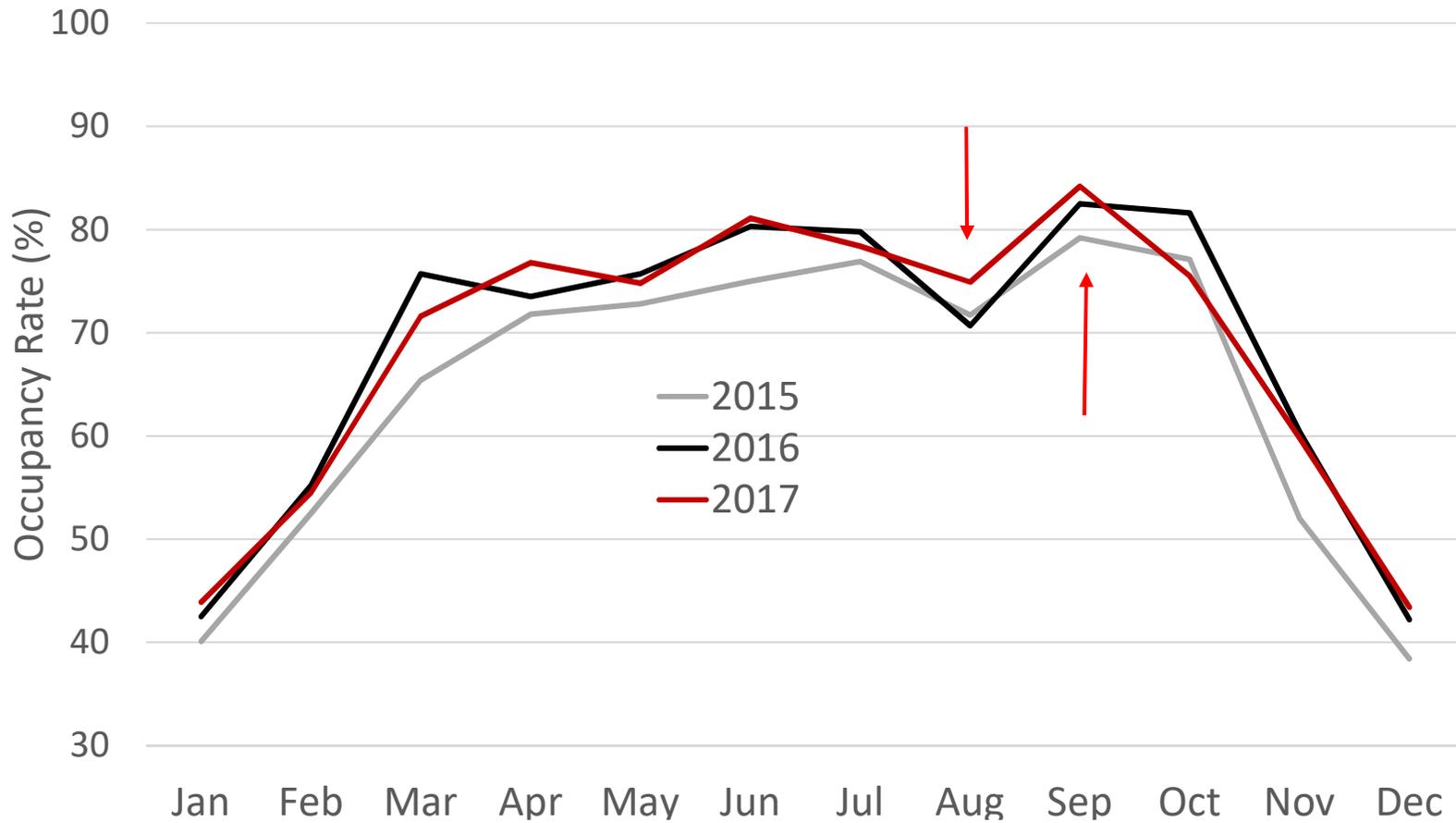


Sources: National Park Service, Utah State Parks

Utah State Park Recreation Visits

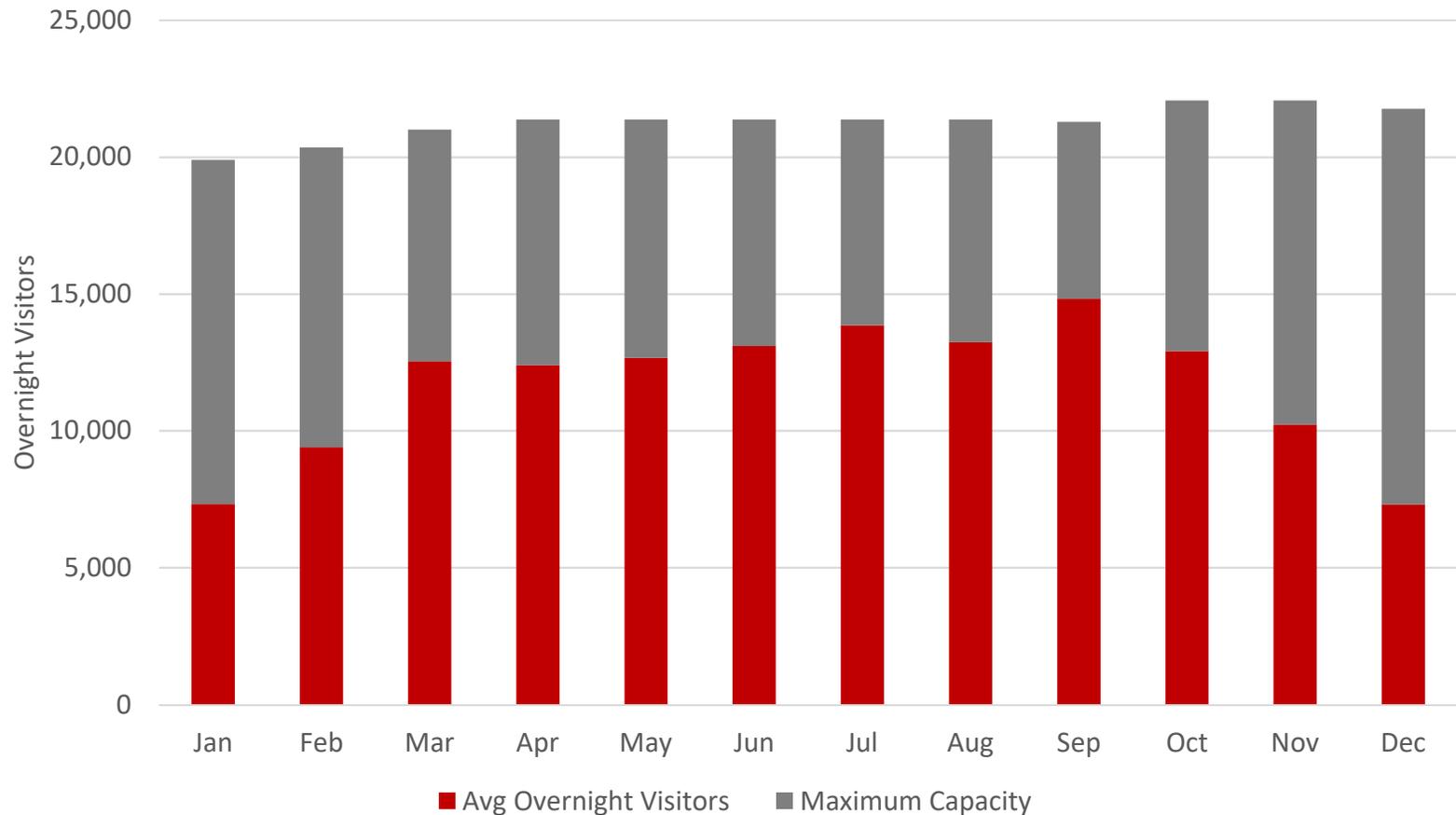


Washington County Hotel Occupancy Rates by Month, 2015-2017



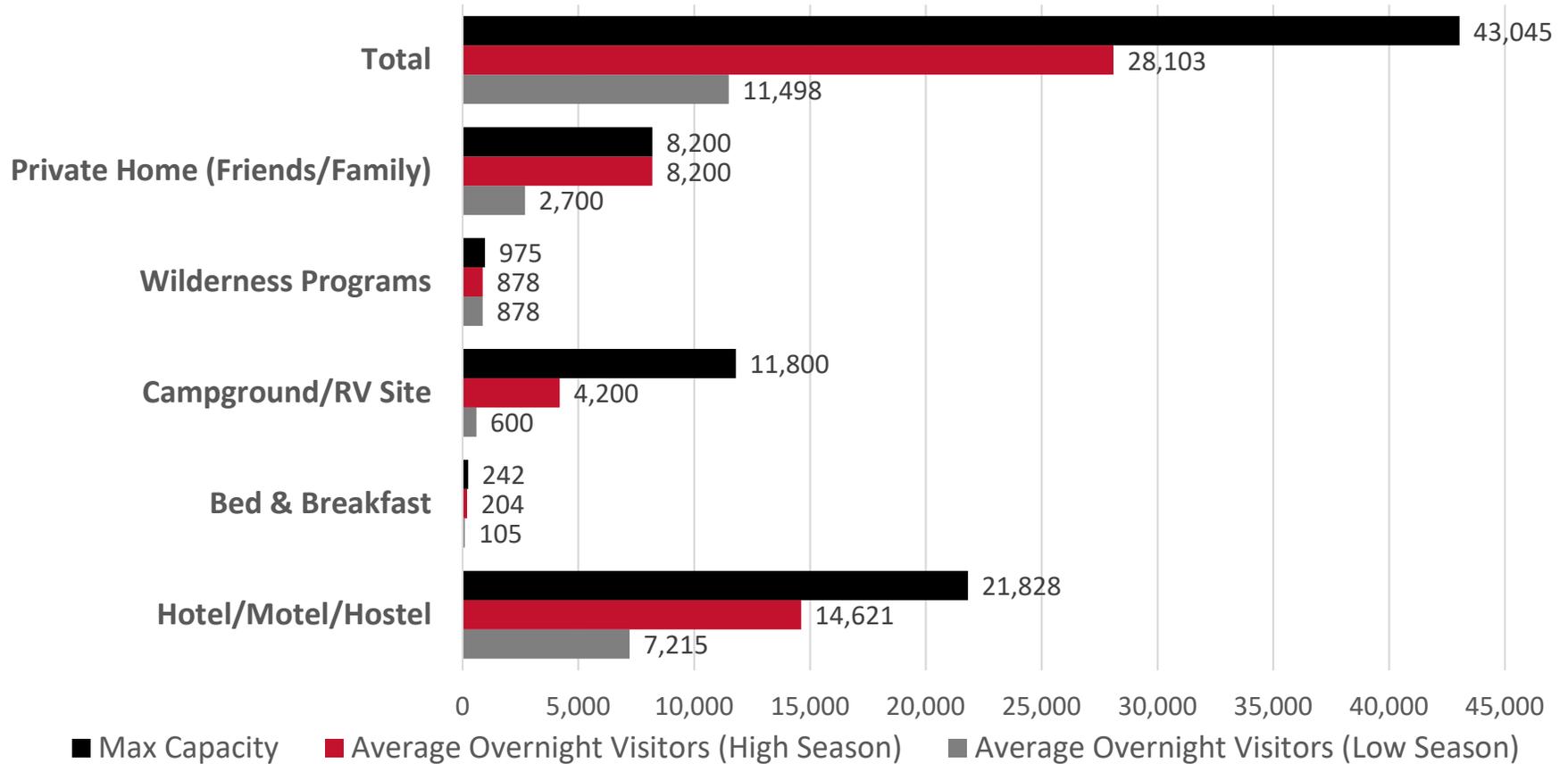
Source: STR, Inc. Republication or other pre-use of this data without the express written permission of STR is strictly prohibited

Peak and Maximum Capacity: Hotel/Motel/Bed and Breakfast



Source: Kem C. Gardner Policy Institute analysis of OmniTrak Group, Inc., and STR, Inc., data

Temporary Visitor Estimates (2017)



Temporary Visitor Estimates (2017)

Accommodation Type	Average Overnight Visitors (Low Season)	Average Overnight Visitors (High Season)	Max Capacity
Hotel/Motel/Hostel	7,215	14,621	21,828
Bed and Breakfast	105	204	242
Campground/RV Site	600	4,200	11,800
Youth Residential Programs	878	878	975
Private Home (Friends/Family)	2,700	8,200	8,200*
Total	11,498	28,103	43,045

**Max capacity unknown for visitors staying with friends and family*

Temporary Resident Population: Seasonal Residents

Seasonal Home Population Estimates (2017)

Secondary Homes: Housing Units

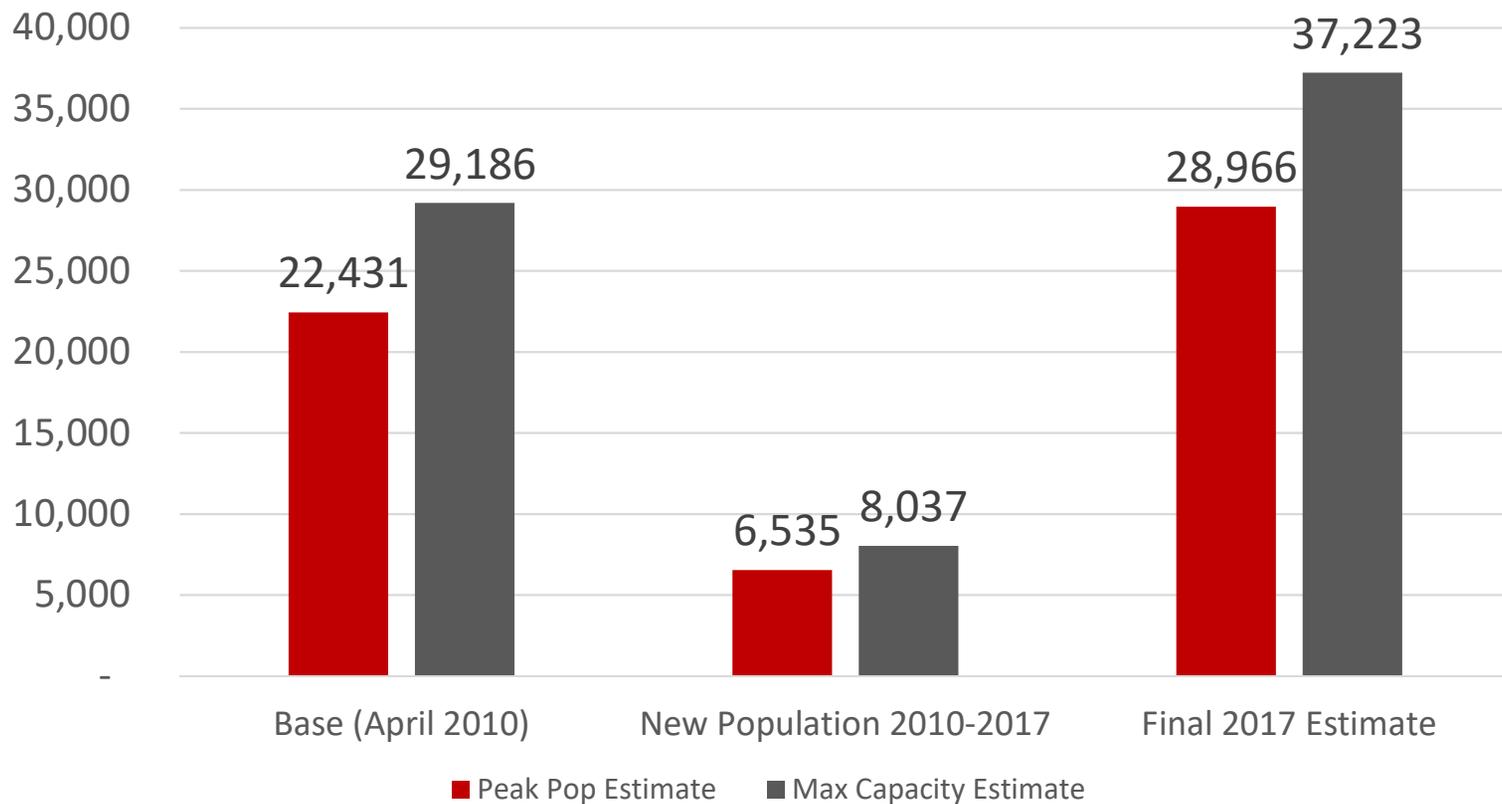
Total # of Units April 1 2010	New Units 2011-2017	Total # of Units 2017
10,477	2,761	13,238

Secondary Homes: Population Estimates

Population April 1 2010	New Population 2011-2017	Total Population 2017
22,431	6,535	28,966

Source: Kem C. Gardner Policy Institute analysis of Washington County Assessor Data and Census Bureau Data

Seasonal Home Population Estimates: Peak and Max Capacity



Source: Kem C. Gardner Policy Institute analysis of Washington County Assessor Data and Census Bureau Data

Temporary Resident Population by Type Washington County, 2017

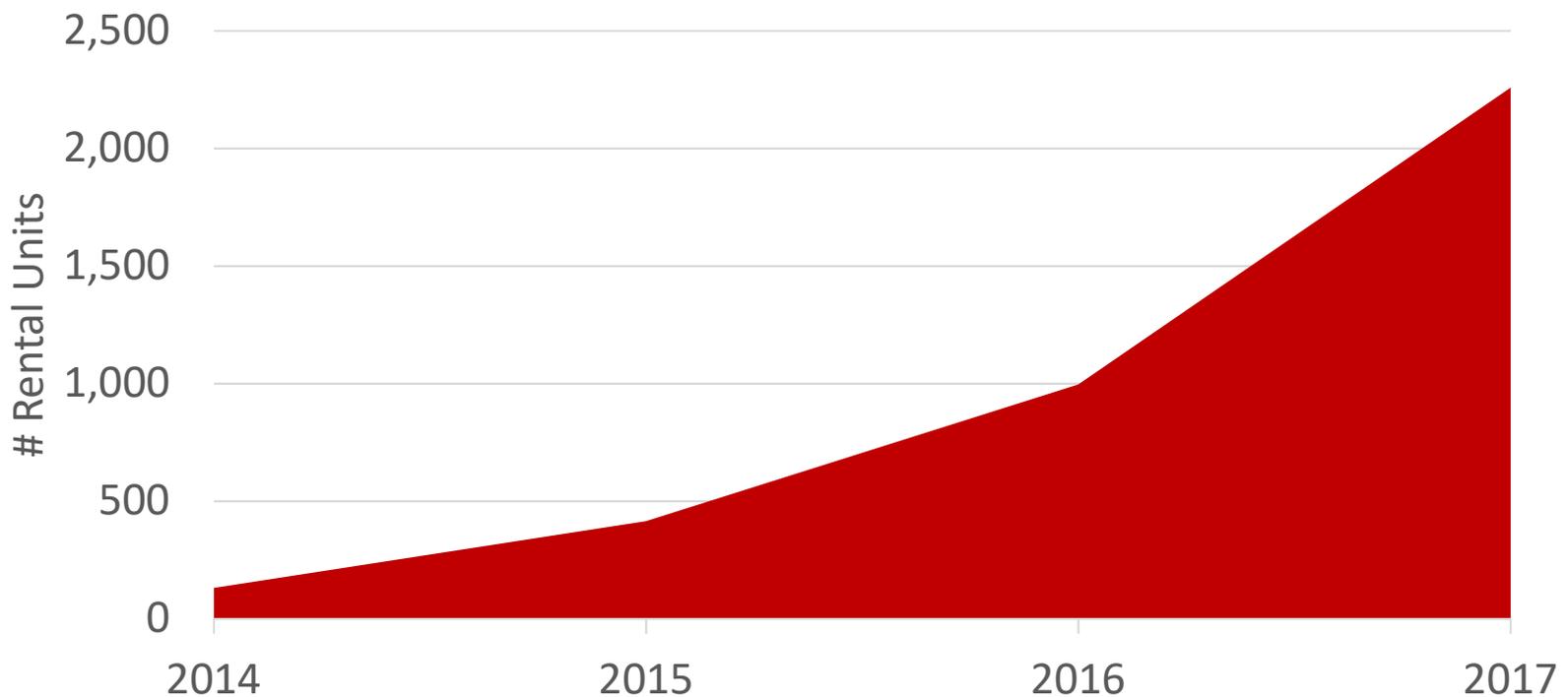
Temporary Resident Population Type	Average Peak Population
Total Seasonal Residents	28,966
Total Overnight Visitors	28,103
Hotel/Motel/Hostel	14,621
Private Home (Friends/Family)	8,200
Campground/RV Site	4,200
Youth Residential Programs	878
Bed and Breakfast	204
Total Temporary Resident Population	57,069

Sources: Utah Population Committee; Kem C. Gardner Policy Institute analysis of STR, Inc., OmniTrak Group, Inc., AirDNA, National Park Service, Utah State Park, Bureau of Land Management, Pine Valley Ranger District, Dixie National Forest, Utah Department of Human Services, and general Washington County hotel, B&B, resort, and campground data, Washington County Assessor data and Census Bureau data.

Temporary Resident Population:
Short-Term Rentals
(Supplementary)

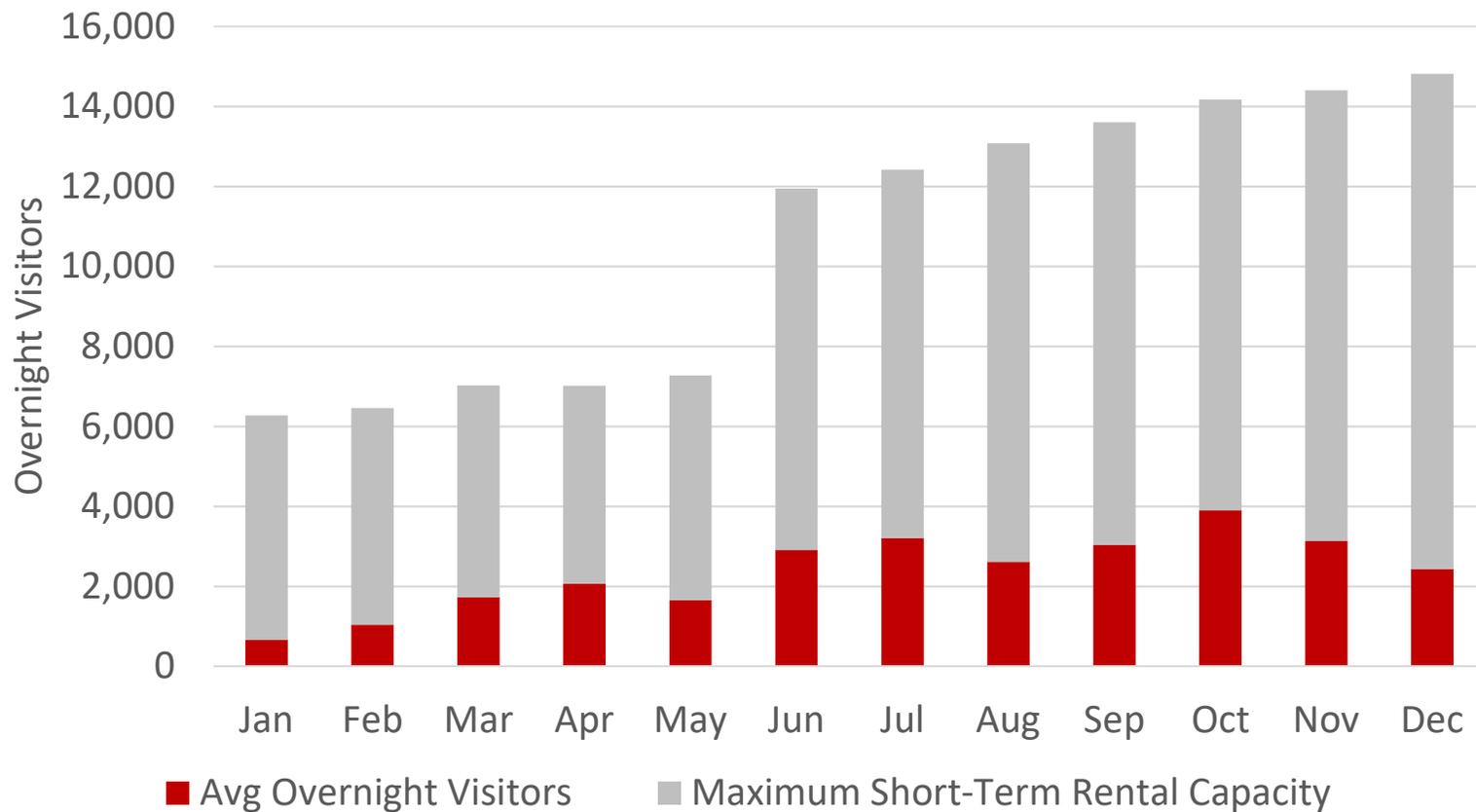
AirBNB, VRBO/HomeAway: Supplemental Analysis

Growth in Washington County's Short-Term Rental Market



Source: Kem C. Gardner Policy Institute analysis of AirDNA Data

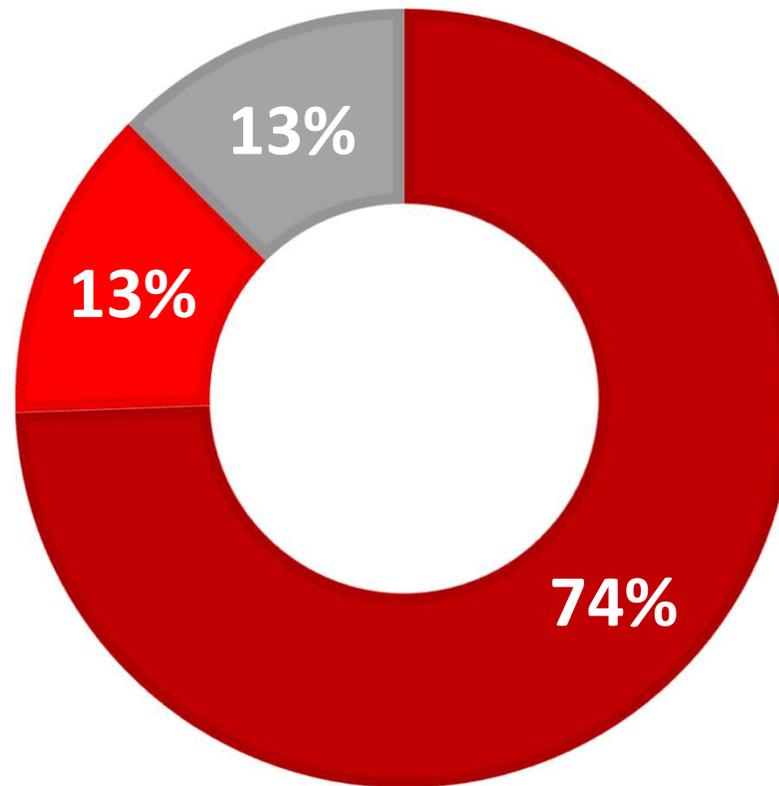
AirBNB, VRBO, HomeAway Analysis: Average Overnights vs Maximum Capacity



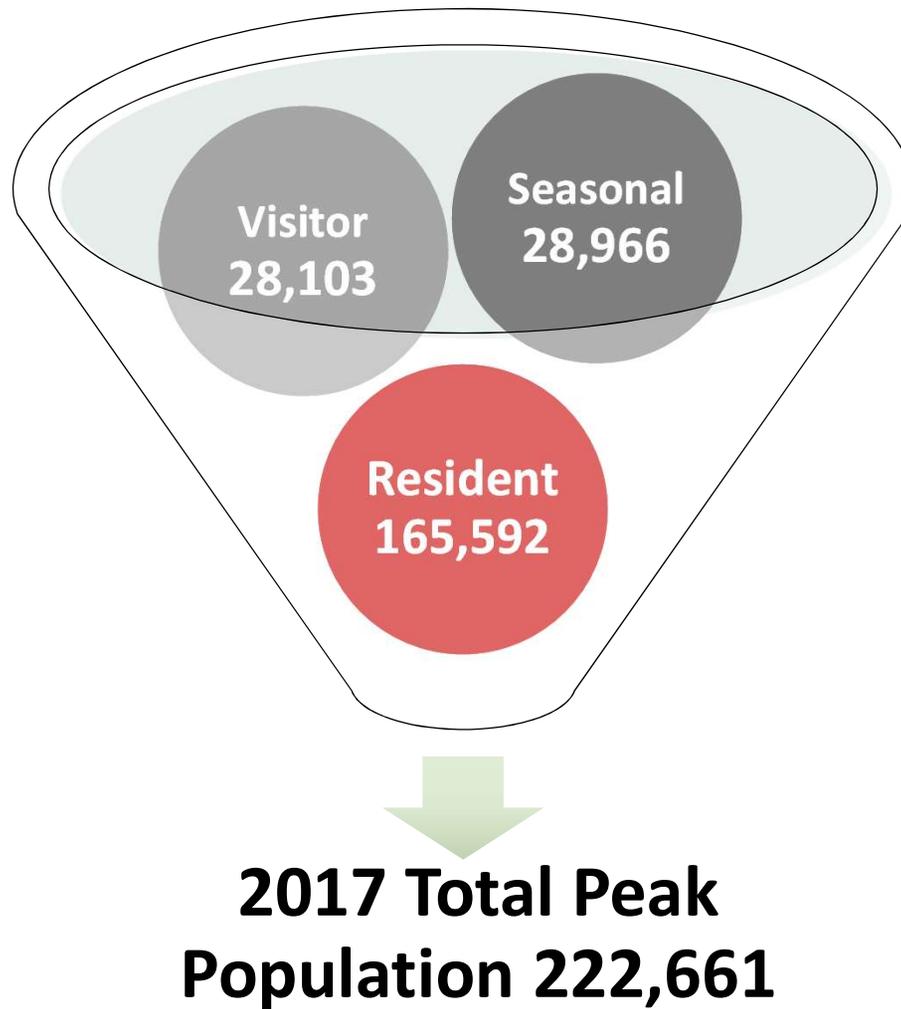
Source: Kem C. Gardner Policy Institute analysis of AirDNA Data

TOTAL RESIDENT AND PEAK TEMPORARY RESIDENT POPULATION

■ Resident ■ Seasonal ■ Visitors



Total Peak Population Estimate (2017)



How should we interpret these estimates?

- These estimates are a peak daily count on a busy day/weekend in Washington County
 - They can vary daily and seasonally

Why are these estimates important?

- These estimates are an important foundation for understanding the Washington County population.
- Provides a much more comprehensive view of population
- Creates a data-driven analysis to answer the question: *How many people reside in Washington County on a busy weekend?*

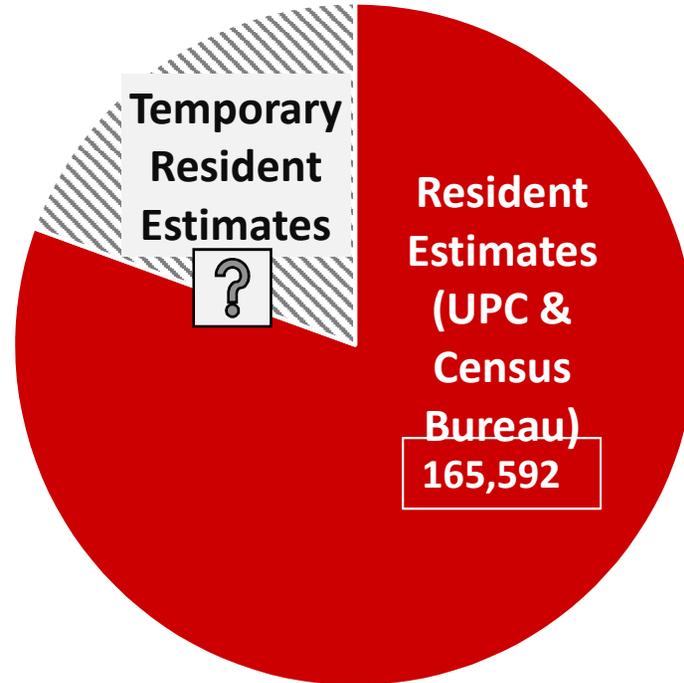
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General Overview



Link to full report:

<https://gardner.utah.edu/wp-content/uploads/WashCounty2017PopEst-Report.pdf>



APPENDIX B:
2010-2019 Census Estimates

Table H-8. Median Household Income by State: 1984 to 2018

(Households as of March of the following year. Income in current and 2018 CPI-U-RS adjusted dollars. (28) Beginning in 2010, standard errors were calculated using replicate weights)

CURRENT DOLLARS

State	2018	2017 (40)	2017	2016	2015	2014	2013 (39)	2013 (38)	2012	2011	2010 (37)
	Median income										
United States	63,179	61,136	61,372	59,039	56,516	53,657	53,585	51,939	51,017	50,054	49,276
Utah	77,067	69,789	71,319	67,481	66,258	63,383	61,047	62,967	58,341	55,493	56,701

2018 DOLLARS

State	2018	2017 (40)	2017	2016	2015	2014	2013 (39)	2013 (38)	2012	2011	2010 (37)
	Median income										
Massachusetts	86,345	78,102	75,012	75,620	71,926	67,049	67,513	67,982	69,748	70,842	70,329
Maryland	86,223	84,094	83,061	77,183	78,002	80,867	74,881	70,464	78,711	77,066	74,100
D.C.	85,750	83,263	85,415	74,276	74,268	72,492	64,844	65,511	71,490	61,821	65,705
New Hampshire	81,346	77,474	76,624	79,799	80,208	77,928	74,607	77,007	74,310	73,714	76,907
Hawaii	80,108	75,393	75,369	75,480	68,379	75,619	69,355	66,303	61,648	66,068	68,719
Washington	79,726	73,284	77,256	73,573	71,271	62,714	69,017	64,897	68,139	63,610	64,822
Virginia	77,151	72,537	73,031	69,535	65,169	70,239	71,160	73,010	70,818	70,062	69,675
Utah	77,067	71,490	73,058	70,613	70,227	67,296	65,913	67,986	63,924	62,092	65,443

Source: U.S. Bureau of the Census, Current Population Survey, Annual Social and Economic Supplements. For information on confidentiality protection, sampling error, nonsampling error, Footnotes are available at <www.census.gov/topics/income-poverty/income/guidance/cps-historic-footnotes.html>.

2009 (36)	2008	2007	2006	2005	2004 (revised)	2003	2002		2001		2000 (30)	
Median income	Median income	Median income	Standard error	Median income	Standard error	Median income	Standard error					
49,777	50,303	50,233	48,201	46,326	44,334	43,318	42,409	139	42,228	129	41,990	132
58,491	62,537	53,529	54,628	54,813	50,871	49,275	47,861	1,146	47,342	1,601	47,550	1,041

2009 (36)	2008	2007	2006	2005	2004 (revised)	2003	2002		2001		2000 (30)	
Median income	Median income	Median income	Standard error	Median income	Standard error	Median income	Standard error					
69,658	70,523	70,977	69,078	72,203	69,321	69,738	69,782	1,614	74,291	2,158	68,364	1,984
75,305	74,487	79,678	79,488	77,997	76,096	71,598	78,953	2,144	76,107	2,349	79,743	2,047
62,346	64,993	61,653	60,523	57,994	57,903	61,648	54,686	1,393	58,532	1,454	60,276	1,568
75,240	77,369	82,041	77,368	73,450	75,712	76,050	77,433	1,804	72,980	1,022	74,466	1,818
65,289	71,927	77,726	75,496	76,803	74,949	70,941	66,210	1,919	67,447	1,786	75,373	1,744
70,853	66,210	70,512	68,321	65,280	66,527	65,020	63,243	1,349	60,411	1,797	62,182	1,771
70,981	72,469	71,824	71,312	66,915	68,151	74,977	69,468	1,806	71,431	1,632	68,964	1,557
68,623	73,115	64,987	68,202	70,651	67,791	67,439	66,991	1,604	67,309	2,276	69,529	1,522

and definitions, see <www2.census.gov/programs-surveys/cps/techdocs/cpsmar19.pdf>.

1999 (29)		1998		1997		1996		1995 (25)		1994 (24)		1993
Median income	Standard error	Median income										
40,696	190	38,885	230	37,005	171	35,492	179	34,076	197	32,264	147	31,241
46,050	1,615	44,299	1,375	42,775	1,785	37,038	1,330	36,480	919	35,716	1,041	35,786

1999 (29)		1998		1997		1996		1995 (25)		1994 (24)		1993
Median income	Standard error	Median income										
66,529	3,058	65,383	3,028	65,764	2,164	63,143	3,089	63,314	2,421	68,077	1,782	63,602
78,926	3,352	77,227	3,337	73,060	2,310	70,336	4,101	67,363	2,671	65,888	2,353	68,536
58,463	2,417	51,622	2,024	49,860	1,540	51,107	2,523	50,469	1,940	50,622	1,861	46,854
69,629	2,951	69,417	2,881	64,160	2,510	63,003	2,772	64,294	2,554	59,244	3,088	65,147
67,284	2,770	63,039	3,658	64,060	2,189	66,785	3,027	70,334	2,121	71,027	4,073	73,208
68,749	3,145	73,220	2,129	69,738	2,684	58,637	2,571	58,380	2,055	56,366	2,000	61,184
69,081	2,676	66,941	3,389	67,226	2,969	62,690	2,333	59,454	2,283	63,281	2,573	62,519
69,621	2,442	68,400	2,123	66,941	2,793	59,216	2,126	59,877	1,508	60,035	1,750	61,409

(23)	1992 (22)		1991		1990		1989		1988		1987 (21)	
Standard error	Median income	Standard error										
146	30,636	145	30,126	144	29,943	153	28,906	159	27,225	139	26,061	127
1,242	34,251	1,145	28,016	1,359	30,142	1,018	30,717	1,014	26,313	909	26,529	1,194

(23)	1992 (22)		1991		1990		1989		1988		1987 (21)	
Standard error	Median income	Standard error										
1,628	63,966	1,298	64,393	1,424	67,732	1,547	70,756	1,380	67,970	1,717	68,364	1,518
2,200	65,450	2,861	66,625	2,555	72,609	2,982	70,619	2,327	74,803	2,448	74,151	2,943
2,962	53,213	1,977	53,883	3,431	51,185	2,919	52,454	1,990	54,725	1,531	58,216	2,725
2,780	69,379	3,381	64,967	2,414	76,249	2,453	73,591	2,688	70,860	2,310	68,570	3,075
3,018	74,088	2,525	67,155	2,939	72,729	2,642	68,695	2,604	67,583	3,033	74,261	2,277
1,906	59,639	2,194	61,249	2,137	60,005	2,315	62,668	2,886	66,157	2,108	57,928	2,349
2,380	67,201	2,391	65,156	2,409	65,538	1,958	66,897	2,363	66,814	2,699	63,604	2,148
2,131	60,257	2,014	50,513	2,450	56,324	1,902	60,229	1,988	53,849	1,860	56,252	2,532

1986		1985 (20)		1984 (19)	
Median income	Standard error	Median income	Standard error	Median income	Standard error
24,897	129	23,618	128	22,415	102
26,281	810	25,238	702	23,057	735

1986		1985 (20)		1984 (19)	
Median income	Standard error	Median income	Standard error	Median income	Standard error
66,544	1,612	62,951	1,808	62,231	1,600
67,125	2,272	67,256	2,156	68,577	2,657
53,347	2,746	47,036	1,687	47,109	1,985
67,003	1,818	58,925	2,397	59,819	1,697
63,614	2,645	64,634	3,227	66,659	2,807
58,960	2,084	53,562	1,687	57,748	1,900
65,176	2,356	63,446	2,955	61,229	2,018
57,644	1,777	56,325	1,567	53,224	1,697



Fact	Fact Note	Washington County, Utah	Utah	Washington city, Utah
Population estimates, July 1, 2019, (V2019)		177,556	3,205,958	29,174
Population estimates base, April 1, 2010, (V2019)		138,115	2,763,891	18,766
Population, percent change - April 1, 2010 (estimates base) to July 1, 2019, (V2019)		28.60%	16.00%	55.50%
Population, Census, April 1, 2010		138,115	2,763,885	18,761
Persons under 5 years, percent		6.50%	7.70%	8.30%
Persons under 18 years, percent		25.60%	29.00%	31.00%
Persons 65 years and over, percent		22.00%	11.40%	16.60%
Female persons, percent		50.40%	49.60%	50.50%
White alone, percent		93.20%	90.60%	91.20%
Black or African American alone, percent	(a)	0.90%	1.50%	0.60%
American Indian and Alaska Native alone, percent	(a)	1.70%	1.60%	2.10%
Asian alone, percent	(a)	1.00%	2.70%	0.60%
Native Hawaiian and Other Pacific Islander alone, percent	(a)	0.90%	1.10%	0.20%
Two or More Races, percent		2.20%	2.60%	2.00%
Hispanic or Latino, percent	(b)	10.90%	14.40%	7.50%
White alone, not Hispanic or Latino, percent		83.80%	77.80%	88.90%
Veterans, 2014-2018		10,789	123,339	1,732
Foreign born persons, percent, 2014-2018		5.40%	8.40%	4.30%
Housing units, July 1, 2019, (V2019)		74,129	1,133,521 X	
Owner-occupied housing unit rate, 2014-2018		69.70%	69.90%	69.10%
Median value of owner-occupied housing units, 2014-2018		\$262,200	\$256,700	\$279,900
Median selected monthly owner costs -with a mortgage, 2014-2018		\$1,421	\$1,497	\$1,594
Median selected monthly owner costs -without a mortgage, 2014-2018		\$373	\$418	\$356
Median gross rent, 2014-2018		\$1,000	\$988	\$1,117
Building permits, 2019		3,557	28,779 X	
Households, 2014-2018		54,702	957,619	8,363
Persons per household, 2014-2018		2.9	3.13	3.03
Living in same house 1 year ago, percent of persons age 1 year+, 2014-2018		83.20%	82.90%	84.10%
Language other than English spoken at home, percent of persons age 5 years+, 2014-2018		9.40%	15.20%	7.10%
Households with a computer, percent, 2014-2018		92.70%	94.40%	94.60%
Households with a broadband Internet subscription, percent, 2014-2018		84.90%	85.70%	85.60%
High school graduate or higher, percent of persons age 25 years+, 2014-2018		92.50%	92.00%	90.80%
Bachelor's degree or higher, percent of persons age 25 years+, 2014-2018		27.70%	33.30%	32.00%
With a disability, under age 65 years, percent, 2014-2018		7.40%	6.80%	4.80%
Persons without health insurance, under age 65 years, percent		13.50%	10.50%	17.30%
In civilian labor force, total, percent of population age 16 years+, 2014-2018		55.80%	67.90%	59.50%
In civilian labor force, female, percent of population age 16 years+, 2014-2018		49.10%	60.00%	49.90%
Total accommodation and food services sales, 2012 (\$1,000)	(c)	282,277	4,789,281 D	
Total health care and social assistance receipts/revenue, 2012 (\$1,000)	(c)	830,784	14,521,857	12,066
Total manufacturers shipments, 2012 (\$1,000)	(c)	415,267	50,046,429	14,914
Total merchant wholesaler sales, 2012 (\$1,000)	(c)	1,514,691	30,927,885 D	
Total retail sales, 2012 (\$1,000)	(c)	1,900,834	38,024,486	243,743
Total retail sales per capita, 2012	(c)	\$13,126	\$13,317	\$11,669
Mean travel time to work (minutes), workers age 16 years+, 2014-2018		17.5	21.7	17.1
Median household income (in 2018 dollars), 2014-2018		\$56,877	\$68,374	\$58,815
Per capita income in past 12 months (in 2018 dollars), 2014-2018		\$26,601	\$28,239	\$30,612
Persons in poverty, percent		9.70%	9.00%	10.00%
Total employer establishments, 2018		5,383	82,260 X	
Total employment, 2018		54,392	1,337,574 X	
Total annual payroll, 2018 (\$1,000)		1,987,160	62,411,104 X	
Total employment, percent change, 2017-2018		8.20%	4.30% X	
Total nonemployer establishments, 2018		15,006	246,766 X	
All firms, 2012		15,167	251,419	1,660
Men-owned firms, 2012		7,910	132,163	891
Women-owned firms, 2012		4,106	76,269	418
Minority-owned firms, 2012		692	24,423	72
Nonminority-owned firms, 2012		13,931	218,826	1,520
Veteran-owned firms, 2012		1,272	18,754	117
Nonveteran-owned firms, 2012		12,834	219,807	1,385
Population per square mile, 2010		56.9	33.6	571
Land area in square miles, 2010		2,426.36	82,169.62	32.86
FIPS Code		"49053"	"49"	"4981960"

NOTE: FIPS Code values are enclosed in quotes to ensure leading zeros remain intact.

Value Notes
None

Fact Notes

- (a) Includes persons reporting only one race. Hispanics may be of any race, so also are included in applicable race categories.
- (b)
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data.

Annual Estimates of the Resident Population for Incorporated Places in Utah: April 1, 2010 to July 1, 2019

Geographic Area	April 1, 2010		Population Estimate (as of July 1)									
	Census	Estimates Base	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	Alpine city, Utah	9,555	9,768	9,811	9,939	10,042	10,186	10,285	10,361	10,495	10,547	10,497
Alta town, Utah	383	386	386	389	391	393	389	388	388	385	383	379
Altamont town, Utah	225	269	269	270	274	287	292	298	290	282	279	277
Alton town, Utah	119	119	119	120	117	116	116	114	117	119	120	120
Amalga town, Utah	488	490	495	496	501	500	503	510	515	528	539	558
American Fork city, Utah	26,263	26,547	26,690	27,101	27,408	27,846	28,142	28,211	28,681	29,498	32,481	33,161
Annabella town, Utah	795	782	781	786	779	782	781	785	794	800	804	810
Antimony town, Utah	122	125	125	125	122	121	121	120	119	121	120	121
Apple Valley town, Utah	701	701	701	709	718	718	719	718	741	773	823	844
Aurora city, Utah	1,016	1,016	1,018	1,022	1,011	1,014	1,014	1,021	1,030	1,039	1,045	1,052
Ballard town, Utah	801	810	811	838	882	921	1,021	1,114	1,077	1,044	1,047	1,093
Bear River City city, Utah	853	855	856	851	840	844	846	853	874	882	886	898
Beaver city, Utah	3,112	3,122	3,136	3,092	3,068	3,048	3,040	3,002	3,047	3,006	3,125	3,185
Bicknell town, Utah	327	349	348	344	339	340	335	334	329	331	329	336
Big Water town, Utah	475	479	480	483	474	471	474	467	480	492	499	511
Blanding city, Utah	3,375	3,363	3,380	3,390	3,506	3,568	3,640	3,677	3,684	3,668	3,671	3,633
Bluff town, Utah	(X)	236	237	237	237	237	237	241	242	242	244	245
Bluffdale city, Utah	7,598	7,609	7,619	7,766	7,965	8,364	9,827	10,810	11,708	13,464	14,628	16,358
Boulder town, Utah	226	226	228	224	220	221	225	224	227	237	235	241
Bountiful city, Utah	42,552	42,574	42,672	42,840	42,898	42,920	43,279	43,583	43,908	43,998	44,025	43,981
Brian Head town, Utah	83	85	85	85	86	85	85	86	88	89	91	93
Brigham City city, Utah	17,899	17,908	17,965	18,043	18,163	18,421	18,548	18,647	18,900	19,162	19,401	19,601
Bryce Canyon City town, Utah	198	230	231	229	225	223	222	219	219	221	220	222
Cannonville town, Utah	167	178	179	178	173	173	172	171	170	173	172	173
Castle Dale city, Utah	1,630	1,638	1,643	1,640	1,630	1,600	1,585	1,542	1,518	1,488	1,489	1,491
Castle Valley town, Utah	319	322	326	325	331	333	338	341	347	347	349	350
Cedar City city, Utah	28,857	28,867	28,932	29,148	29,061	28,971	29,313	29,967	30,993	31,655	32,994	34,764
Cedar Fort town, Utah	368	366	368	373	374	376	380	380	386	390	397	395
Cedar Highlands town, Utah	(X)	60	60	60	61	60	61	62	64	65	67	68
Cedar Hills city, Utah	9,796	9,806	9,849	9,945	10,052	10,158	10,241	10,187	10,303	10,317	10,204	10,083
Centerfield town, Utah	1,367	1,373	1,378	1,367	1,361	1,360	1,370	1,386	1,413	1,439	1,472	1,495
Centerville city, Utah	15,335	15,304	15,360	15,550	16,169	16,552	16,748	16,820	17,233	17,610	17,673	17,587
Central Valley town, Utah	528	549	548	553	546	549	548	552	558	561	565	570
Charleston town, Utah	415	423	427	431	439	451	456	469	472	480	479	487
Circleville town, Utah	547	547	551	527	527	510	514	499	499	475	481	489
Clarkston town, Utah	666	675	680	686	689	682	684	696	714	727	729	740
Clawson town, Utah	163	199	199	199	199	197	195	189	188	184	186	186
Clefield city, Utah	30,112	29,929	30,041	30,241	30,259	30,299	30,291	30,632	30,838	31,285	31,923	32,118
Cleveland town, Utah	464	470	471	473	473	466	462	451	445	445	438	440
Clinton city, Utah	20,426	20,481	20,568	20,723	20,828	20,888	21,067	21,258	21,529	21,912	22,279	22,499
Coalville city, Utah	1,363	1,367	1,370	1,394	1,405	1,421	1,449	1,460	1,490	1,568	1,580	1,596
Copperton metro township, Utah	(X)	822	822	831	837	843	842	843	845	842	838	835
Corinne city, Utah	685	683	690	681	691	687	691	698	708	726	739	763
Cornish town, Utah	288	297	298	300	302	303	304	308	311	320	327	337
Cottonwood Heights city, Utah	33,433	33,586	33,593	33,864	34,122	34,311	34,195	34,145	34,182	34,009	33,986	33,843
Daniel town, Utah	938	920	923	974	994	1,023	1,038	1,057	1,063	1,065	1,075	1,077
Delta city, Utah	3,436	3,437	3,445	3,456	3,430	3,453	3,451	3,471	3,489	3,536	3,558	3,602
Deweyville town, Utah	332	336	336	332	328	327	328	329	334	340	355	373
Draper city, Utah	42,274	42,272	42,424	43,399	44,200	45,226	46,135	46,735	47,054	47,700	48,133	48,587
Duchesne city, Utah	1,690	1,720	1,724	1,730	1,738	1,821	1,864	1,809	1,769	1,769	1,769	1,710
Dutch John town, Utah	(X)	145	148	161	151	157	154	152	146	147	144	141
Eagle Mountain city, Utah	21,415	21,936	22,226	23,167	23,655	24,572	25,919	27,035	28,878	32,114	35,556	38,391
East Carbon city, Utah	1,301	1,678	1,679	1,673	1,668	1,648	1,616	1,583	1,571	1,558	1,569	1,584
Elk Ridge city, Utah	2,436	2,447	2,468	2,540	2,689	2,839	2,991	3,144	3,386	3,749	4,047	4,335
Elmo town, Utah	418	435	436	438	437	439	433	421	413	404	403	402
Elsinore town, Utah	847	850	852	853	847	850	851	857	864	870	876	882
Elwood town, Utah	1,034	1,072	1,077	1,073	1,069	1,070	1,072	1,074	1,085	1,095	1,097	1,103
Emery town, Utah	288	290	290	289	290	284	283	276	271	266	267	268
Emigration Canyon metro township, Utah	(X)	1,568	1,571	1,587	1,598	1,609	1,607	1,607	1,612	1,608	1,602	1,592
Enoch city, Utah	5,803	5,871	5,891	5,988	6,033	6,030	6,096	6,244	6,531	6,731	7,024	7,180
Enterprise city, Utah	1,711	1,711	1,713	1,734	1,734	1,750	1,771	1,790	1,813	1,844	1,862	1,890
Ephraim city, Utah	6,135	6,134	6,150	6,352	6,439	6,634	6,645	6,808	7,006	7,121	7,264	7,308
Escalante city, Utah	797	820	824	817	803	796	791	785	784	795	791	798
Eureka city, Utah	669	669	669	668	665	662	666	668	683	687	696	707
Fairfield town, Utah	119	114	115	115	116	116	119	123	130	138	136	145
Fairview city, Utah	1,247	1,245	1,250	1,239	1,233	1,232	1,241	1,258	1,283	1,307	1,335	1,358
Farmington city, Utah	18,275	18,234	18,422	19,257	20,672	21,464	22,020	22,443	23,008	23,994	24,472	25,339
Farr West city, Utah	5,928	5,955	5,983	6,069	6,172	6,256	6,425	6,688	6,854	6,978	7,170	7,385
Fayette town, Utah	242	242	242	240	241	240	240	243	249	253	260	263
Ferron city, Utah	1,626	1,666	1,671	1,666	1,660	1,625	1,604	1,559	1,531	1,498	1,497	1,495
Fielding town, Utah	455	462	463	457	451	450	451	455	462	469	476	482
Fillmore city, Utah	2,435	2,461	2,477	2,487	2,474	2,491	2,493	2,495	2,497	2,528	2,603	2,650
Fountain Green city, Utah	1,071	1,069	1,071	1,065	1,061	1,058	1,064	1,080	1,100	1,122	1,147	1,166
Francis town, Utah	1,077	1,062	1,067	1,093	1,101	1,126	1,163	1,268	1,355	1,458	1,529	1,574
Fruit Heights city, Utah	4,987	5,036	5,054	5,116	5,353	5,640	5,904	6,054	6,148	6,201	6,225	6,221
Garden City town, Utah	562	563	563	573	564	564	567	575	582	600	613	617
Garland city, Utah	2,400	2,436	2,443	2,423	2,395	2,406	2,420	2,436	2,486	2,521	2,544	2,590
Genola town, Utah	1,370	1,372	1,377	1,394	1,404	1,416	1,431	1,437	1,484	1,515	1,545	1,567
Glendale town, Utah	381	381	380	385	379	375	377	369	378	385	396	407
Glenwood town, Utah	464	460	460	461	457	460	460	463	466	471	472	476
Goshen town, Utah	921	904	911	917	921	931	940	931	939	942	927	915
Grantsville city, Utah	8,893	8,926	8,974	9,122	9,408	9,623	9,840	10,004	10,455	11,018	11,599	12,064
Green River city, Utah	952	1,030	1,032	1,033	1,031	1,012	1,000	972	954	935	935	935
Gunnison city, Utah	3,285	3,285	3,330	3,314	3,262	3,263	3,302	3,261	3,290	3,498	3,525	3,585
Hanksville town, Utah	219	219	218	217	215	214	213	215	215	218	215	220
Harrsville city, Utah	5,567	5,570	5,612	5,706	5,783	5,867	6,020	6,159	6,329	6,524	6,673	6,872
Hatch town, Utah	133	146	146	145	143	142	141	140	139	141		

Annual Estimates of the Resident Population for Incorporated Places in Utah: April 1, 2010 to July 1, 2019

Honeyville city, Utah	1,441	1,441	1,446	1,433	1,424	1,422	1,433	1,445	1,494	1,542	1,579	1,644
Hooper city, Utah	7,218	7,147	7,246	7,455	7,627	7,855	8,005	8,139	8,396	8,630	8,882	9,152
Howell town, Utah	245	245	245	245	244	243	244	244	247	249	250	254
Huntington city, Utah	2,129	2,141	2,149	2,144	2,124	2,085	2,061	2,004	1,975	1,934	1,929	1,934
Huntsville town, Utah	608	617	618	619	622	630	630	636	640	639	639	642
Hurricane city, Utah	13,748	13,756	13,795	14,017	14,311	14,571	15,006	15,485	16,163	17,150	18,184	19,074
Hyde Park city, Utah	3,833	3,841	3,882	3,974	4,070	4,157	4,267	4,341	4,484	4,575	4,676	4,797
Hyrum city, Utah	7,609	7,616	7,667	7,728	7,780	7,772	7,832	7,905	7,995	8,198	8,366	8,619
Independence town, Utah	164	142	142	152	154	161	168	178	187	200	200	198
Interlaken town, Utah	(X)	157	157	166	172	178	187	197	207	220	230	235
Ivins city, Utah	6,753	6,757	6,771	6,916	7,131	7,329	7,600	7,804	8,053	8,376	8,901	9,192
Joseph town, Utah	344	344	344	346	344	344	345	345	349	352	353	358
Junction town, Utah	191	191	192	184	183	183	178	179	174	166	167	172
Kamas city, Utah	1,811	1,850	1,860	1,897	1,940	1,975	2,052	2,086	2,144	2,192	2,239	2,276
Kanab city, Utah	4,312	4,326	4,412	4,462	4,387	4,359	4,384	4,308	4,500	4,661	4,784	4,931
Kanarrville town, Utah	355	358	358	360	360	368	368	374	385	395	400	407
Kanosh town, Utah	474	474	474	474	469	472	471	471	469	474	478	485
Kaysville city, Utah	27,300	27,570	27,697	28,243	28,534	28,947	29,559	30,295	31,074	31,674	32,033	32,390
Kearns metro township, Utah	(X)	35,769	35,832	36,172	36,453	36,702	36,660	36,642	36,773	36,643	36,527	36,330
Kingston town, Utah	173	173	174	166	167	165	163	164	158	151	151	155
Koosharem town, Utah	327	329	322	319	310	314	328	319	332	334	332	330
Laketown town, Utah	248	252	250	255	250	251	252	255	257	266	272	276
La Verkin city, Utah	4,060	4,062	4,065	4,105	4,140	4,138	4,167	4,199	4,261	4,350	4,392	4,446
Layton city, Utah	67,311	67,529	67,813	68,479	68,899	70,978	72,360	73,929	75,482	76,447	77,181	78,014
Leamington town, Utah	226	226	226	226	226	225	224	227	227	231	234	239
Leeds town, Utah	820	808	810	814	821	821	831	836	849	863	863	873
Lehi city, Utah	47,407	47,769	48,170	49,677	51,385	55,089	57,000	59,034	61,690	63,674	65,958	69,724
Levan town, Utah	841	843	846	855	851	847	859	872	901	908	931	954
Lewiston city, Utah	1,766	1,764	1,779	1,779	1,779	1,763	1,756	1,762	1,801	1,806	1,801	1,798
Lindon city, Utah	10,070	10,045	10,096	10,238	10,386	10,518	10,619	10,722	10,860	10,948	10,963	11,100
Loa town, Utah	572	618	616	610	600	602	594	586	580	581	574	575
Logan city, Utah	48,174	48,203	48,448	49,041	49,094	49,057	49,048	49,769	50,621	51,019	51,334	51,542
Lyman town, Utah	258	258	257	255	253	254	253	253	251	255	252	257
Lyndyl town, Utah	106	106	108	106	105	108	107	109	111	111	112	117
Magna metro township, Utah	(X)	26,513	26,560	26,813	27,025	27,213	27,182	27,172	27,272	27,180	27,096	26,949
Manila town, Utah	310	327	330	354	331	346	336	333	322	326	313	307
Manti city, Utah	3,276	3,437	3,444	3,421	3,407	3,403	3,423	3,469	3,534	3,599	3,676	3,738
Mantua town, Utah	687	689	690	681	679	688	722	779	821	859	878	963
Mapleton city, Utah	7,979	8,070	8,128	8,331	8,521	8,791	9,061	9,204	9,493	9,793	10,197	10,731
Marriott-Slaterville city, Utah	1,701	1,696	1,700	1,701	1,717	1,725	1,732	1,743	1,753	1,784	1,843	1,898
Marysvale town, Utah	408	399	400	382	380	380	382	398	399	394	416	437
Mayfield town, Utah	496	507	508	504	502	501	505	512	522	532	541	552
Meadow town, Utah	310	310	310	310	309	311	308	313	314	318	323	328
Mendon city, Utah	1,282	1,341	1,346	1,340	1,335	1,329	1,329	1,344	1,381	1,399	1,403	1,396
Midvale city, Utah	27,964	27,998	28,320	28,655	30,260	30,762	31,637	32,450	32,969	33,557	33,506	34,124
Midway city, Utah	3,845	3,901	3,916	3,977	4,089	4,272	4,504	4,686	4,898	5,086	5,240	5,280
Milford city, Utah	1,409	1,408	1,412	1,388	1,374	1,361	1,352	1,337	1,368	1,368	1,389	1,394
Millcreek city, Utah	(X)	58,750	58,853	59,397	59,853	60,253	60,176	60,147	60,354	60,718	61,060	61,450
Millville city, Utah	1,829	1,904	1,911	1,931	1,945	1,940	1,954	1,973	1,996	2,045	2,088	2,150
Minersville town, Utah	907	907	911	898	890	885	882	869	892	889	911	920
Moab city, Utah	5,046	5,066	5,111	5,097	5,186	5,184	5,225	5,251	5,261	5,219	5,288	5,336
Mona city, Utah	1,547	1,537	1,538	1,544	1,540	1,539	1,564	1,586	1,654	1,690	1,744	1,807
Monroe city, Utah	2,256	2,268	2,268	2,280	2,271	2,269	2,287	2,305	2,327	2,339	2,358	2,358
Monticello city, Utah	1,972	1,981	1,992	1,987	1,997	1,976	1,994	1,994	2,008	1,986	1,986	1,969
Morgan city, Utah	3,687	3,663	3,674	3,685	3,705	3,903	3,962	4,053	4,142	4,235	4,229	4,273
Moroni city, Utah	1,423	1,427	1,429	1,419	1,413	1,412	1,421	1,438	1,466	1,494	1,525	1,552
Mount Pleasant city, Utah	3,260	3,259	3,267	3,247	3,233	3,228	3,250	3,287	3,346	3,405	3,474	3,530
Murray city, Utah	46,746	46,685	46,721	47,138	48,184	48,528	48,710	48,999	49,137	49,320	49,130	48,917
Myton city, Utah	569	574	576	576	584	605	622	640	624	619	614	606
Naples city, Utah	1,755	1,736	1,737	1,786	1,870	2,039	2,145	2,201	2,119	2,056	2,067	2,082
Nephi city, Utah	5,389	5,388	5,398	5,424	5,411	5,394	5,467	5,536	5,801	5,977	6,155	6,378
New Harmony town, Utah	207	212	212	212	216	217	219	221	226	231	231	234
Newton town, Utah	789	794	797	797	797	793	791	792	810	815	817	817
Nibley city, Utah	5,438	5,466	5,564	5,747	5,858	5,974	6,163	6,392	6,679	6,893	7,038	7,135
North Logan city, Utah	8,269	8,303	8,347	8,401	8,798	9,676	9,871	10,108	10,497	10,634	11,122	11,237
North Ogden city, Utah	17,357	17,415	17,479	17,597	17,777	17,992	18,168	18,356	18,679	19,467	19,963	20,582
North Salt Lake city, Utah	16,322	16,199	16,326	16,547	16,804	17,721	18,960	19,647	20,188	20,439	20,800	20,948
Oak City town, Utah	578	604	607	610	604	613	614	629	632	638	643	649
Oakley city, Utah	1,470	1,505	1,511	1,539	1,556	1,583	1,622	1,638	1,669	1,702	1,716	1,740
Ogden city, Utah	82,825	82,887	83,100	83,312	83,874	84,180	84,406	85,295	86,742	87,061	87,202	87,773
Orangeville city, Utah	1,470	1,476	1,481	1,472	1,467	1,439	1,419	1,381	1,361	1,334	1,330	1,326
Orderville town, Utah	577	577	577	583	575	570	572	560	571	583	586	592
Orem city, Utah	88,328	88,328	88,722	89,605	90,578	91,318	91,362	93,777	96,902	97,674	97,430	97,828
Panguitch city, Utah	1,520	1,726	1,735	1,718	1,690	1,678	1,670	1,656	1,650	1,671	1,666	1,682
Paradise town, Utah	904	905	911	917	924	924	929	939	949	973	992	1,022
Paragonah town, Utah	488	498	498	500	503	501	501	511	523	527	535	545
Park City city, Utah	7,558	7,557	7,629	7,763	7,829	7,921	8,075	8,146	8,306	8,426	8,499	8,526
Parowan city, Utah	2,790	2,801	2,805	2,816	2,833	2,826	2,853	2,921	2,981	3,035	3,107	3,165
Payson city, Utah	18,294	18,515	18,631	18,950	19,153	19,333	19,485	19,494	19,768	19,847	19,789	20,303
Perry city, Utah	4,512	4,512	4,528	4,500	4,475	4,508	4,584	4,658	4,809	4,966	5,095	5,248
Plain City city, Utah	5,476	5,483	5,518	5,685	5,875	6,021	6,195	6,268	6,464	6,756	7,104	7,669
Pleasant Grove city, Utah	33,509	33,550	33,733	34,132	34,487	34,869	36,879	37,761	38,510	38,785	38,402	38,258
Pleasant View city, Utah	7,979	7,945	7,999	8,127	8,309	8,583	8,914	9,278	9,751	10,242	10,668	10,839
Plymouth town, Utah	414	404	405	402	400	399	400	407	426	436	446	460
Portage town, Utah	245	245	245	249	246	246	249	252	254	261	264	273
Price city, Utah	8,715	8,727	8,716	8,656	8,609	8,446	8,361	8,322	8,308	8,208	8,223	8,332
Providence city, Utah	7,075	6,957	6,994	6,999	7,009	6,998	7,049	7,140	7,215	7,401	7,553	7,780
Provo city, Utah	112,488	112,487	112,923	115,191	115,559	116,119	115,378	114,596	116,627	117,583	116,630	116,618
Randolph town, Utah	464	468	466	473	466	464	465	470	470	489	502	508
Redmond town, Utah	730	730	729	731	729	734	733	737	739	742	737	747
Richfield city, Utah	7,551	7,569	7,568	7,584	7,493	7,519	7,498	7,537	7,688	7,738	7,882	7,888
Richmond city, Utah	2,470	2,476	2,494	2,512	2,531	2,527	2,547	2,570	2,599	2,668	2,722	2,803
Riverdale city, Utah	8,426	8,477	8,505	8,536	8,602	8,632	8,659	8,684	8,747	8,760	8,773	8,838
River Heights city, Utah	1,734	1,842	1,854	1,867	1,881	1,877	1,890	1,909	1,928	1,976	2,018	2,076
Riverton city, Utah	38,753	38,832	38,962	39,560	40,399	40,859	41,306	41,601	42,625	43,365	44,257	44,440
Rockville town, Utah	245	245										

Annual Estimates of the Resident Population for Incorporated Places in Utah: April 1, 2010 to July 1, 2019

St. George city, Utah	72,897	72,759	72,837	73,789	75,010	76,275	77,942	79,574	81,696	84,547	87,113	89,587
Salem city, Utah	6,423	6,428	6,464	6,607	6,752	6,908	7,199	7,418	7,781	8,192	8,460	8,621
Salina city, Utah	2,489	2,506	2,508	2,520	2,496	2,509	2,508	2,529	2,550	2,572	2,588	2,612
Salt Lake City city, Utah	186,440	186,433	186,643	188,265	190,183	192,121	191,837	192,163	194,680	200,932	200,435	200,567
Sandy city, Utah	87,461	90,180	90,227	91,076	91,929	92,599	93,341	94,537	96,444	96,406	96,737	96,380
Santa Clara city, Utah	6,003	6,145	6,144	6,268	6,375	6,451	6,602	6,757	6,974	7,430	7,865	8,417
Santaquin city, Utah	9,128	9,175	9,274	9,561	9,912	10,071	10,318	10,569	11,062	11,638	12,271	12,865
Saratoga Springs city, Utah	17,781	17,842	18,084	19,063	21,090	22,593	24,168	25,139	26,609	29,532	31,340	33,282
Scipio town, Utah	327	327	327	327	326	328	327	327	326	328	329	332
Scotfield town, Utah	24	24	24	24	24	23	23	22	22	22	22	23
Sigurd town, Utah	429	427	427	429	426	426	426	429	433	436	438	443
Smithfield city, Utah	9,495	9,632	9,695	9,973	10,239	10,403	10,553	10,714	11,068	11,352	11,747	12,025
Snowville town, Utah	167	167	167	170	168	168	168	168	170	172	172	173
South Jordan city, Utah	50,418	50,473	51,301	53,309	55,842	59,142	62,446	66,034	68,545	70,929	73,837	76,598
South Ogden city, Utah	16,532	16,563	16,605	16,639	16,720	16,746	16,818	16,863	17,017	17,096	17,111	17,199
South Salt Lake city, Utah	23,617	23,574	23,574	23,895	24,254	24,602	24,598	24,649	24,635	24,960	25,274	25,582
South Weber city, Utah	6,051	6,117	6,145	6,269	6,429	6,562	6,767	6,976	7,208	7,331	7,503	7,836
Spanish Fork city, Utah	34,691	34,763	35,185	35,900	36,342	36,934	37,467	37,882	38,705	39,383	39,922	40,913
Spring City city, Utah	988	991	993	987	983	980	988	1,000	1,020	1,040	1,063	1,080
Springdale town, Utah	529	529	530	541	546	546	548	555	570	592	606	629
Springville city, Utah	29,466	29,559	29,786	30,365	30,715	31,243	31,464	32,240	32,962	33,220	33,057	33,310
Sterling town, Utah	262	293	293	293	291	290	291	296	301	308	313	320
Stockton town, Utah	616	632	634	632	632	633	643	646	655	672	682	682
Sunset city, Utah	5,122	5,147	5,159	5,172	5,165	5,153	5,166	5,180	5,217	5,270	5,333	5,364
Syracuse city, Utah	24,331	24,377	24,518	24,847	25,130	25,681	26,539	27,234	28,236	29,430	30,352	31,458
Tabiona town, Utah	171	156	156	157	158	166	168	173	166	162	162	159
Taylorsville city, Utah	58,652	58,691	58,754	59,761	60,210	60,530	60,361	60,290	60,401	60,057	60,005	59,805
Tooele city, Utah	31,605	31,603	31,729	32,026	32,072	32,303	32,515	33,012	33,675	34,645	35,290	36,015
Toquerville city, Utah	1,370	1,372	1,374	1,381	1,397	1,403	1,439	1,481	1,534	1,616	1,663	1,735
Torrey town, Utah	182	245	245	242	238	239	239	240	238	243	240	244
Tremonton city, Utah	7,647	7,679	7,725	7,846	7,823	7,938	8,084	8,180	8,394	8,603	8,866	9,206
Trenton town, Utah	464	489	494	497	499	499	502	509	514	527	536	552
Tropic town, Utah	530	530	532	527	519	515	512	506	505	512	509	514
Uintah town, Utah	1,322	1,319	1,322	1,324	1,329	1,333	1,335	1,336	1,344	1,343	1,346	1,353
Vernal city, Utah	9,089	9,136	9,086	9,274	9,887	10,393	10,843	11,107	10,636	10,326	10,365	10,438
Vernon town, Utah	243	248	249	254	259	265	273	282	296	318	339	356
Vineyard town, Utah	139	110	113	149	203	431	650	3,339	4,139	6,167	10,014	11,866
Virgin town, Utah	596	598	600	603	608	608	608	610	615	635	643	658
Wales town, Utah	302	345	346	345	343	341	342	348	353	361	366	373
Wallsburg town, Utah	250	258	259	272	282	295	307	325	339	361	377	385
Washington city, Utah	18,761	18,766	18,867	19,978	20,845	21,880	23,318	24,258	25,326	26,475	27,699	29,174
Washington Terrace city, Utah	9,067	9,022	9,038	9,049	9,082	9,086	9,098	9,105	9,154	9,151	9,169	9,248
Wellington city, Utah	1,676	1,688	1,690	1,686	1,679	1,661	1,637	1,611	1,603	1,593	1,603	1,620
Wellsville city, Utah	3,432	3,492	3,514	3,542	3,566	3,560	3,586	3,620	3,657	3,750	3,828	3,941
Wendover city, Utah	1,400	1,400	1,403	1,403	1,405	1,412	1,410	1,415	1,427	1,454	1,471	1,489
West Bountiful city, Utah	5,265	5,259	5,278	5,306	5,322	5,355	5,433	5,497	5,565	5,633	5,719	5,800
West Haven city, Utah	10,272	10,286	10,422	10,716	11,055	11,236	11,569	11,874	12,291	13,495	15,170	16,109
West Jordan city, Utah	103,712	103,601	104,023	106,349	108,086	109,735	110,416	111,293	113,325	113,945	115,610	116,480
West Point city, Utah	9,511	9,412	9,461	9,646	9,705	9,796	10,065	10,284	10,485	10,573	10,733	10,957
West Valley City city, Utah	129,480	129,489	129,653	131,031	132,463	133,744	134,431	135,903	136,741	136,334	135,982	135,248
White City metro township, Utah	(X)	5,686	5,697	5,751	5,793	5,833	5,823	5,821	5,843	5,821	5,800	5,768
Willard city, Utah	1,772	1,774	1,779	1,764	1,752	1,760	1,777	1,786	1,816	1,857	1,913	1,958
Woodland Hills city, Utah	1,344	1,360	1,369	1,394	1,415	1,436	1,455	1,468	1,510	1,546	1,566	1,590
Woodruff town, Utah	180	195	193	197	194	196	197	198	199	205	211	212
Woods Cross city, Utah	9,761	9,767	9,837	10,089	10,217	10,740	11,082	11,252	11,330	11,341	11,317	11,431

Note: The estimates are based on the 2010 Census and reflect changes to the April 1, 2010 population due to the Count Question Resolution program and geographic program revisions. All geographic boundaries for the 2019 population estimates are as of January 1, 2019. An "X" in the 2010 Census field indicates a locality that was formed or incorporated after the 2010 Census. Additional information on these localities can be found in the Geographic Boundary Change Notes (see <https://www.census.gov/programs-surveys/geography/technical-documentation/boundary-change-notes.html>). For population estimates methodology statements, see <http://www.census.gov/programs-surveys/popest/technical-documentation/methodology.html>.

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Utah Population Estimates Committee

Total Population by County: 1940 - 2010

Year	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953
Beaver County	4,900	5,100	4,600	3,900	4,000	4,200	4,500	4,600	4,500	4,600	4,800	4,600	4,500	4,400
Box Elder County	18,900	18,400	18,200	18,300	18,300	18,200	18,700	19,600	19,700	20,200	19,800	19,800	19,700	19,700
Cache County	29,900	30,100	30,000	29,200	28,400	28,200	30,200	31,000	32,500	33,500	33,600	33,500	33,600	33,700
Carbon County	18,700	17,800	18,100	19,100	21,000	22,600	22,100	20,700	22,700	24,000	24,800	24,400	23,100	23,000
Daggett County	600	700	600	400	400	400	400	300	300	300	400	400	400	400
Davis County	15,500	16,800	18,400	23,800	24,700	24,000	27,300	27,500	29,000	29,600	31,200	34,600	38,400	41,300
Duchesne County	8,700	8,900	8,000	7,600	7,600	7,300	7,600	7,600	7,500	7,900	8,100	8,000	7,900	7,800
Emery County	7,000	6,900	6,600	6,000	5,600	5,300	5,200	5,200	5,600	5,800	6,300	6,100	5,900	5,800
Garfield County	5,300	5,000	4,800	4,300	3,900	4,000	4,100	4,000	3,800	4,000	4,100	4,000	3,800	3,700
Grand County	2,200	2,000	2,100	2,000	2,000	2,100	2,100	2,000	1,900	2,000	1,900	2,000	2,000	2,100
Iron County	8,400	8,300	8,100	7,700	7,500	7,300	8,500	9,000	9,000	9,500	9,700	9,700	9,700	9,800
Juab County	7,400	7,100	6,400	5,700	5,600	5,500	5,900	5,800	6,000	6,000	5,900	5,800	5,600	5,500
Kane County	2,600	2,500	2,500	2,400	2,200	2,100	2,300	2,300	2,100	2,300	2,300	2,300	2,300	2,300
Millard County	9,700	9,100	8,800	9,300	9,600	9,800	9,400	8,700	8,600	8,900	9,300	9,200	9,100	9,000
Morgan County	2,600	2,600	2,700	3,000	2,700	2,500	2,500	2,500	2,400	2,500	2,500	2,500	2,600	2,600
Piute County	2,200	2,200	2,000	2,000	2,000	1,800	1,800	1,900	2,000	2,000	1,900	1,900	1,800	1,800
Rich County	2,000	2,300	2,000	1,900	2,000	1,900	1,700	1,400	1,300	1,600	1,700	1,700	1,700	1,700
Salt Lake County	213,700	213,900	232,200	257,200	238,000	226,000	259,300	252,400	257,400	265,000	279,000	285,600	295,500	305,000
San Juan County	4,600	4,600	4,600	4,600	4,300	3,500	3,700	3,800	3,700	4,900	5,300	5,100	5,000	5,000
Sanpete County	15,900	15,300	14,200	13,500	13,500	13,000	14,000	13,800	14,000	13,900	13,800	13,400	12,900	12,500
Sevier County	12,300	11,800	11,300	10,400	10,000	10,300	11,400	11,700	12,300	12,300	12,000	11,700	11,500	11,300
Summit County	8,600	8,500	8,300	7,700	7,000	6,200	6,600	6,900	7,000	6,800	6,700	6,500	6,400	6,300
Tooele County	8,800	9,300	14,300	30,900	19,700	20,900	13,800	13,100	14,400	14,900	15,000	16,100	18,000	18,000
Uintah County	10,000	9,500	9,300	8,200	7,400	7,400	8,800	9,600	10,300	10,500	10,300	10,000	10,200	10,300
Utah County	56,900	56,300	55,900	64,700	68,200	63,900	71,300	75,800	78,000	79,000	83,000	83,000	85,700	87,600
Wasatch County	5,800	5,800	5,800	5,800	5,600	5,300	5,800	5,900	5,700	5,800	5,500	5,400	5,400	5,400
Washington County	9,200	9,700	5,600	8,600	8,100	8,300	8,700	8,700	8,700	9,800	9,800	9,700	9,600	9,600
Wayne County	2,300	2,400	2,100	1,900	2,000	1,900	1,900	1,700	1,900	2,100	2,200	2,100	2,100	2,000
Weber County	57,100	58,100	63,700	79,900	73,400	75,200	78,400	78,500	80,700	81,100	85,000	87,000	89,600	91,500
State of Utah	551,800	551,000	571,200	640,000	604,700	589,100	638,000	636,000	653,000	670,800	695,900	706,100	724,000	739,100

Note: All UPEC data is dated July 1 of the calendar year

1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
4,300	4,400	4,300	4,300	4,300	4,300	4,300	4,300	4,300	4,200	4,100	4,100	4,100	4,000	4,000	3,900	3,850
19,600	19,900	20,000	20,900	22,300	23,800	25,500	28,900	31,100	31,300	29,500	28,000	27,000	26,400	27,200	27,600	28,150
33,800	34,500	34,900	34,900	35,000	35,400	36,100	37,400	38,700	39,400	39,700	40,000	40,200	40,600	41,200	41,800	42,550
22,900	22,800	22,500	22,400	22,000	21,800	21,200	20,400	19,700	18,700	17,700	17,300	16,900	16,800	16,400	16,100	15,750
400	400	400	400	500	1,000	1,200	1,300	1,500	1,700	800	700	600	600	600	600	650
43,100	45,800	49,000	52,700	56,600	60,400	65,600	70,100	75,600	80,000	82,000	86,000	91,000	93,000	95,000	97,000	99,600
7,600	7,600	7,600	7,500	7,300	7,300	7,200	7,200	7,100	7,000	6,700	6,500	6,500	6,700	7,000	7,100	7,400
5,700	5,700	5,700	5,700	5,600	5,600	5,500	5,500	5,400	5,400	5,400	5,400	5,300	5,200	5,200	5,100	5,150
3,600	3,700	3,700	3,700	3,600	3,600	3,500	3,500	3,500	3,400	3,400	3,400	3,300	3,100	3,100	3,100	3,150
2,400	4,000	5,000	5,200	5,600	6,000	6,400	8,100	9,000	8,500	7,500	6,900	6,600	6,700	6,800	6,800	6,600
9,900	10,100	10,300	10,300	10,400	10,600	10,900	11,200	11,200	10,700	10,600	10,700	11,000	11,300	11,600	11,900	12,300
5,400	5,300	5,200	5,000	4,900	4,700	4,500	4,500	4,500	4,600	4,600	4,600	4,400	4,400	4,400	4,500	4,600
2,300	2,400	2,400	2,500	2,700	2,700	2,700	2,700	2,700	2,700	2,600	2,600	2,400	2,400	2,400	2,400	2,450
8,800	8,800	8,700	8,500	8,200	8,000	7,900	8,100	7,800	7,500	7,300	7,100	7,000	7,000	7,000	7,000	7,050
2,600	2,600	2,700	2,700	2,700	2,700	2,800	3,000	3,000	3,000	3,000	3,200	3,300	3,400	3,500	3,800	4,050
1,700	1,700	1,700	1,600	1,500	1,500	1,400	1,500	1,500	1,400	1,400	1,400	1,300	1,300	1,300	1,300	1,150
1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,600	1,600	1,600	1,600	1,600	1,600	1,600
312,200	330,200	343,200	352,100	362,100	373,600	387,800	402,300	411,800	423,100	429,800	436,000	443,000	447,000	449,000	455,000	461,500
5,000	6,000	6,900	7,800	8,600	9,300	8,900	8,700	7,900	7,600	7,800	7,900	8,500	8,900	8,900	9,300	9,700
12,500	12,300	12,000	11,400	11,000	11,000	11,100	11,100	11,000	10,900	10,800	10,700	10,600	10,700	10,800	10,900	11,000
11,100	11,200	11,100	10,700	10,600	10,500	10,600	10,500	10,400	10,100	9,900	9,800	9,600	9,600	9,800	9,900	10,150
6,100	6,100	6,000	5,900	5,800	5,700	5,700	5,700	5,600	5,600	5,600	5,700	5,800	5,800	5,900	5,900	5,900
18,000	18,100	18,200	18,000	17,900	17,900	18,000	19,100	20,500	21,300	21,300	21,000	21,000	21,600	21,800	21,600	21,600
10,300	10,600	10,900	10,900	11,100	11,300	11,700	12,400	12,800	13,000	12,800	12,800	12,600	12,500	12,400	12,400	12,800
89,500	93,000	97,000	100,000	101,700	104,300	108,300	112,200	113,600	114,500	114,800	119,000	124,600	126,000	128,000	134,600	139,300
5,300	5,400	5,400	5,400	5,300	5,300	5,300	5,400	5,400	5,400	5,600	5,600	5,700	5,800	5,800	5,800	5,950
9,700	10,000	10,200	10,200	10,200	10,400	10,400	10,500	10,400	10,300	10,400	10,600	11,000	11,600	12,300	13,000	13,900
2,000	2,000	2,000	1,900	1,800	1,700	1,700	1,700	1,700	1,700	1,600	1,600	1,600	1,500	1,500	1,500	1,450
93,000	96,500	100,100	102,000	104,200	107,800	112,100	117,000	118,600	119,300	119,700	120,800	122,500	123,500	124,500	125,500	126,700
750,500	782,800	808,800	826,300	845,200	869,900	900,000	936,000	958,000	974,000	978,000	991,000	1,009,000	1,019,000	1,029,000	1,047,000	1,066,000

1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987
3,850	3,850	3,850	3,950	3,900	4,000	4,150	4,200	4,350	4,400	4,600	4,650	5,000	5,150	5,050	4,950	4,900
28,450	28,800	29,200	29,100	29,900	30,100	30,800	31,500	32,350	33,500	33,800	34,200	34,700	34,900	35,500	36,000	36,300
43,150	44,050	45,350	46,850	48,100	50,100	51,700	53,200	54,800	57,700	59,400	61,200	63,500	64,300	65,200	66,300	67,500
16,650	17,200	17,550	17,900	18,750	19,450	20,150	20,750	21,350	22,400	23,000	24,300	24,100	23,100	22,800	22,300	21,700
650	600	600	700	800	750	700	750	750	750	850	850	750	750	700	700	700
107,800	113,300	116,600	119,900	123,900	128,100	133,200	134,900	142,400	148,000	153,000	158,000	162,000	166,000	170,000	175,000	179,000
8,500	9,900	11,000	11,550	11,500	11,150	11,400	11,600	11,850	12,700	13,100	13,700	14,400	14,800	14,700	14,300	13,700
5,600	6,100	6,700	6,800	7,600	8,850	9,700	10,300	11,000	11,600	12,000	12,700	12,700	11,900	11,100	11,100	10,900
3,100	3,100	3,050	3,100	3,200	3,250	3,350	3,350	3,450	3,700	3,700	3,750	3,900	3,900	4,000	4,000	4,000
6,550	6,500	6,450	6,500	6,900	7,300	7,650	8,100	7,950	8,250	8,400	8,150	8,050	7,750	7,200	7,050	6,900
13,300	14,050	14,200	14,500	14,950	15,500	16,000	16,650	17,050	17,500	18,100	18,600	19,500	20,000	20,100	20,300	20,300
4,600	4,700	4,800	5,000	4,950	5,050	5,150	5,250	5,400	5,550	5,600	5,700	5,950	6,200	6,300	5,900	5,800
2,800	2,950	3,150	3,250	3,350	3,500	3,750	3,850	3,800	4,050	4,050	4,200	4,500	4,700	4,950	5,100	5,150
7,150	7,350	7,400	7,500	7,900	7,950	8,050	8,250	8,550	9,050	9,450	10,100	10,800	12,400	12,900	12,200	11,400
4,050	4,050	4,200	4,350	4,350	4,500	4,600	4,600	4,800	4,950	5,000	5,100	5,100	5,150	5,250	5,250	5,350
1,150	1,150	1,200	1,200	1,250	1,200	1,200	1,250	1,250	1,350	1,350	1,250	1,300	1,300	1,300	1,300	1,300
1,550	1,550	1,550	1,650	1,700	1,700	1,850	1,800	2,050	2,150	2,250	2,350	2,250	2,100	2,050	2,000	1,850
467,300	477,100	491,800	504,500	521,200	539,400	556,000	576,600	599,100	625,000	641,000	659,000	673,000	686,000	697,000	706,000	710,000
9,600	9,850	10,050	10,350	10,700	10,750	11,350	11,800	12,150	12,400	12,600	12,500	12,900	12,600	12,300	12,400	12,600
11,250	11,400	11,850	11,900	12,150	12,500	13,050	13,650	14,050	14,800	15,200	15,800	16,400	16,400	16,300	15,800	15,900
10,850	11,350	11,750	11,950	12,550	13,050	13,400	14,000	14,450	14,900	15,100	15,300	15,600	15,800	15,900	15,300	15,400
6,400	6,900	7,050	7,300	7,500	7,850	8,450	8,950	9,500	10,400	11,100	11,600	12,200	12,800	13,000	13,400	14,200
21,700	21,800	22,150	22,650	23,150	23,550	24,250	24,850	25,450	26,200	26,500	26,700	26,800	27,100	27,300	27,000	27,100
14,100	15,250	16,050	16,950	17,350	17,500	18,450	19,000	19,800	20,700	22,100	24,800	26,000	25,200	24,900	24,000	23,000
151,000	160,400	166,100	171,100	176,800	184,700	193,700	203,100	211,500	220,000	227,000	232,000	238,000	243,000	245,000	247,000	252,000
6,350	6,650	6,700	6,650	7,000	7,200	7,550	7,850	8,000	8,650	8,850	8,700	9,100	9,200	9,200	9,450	9,700
15,100	16,150	17,600	18,150	19,000	20,250	21,550	23,050	25,000	26,400	27,900	29,800	31,300	33,300	36,800	40,700	43,200
1,500	1,450	1,500	1,550	1,600	1,650	1,700	1,800	1,900	1,950	2,000	2,000	2,200	2,200	2,200	2,200	2,150
127,100	127,600	129,500	130,100	131,900	131,200	133,100	138,800	141,900	145,000	148,000	151,000	153,000	154,000	154,000	156,000	156,000
1,101,150	1,135,100	1,168,950	1,196,950	1,233,900	1,272,050	1,315,950	1,363,750	1,415,950	1,474,000	1,515,000	1,558,000	1,595,000	1,622,000	1,643,000	1,663,000	1,678,000

1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
4,800	4,800	4,782	4,946	5,044	5,172	5,402	5,672	5,858	5,870	5,705	5,951	6,022	6,195	6,279	6,276	6,296
36,300	36,500	36,509	37,197	37,669	38,314	38,760	39,260	39,907	40,735	41,507	42,399	42,863	43,263	43,844	44,069	44,716
68,500	69,200	70,560	72,586	75,441	77,361	79,530	82,095	83,834	85,974	88,326	89,874	91,849	93,640	95,392	96,845	99,419
21,100	20,400	20,169	20,186	20,361	19,771	20,119	19,965	20,286	20,654	20,695	20,500	20,413	19,865	20,545	20,368	20,892
700	650	706	732	739	734	767	794	787	786	783	884	933	928	915	907	937
184,000	186,000	188,471	195,088	201,158	205,655	212,151	216,054	219,685	224,356	229,450	235,364	240,162	245,093	251,536	257,977	265,246
13,100	12,800	12,600	12,825	12,895	13,131	13,414	13,501	13,973	14,332	14,177	14,293	14,401	14,686	14,956	14,972	15,229
10,500	10,400	10,329	10,262	10,298	10,661	10,620	10,683	11,056	11,089	11,059	11,095	10,782	10,473	10,541	10,478	10,494
3,950	4,000	3,970	4,092	4,117	4,227	4,244	4,361	4,451	4,603	4,570	4,650	4,763	4,628	4,596	4,528	4,620
6,750	6,700	6,591	6,789	7,186	7,582	7,776	7,822	8,146	8,170	8,197	8,329	8,530	8,388	8,405	8,374	8,491
20,100	20,400	20,910	21,715	22,410	23,965	25,296	27,506	28,858	30,254	31,687	32,879	34,088	35,208	35,793	36,743	38,117
5,800	5,900	5,831	6,060	6,191	6,204	6,860	7,236	7,496	7,735	7,898	8,021	8,311	8,574	8,650	8,723	8,840
5,250	5,250	5,150	5,262	5,325	5,421	5,659	5,844	5,908	5,982	6,012	6,073	6,041	6,106	6,163	6,192	6,331
11,300	11,300	11,333	11,703	11,907	12,189	12,246	12,266	12,194	12,243	12,246	12,236	12,447	12,405	12,380	12,268	12,173
5,350	5,450	5,561	5,629	5,805	6,043	6,271	6,416	6,633	6,705	6,889	6,973	7,171	7,498	7,548	7,801	8,064
1,300	1,300	1,267	1,295	1,312	1,386	1,360	1,331	1,371	1,328	1,372	1,433	1,438	1,414	1,427	1,383	1,399
1,750	1,750	1,728	1,721	1,765	1,869	1,902	1,840	1,897	1,882	1,889	1,978	1,953	1,973	2,032	2,053	2,035
713,000	720,000	728,298	749,878	775,306	791,724	812,053	827,342	840,649	858,306	870,735	885,216	902,843	913,716	920,198	928,532	943,247
12,600	12,600	12,448	12,668	12,963	13,056	13,730	13,796	14,008	14,392	14,779	14,573	14,337	13,953	14,016	13,952	13,974
16,000	16,000	16,355	16,840	17,804	18,594	19,291	19,990	20,898	21,825	22,445	22,513	22,844	23,560	24,499	24,755	25,001
15,400	15,400	15,434	15,627	15,923	16,292	16,572	16,936	17,258	17,902	18,294	18,555	18,936	19,170	19,213	19,291	19,379
14,300	15,100	15,690	17,051	18,546	20,221	21,863	23,632	25,051	26,224	27,674	28,799	30,012	30,329	31,357	32,053	32,847
26,500	26,500	26,581	27,121	27,930	28,423	29,840	30,179	31,433	33,457	35,476	38,294	41,548	43,768	45,741	47,368	48,461
22,700	22,200	22,230	22,977	23,820	24,277	24,581	24,518	24,636	25,163	24,262	25,004	25,323	26,182	26,224	26,367	26,683
255,000	258,000	265,766	272,167	279,635	292,351	300,447	310,334	321,072	334,658	344,820	358,463	371,798	384,928	396,775	408,958	424,881
9,750	10,000	10,134	10,825	10,890	11,300	11,955	12,576	13,075	13,307	14,132	14,560	15,427	16,244	17,411	18,416	19,042
45,000	47,200	48,988	53,693	57,195	61,497	67,753	72,910	78,023	82,078	84,579	88,105	91,128	94,729	98,924	103,637	110,239
2,200	2,200	2,163	2,183	2,124	2,182	2,286	2,275	2,361	2,406	2,421	2,492	2,514	2,510	2,520	2,549	2,575
157,000	158,000	158,673	161,752	166,390	169,791	173,973	178,094	182,089	186,993	189,553	193,508	197,591	201,208	203,946	206,623	210,595
1,690,000	1,706,000	1,729,227	1,780,870	1,838,149	1,889,393	1,946,721	1,995,228	2,042,893	2,099,409	2,141,632	2,193,014	2,246,468	2,290,634	2,331,826	2,372,458	2,430,223

2005	2006	2007	2008	2009	2010	2011	2012
6,327	6,411	6,446	6,500	6,550	6,655	6,615	6,589
45,382	46,081	47,603	48,843	49,570	50,110	50,466	50,705
100,948	103,483	106,201	108,700	110,805	113,272	114,721	115,851
20,500	20,930	21,155	21,237	21,225	21,463	21,485	21,431
981	997	987	980	1,003	1,078	1,115	1,107
275,373	283,951	292,258	297,840	303,266	307,550	312,603	317,248
15,879	16,252	17,158	17,799	18,434	18,665	19,111	19,572
10,493	10,440	10,463	10,613	10,851	11,018	10,997	10,846
4,696	4,764	4,862	5,032	5,136	5,184	5,149	5,125
8,674	8,839	8,909	9,075	9,207	9,231	9,322	9,420
40,543	42,642	43,798	45,328	45,836	46,272	46,767	46,883
8,991	9,337	9,680	10,070	10,226	10,253	10,323	10,426
6,508	6,732	6,907	7,039	7,089	7,137	7,208	7,282
12,316	12,299	12,319	12,384	12,464	12,516	12,591	12,625
8,281	8,596	8,913	9,229	9,468	9,469	9,668	9,913
1,408	1,421	1,442	1,515	1,557	1,556	1,544	1,537
2,020	2,070	2,102	2,206	2,247	2,270	2,276	2,255
967,017	985,362	995,648	1,007,205	1,018,737	1,033,299	1,045,829	1,059,112
14,097	14,082	14,146	14,436	14,758	14,742	14,954	15,232
25,401	25,735	26,388	26,872	27,545	27,914	28,173	28,067
19,604	19,930	20,378	20,545	20,690	20,839	20,903	20,914
33,600	34,051	34,864	35,540	35,802	36,496	37,208	37,704
50,926	53,120	55,081	56,722	57,606	58,422	59,133	59,984
27,465	28,464	29,671	31,489	32,495	32,619	33,315	34,435
441,720	462,033	480,717	497,637	508,354	519,299	530,789	541,378
19,826	20,836	21,689	22,535	23,072	23,682	24,456	25,354
119,265	127,108	131,778	135,326	136,183	138,761	141,219	143,352
2,586	2,613	2,727	2,698	2,748	2,788	2,742	2,725
215,016	217,650	221,785	225,727	228,636	232,102	233,241	235,517
2,505,843	2,576,229	2,636,075	2,691,122	2,731,560	2,774,662	2,813,923	2,852,589



APPENDIX C:

2019 UDOT Bridge Inspection Results & Recommendations, Washington City



Condition Overview

Deck NBI: 6	Culvert NBI: N	BHI: 90.35	BHI Rank: 1879
Super NBI: 8	Channel NBI: N	PHI: 90.35	PHI Rank: 1879
Sub NBI: 8	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 2003 /

Bridge Issues

	<u>Yes</u>	<u>No</u>
This report identifies deficiencies requiring urgent corrective action. Details:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge is scour critical:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge contains fracture critical components:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge needs a new load rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge requires special inspection:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recommended Frequency:		

Report Contents

- | | |
|---|--|
| <input type="checkbox"/> Desk Review Audit | <input type="checkbox"/> Critical Findings Report |
| <input checked="" type="checkbox"/> Condition Ratings Report | <input checked="" type="checkbox"/> Vertical Underclearance Report |
| <input checked="" type="checkbox"/> Element Level Inspection Report | <input type="checkbox"/> Cross Section Report |
| <input checked="" type="checkbox"/> Bridge Photographs | <input type="checkbox"/> Other: |

Type of Inspection

NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inspectors	Name	Date	P.E. Seal and Signature
Inspector of Record	Chad Cornia	01/28/2019	
Field Checked	Justin Jar	01/28/2019	
Checked	Dan Adams	8/30/2019	
Back Checked	BACK CHECKED and CORRECTED By:		
Corrected	C. Cornia at 10:01 am, Sep 16, 2019		
Verified	Katie Powell	12/11/2019	
Independent Field QC Review			
QA Review			



Roadway Looking N.



Elevation From E.



Typ. Underside



Typ. Deck Underside



W. Overhang



E. Overhang



Abutment 1 (S.)



Abutment 2 (N.)



N. Relief Joint



NE Corner Approach Barrier
Settlement



NE Corner Approach Barrier Spall



Typ. Vertical Parapet Crack



Typ. W. Parapet Face



Typ. Polymer Surface



MSE Panel Cracking @ Abutment 2
W. Corner



MSE Panel Spall @ NE Corner



Camera Cable Hanging Down



I-15 NB Bridge at the Washington Int.

Inspector: Chad Cornia

Inspection Date: January 28, 2019

IDENTIFICATION	
Bridge Key:	1C 914
(8) NBI Number:	1C 914
Structure Name:	I-15 NB Bridge at the Washington Int.
(9) Location:	Washington Int.
(7) Carries:	I-15 (SR-15) NBL
(42A) Service On:	1 Highway
(6) Feature Crossed:	SR-212, SPUI.INT.X-Road.
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.13
(17) Longitude:	-113.53
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	2003
(106) Year Recon:	
(37) Historical:	5 Not eligible for NRHP
	(98) Border State: Not Applicable (P)
	(99) Border Number:
	% Responsibility: 0

INSPECTION			
(90) Date of Inspection:	1/28/2019		
(91) Frequency:	24		
Next Inspection:	1/28/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/28/2019	1/28/2021
(A) Fracture Critical		N/A	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	3/17/2015
(31) Design Load:	A HL 93
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.76
(65) Inv Method:	8 LRFR (HL93)
(66) Inv Rating:	1.27
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

Deck Overlay	Steel Coatings
(108A) Wearing Surface: 5 Epoxy Overlay	Steel Overcoat Year: N/A
(108B) Membrane: 0 None	Paint / Repaint Year: N/A
Year Applied: N/A	Thickness: 0.00 IN

DECK GEOMETRY	DECK CONDITION
(68) Deck Geometry: 9 Above Desirable Crit	
Deck Area: 11,906.60	
(107) Deck Type: 1 Concrete-Cast-in-Place	
(108C) Deck Protection: 1 Epoxy Coated Reinforci	
(52) O. to O. Width: 62.12	
(51) Curb to Curb Width: 59.06	
(50A) Curb / Sidewalk Width L: 0.00	
(50B) Curb / Sidewalk Width R: 0.00	
(33) Median: 0 No median	
(58) Deck Rating: 6 Satisfactory	
(36A) Bridge Rail: 1 Meets Standards	
(36B) Transition: 1 Meets Standards	
(36C) Approach Rail: 1 Meets Standards	
(36D) Approach Rail Ends: 1 Meets Standards	

SUPERSTRUCTURE GEOMETRY	SUPERSTRUCTURE CONDITION
(45) # of Main Spans: 1	
(46) # of Approach Spans: 0	
(43 A) Main Material: 3 Steel	
(43 B) Main Design: 02 Stringer/Girder	
(48) Max Span Length: 189.98	
(49) Structure Length: 192.67	
(112) NBIS Length: Long Enough	
(103) Temp Structure: Not Applicable (P)	
(34) Skew: 13	
(35) Structure Flared: 0 No flare	
(59) Superstructure Rating: 8 Very Good	
(67) Structure Evaluation: 8 Equal Desirable Crit	
(101) Parallel Structure: Right of bridge	
(72) Approach Alignment: 8 Equal Desirable Crit	
(32) Approach Roadway Width: 58.40	



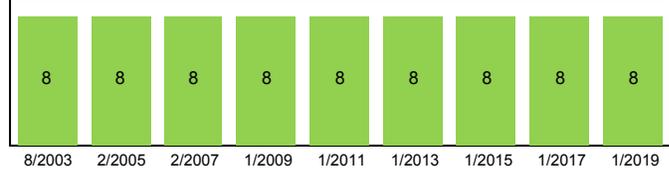
I-15 NB Bridge at the Washington Int.

Inspector: Chad Cornia

Inspection Date: January 28, 2019

SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 8 Very Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: I-15 (SR-15) NBL

ROADWAY LOCATION

- (5A) Pos Prefix: Route On Structure
- (5B) Kind of Hwy: 1 Interstate Hwy
- (5C) Level Service: 1 Mainline
- (5D) Route Num: 00015
- (13A/B) LRS Route: 0000000015/00
- (11) Milepost: 10.91 mi
- (5E) Suffix: 1 North
- (102) Direction: 1 1-way traffic
- (28A): Lanes On 2
- (19) Detour Length: 0.00 mi (0.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 11 Urban Interstate
- (104) NHS: 1 On the NHS
- (110) Nat Truck Net: 1 Part of natl network
- (100) Defense Hwy: 1 On Interstate STRAHNET
- (29) ADT: 45,770 Cars/Day
- (109) Pct Trucks: 34.00%
- (30) ADT Year: 2014
- (114) Future ADT: 57,213 Cars/Day
- (115) Future ADT Year 2,034

CLEARANCES

- (10) Vertical: 99.99
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 18.67
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 59.06
- (56) Min Lat Left: N/A
- (55B) Min Lat Right: N/A
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

ROUTE UNDER STRUCTURE: SR-212, Int. X-Road.

ROADWAY LOCATION

- (5A) Pos Prefix: One Route Under
- (5B) Kind of Hwy: 3 State Hwy
- (5C) Level Service: 1 Mainline
- (5D) Route Num: 00212
- (13A/B) LRS Route:
- (11) Milepost: 0.07 mi
- (5E) Suffix: 0 N/A (NBI)
- (102) Direction: 2 2-way traffic
- (28B): Lanes Under 6
- (19) Detour Length: 11.81 mi (19.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 17 Urban Collector
- (104) NHS: 0 Not on NHS
- (110) Nat Truck Net: 0 Not part of natl netwo
- (100) Defense Hwy: 0 Not a STRAHNET hwy
- (29) ADT: 8,425 Cars/Day
- (109) Pct Trucks: 13.00%
- (30) ADT Year: 2014
- (114) Future ADT: 10,532 Cars/Day
- (115) Future ADT Year 2,034

CLEARANCES

- (10) Vertical: 18.67
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 18.67
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 82.68
- (56) Min Lat Left: 0.00
- (55B) Min Lat Right: 3.94
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

Planning and Inspection Details

Available Plans: Full Plans	Crane Req: No	Follow Up Req: 0	(94) Bridge Cost: \$1
Funding Avail: NHPP, ST_BR, STP	Last Crane Date	Date Completed	(95) Roadway Cost: \$1
Prime Funding: NHPP_BR	UT Req: No	Follow Up	(96) Total Cost: \$1
Update POA: No	Last UT Date	Reason:	(97) Year of Cost Estimate: Unknown
			(75) Type of Work: Unknown (P)
			(76) Length of Improvement: -1.0 ft

I-15 NB Bridge at the Washington Int.

Inspector: Chad Cornia

Inspection Date: January 28, 2019



Total: 1,191 each	CS1: 0 each (0%)	CS2: 1,191 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/28/2019 Chad Cornia

The underside has widespread random transverse cracks, <.01" wide, spaced 4'-8' apart. The deck areas in the outer 15' along the backwall faces, has cracking that is spaced @ ~2'-3'. The E. overhang has random transverse cracks with similar width and spacing. All underside cracking has light efflorescence staining associated. 10% of the deck was placed in CS2.

5102 Polymer Overlay

Protective System

Environment: 2



Total: 14,322 sq.ft	CS1: 14,322 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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01/12/2017 DALE DEBENHAM

The polymer riding surface is free of debonding and substantial cracks. Element remains in CS1.

01/28/2019 Chad Cornia

The polymer overlay is in good condition with no visible reflective cracking or peeling areas. Aggregate has not polished in the travel lanes and meets CS1 criteria.

107 Steel Opn Girder/Beam

Environment: 2

Total: 1,148 ft	CS1: 1,148 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
-----------------	----------------------	----------------	----------------	----------------

I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				

25%

50%

75%

01/28/2015 Brandon Reda

Steel girders are in good condition. No defects observed.

01/12/2017 DALE DEBENHAM

The steel girders are free of deformation, out of plane bending, and other defects. Element remains in CS1.

01/28/2019 Chad Cornia

All 6 steel girders and diaphragms are in good condition with no visible deformation or deterioration. All attachment hardware is in place.

5203 Steel Protective Coating (515)

Protective System

Environment: 2



Total: 22,823 sq.ft	CS1: 22,823 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
---------------------	--------------------------	-------------------	-------------------	-------------------

01/28/2015 Brandon Reda

Protective coating is in good condition, all steel girders and elements are covered well.

01/12/2017 DALE DEBENHAM

The superstructure protective coating is free of chalking, peeling, and blistering. Element remains in CS1.

01/28/2019 Chad Cornia

The painted superstructure surfaces are in good condition with no peeling, bubbling or rusting.

215 Re Conc Abutment

Environment: 2

Total: 127 ft	CS1: 127 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				

25%

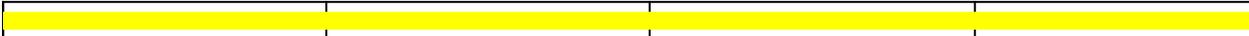
50%

75%

01/28/2015	Brandon Reda	Both abutments are in good condition. One isolated tight crack in southeast coping.
01/12/2017	DALE DEBENHAM	Abutments are covered with the MSE wall panels. The backwalls are free of spalls, delamination, and significant cracks. Element remains in CS1.
01/28/2019	Chad Cornia	Both abutment faces are covered with MSE wall panels. Both backwall faces are free of any visible defects or deterioration.

321 Re Conc Approach Slab

Environment: 2

Total: 3,100 sq.ft	CS1: 0 sq.ft (0%)	CS2: 3,100 sq.ft (100%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				
	25%	50%	75%	

01/28/2015	Brandon Reda	Both approach slabs are bare concrete with tight moderate cracking on surface. Cracks are approximate up to 1/16 inch wide. Approach relief joints are sealed but rough at transition. South approach slab has settled 2 inches, north approach slab has settled 3 inches.
01/12/2017	DALE DEBENHAM	Approaches are covered with a polymer riding surface. No cracks or other condition were found that might indicate defects may be present in the approach surface. Minor settlement is noted in each approach. Ride is fair. Element is placed in CS2.
01/28/2019	Chad Cornia	Both approach slab surfaces are covered with a polymer overlay and are not visible for inspection.

4000 Settlement

Element Defect

Environment: 2



Total: 3,100 each	CS1: 0 each (0%)	CS2: 3,100 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/28/2019 Chad Cornia The E. side of both slabs has settled up to 2.5". Both slab qty's have been placed in CS2.

331 Re Conc Bridge Railing

Environment: 2

Total: 484 ft	CS1: 242 ft (50%)	CS2: 242 ft (50%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				
	25%	50%	75%	

01/28/2015	Brandon Reda	Concrete barrier shows tight vertical cracking with up to 2 feet spacing.
01/12/2017	DALE DEBENHAM	The cast in place concrete parapets have 0.01 and 0.004 inch wide vertical cracks spaced three feet and more apart. No spalls or delamination noted. Element remains in CS1.
01/28/2019	Chad Cornia	The E. side parapet has random .01" wide vertical cracks at >3' spacing that still meets CS1 criteria.

1130 Cracking (RC and Other)

Element Defect

Environment: 2



Total: 242 each	CS1: 0 each (0%)	CS2: 242 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
------------------------	-------------------------	-----------------------------	-------------------------	-------------------------

01/28/2019 Chad Cornia

The W. parapet has widespread vertical and map type cracking throughout. Vertical cracking is ~.016" wide and spaced 1'-3' apart. The map type cracking is ~.01" wide with random spacing. 242' placed in CS2.

5300 Reinforced Concrete Wingwalls

Environment: 2

Total: 58 ft	CS1: 58 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				
	25%	50%	75%	

01/28/2015 Brandon Reda Wingwalls are in good condition.

01/12/2017 DALE DEBENHAM The concrete wingwalls are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/28/2019 Chad Cornia Both E. side wingwalls are in good condition with no visible defects or deterioration.

5310 MSE Wall

Environment: 2

Total: 177 ft	CS1: 171 ft (97%)	CS2: 0 ft (0%)	CS3: 6 ft (3%)	CS4: 0 ft (0%)
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I/31/2013				
I/28/2015				
I/12/2017				
I/28/2019				
	25%	50%	75%	

01/28/2015 Brandon Reda MSE walls are in good condition.

01/12/2017 DALE DEBENHAM A one foot long spall is noted in one of the panels near the southeast outside corner and southwest abutment wall near the south opening. A 0.04 inch wide crack has developed in the coping near the south opening over the west abutment wall. Two feet of the element is placed in CS2 for shallow spalls with one foot in CS3 for crack width.

01/28/2019 Chad Cornia The upper panel along the face of abutment 2 at the W. corner has a full width 1/16" wide crack in the upper panel edge. There is a 2' long X 8" wide spall @ the NE side of the bridge opening. 6' placed in CS3. Defects are not considered distortion so no defect flag was used.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Under Review	Medium (Safety)	Repair Utility	01/28/2019	CC 2019 Repair the cable hanging from the under bridge traffic camera.
Under Review	Normal	Remove Debris from Drains	01/28/2015	Clean debris from approach drain. CC 2019 Remove debris built up in approach drain boxes.



1C 914

I-15 NB Bridge at the Washington Int.

Inspector: Chad Cornia

Inspection Date: January 28, 2019

UDOT Structures Work Candidates

Status	Priority	Action	Date Proposed	Year Sch	Notes
Approved	Medium (Safety)	Other	01/12/2017	2017	1/12/2017: Clearance measurements for this record were taken along the outside girders of 1 and 3C 914. It is recommended that Lidar be used to measure all girders lines over the travel lanes to insure minimum clearances are correct. CC 2019 Clearances still need to be taken via Lidar.



1C 914
I-15 NB Bridge at the Washington Int.

Inspector: Chad Cornia
 Inspection Date: January 28, 2019

	20.16	17.53	
+	↗	20.16	
+	↗	19.67	
	19.41		← Lane 2 -
	19.08		← Lane 1 -
+	→	18.75	
+	↑	18.67	
+	↑	18.67	
+	Lane 1 →	19.08	
+	Lane 2 →	19.33	
	20.00		↙ -
	20.50		↙ -
	20.58		

CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
	<u>Not Applicable</u>	<u>NB Lane 1</u>	<u>WB Lane 1</u>	<u>EB Lane 1</u>
Max:	Not Applicable	Not Applicable	Max: 19' 1"	19' 1"
Min:	Not Applicable	Not Applicable	Min: 18' 9"	18' 8"

CLEARANCE SIGNS		
	<u>Direction 1</u>	<u>Direction 2</u>
Signs Placed:	Not Applicable	Not Applicable
Signs Correct:	Not Applicable	Not Applicable
Signs Legible:	Not Applicable	Not Applicable
Signs Standard:	Not Applicable	Not Applicable
Approach Signs Required:	Not Applicable	Not Applicable
Existing Legends:		

NOTES		
Pavement Type Under:	Asphalt	
3C 914 controls clearances. Clearances for all lanes through the SPUI were not measured due to heavy traffic. It is recommended that LIDAR be used to confirm clearances for all lanes.		
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	18.67 Feet	18.67 Feet

Inspection History

Change Notes (Prior to NBE's)

01-FEB-2005: 02/01/2005 Inspection party consisted of Ron Rasmussen and Mike Ellis.
13-FEB-2007: 02/13/2007 Dale, Wade Waycock, Ryan Christensen - shed
28-JAN-2009: 01/28/2009 Terri Taylor, Brenda Reeder regular NBI and element level inspection.
26-JAN-2011: 01/26/2011 Robert Mason, PE; Terri Taylor. Regular NBI. New Shed number 4473.
31-JAN-2013: 1/31/2013 Chad, Dale. Routine NBI & element level inspection.

Deck Notes (Prior to NBE's)

07-AUG-2003: 08/07/2003 New Bridge, added to the inventory at of the above date.
01-FEB-2005: 02/01/2005 Underside of deck has moderate to heavy density of transverse cracking with light efflorescent staining. Cracks are not visible on the top deck surface.
13-FEB-2007: 02/13/2007 Transverse cracking in the deck surface. Deck underside has similar cracking with light staining.
28-JAN-2009: 01/28/2009 The underside has transverse cracking spaced every 20-30ft apart.
26-JAN-2011: 01/26/2011 RCM. Transverse cracks on surface every 2 to 3 ft w/some at 1ft. The underside has transverse leaching cracks spaced 4-12ft apart. Pattern cracking starting to show in wheel lines of right lane.
31-JAN-2013: 1/31/2013 CC Bare concrete wear surface in good condition. Random cracks, <1/4 in., throughout. Parapets have typical tight vertical cracks throughout. Underside has tight transverse cracks, 4-10 ft. centers, with light staining throughout.

Approach Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Both approach slabs have settlement at ends. 2 inches at south and 3 inches at north end. North approach slab has been overlay with asphalt which is rough. Both relief and backwall joints are open and need sealing.
13-FEB-2007: 02/13/2007 Approaches have settled 2 inches or more and the asphalt leveling coarse is breaking up. Relief joints have cracked open.
28-JAN-2009: 01/28/2009 The approach slabs have setteled up to 4inches, low spot in the No. approach allows for ponding to occur.
26-JAN-2011: 01/26/2011 RCM. Settlement of both Approach Slabs still at about 4inches. Approach parrapet NE corner is spalled out about 4inches where slab has settled. Water still ponding. Asphalt placed to level out riding surface. Both MSE walls look good.
31-JAN-2013: 1/31/2013 CC Bare concrete wear surface in good condition. Random cracks, <1/16 in., throughout both approaches. Relief joints have been sealed. Both approaches have settled up to 3 in. causing rough transition across bridge.
31-JAN-2013: 1/31/2013 CC Safety barrier and rail in place and up to current standards.

Drainage Comments (Prior to NBE's)

13-FEB-2007: 02/13/2007 Approach drains are full of debris.
31-JAN-2013: 1/31/2013 CC Drain boxes are full of debris and appear to be plugged and not functioning.

Superstructure Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 A slight kink in the bottom member of the third diaphragm from the south end, in the second bay from the west side. Does not appear serious at this time.
28-JAN-2009: 01/28/2009 Paint remains good at this time.
26-JAN-2011: 01/26/2011 RCM. Paint still good.
31-JAN-2013: 1/31/2013 CC Girders and diaphragms are in good condition with no visible defects or deterioration. Previously mentioned diaphragm is same. Paint is in good condition.



Substructure Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Substructure elements look good.

28-JAN-2009: 01/28/2009 unchanged conditions.

26-JAN-2011: 01/26/2011 RCM. Looks good.

31-JAN-2013: 1/31/2013 CC Abutments, wingwalls, and MSE walls are in good condition with no visible advanced defects or deterioration.



I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019

Condition Overview

Deck NBI: 6	Culvert NBI: N	BHI: 87.97	BHI Rank: 1523
Super NBI: 8	Channel NBI: N	PHI: 87.97	PHI Rank: 1523
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 2003 /-1

Bridge Issues

	<u>Yes</u>	<u>No</u>
This report identifies deficiencies requiring urgent corrective action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Details:		
This bridge is scour critical:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge contains fracture critical components:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge needs a new load rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge requires special inspection:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recommended Frequency:		

Report Contents

- | | |
|---|--|
| <input type="checkbox"/> Desk Review Audit | <input type="checkbox"/> Critical Findings Report |
| <input checked="" type="checkbox"/> Condition Ratings Report | <input checked="" type="checkbox"/> Vertical Underclearance Report |
| <input checked="" type="checkbox"/> Element Level Inspection Report | <input type="checkbox"/> Cross Section Report |
| <input checked="" type="checkbox"/> Bridge Photographs | <input type="checkbox"/> Other: |

Type of Inspection

NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inspectors	Name	Date	P.E. Seal and Signature
Inspector of Record	Justin Jar	01/28/2019	
Field Checked	Chad Cornia	01/28/2019	
Checked	Katie Powell	5/20/2019	
Back Checked	BACK CHECKED and CORRECTED By:		
Corrected	TWJ at 1:37 pm, Jul 17, 2019		
Verified	APPROVED By Rebecca Nix at 5:30 pm, Jul 29, 2019		
Independent Field QC Review			
QA Review			



Roadway Looking S.



Elevation From Southwest



Approach South



Roadway Looking N.



Approach Slab Drain Northwest



Approach Slab Repair South in
2014



Back Wall Joint From Northwest



Relief Joint From Northwest

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019



Type I Deck Polymer
Installed 2014 - PIN 11416



Abutment 1



Abutment 1



Abutment 2 (6 Girderlines)



Underside From Abutment 1



Underside From Abutment 2



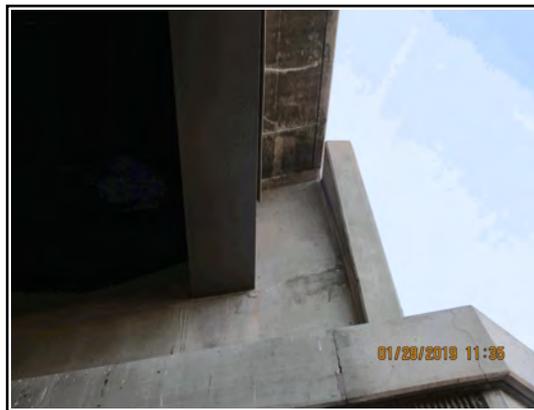
Underside Bay 1 and 2 Abutment 1



Underside Bay 5 Abutment 2



Overhang West



Overhang Southwest



Parapet Southwest



Parapet Gap

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019



Paint Girder 2 Northwest



Wing Wall Northwest



MSE Wall Spall Northwest Coping



MSE Wall Spall Southwest



MSE Wall Southwest Close-up



Roadway Under Looking W.



I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019

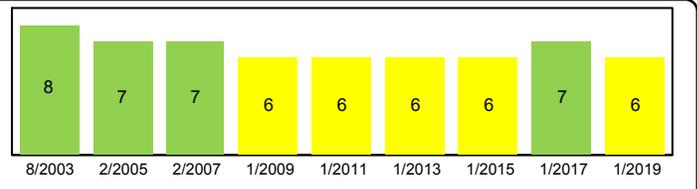
IDENTIFICATION	
Bridge Key:	3C 914
(8) NBI Number:	3C 914
Structure Name:	I-15 SB Bridge at the Washington Interchange
(9) Location:	I-15 INT. IN WASHINGTON
(7) Carries:	I-15 (SR-15) SBL
(42A) Service On:	1 Highway
(6) Feature Crossed:	SR-212, SPUI INT.X-ROAD.
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.13
(17) Longitude:	-113.52
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	2003
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP

INSPECTION			
(90) Date of Inspection:	1/28/2019		
(91) Frequency:	24		
Next Inspection:	1/28/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/28/2019	1/28/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	2/19/2015
(31) Design Load:	A HL 93
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.78
(65) Inv Method:	8 LRFR (HL93)
(66) Inv Rating:	1.26
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

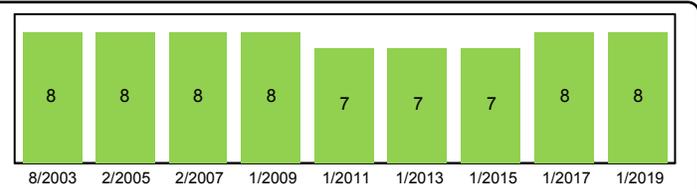
Deck Overlay	Steel Coatings
(108A) Wearing Surface: 5 Epoxy Overlay	Steel Overcoat Year: N/A
(108B) Membrane: 3 Epoxy	Paint / Repaint Year: N/A
Year Applied: 5/1/2014	
Thickness: 0.00 IN	

DECK GEOMETRY	
(68) Deck Geometry:	7 Above Min Criteria
Deck Area:	11,906.60
(107) Deck Type:	1 Concrete-Cast-in-Place
(108C) Deck Protection:	1 Epoxy Coated Reinforci
(52) O. to O. Width:	62.12
(51) Curb to Curb Width:	59.06
(50A) Curb / Sidewalk Width L:	0.00
(50B) Curb / Sidewalk Width R:	0.00
(33) Median:	3 Closed Med w/Barriers



(58) Deck Rating:	6 Satisfactory
(36A) Bridge Rail:	1 Meets Standards
(36B) Transition:	1 Meets Standards
(36C) Approach Rail:	1 Meets Standards
(36D) Approach Rail Ends:	1 Meets Standards

SUPERSTRUCTURE GEOMETRY	
(45) # of Main Spans:	1
(46) # of Approach Spans:	0
(43 A) Main Material:	3 Steel
(43 B) Main Design:	02 Stringer/Girder
(48) Max Span Length:	189.98
(49) Structure Length:	192.67
(112) NBIS Length:	Long Enough
(103) Temp Structure:	Not Applicable (P)
(34) Skew:	14
(35) Structure Flared:	0 No flare



(59) Superstructure Rating:	8 Very Good
(67) Structure Evaluation:	7 Above Min Criteria
(101) Parallel Structure:	Left of bridge
(72) Approach Alignment:	8 Equal Desirable Crit
(32) Approach Roadway Width:	58.40



I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019

SUBSTRUCTURE GEOMETRY		SUBSTRUCTURE CONDITION	
(38) Navigation Control:	NA-no waterway		(60) Substructure Rating: 7 Good (61) Channel Rating: N N/A (NBI)
(39) Nav Vert Clearance:	0.00		
(40) Nav Horiz Clearance:	0.00		
(111) Pier Protection:	Not Applicable (P)		
(116) Lift Bridge Vertical Clearance:	0.00		
(113) Scour Rating:	N Not Over Waterway		
(71) Waterway Adequacy:	N Not applicable		

ROUTE ON STRUCTURE: I-15 (SR-15) SBL					
ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	Route On Structure	(26) Funct Class:	11 Urban Interstate	(10) Vertical:	99.99
(5B) Kind of Hwy:	1 Interstate Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	1 Part of natl network	(54b) Min Vert Under:	16.67
(5D) Route Num:	00015	(100) Defense Hwy:	0 Not a STRAHNET hwy	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000015/00	(29) ADT:	43,900 Cars/Day	(47) Horizontal:	59.06
(11) Milepost:	10.94 mi	(109) Pct Trucks:	25.00%	(56) Min Lat Left:	N/A
(5E) Suffix:	3 South	(30) ADT Year:	2014	(55B) Min Lat Right:	N/A
(102) Direction:	1 1-way traffic	(114) Future ADT:	54,875 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28A): Lanes On	3	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	0.00 mi (0.00 km)				
(20) Toll Facility:	3 On free road				

ROUTE UNDER STRUCTURE: SR-212, SPU INT. X-Road.					
ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	One Route Under	(26) Funct Class:	17 Urban Collector	(10) Vertical:	16.67
(5B) Kind of Hwy:	3 State Hwy	(104) NHS:	0 Not on NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	0 Not part of natl netwo	(54b) Min Vert Under:	16.67
(5D) Route Num:	00212	(100) Defense Hwy:	0 Not a STRAHNET hwy	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:		(29) ADT:	8,425 Cars/Day	(47) Horizontal:	82.68
(11) Milepost:	0.05 mi	(109) Pct Trucks:	13.00%	(56) Min Lat Left:	0.00
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2014	(55B) Min Lat Right:	3.94
(102) Direction:	2 2-way traffic	(114) Future ADT:	10,532 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28B): Lanes Under	6	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	11.81 mi (19.00 km)				
(20) Toll Facility:	3 On free road				

Planning and Inspection Details					
Available Plans:	Full Plans	Crane Req:	No	Follow Up Req:	0
Funding Avail:	NHPP, ST_BR, STP	Last Crane Date		Date Completed	
Prime Funding:	NHPP_BR	UT Req:	No	Follow Up	
Update POA:	No	Last UT Date		Reason:	
				(94) Bridge Cost:	\$1
				(95) Roadway Cost:	\$1
				(96) Total Cost:	\$1
				(97) Year of Cost Estimate:	Unknown
				(75) Type of Work:	Unknown (P)
				(76) Length of Improvement:	-1.0 ft

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019

5102 Polymer Overlay

Protective System

Environment: 2



Total: 12,792 sq.ft	CS1: 12,792 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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01/12/2017 Randy Haider The polymer overlay is in place over the deck and eastern approach slab elements. The polymer is free of cracking, delamination or other defect. The entire polymer overlay element remains in CS1.

01/28/2019 Justin Jar Polymer overlay is in good condition with no significant visible defects. 100% in CS1. Polymer was placed in 2014 under PIN 11416.

5000 General Notes

01/28/2015 NASH WILSON Routine NBI and element level inspection led by Nash Wilson with Brandon Reda assisting. Bridge to be load rated as part of current program.

01/12/2017 Randy Haider Routine NBI and Element Level Inspection done by Randy Haider and Tyson Schultz. Vertical Clearances were taken under the north girder of 3C 914. The clearances under the higher side of the structure were not taken due to the high traffic volume of the SPUI interchange. The polymer overlay element was added as it was installed prior to this inspection.

01/28/2019 Justin Jar Routine NBI and element level inspection by Justin Jar and Chad Cornia (team lead). Underside clearance verified at edge of pavement and ramp at corner.

5001 Roadway / Channel / Drainage

01/28/2015 NASH WILSON The approach drains are open and functioning properly.

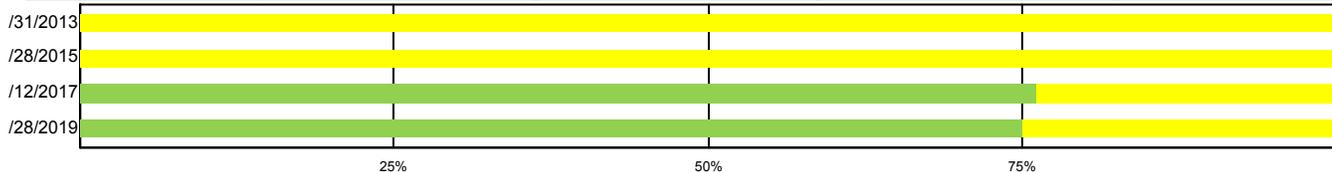
01/12/2017 Randy Haider The approach roadway has approximately two inches of ride displacement. The approach slabs and deck ride is smooth. The approach drains have debris in the catch basins however the drains are functioning as intended.

01/28/2019 Justin Jar South approach asphalt is in poor condition with large patched areas and wide map cracks on lane #2. Ride is fair. North approach is in good condition. There is no erosion noted at two high west side wing walls. Two north approach slab drains are clear.

12 Re Concrete Deck

Environment: 2

Total: 11,907 sq.ft	CS1: 8,930 sq.ft (75%)	CS2: 2,977 sq.ft (25%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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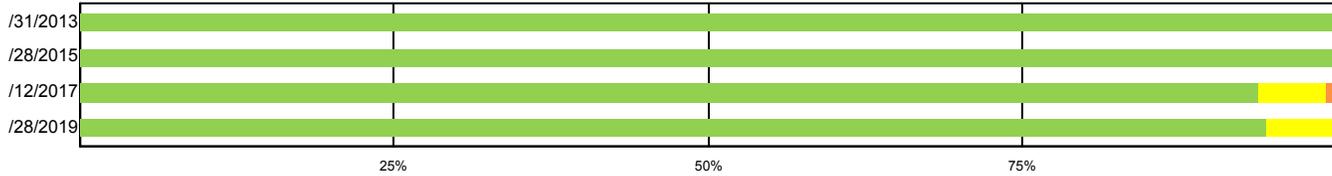


01/28/2015 NASH WILSON The deck surface is bare and there is moderate width map pattern cracking covering the entire deck surface. The underside has transverse cracking with efflorescence near each abutment. The soffits have transverse cracking and efflorescence at approximately 4 foot spacing.

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019



01/28/2015	NASH WILSON	The abutments are in good condition with minor efflorescence staining where water has seeped through where the girders are embedded into the abutments. Efflorescence is minor and generally meets the criteria for condition state 1.
01/12/2017	Randy Haider	The concrete abutments have light efflorescent staining. One foot of light efflorescence is noted at the north end of the east abutment. One linear foot of rust staining is noted near the bottom flange of girder 1. The one foot of rust staining is added to CS3. The west abutment has six linear feet of light efflorescence staining near the south end. No spalls or delamination. Seven feet of light efflorescence staining is added to CS2 with the remaining balance to stay in CS1.
01/28/2019	Justin Jar	Monolithic abutments have no visible delaminations/spalls/patched areas, exposed rebar, rust staining, cracking, settlement or damage noted. Element defect has been identified and appropriately coded in the defect flag.

1120 Efflorescence/Rust Staining

Element Defect

Environment: 2



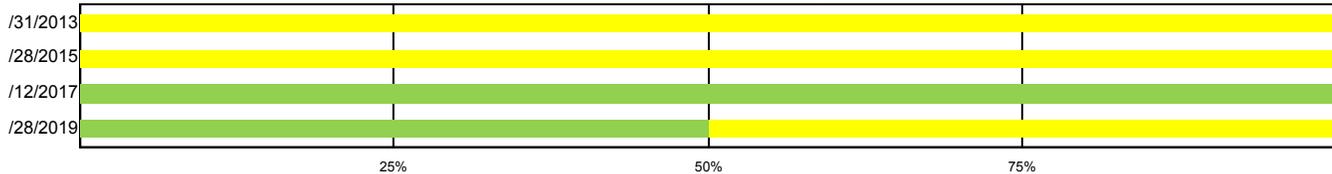
Total: 7 each	CS1: 0 each (0%)	CS2: 7 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/28/2019 Justin Jar 7 ft. placed in CS2 for the visible light efflorescence noted under beam ends at abutment 2 mostly.

321 Re Conc Approach Slab

Environment: 2

Total: 3,100 sq.ft	CS1: 1,550 sq.ft (50%)	CS2: 1,550 sq.ft (50%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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01/28/2015	NASH WILSON	The west approach slab is mostly covered with an asphalt overlay and not viewable for inspection. The portion that is visible has map pattern cracking of moderate width throughout. The relief joints are open. The west roadway has settled about 2 inches from the approach and the east roadway has settled about 3 inches from the approach slab. The east approach slab has moderate width map pattern cracking throughout.
01/12/2017	Randy Haider	The west concrete approach slab has a polymer overlay in place. The top side of the slab cannot be directly observed. There are no defects in the polymer that indicate any defects in the approach slab. A two inch ride displacement off the approach roadway is noted. The displacement appears to be related to the approach roadway not approach slab settlement. The west approach slab has remnants of an asphalt wearing surface. The surface of the concrete approach slab has localized areas of grinding. The approach slab surface is free of cracking or potholes. The approach slabs are placed back into CS1 from CS2 due to no noticeable settlement and lack of surface defects.
01/28/2019	Justin Jar	Both approach slabs have an asphalt overlay to smooth out the ride. No visible delaminations/spalling/patched areas, exposed rebar, cracking, abrasion wear, settlement or impact damage noted on the south exposed concrete top. Element defect has been identified and appropriately coded in the defect flag.

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar
Inspection Date: January 28, 2019

4000 Settlement

Element Defect

Environment: 2



Total: 1,550 each	CS1: 0 each (0%)	CS2: 1,550 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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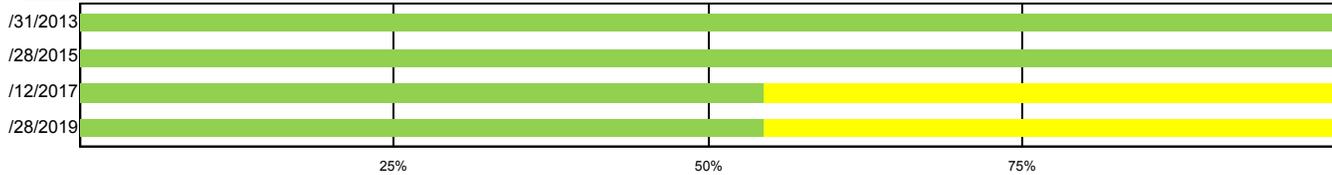
01/28/2019 Justin Jar

50% placed in CS2 for the up to 1 in. settlement on the end south approach slab. The asphalt overlay repair in 2014 is completely failed and exposing 60% of bare concrete on the south approach slab.

331 Re Conc Bridge Railing

Environment: 2

Total: 483 ft	CS1: 263 ft (54%)	CS2: 220 ft (46%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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01/28/2015 NASH WILSON

The concrete parapets are in good condition.

01/12/2017 Randy Haider

The concrete parapets each have full height vertical cracking of up to 0.012 inches wide. The north parapet cracking is spaced approximately one foot through the positive moment. The tighter spacing also has 8 inch grid map cracking. The map cracking is tight. The south parapet vertical cracking is spaced 3 feet or greater through out the length. 160 feet of the north parapet and 60 feet of the south parapet totals 220 linear feet of cracking placed into CS2. The north approach roadway parapet is not aligned with the bridge parapet. The roadway parapet is off set by several inches and appears to have settled.

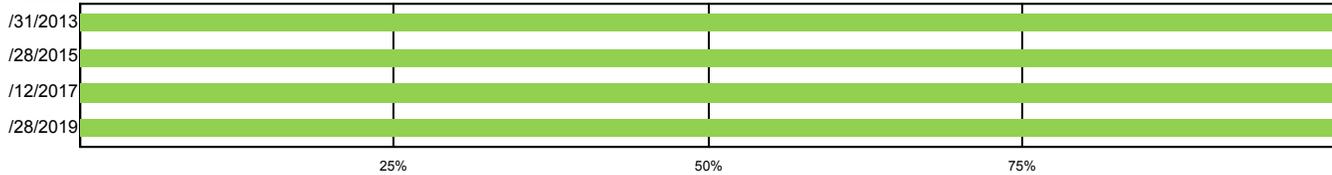
01/28/2019 Justin Jar

Both parapets have no visible delaminations/spalls/patched areas, exposed rebar, efflorescence/rust staining or impact damage noted. Hairline map cracking throughout, <0.012 in. wide (CS1). Some areas of the rubbed finish exhibit superficial surface peeling. 100% in CS1.

5300 Reinforced Concrete Wingwalls

Environment: 2

Total: 58 ft	CS1: 58 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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01/28/2015 NASH WILSON

The wingwalls are in good condition.

01/12/2017 Randy Haider

The two concrete wingwalls are located along the north elevation. The wingwalls are free of cracking or spalls and remain in CS1.

01/28/2019 Justin Jar

The two west side high wing walls have no visible cracking, delaminations/spalls, distortion, efflorescence/staining or settlement noted. 100% in CS1.

5310 MSE Wall

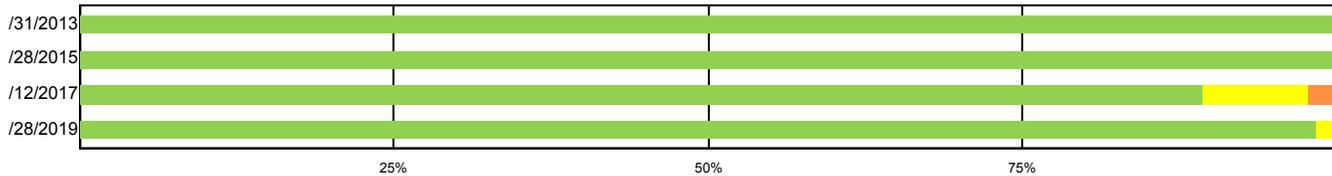
Environment: 2

Total: 177 ft	CS1: 174 ft (98%)	CS2: 3 ft (2%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019



01/28/2015	NASH WILSON	The MSE walls are in good condition. The panels along the west abutment wall near the joint with the northbound bridge have light efflorescence due to leakage along the joints.
01/12/2017	Randy Haider	The MSE element is located in front of the abutments and under each wingwall. The MSE wall below the northeast wingwall has a panel that has rotated inward approximately two inches. The eight foot panel is placed into CS2. Three spalls in the MSE panels are located below the northeast wingwall. Each spall is approximately one foot. No exposed reinforcement noted. The coping at the north end of the east abutment has a one foot spall and two horizontal epoxy covered bars are exposed. The coping below the northeast wingwall has seven vertical cracks. The cracks appear to be approximately 0.012 inches wide and are added to CS2 for a total of 15 linear feet. The four spalls ear each added to CS3.
01/28/2019	Justin Jar	The MSE walls at abutments and two west walls have no significant visible distortion, settlement or impact damage noted. Minor spalls have been identified and appropriately coded in the defect flag.

1080 Delamination/Spall/Patched Area Element Defect Environment: 2



Total: 3 each	CS1: 0 each (0%)	CS2: 3 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/28/2019 Justin Jar *3 ft. placed in CS2 for one shallow spall on the corner coping of northwest Wall, 5 and 2 small spalls on the panel seams on the northwest and southwest MSE wall below coping (see photos). Copings have a few hairline cracking noted.*

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Seal Relief / Backwall Joints	01/28/2015	Seal the relief joints. 1/12/17 RH: Still needed. JJ 2019: work not completed

UDOT Structures Work Candidates

Status	Priority	Action	Date Proposed	Year Sch	Notes
Approved	Normal	Other	01/12/2017	2017	Conduct LIDAR to collect the clearances in the middle of the SPUI. Generated by user "Randy Haider" on 1/17/2017. JJ 2019: work not completed
Approved		Thin Bonded Polymer Overlay	01/12/2017	2017	Apply a polymer overlay to the south approach slab. Generated by user "Randy Haider" on 1/17/2017. JJ 2019: work not completed



3C 914
I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar
 Inspection Date: January 28, 2019

+		17.75		
+	↗	17.75		
		17.67		↖
		17.50		↖
		17.25		↖ Lane 2
		17.08		↖ Lane 1
		16.75		
+	↑	16.67		
+	↑	16.83		
+	Lane 1 →	17.16		
+	Lane 2 →	17.25		
		17.41		↖
		17.83		↖
		18.00		

CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
	<u>SB Lane 1.00</u>	<u>NB Lane 1</u>	<u>WB Lane 1</u>	<u>EB Lane 1</u>
Max:	Not Applicable	Not Applicable	Max: 17' 2"	17' 0"
Min:	Not Applicable	Not Applicable	Min: 16' 8"	16' 9"

CLEARANCE SIGNS		
	<u>Direction 1</u>	<u>Direction 2</u>
Signs Placed:	Not Applicable	Not Applicable
Signs Correct:	Not Applicable	Not Applicable
Signs Legible:	Not Applicable	Not Applicable
Signs Standard:	Not Applicable	Not Applicable
Approach Signs Required:	Not Applicable	Not Applicable
Existing Legends:		

NOTES		
Pavement Type Under:	Asphalt	
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	16.67 Feet	16.67 Feet

Inspection History

Change Notes (Prior to NBE's)

01-FEB-2005: 2/1/2005 inspected by Mike Ellis and Ron Rasmussen Sunrise
13-FEB-2007: 02/13/2007 Wade, Dale and Ryan Christison from 4521.
28-JAN-2009: 01/28/2009 Brenda R., Terri T.
26-JAN-2011: 01/26/2011 Terri Taylor, Robert Mason regular NBI
31-JAN-2013: 01/31/2013 Dale, Chad. Regular NBI and Element Level Inspection.

Deck Notes (Prior to NBE's)

07-AUG-2003: 08/07/2003 New bridge entered into the inventory as of the above date.
01-FEB-2005: 2/1/2005 The deck has some minor map cracking in the slow lane. The bottom of the deck has moderate transverse cracking, every 3 to 5 feet, does not appear to be full depth.
13-FEB-2007: 02/13/2007 Tight lateral cracking with efflorescence staining showing under the structure. Tight map cracking showing throughout the wearing surface of the deck.
28-JAN-2009: 01/28/2009 The deck is map cracked. The soffit has transverse cracking with light staining. Deck drains are partially filled. The S joint is opened back up. The approach slab at the north end has been jacked and is currently settled 3 to 4 inches. Weeds
28-JAN-2009: 01/28/2009 contd. are growing in the approach and departure median at the ends of the bridge.
26-JAN-2011: 01/26/2011 Deck remains bare. Heavy truck loads across lane two is wearing excessively. A wearing surface is strongly recommended. Higher vibrations due to high truck volumes.
31-JAN-2013: 01/31/2013 Most of the bare concrete deck has pattern cracking. No spalls. Parapets have typical hair line type vertical cracks. Underside is free of spalls. Some tight random transverse cracking with light staining.

Approach Comments (Prior to NBE's)

01-FEB-2005: 2/1/2005 The approach slabs has some minor flexure cracks all across the entire slab.
13-FEB-2007: 02/13/2007 Ride is fair. Some settlement on approach slab. Map cracking in approach slab.
28-JAN-2009: 01/28/2009 Could not take clearance readings, traffic too heavy. Added to the clearance list.
26-JAN-2011: 01/26/2011 Ride across approach slab remains rough. Settlement still exists. Heavy truck traffic in lane two exists. and wearing to the surface is excessive in wheel paths.
31-JAN-2013: 01/31/2013 Pattern cracking in the approaches. Approach roadway has settled about 4 inches. An asphalt leveling coarse has kept the ride good. South relief joint is open.

Drainage Comments (Prior to NBE's)

01-FEB-2005: 2/1/2005 The drains at the ends of the ends of the bridge looks good, but the water is seeping through the parapet, which is causing erosion holes on the north side of the bridge. The holes are behind the parapet and behind the MSE walls.
13-FEB-2007: 02/13/2007 Drainage has caused a void behind the parapet near the MSE wall in the NW corner.

Superstructure Comments (Prior to NBE's)

28-JAN-2009: 01/28/2009 looks good at this time.
26-JAN-2011: 01/26/2011 No defects noted.
31-JAN-2013: 01/31/2013 Superstructure is in very good condition. No rusting or deformation.

Substructure Comments (Prior to NBE's)

28-JAN-2009: 01/28/2009 Looks good at this time.
26-JAN-2011: 01/26/2011 NBI lowered from an 8 to a 7.



3C 914

I-15 SB Bridge at the Washington Interchange

Inspector: Justin Jar

Inspection Date: January 28, 2019

31-JAN-2013: 01/31/2013 No defects in the abutments and backwalls. MSE walls are in good condition.



Condition Overview

Deck NBI: 7	Culvert NBI: N	BHI: 92.84	BHI Rank: 1943
Super NBI: 8	Channel NBI: N	PHI: 92.84	PHI Rank: 1943
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 2005 /-1

Bridge Issues

	<u>Yes</u>	<u>No</u>
This report identifies deficiencies requiring urgent corrective action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Details:		
This bridge is scour critical:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge contains fracture critical components:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge needs a new load rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge requires special inspection:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recommended Frequency:		

Report Contents

- | | |
|---|--|
| <input type="checkbox"/> Desk Review Audit | <input type="checkbox"/> Critical Findings Report |
| <input checked="" type="checkbox"/> Condition Ratings Report | <input checked="" type="checkbox"/> Vertical Underclearance Report |
| <input checked="" type="checkbox"/> Element Level Inspection Report | <input type="checkbox"/> Cross Section Report |
| <input checked="" type="checkbox"/> Bridge Photographs | <input type="checkbox"/> Other: |

Type of Inspection

NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inspectors	Name	Date	P.E. Seal and Signature
Inspector of Record	Justin Jar	01/07/2019	
Field Checked	Gar O'Donnell	01/07/2019	
Checked	Katie Powell	05/20/2019	
Back Checked	REVIEWED		
Corrected	<i>By Travis William Jones at 12:26 pm, Jun 25, 2019</i>		
Verified	APPROVED <i>By Rebecca Nix at 1:50 pm, Jul 23, 2019</i>		
Independent Field QC Review			
QA Review			



Roadway Looking E. Healer Sealer



Elevation Looking S.



Abutment 2 East



Abutment 1 From Northwest



Abutment 1 W. Bay 5



Approach Slab Drain From
Northeast



Approach Slab Map Cracks EBL
Southeast



Approach Slab Map Cracks EBL
Southwest



Deck Healer Sealer WBL



Deck Transverse Cracks Typ. EBL



Parapet S. Typ.



Bent 2 Columns Looking N.



Bent 2 Column Typ.



Bent 2 Diaphragms



Bent 2 E. Face



Bent 2 N. End Typ.



Bent 2 Underside Typ.



Bent 2 W. Face



Concrete Slope Protection Cracks
Southeast



Sidewalk And Fence From
Southeast



Utility Bay 1 Abutment 1



Span 1 W. Underside



Span 2 E. Underside



Span 1 W. Underside



Wingwall Northeast



Wingwall Northwest



Wingwall Southeast



Wingwall Southwest



Relief Joint at Northwest



Relief Joint From Southwest



Bearing Fixed Girder 7 Bent 2



Bearing Fixed Girder 7 Abutment
2



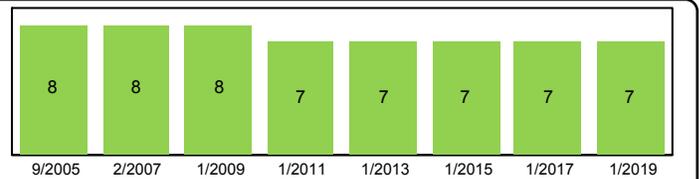
IDENTIFICATION	
Bridge Key:	OC 922
(8) NBI Number:	OC 922
Structure Name:	WASHINGTON PARKWAY
(9) Location:	MP 13 access road
(7) Carries:	WASHINGTON PARKWAY
(42A) Service On:	5 Highway-pedestrian
(6) Feature Crossed:	I-15 NB AND SB
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.15
(17) Longitude:	-113.49
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	2005
(106) Year Recon:	-1
(37) Historical:	4 Hist sign not determin

INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	3/7/2014
(31) Design Load:	A HL 93
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.92
(65) Inv Method:	8 LRFR (HL93)
(66) Inv Rating:	1.03
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

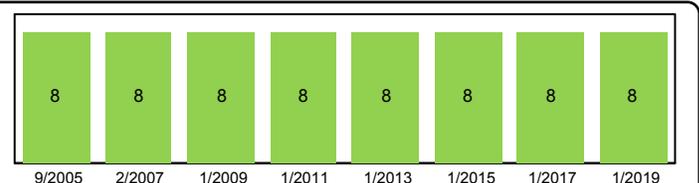
Deck Overlay	Steel Coatings
(108A) Wearing Surface: 1 Monolithic Concrete	Steel Overcoat Year: N/A
(108B) Membrane: 0 None	Paint / Repaint Year: N/A
Year Applied: N/A	Thickness: 0.00 IN

DECK GEOMETRY	
(68) Deck Geometry:	9 Above Desirable Crit
Deck Area:	29,764.51
(107) Deck Type:	1 Concrete-Cast-in-Place
(108C) Deck Protection:	1 Epoxy Coated Reinforci
(52) O. to O. Width:	91.58
(51) Curb to Curb Width:	91.57
(50A) Curb / Sidewalk Width L:	6.00
(50B) Curb / Sidewalk Width R:	0.00
(33) Median:	0 No median



DECK CONDITION	
(58) Deck Rating:	7 Good
(36A) Bridge Rail:	1 Meets Standards
(36B) Transition:	1 Meets Standards
(36C) Approach Rail:	1 Meets Standards
(36D) Approach Rail Ends:	1 Meets Standards

SUPERSTRUCTURE GEOMETRY	
(45) # of Main Spans:	2
(46) # of Approach Spans:	2
(43 A) Main Material:	3 Steel
(43 B) Main Design:	02 Stringer/Girder
(48) Max Span Length:	161.50
(49) Structure Length:	323.00
(112) NBIS Length:	Long Enough
(103) Temp Structure:	Not Applicable (P)
(34) Skew:	0
(35) Structure Flared:	0 No flare

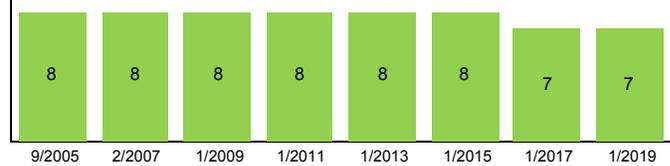


SUPERSTRUCTURE CONDITION	
(59) Superstructure Rating:	8 Very Good
(67) Structure Evaluation:	7 Above Min Criteria
(101) Parallel Structure:	No bridge exists
(72) Approach Alignment:	8 Equal Desirable Crit
(32) Approach Roadway Width:	91.57



SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 7 Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: Washington Parkway (FA 3153)

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	Route On Structure	(26) Funct Class:	16 Urban Minor Arterial	(10) Vertical:	99.99
(5B) Kind of Hwy:	5 City Street	(104) NHS:	0 Not on NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	0 Not part of natl netwo	(54b) Min Vert Under:	17.16
(5D) Route Num:	03153	(100) Defense Hwy:	0 Not a STRAHNET hwy	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000003153/00	(29) ADT:	5,000 Cars/Day	(47) Horizontal:	81.99
(11) Milepost:	1.12 mi	(109) Pct Trucks:	-1.00%	(56) Min Lat Left:	N/A
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2012	(55B) Min Lat Right:	N/A
(102) Direction:	2 2-way traffic	(114) Future ADT:	7,000 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28A): Lanes On	4	(115) Future ADT Year	2,034	(69) Underclearance:	7 Above Minimum
(19) Detour Length:	0.62 mi (1.00 km)				
(20) Toll Facility:	3 On free road				

ROUTE UNDER STRUCTURE: I-15 North and South Bound

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	One Route Under	(26) Funct Class:	11 Urban Interstate	(10) Vertical:	17.16
(5B) Kind of Hwy:	1 Interstate Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	1 Part of natl network	(54b) Min Vert Under:	17.16
(5D) Route Num:	00015	(100) Defense Hwy:	1 On Interstate STRAHNET	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000015/-1	(29) ADT:	43,900 Cars/Day	(47) Horizontal:	25.98
(11) Milepost:	13.00 mi	(109) Pct Trucks:	25.00%	(56) Min Lat Left:	25.98
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2014	(55B) Min Lat Right:	25.98
(102) Direction:	2 2-way traffic	(114) Future ADT:	54,875 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28B): Lanes Under	4	(115) Future ADT Year	2,034	(69) Underclearance:	7 Above Minimum
(19) Detour Length:	1.24 mi (2.00 km)				
(20) Toll Facility:	3 On free road				

Planning and Inspection Details

Available Plans:	Full Plans	Crane Req:	No	Follow Up Req:	0	(94) Bridge Cost:	\$1
Funding Avail:	NHPP, ST_BR, STP	Last Crane Date		Date Completed		(95) Roadway Cost:	\$1
Prime Funding:	NHPP_BR	UT Req:	No	Follow Up		(96) Total Cost:	\$1
Update POA:	No	Last UT Date		Reason:		(97) Year of Cost Estimate:	Unknown
						(75) Type of Work:	Unknown (P)
						(76) Length of Improvement:	-1.0 ft

01/10/2017 DALE DEBENHAM Healer sealer has worn off of the deck and approach surface and can still be seen in the deck and approach cracks. The wearing surface is substantially ineffective and was placed in CS3.

01/07/2019 Justin Jar Healer sealer is still in place, 100% in CS1. The superficial #30 friction sands has 80% wearing away.

107 Steel Opn Girder/Beam

Environment: 2

Total: 2,268 ft	CS1: 2,268 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
3/31/2013				
2/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

01/28/2015 NASH WILSON The steel girders are in good condition.

01/10/2017 DALE DEBENHAM All girders are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/07/2019 Justin Jar All seven girders and diaphragms have aesthetic treatment, no visible cracking, distortion, loose connection or damage noted. 100% in CS1.

5203 Steel Protective Coating (515)

Protective System

Environment: 2



Total: 36,545 sq.ft	CS1: 36,545 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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01/28/2015 NASH WILSON The paint system is in good condition and effectively protecting the structural steel.

01/10/2017 DALE DEBENHAM The superstructure protective coating is free of chalking, peeling, and other defects. Element remains in CS1.

01/07/2019 Justin Jar Steel protective coating has no significant visible rust or defects noted. 100% in CS1.

205 Re Conc Column

Environment: 2

Total: 6 each	CS1: 6 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
3/31/2013				
2/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

01/28/2015 NASH WILSON The concrete columns are in good condition.

01/10/2017 DALE DEBENHAM Cast in place columns are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/07/2019 Justin Jar Columns have no noteworthy cracks, spalls, or delaminations. 100% CS1.

215 Re Conc Abutment

Environment: 2

Total: 183 ft	CS1: 183 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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OC 922
WASHINGTON PARKWAY

Inspector: Justin Jar
Inspection Date: January 07, 2019

3/31/2013				
2/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

01/28/2015	NASH WILSON	The abutment is in good condition. The horizontal joint between the abutment seat pour and the integral end diaphragm leaves a long tight horizontal crack where very light efflorescence is beginning to form. The abutments still meet the criteria for condition state 1.
01/10/2017	DALE DEBENHAM	A single tight 0.01 inch wide vertical crack is found in the backwalls between most of the girder lines. No spalls or delamination. Element remains in CS1.
01/07/2019	Justin Jar	Both monolithic abutments have aesthetic treatment. No visible delamination/spall/patched area, exposed rebar, efflorescence/staining, settlement or damage noted. 100% in CS1. Bay 5 abutment 1 has one very shallow spall noted.

234 Re Conc Pier Cap

Environment: 2

Total: 87 ft	CS1: 87 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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3/31/2013				
2/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

01/28/2015	NASH WILSON	The pier cap is in good condition.
01/10/2017	DALE DEBENHAM	The cast in place concrete cap is free of spalls, delamination, and significant cracks. Element remains in CS1.
01/07/2019	Justin Jar	The center pier cap has no visible delamination/spall/patched area, exposed rebar, efflorescence/staining, cracking or damage noted. 100% in CS1.

310 Elastomeric Bearing

Environment: 2

Total: 21 each	CS1: 21 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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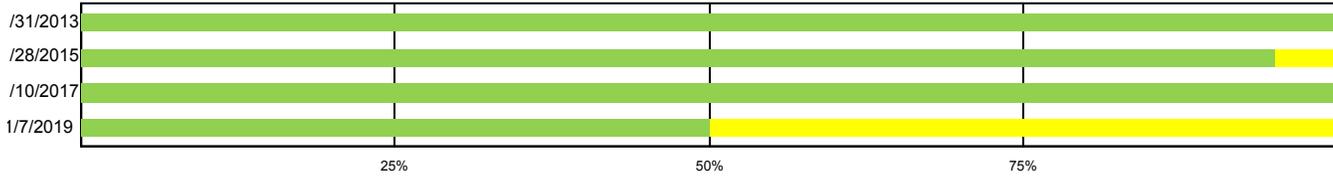
3/31/2013				
2/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

01/28/2015	NASH WILSON	Elastomeric bearings are in good condition.
01/10/2017	DALE DEBENHAM	All bearing are free of bulging, tears, and other defects. Element remains in CS1.
01/07/2019	Justin Jar	All fixed bearings at abutments and bent 2 have no evidence of distress, misalignment or damage noted. 100% in CS1.

321 Re Conc Approach Slab

Environment: 4

Total: 4,579 sq.ft	CS1: 2,289 sq.ft (50%)	CS2: 2,290 sq.ft (50%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
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01/28/2015	NASH WILSON	The approach slabs are bare. The north approach slab has several moderate width cracks affecting up to 5% of the approach slab meeting the criteria for condition state 2. The transition from the roadway to the approach is rough with approximately 2 inches of displacement due to the roadway pavement being lower than the approach slab.
01/10/2017	DALE DEBENHAM	The north approach has longitudinal cracks spaced one foot and more apart. This approach is placed in CS2. The south approach has widely spaced random surface cracks. This approach slab element remains in CS1. No settlement. Relief joints are open.
01/07/2019	Justin Jar	Both approach slabs have healer sealer placed in 2014 under project pin #11416. No visible delamination/spall/patched areas, exposed rebar or settlement noted. Element defect has been identified and appropriately coded in the subset of defect flag.

1130 Cracking (RC and Other)

Element Defect

Environment: 4



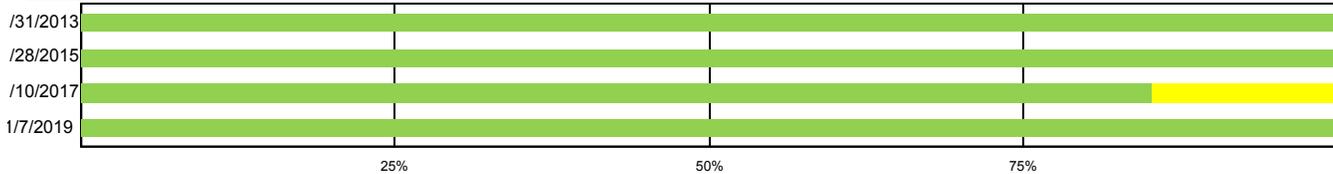
Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
---------------	--------------------	------------------	------------------	------------------

01/07/2019 Justin Jar 50% placed in CS2 for the visible tight map cracking (sealed by healer sealer) noted on EBL and shoulder areas.

331 Re Conc Bridge Railing

Environment: 3

Total: 750 ft	CS1: 750 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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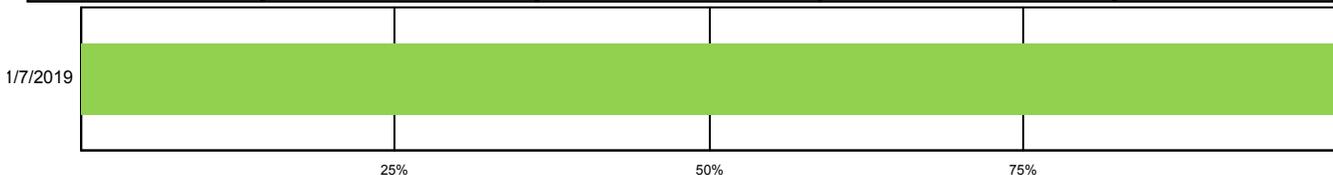


01/28/2015	NASH WILSON	The concrete barriers are in good condition. There is hairline superficial cracking throughout that still meets the criteria for condition state 1.
01/10/2017	DALE DEBENHAM	The cast in place concrete parapets have 0.004 inch wide vertical cracks spaced one foot and more apart. No spalls or delamination. 110 feet is placed in CS2 for crack spacing.
01/07/2019	Justin Jar	Both railings were sealed in 2014 projects. No visible delamination/spall/patched area, exposed rebar, efflorescence/staining or impact damage noted. Very tight <0.012 in. wide cracking noted. 100% in CS1.

5005 Utility

Environment: 1

Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019	Justin Jar	Bay 1 has six electrical conduits that run the length of the bridge.
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5300 Reinforced Concrete Wingwalls

Environment: 1



0C 922

WASHINGTON PARKWAY

Inspector: Justin Jar

Inspection Date: January 07, 2019

Total: 60 ft	CS1: 60 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
3/31/2013				
1/28/2015				
1/10/2017				
1/7/2019				
	25%	50%	75%	

- 01/28/2015 NASH WILSON The wingwalls are in good condition.

- 01/10/2017 DALE DEBENHAM A tight 0.004 inch wide longitudinal crack is found near the center of all the wingwalls. Tight hairline type surface cracks are also noted. No spalls or delamination. The fill material behind the wingwalls has eroded and beginning to sluff from under the approach. Element remains in CS1.

- 01/07/2019 Justin Jar All four wing walls have aesthetic treatment. No visible delamination/spall/patched area, exposed rebar, efflorescence/staining or impact damage noted. Very tight <0.012 in. wide map cracking noted. 100% in CS1.

5331 Deck Fence

Environment: 1

Total: 373 ft	CS1: 373 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/7/2019				
	25%	50%	75%	

- 01/07/2019 Justin Jar Decorative fence on the western side of the deck has no defects noted. 100% CS1.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Other	01/10/2017	1/10/2017: Replace the missing bolts securing the fence panels near the south end, west side of the bridge JJ 2019 Work item has not been completed.
Approved	Medium (Safety)	Other	01/10/2017	2/10/2017: Realign the northwest approach barrier. JJ 2019 Work item has not been completed.
Approved	Normal	Seal Relief / Backwall Joints	01/10/2017	2/10/2017: Seal the relief joints.JJ 2019 Work item has not been completed.



0C 922
WASHINGTON PARKWAY

Inspector: Justin Jar
 Inspection Date: January 07, 2019

	25.16	24.50	
	24.41	23.75	← Lane 2 -
	23.67	22.91	← Lane 1 -
	22.91	22.16	
	22.67	22.00	
	19.83	19.67	
	19.50	19.33	
+ Lane 1 →	18.41	18.25	
+ Lane 2 →	17.41	17.16	
	16.58	16.41	

CLEARANCES			
OVER STRUCTURE		UNDER STRUCTURE	
<u>WB Lane 1.00</u>	<u>EB Lane 1</u>	<u>SB Lane 2</u>	<u>NB Lane 1</u>
Max: Not Applicable	Not Applicable	Max: 23' 11"	18' 3"
Min: Not Applicable	Not Applicable	Min: 22' 2"	17' 2"
CLEARANCE SIGNS			
<u>Direction 1</u>		<u>Direction 2</u>	
Signs Placed:	Not Applicable	Not Applicable	Not Applicable
Signs Correct:	Not Applicable	Not Applicable	Not Applicable
Signs Legible:	Not Applicable	Not Applicable	Not Applicable
Signs Standard:	Not Applicable	Not Applicable	Not Applicable
Approach Signs Required:	Not Applicable	Not Applicable	Not Applicable
Existing Legends:			

NOTES		
Pavement Type Under:	Asphalt	
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	17.16 Feet	17.16 Feet

Inspection History

Change Notes (Prior to NBE's)

25-OCT-2005: 10/25/2005 *SP-15-1(20)13 Designed by Daniel Hsiao.
28-APR-2006: 04/28/2006 Dale, Dan. New bridge final inspection. Structure is in very good condition.
14-FEB-2007: 02/14/2007 Dale, Wade Laycock, Ryan Christensen - shed
28-JAN-2009: 01/28/2009 Terri Taylor, Brenda Reeder regular NBI and element level inspection.
26-JAN-2011: 01/26/2011 Terri Taylor, Robert Mason regular NBI
31-JAN-2013: 01/31/13 Clint McCleery (UDOT) Ron Rasmussen (HDR) Routine NBI & element level inspection.

Deck Notes (Prior to NBE's)

14-FEB-2006: 02/14/2006 Bridge is in very good condition. No problems.
28-JAN-2009: 01/28/2009 Bare deck, approach slabs have longitudinal cracking, several areas.
26-JAN-2011: 01/26/2011 Deck remains unchanged. NBI lowered to a 7.
31-JAN-2013: 01/31/13 Clint McCleery Underside of the deck has transverse cracks spaced approx. 6 ft. apart cracking has very minor staining. Topside of the deck is in good condition. Overhangs are in good condition. Parapets have very light surface cracks sep. 0.025
31-JAN-2013: 01/31/13 CLM North parapet has one spall over the center median 10 x 6 in. no exposed rebar. NW corner of the parapet has one spall approx. 14 x 4 in. with exposed rebar no rusting. West fence is in good condition a few bent bars.

Approach Comments (Prior to NBE's)

28-JAN-2009: 01/28/2009 Roadway to approach is higher than the approaches therefore the transition is rough. Joints are beginning to open.
26-JAN-2011: 01/26/2011 Pothole is developing at the West end of the bridge in the roadway.
31-JAN-2013: 01/31/13 Clint McCleery South approach asphalt is in good condition. South relief joint crumb rubber seal is open. No erosion under the south approach slab. Ride across the south approach is good. South approach slab is in good condition.
31-JAN-2013: 01/31/13 CLM North approach slab has settled approx. 1 in. Approach asphalt is spalling and sluffing away from the approach slab. This has caused the joint to open up letting water wash the fill dirt out from under the slab.
31-JAN-2013: 01/31/13 Clint McCleery Ride across the north approach slab has a transition of approx. 2 in. in places. Crumb rubber seal is open full length of the slab. Approach slab its self is in good condition.

Drainage Comments (Prior to NBE's)

28-JAN-2009: 01/28/2009 The west slope is beginning to settle and crack. minor at this time.
31-JAN-2013: 01/31/13 Clint McCleery NE & NW slopes have settlement at the top corners both slopes have 2 in. of settlement. Settlement is caused by the north relief joints open condition. Both corners at the approach slab rock slope has washed away.
31-JAN-2013: 01/31/13 CLM Drain boxes are free from debris. South slope is in good condition.

Superstructure Comments (Prior to NBE's)

28-JAN-2009: 01/28/2009 Minimum clearance 17ft 8 in. reevaluate to determine correctness, Traffic volumes are high.
31-JAN-2013: 01/31/13 Clint McCleery Superstructure is in good condition. Paint on the girders is in good condition. Bearing units are in good condition. North outside bay has 6 two in. electrical conduits attached to the bottom of the deck.

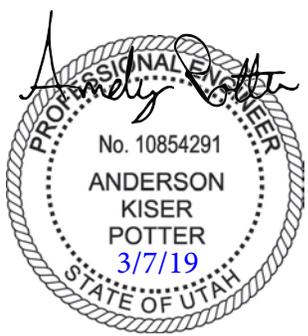


0C 922
WASHINGTON PARKWAY

Inspector: Justin Jar
Inspection Date: January 07, 2019

Substructure Comments (Prior to NBE's)

31-JAN-2013: 01/31/13 Clint McCleery Both abutments all the columns and the bent cap are in good condition. No defects. Backwalls are in good condition.

Condition Overview					
Deck NBI: 7	Culvert NBI: N	BHI: 89.42	BHI Rank: 1690		
Super NBI: 7	Channel NBI: N	PHI: 89.42	PHI Rank: 1690		
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 1964 /-1		
Bridge Issues					
			<u>Yes</u>	<u>No</u>	
This report identifies deficiencies requiring urgent corrective action.			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Details:					
This bridge is scour critical:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge contains fracture critical components:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge needs a new load rating:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge requires special inspection:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Recommended Frequency:					
Report Contents					
<input type="checkbox"/> Desk Review Audit			<input type="checkbox"/> Critical Findings Report		
<input checked="" type="checkbox"/> Condition Ratings Report			<input checked="" type="checkbox"/> Vertical Underclearance Report		
<input checked="" type="checkbox"/> Element Level Inspection Report			<input type="checkbox"/> Cross Section Report		
<input checked="" type="checkbox"/> Bridge Photographs			<input type="checkbox"/> Other:		
Type of Inspection					
NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspectors	Name	Date	P.E. Seal and Signature		
Inspector of Record	Jeff Malone	01/07/2019			
Field Checked	Mike Ellis	01/07/2019			
Checked	CHECKED By: Mike Ellis at 10:29 am, Jan 18, 2019				
Back Checked	BACK CHECKED and CORRECTED:				
Corrected	By Jeff Malone at 1:32 pm, Jan 18, 2019				
Verified	APPROVED By: Mike Ellis at 7:37 am, Feb 11, 2019				
Independent Field QC Review					
QA Review					



Elevation Looking East



Roadway Looking North

I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019



Elevation Looking West



Roadway Looking South



Wearing Surface



Typical Parapet



East Shoulder Ponding



Exterior Parapet Span 3
Delamination



Lane 2 Pothole at
South Relief Joint



Southeast Corner End Rail



Northeast Wingwall



Northwest Wingwall



Southeast Wingwall



Southwest Wingwall



Deck Span 1 Underside



Deck Span 2 Underside



Deck Span 1 Underside
Bay 2 Cracking



Girder 4 Span 3 Cracking



Girder 5 Span 2 Patch



Girders 1-3 Span 2 Patches



Bent 2



Bent 3



Bent 3 Column 1
Horizontal Cracking



Abutment 1



Abutment 4



Westbound Clearance Sign

I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

IDENTIFICATION	
Bridge Key:	1D 724
(8) NBI Number:	1D 724
Structure Name:	I-15NB Bridge at the Harrisburg Interchan
(9) Location:	HARRISBURG INTERCHANGE
(7) Carries:	I-15 (SR-15) NBL
(42A) Service On:	6 2d level interchg
(6) Feature Crossed:	SR-9, INTCHG. X-ROAD
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.17
(17) Longitude:	-113.45
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1964
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP

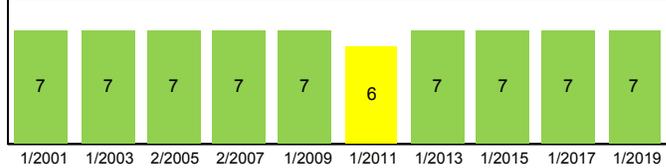
INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	10/1/2013
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.05
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	0.80
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Reqd	Yes

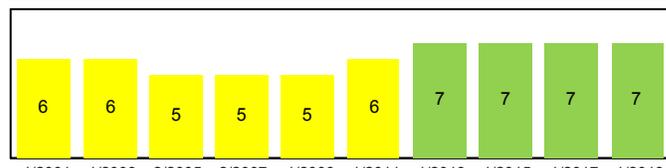


Deck Overlay	Steel Coatings
(108A) Wearing Surface: 6 Bituminous	Steel Overcoat Year: N/A
(108B) Membrane: 0 None	Paint / Repaint Year: N/A
Year Applied: N/A	Thickness: 6.00 IN

DECK GEOMETRY		DECK CONDITION	
(68) Deck Geometry:	6 Equal Min Criteria	(58) Deck Rating:	7 Good
Deck Area:	5,469.60	(36A) Bridge Rail:	1 Meets Standards
(107) Deck Type:	1 Concrete-Cast-in-Place	(36B) Transition:	1 Meets Standards
(108C) Deck Protection:	None	(36C) Approach Rail:	1 Meets Standards
(52) O. to O. Width:	41.13	(36D) Approach Rail Ends:	1 Meets Standards
(51) Curb to Curb Width:	38.00		
(50A) Curb / Sidewalk Width L:	0.00		
(50B) Curb / Sidewalk Width R:	0.00		
(33) Median:	0 No median		



SUPERSTRUCTURE GEOMETRY		SUPERSTRUCTURE CONDITION	
(45) # of Main Spans:	3	(59) Superstructure Rating:	7 Good
(46) # of Approach Spans:	0	(67) Structure Evaluation:	6 Equal Min Criteria
(43 A) Main Material:	2 Concrete Continuous		
(43 B) Main Design:	04 Tee Beam		
(48) Max Span Length:	53.00		
(49) Structure Length:	135.89		
(112) NBIS Length:	Long Enough		
(103) Temp Structure:	Not Applicable (P)		
(34) Skew:	32		
(35) Structure Flared:	0 No flare		





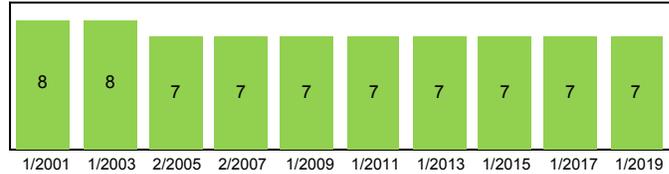
I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

SUBSTRUCTURE GEOMETRY

(38) Navigation Control:	NA-no waterway
(39) Nav Vert Clearance:	0.00
(40) Nav Horiz Clearance:	0.00
(111) Pier Protection:	Not Applicable (P)
(116) Lift Bridge Vertical Clearance:	0.00
(113) Scour Rating:	N Not Over Waterway
(71) Waterway Adequacy:	N Not applicable



SUBSTRUCTURE CONDITION

(60) Substructure Rating:	7 Good
(61) Channel Rating:	N N/A (NBI)

ROUTE ON STRUCTURE: I-15 (SR-15) NB

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	Route On Structure	(26) Funct Class:	11 Urban Interstate	(10) Vertical:	99.99
(5B) Kind of Hwy:	1 Interstate Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	1 Part of natl network	(54b) Min Vert Under:	16.67
(5D) Route Num:	00015	(100) Defense Hwy:	1 On Interstate STRAHNET	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000015/00	(29) ADT:	41,535 Cars/Day	(47) Horizontal:	38.00
(11) Milepost:	15.91 mi	(109) Pct Trucks:	29.00%	(56) Min Lat Left:	N/A
(5E) Suffix:	1 North	(30) ADT Year:	2014	(55B) Min Lat Right:	N/A
(102) Direction:	1 1-way traffic	(114) Future ADT:	51,919 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28A): Lanes On	2	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	1.24 mi (2.00 km)				
(20) Toll Facility:	3 On free road				

ROUTE UNDER STRUCTURE: SR-9, Intchg. X-Road.

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	One Route Under	(26) Funct Class:	14 Urban Other Princ	(10) Vertical:	16.67
(5B) Kind of Hwy:	3 State Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	0 Not part of natl netwo	(54b) Min Vert Under:	16.67
(5D) Route Num:	00009	(100) Defense Hwy:	0 Not a STRAHNET hwy	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000009/00	(29) ADT:	20,325 Cars/Day	(47) Horizontal:	42.98
(11) Milepost:	0.15 mi	(109) Pct Trucks:	27.00%	(56) Min Lat Left:	0.00
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2014	(55B) Min Lat Right:	8.86
(102) Direction:	2 2-way traffic	(114) Future ADT:	25,407 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28B): Lanes Under	2	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	16.78 mi (27.00 km)				
(20) Toll Facility:	3 On free road				

Planning and Inspection Details

Available Plans:	Full Plans	Crane Req:	No	Follow Up Req:	0	(94) Bridge Cost:	\$1
Funding Avail:	NHPP, ST_BR, STP	Last Crane Date	1/1/1901 12:00:00	Date Completed	1/1/1901 12:00:00A	(95) Roadway Cost:	\$1
Prime Funding:	NHPP_BR	UT Req:	Yes	Follow Up		(96) Total Cost:	\$1
Update POA:	No	Last UT Date	1/1/1901 12:00:00	Reason:		(97) Year of Cost Estimate:	Unknown
						(75) Type of Work:	Unknown (P)
						(76) Length of Improvement:	-1.0 ft



I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

12 / 2	Re Concrete Deck	Total: 5,469 sq.ft	CS1: 5,439 sq.ft (99%)	CS2: 30 sq.ft (1%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 Brandon Reda Top surface of deck is covered with asphalt overlay and not visible for inspection. Ride is smooth over deck. Bottom surface is in good condition. Tight cracking with efflorescence in random location of surface including northwest corner adjacent to abutment, second to the west bay midspan, midspan bay adjacent to south abutment. No other deterioration associated with cracking.

01/09/2017 Tyson Schultz The surface of the deck has an asphalt overlay in place and can not be directly observed. There are no defects in the surface of the overlay that would indicated any defects in the surface of the deck. The underside of the deck has minimal tight cracking with light efflorescence staining in localized areas near the abutments. There is no evidence of delaminated concrete, spall, or other defects on the underside of the deck. 30 SF was placed in CS2 for tight cracking and staining.

01/07/2019 Jeff Malone The topside of the deck had an asphalt overlay and could not be seen for inspection. The underside of the deck was inspected and the following defects were noted:

1130 / 2	Cracking (RC and Other)	Total: 30 each	CS1: 0 each (0%)	CS2: 30 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *There were random transverse cracks in Span 1 and 3 that were approximately 0.02 in. wide with light efflorescence staining. The cracks were typically near Abutment 1 and 4. (30 ft. in CS-2)*

110 / 1	Re Conc Opn Girder/Beam	Total: 730 ft	CS1: 692 ft (95%)	CS2: 38 ft (5%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 Brandon Reda Concrete beams are in good condition. The east exterior beam shows tight vertical cracking on surface. No other deterioration observed from cracking. Previous patches look good with no deterioration at this time.

01/09/2017 Tyson Schultz Each girder has patched collision damage over the northbound traffic lane. The patches do not appear to be cracking or delaminating from the original concrete material. The following is the amount of damaged area for girders 1 through 5; 10 FT, 8 FT, 8 FT, 6 FT, 6 FT. The remainder of the T-beams do not show any signs of cracking, spalls, concrete delaminations, or other defects. 38 feet was placed in CS2 for the solid collision patches.

01/07/2019 Jeff Malone The 5 concrete girder system was inspected and the following defects were noted:

- There were hairline vertical cracks that were typical on all 5 girders in Span 1 and 3. The cracks were spaced every 1 ft. apart near the abutments.

1080 / 1	Delamination/Spall/Patched Area	Total: 38 each	CS1: 0 each (0%)	CS2: 38 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *There were sound patches on each of the 5 girders over the northbound lanes. The patch on Girder 5 was approximately 10 ft. long and the patches on Girders 1 - 4 were approximately 7 ft. long each. (38 ft. in CS-2)*



I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

205 / 1	Re Conc Column	Total: 6 each	CS1: 5 each (83%)	CS2: 1 each (17%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 Brandon Reda Horizontal diameter tight cracking in bottom 5 feet of northeast column, spaced 1 foot apart. Southeast column shows approximate 1 foot tight crack at top of column. No defects observed from cracking.

01/09/2017 Tyson Schultz The north column in the west pier has horizontal cracking that is spaced 1 foot apart. The cracking is 0.02 inches wide and is located in the bottom 1/3 of the exposed column. The remainder of the columns do not show any signs of cracking, spalls, or other defects. 1 column was placed in CS2 and the remainder were left in CS1.

01/07/2019 Jeff Malone The 6 concrete columns were inspected and the following defects were noted:

1130 / 1	Cracking (RC and Other)	Total: 1 each	CS1: 0 each (0%)	CS2: 1 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *Bent 3, Column 1 had horizontal cracking from the base of the column to approximately 8 ft. up. There were 6 cracks spaced about 1.5 ft. apart and the cracks were 0.02 in. wide. (1 in CS-2)*

215 / 2	Re Conc Abutment	Total: 92 ft	CS1: 92 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 Brandon Reda Abutments are in good condition.

01/09/2017 Tyson Schultz The abutments do not show any signs of cracking, potholes, concrete delaminations, or other defects. The entire element remains in CS1.

01/07/2019 Jeff Malone The concrete abutments were inspected and no defects were noted.

234 / 1	Re Conc Pier Cap	Total: 92 ft	CS1: 92 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 Brandon Reda Some tight vertical cracking in random locations in southeast and midspan of north bent. No deterioration associated with cracking.

01/09/2017 Tyson Schultz The pier caps do not show any signs of cracking, potholes, concrete delaminations, or other defects. The entire element remains in CS1.

01/07/2019 Jeff Malone The concrete pier caps were inspected and no defects were noted.



I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

321 / 2	Re Conc Approach Slab	Total: 923 sq.ft	CS1: 923 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013	[Green bar]					
1/27/2015	[Green bar]					
1/9/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

01/27/2015 Brandon Reda Top surface of approach slabs are covered with asphalt overlay and not visible for inspection. Both relief joints are open up to 3/8 inch wide. Ride is smooth over approach slabs.

01/09/2017 Tyson Schultz There is an asphalt overlay placed over the approach slabs and they can not be directly observed. There is no evidence in the surface of the overlay that suggest any reflective defects in the approach slabs. The entire element quantity was left in CS1.

01/07/2019 Jeff Malone The concrete approach slab was covered with an asphalt overlay and could no be seen for inspection. There were no signs of settlement or erosion.

333 / 2	Other Bridge Railing	Total: 306 ft	CS1: 305 ft (100%)	CS2: 1 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013	[Green bar]					
1/27/2015	[Green bar]					
1/9/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

01/27/2015 Brandon Reda Metal railing is in good condition. Concrete parapet shows tight map cracking on exterior sides along scuppers.

01/09/2017 Tyson Schultz The south parapet has a 6 inch diameter concrete delamination on the outside of the parapet, approximately 35 feet from the east abutment. There is no rust staining or exposed reinforcement at this time. 1 foot was placed in CS2 for the delamination.

01/07/2019 Jeff Malone The bridge railing consisted of a 20 in. high concrete parapet with a 14 in. metal railing mounted on top. The following defects were noted:

- There were hairline vertical cracks spaced every 2-4 ft throughout. All pf the cracks remained in CS-1.

1080 / 2	Delamination/Spall/Patched Area	Total: 1 each	CS1: 0 each (0%)	CS2: 1 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone There was a 1 ft. area of delamination on the outside of the East parapet in Span 3. (1 ft. in CS-2)

5104 / 2	Asphalt Overlay w/o Membrane	Total: 6,107 sq.ft	CS1: 6,106 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 1 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013	[Green bar]					
1/27/2015	[Green bar]					
1/9/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

01/27/2015 Brandon Reda Asphalt overlay is in good condition with approximate 6 inch thick.

01/09/2017 Tyson Schultz The asphalt wearing surface does not show any signs of cracking, potholes, or other defects. The entire element quantity was left in CS1.

01/07/2019 Jeff Malone The asphalt wearing surface was inspected and the following defects were noted:



I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

1080 / 2	Delamination/Spall/Patched Area	Total: 1 each	CS1: 0 each (0%)	CS2: 0 each (0%)	CS3: 1 each (100%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone A 1 ft. x 6 in. x 2 in. deep pothole was identified along the South relief joint in the exterior wheel path of Lane 2. (1 sqft. in CS-3)

5300 / 2	Reinforced Concrete Wingwalls	Total: 44 ft	CS1: 44 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

- 01/27/2015 Brandon Reda Wingwalls are in good condition.
- 01/09/2017 Tyson Schultz The wingwalls do not show any signs of cracking, potholes, concrete delaminations, or other defects. The entire element remains in CS1.
- 01/07/2019 Jeff Malone The wingwalls were inspected and no defects were noted.

5000 / 1	General Notes	Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

- 01/27/2015 Brandon Reda Inspection team consists of Nash Wilson as lead and Brandon Reda team member both with HDR. Brandon performed inspection today. Routine NBI and element inspections.
- 01/09/2017 Tyson Schultz Routine NBI and Element Level Inspection was performed by Tyson Schultz and Randy Haider. The vertical clearances were verified and updated. Vertical clearance signs that read 16 FT 0 IN are in place in both directions.
- 01/07/2019 Jeff Malone Routine NBI and Element Level inspection was performed by Jeff Malone and Mike Ellis (Team Leader) of Collins Engineers. The conditions were 45 degrees with light rain. The clearances were spot checked and remain unchanged. Shed 4475 (Josh Brooks) was contacted but did not attend this inspection.

5001 / 1	Roadway / Channel / Drainage	Total: 3 each	CS1: 3 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

- 01/27/2015 Brandon Reda Roadway is in good condition. Water is ponding in east shoulder of deck. Erosion issue in slope fill in northeast corner.
- 01/09/2017 Tyson Schultz There is major ponding of water along the south parapet. The water extends from the parapet edge to the solid white traffic line. The relief joints are cracked open. The approach roadway does not show any signs of significant cracking, potholes, or settlement.

01/07/2019 Jeff Malone

There was a large amount of water that was ponding in the East shoulder, extending from the East parapet to the white line for approximately 30 ft. The ride across the structure was smooth with only a slight bump in Lane 2 due to the pothole along the south relief joint.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Seal Relief / Backwall Joints	01/27/2015	Seal both relief joints. 1/9/2017 TJS: Work candidate still applies. Condition still remains, also patch the pothole in Lane 2 at the South relief joint. (JWM 1/7/2019)

UDOT Structures Work Candidates

Status	Priority	Action	Date Proposed	Year Sch	Notes
Approved	Normal	Other	01/27/2015		Fix ponding issue in the east shoulder. 1/11/2017 TJS: Work candidate still applies. Condition still remains. (JWM 1/7/2019)

I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

Change Notes (Prior to NBE's)

01-FEB-2005: 02/01/2005 Inspection party consists of Ron Rasmussen and Mike Ellis.
14-FEB-2007: 02/14/2007 Dale, Wade Laycock, Ryan Christensen - shed
29-JAN-2009: 01/29/2009 Terri Taylor, Brenda Reeder regular NBI and element inspection.
24-JAN-2011: 01/24/2011 Inspection party consists of Ron Rasmussen, Clint McCleery and Dale Debenham. Regular NBI inspection.
31-JAN-2013: 01/31/13 Clint McCleery (UDOT) Ron Rasmussen (HDR) Routine NBI & element level inspection.

Deck Notes (Prior to NBE's)

16-FEB-1989: 02/16/89 Asphalt wearing surface is fair, some cracking.
12-MAR-1991: 03/12/91 Condition is getting worse.
04-FEB-1993: 02/04/93 Conditions of the asphalt are as indicated directly above.
24-JAN-1995: 01/24/95 New asphalt wearing surface across the deck. Has some minor tracking. Large bird bath adjacent to the east parapet.
29-JAN-1997: 1/29/97 looks ok at this time.
26-JAN-1999: 01/26/99 The bird bath indicated above, adjacent to the easterly parapet, remains.
29-JAN-2003: 01/29/2003 Asphalt thickness is too thick causing area along parapet to hold water.
01-FEB-2005: 02/01/2005 Deck has an excessive thickness of asphalt that varies from 8 to 5 inches.
14-FEB-2007: 02/14/2007 Asphalt wearing surface is in good condition. Deck underside has no sign of distress.
29-JAN-2009: 01/29/2009 Surface is in fair condition. No need to do anything at this time.
24-JAN-2011: 01/24/2011 Underside of deck has widely spaced random areas of transverse cracking. These areas have cracks about 3 to 5 feet long. Efflorescent staining in cracks with areas of rust and moisture. One bad crack at edge of deck at the north abutment.
24-JAN-2011: 01/24/2011 Continued, The remaining areas of the deck look very good, with no problems, what so ever. Top surface is covered with six to eight inches of asphalt. Surface does not appear to have any problems.
31-JAN-2013: 01/31/13 Clint McCleery Underside of deck is in good condition. Three locations of cracking with moderate staining approx 3 ft. long crack lengths. Those locations are over the SE two bays in the center span. One location in the center bay north span.
31-JAN-2013: 01/31/13 CLM Overhangs are in good condition. Bridge has approx. 6 in. of asphalt. Wearing surface is in good condition. Bridge rail is substandard. Concrete portion is in good condition. Tube rail is in good condition no hits.

Approach Comments (Prior to NBE's)

29-JAN-2003: 01/29/2003 So.relief joint is opened at this time.
01-FEB-2005: 02/01/2005 Approach guardrail does not meet current safety standards as to height and transitions. Cracking in the approach pavement along the relief joint at the south end of the deck.
14-FEB-2007: 02/14/2007 Releif joints have cracked open.
29-JAN-2009: 01/29/2009 Ride is smooth, approach and end rail in place.
24-JAN-2011: 01/24/2011 The columns for the structure are within the safety zones for the roadway underneath the bridge.
31-JAN-2013: 01/31/13 Clint McCleery Ride across the structure is good. Both relief joints are closed. Approach asphalt is in good condition. Approach Guard rail is in good condition.

Drainage Comments (Prior to NBE's)

04-FEB-1993: 02/04/93 Approach drain curbing needs to be repaired. Deck shoulders need sweeping.
24-JAN-1995: 01/24/95 Same as the above.
29-JAN-1997: 1/29/97 ok at ths time.
26-JAN-1999: 01/26/99 Good at this time.
29-JAN-2003: 01/29/2003 No difficiencies at this time.

I-15NB Bridge at the Harrisburg Interchange

Inspector: Jeff Malone

Inspection Date: January 07, 2019

24-JAN-2011: 01/24/2011 No drainage problems at this time.
31-JAN-2013: 01/31/13 Clint McCleery Both dirt slopes are in good condition.

Superstructure Comments (Prior to NBE's)

16-FEB-1989: 02/16/89 Some minor collision damage.
12-MAR-1991: 03/12/91 Collision damage repairs have been made, but material is showing signs of shrink cracks.
04-FEB-1993: 02/04/93 All beams have been hit again and this has made a mess of the previous repairs. No greater damage done than that previous, however. Internal bent caps have tight vertical stress cracking between columns. Also beams have tight stress cracking
: near mid-span in each of the spans.
24-JAN-1995: 01/24/95 Above conditions remain except that the bridge beams have been hit again and this has done much damage to all five beams. While it does not appear that the steel has been cut heavy damage has been done to the concrete.
29-JAN-1997: 1/29/97 The Repair areas of the damaged girders is a mess the patches are becoming loose.
26-JAN-1999: 01/26/99 The bridge appears to have been hit again and there is much loose material around the impact areas. This needs to be removed before it falls onto someone or something. Conditions remain much as indicate above, otherwise.
30-JAN-2001: 01/30/01 The collision damage is still unfixed, all beams have been hit.
29-JAN-2003: 01/29/2003 The loose concrete has been removed from the patched area but no new patch as been made. Area should be sounded and a structural patch should be made.
01-FEB-2005: 02/01/2005 All girders have numerous areas of collision damage, both old that has been repaired and new. Some danger of loose concrete falling onto traffic from area on the west side exterior girder. Shed people have been informed.
: Continued. End spans have tight vertical stress cracking in the girders. This cracking has been there a long time and does not seem to be getting any worse.
14-FEB-2007: 02/14/2007 Every beam has impact damage. The repairs made to the west side beam is breaking apart. No loose concrete.
29-JAN-2009: 01/29/2009 Aside from the traffic hit, beams look good. NBI lowered to a 4 till evaluation from an engineer to ascertain the serviceability of the bridge can take place. see photos. clearance signs are correct at 16ft.
24-FEB-2009: 2/24/2009 Discussion between Chip and Chris about lowering to a 4, it was decided to leave NBI at a 5 for now.
24-JAN-2011: 01/24/2011 The areas of collision damage to the exterior and other cast-in-place girders has been repaired and the repaired areas look very good with no obvious shrinkage of the concrete or cracking. Some scraping of the bottom of the girders over the EB.
24-JAN-2011: 01/24/2011 Continued, This scraping is along the bottom of three girders and seems to have done little damage other to discolor the bottom surface.
31-JAN-2013: 01/31/13 Clint McCleery Superstructure is in good condition. Repair to the hit locations of the beams looks great no cracking or spalling. Beam ends at both abutments are in good condition.

Substructure Comments (Prior to NBE's)

16-FEB-1989: 02/16/89 Some tight vertical cracking on northern cap between piles.
12-MAR-1991: 03/12/91 Same as above.
04-FEB-1993: 02/04/93 Both bent caps have the same type of vertical stress cracking between the columns.
24-JAN-1995: 01/24/95 Same as the above.
26-JAN-1999: 01/26/99 Conditions described above remain. No worse.
30-JAN-2001: 01/30/01 Still the same.
29-JAN-2003: 01/29/2003 No changes.
01-FEB-2005: 02/01/2005 Substructure elements all look good.
29-JAN-2009: 01/29/2009 Still in good condition.
24-JAN-2011: 01/24/2011 No problems with the substructure elements were noted. Columns were sounded and no delamination was noted.
31-JAN-2013: 01/31/13 Clint McCleery Abutments columns and Backwalls are in good condition. No defects.



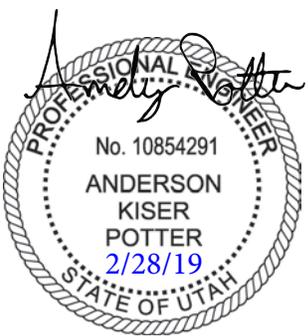
	16.48	16.91	
	16.83	17.16	← Lane 1
	16.83	17.25	
+ Lane 1 →	16.67	17.08	
	16.16	16.67	



CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
	Not Applicable	NB Lane 1	WB Lane 1	EB Lane 1
Max:	Not Applicable	Not Applicable	Max: 16' 10"	16' 8"
Min:	Not Applicable	Not Applicable	Min: 16' 10"	16' 8"

CLEARANCE SIGNS			
	Direction 1		Direction 2
Signs Placed:	Yes	■	Not Applicable
Signs Correct:	No	■	Not Applicable
Signs Legible:	Yes	■	Not Applicable
Signs Standard:	Yes	■	Not Applicable
Approach Signs Required:	Not Applicable		Not Applicable
Existing Legends:	1600		1600

NOTES		
Pavement Type Under:	Asphalt	
Clearance sign is over 16'0" in the travel lanes. Therefore posting is not required. The shoulder clearance is 16 FT 2 IN. 3D 724 bridge vertical clearances control with 16 FT 3 IN.		
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	16.67 Feet	16.67 Feet

Condition Overview					
Deck NBI: 7	Culvert NBI: N	BHI: 89.87	BHI Rank: 1758		
Super NBI: 7	Channel NBI: N	PHI: 89.87	PHI Rank: 1758		
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 1964 /-1		
Bridge Issues					
			<u>Yes</u>	<u>No</u>	
This report identifies deficiencies requiring urgent corrective action.			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Details:					
This bridge is scour critical:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge contains fracture critical components:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge needs a new load rating:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
This bridge requires special inspection:			<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Recommended Frequency:					
Report Contents					
<input type="checkbox"/> Desk Review Audit			<input type="checkbox"/> Critical Findings Report		
<input checked="" type="checkbox"/> Condition Ratings Report			<input checked="" type="checkbox"/> Vertical Underclearance Report		
<input checked="" type="checkbox"/> Element Level Inspection Report			<input type="checkbox"/> Cross Section Report		
<input checked="" type="checkbox"/> Bridge Photographs			<input type="checkbox"/> Other:		
Type of Inspection					
NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspectors	Name	Date	P.E. Seal and Signature		
Inspector of Record	Mike Ellis	01/07/2019			
Field Checked	Jeff Malone	01/07/2019			
Checked	CHECKED By: apotter at 3:45 pm, Feb 11, 2019				
Back Checked	BACK CHECKED and CORRECTED By:				
Corrected	Mike Ellis at 3:09 pm, Feb 25, 2019				
Verified	APPROVED By: apotter at 3:12 pm, Feb 28, 2019				
Independent Field QC Review					
QA Review					



Elevation Looking East



Roadway Looking North



Elevation Looking West



Roadway Looking South



Wearing Surface



Typical Parapet



Parapet West Face Crack



West Parapet Delamination



Backwall Joint Crack



Northeast Wingwall



Northwest Wingwall



Southeast Wingwall



Southwest Wingwall



Deck Span 1 Underside



Deck Span 2 Underside



Deck Span 3 Underside



Bent 2



Bent 3



Girder 1 Span 2 Patch



Northwest Slope Erosion



Southwest Slope Erosion



Abutment 1



Abutment 4



Eastbound Clearance Sign

IDENTIFICATION	
Bridge Key:	3D 724
(8) NBI Number:	3D 724
Structure Name:	I-15 SB Bridge at Harrisburg Jct. Interchange
(9) Location:	HARRISBURG INTERCHANGE
(7) Carries:	I-15 (SR-15) SBL
(42A) Service On:	6 2d level interchg
(6) Feature Crossed:	SR-9, INTCHG. X-ROAD
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.17
(17) Longitude:	-113.45
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1964
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP
(98) Border State:	Not Applicable (P)
(99) Border Number:	
% Responsibility:	0

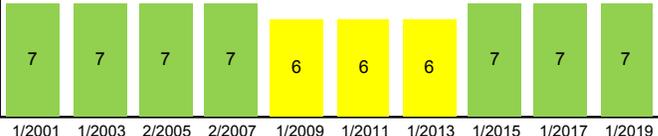
INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	10/1/2013
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.05
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	0.80
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A



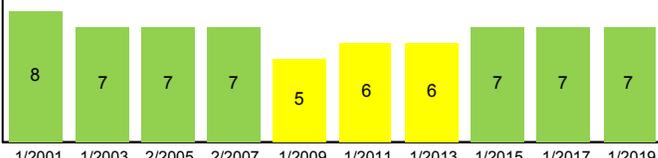
Deck Overlay		Steel Coatings	
(108A) Wearing Surface:	6 Bituminous	Year Applied:	N/A
(108B) Membrane:	2 Prefomed Fabric	Thickness:	6.00 IN
		Steel Overcoat Year:	N/A
		Paint / Repaint Year:	N/A

DECK GEOMETRY		DECK CONDITION	
(68) Deck Geometry:	6 Equal Min Criteria	(58) Deck Rating:	7 Good
Deck Area:	5,880.90	(36A) Bridge Rail:	1 Meets Standards
(107) Deck Type:	1 Concrete-Cast-in-Place	(36B) Transition:	1 Meets Standards
(108C) Deck Protection:	None	(36C) Approach Rail:	1 Meets Standards
(52) O. to O. Width:	41.13	(36D) Approach Rail Ends:	1 Meets Standards
(51) Curb to Curb Width:	38.06		
(50A) Curb / Sidewalk Width L:	0.00		
(50B) Curb / Sidewalk Width R:	0.00		
(33) Median:	0 No median		



Bar chart showing Deck Condition ratings from 1/2001 to 1/2019. Ratings are 7 for most years, with a drop to 6 in 2009, 2011, and 2013.

SUPERSTRUCTURE GEOMETRY		SUPERSTRUCTURE CONDITION	
(45) # of Main Spans:	3	(59) Superstructure Rating:	7 Good
(46) # of Approach Spans:	0	(67) Structure Evaluation:	6 Equal Min Criteria
(43 A) Main Material:	2 Concrete Continuous		
(43 B) Main Design:	04 Tee Beam		
(48) Max Span Length:	57.00		
(49) Structure Length:	153.00		
(112) NBIS Length:	Long Enough		
(103) Temp Structure:	Not Applicable (P)		
(34) Skew:	32		
(35) Structure Flared:	0 No flare		



Bar chart showing Superstructure Condition ratings from 1/2001 to 1/2019. Ratings are 8 in 2001, 7 for most years, and 5 in 2009.



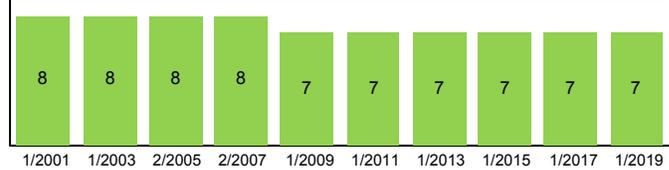
I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019

SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 7 Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: I-15 SB, (SR-15)

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	Route On Structure	(26) Funct Class:	11 Urban Interstate	(10) Vertical:	99.99
(5B) Kind of Hwy:	1 Interstate Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	1 Part of natl network	(54b) Min Vert Under:	16.25
(5D) Route Num:	00015	(100) Defense Hwy:	1 On Interstate STRAHNET	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000015/00	(29) ADT:	41,535 Cars/Day	(47) Horizontal:	38.06
(11) Milepost:	15.92 mi	(109) Pct Trucks:	29.00%	(56) Min Lat Left:	N/A
(5E) Suffix:	3 South	(30) ADT Year:	2014	(55B) Min Lat Right:	N/A
(102) Direction:	1 1-way traffic	(114) Future ADT:	51,919 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28A): Lanes On	2	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	0.62 mi (1.00 km)				
(20) Toll Facility:	3 On free road				

ROUTE UNDER STRUCTURE: SR-9, Intchg. X-Road.

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	One Route Under	(26) Funct Class:	14 Urban Other Princ	(10) Vertical:	16.25
(5B) Kind of Hwy:	3 State Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	0 Not part of natl netwo	(54b) Min Vert Under:	16.25
(5D) Route Num:	00009	(100) Defense Hwy:	0 Not a STRAHNET hwy	(54A) Vert Ref:	H Hwy beneath struct
(13A/B) LRS Route:	0000000009/00	(29) ADT:	20,325 Cars/Day	(47) Horizontal:	42.98
(11) Milepost:	0.10 mi	(109) Pct Trucks:	27.00%	(56) Min Lat Left:	0.00
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2014	(55B) Min Lat Right:	8.86
(102) Direction:	2 2-way traffic	(114) Future ADT:	25,407 Cars/Day	(55A) Horiz Ref:	H Hwy beneath struct
(28B): Lanes Under	2	(115) Future ADT Year	2,034	(69) Underclearance:	4 Tolerable
(19) Detour Length:	16.78 mi (27.00 km)				
(20) Toll Facility:	3 On free road				

Planning and Inspection Details

Available Plans:	Full Plans	Crane Req:	No	Follow Up Req:	0	(94) Bridge Cost:	\$1
Funding Avail:	NHPP, ST_BR, STP	Last Crane Date	1/1/1901 12:00:00	Date Completed	1/1/1901 12:00:00A	(95) Roadway Cost:	\$1
Prime Funding:	NHPP_BR	UT Req:	Yes	Follow Up		(96) Total Cost:	\$1
Update POA:	No	Last UT Date	1/1/1901 12:00:00	Reason:		(97) Year of Cost Estimate:	Unknown
						(75) Type of Work:	Unknown (P)
						(76) Length of Improvement:	-1.0 ft



I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019

12 / 2	Re Concrete Deck	Total: 5,880 sq.ft	CS1: 5,850 sq.ft (99%)	CS2: 30 sq.ft (1%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON The deck has one transverse crack with efflorescence at approximately midspan under the west lane. The top surface is covered with an overlay and not visible for inspection.

01/09/2017 Randy Haider The concrete deck element has an asphalt wearing surface. The asphalt is free of potholes or other defects that would indicate defects in the concrete deck element. The deck underside has several transverse cracks in the center span and above the pier caps. The transverse cracking ranges from 2 to 5 feet long and has light efflorescence staining. 30 square feet of cracking is placed into CS2. No spalls or other defects in the deck noted.

01/07/2019 Mike Ellis The topside of the deck had an asphalt overlay and was not visible for inspection. The underside of the concrete deck was inspected and the following defects were noted:

1130 / 2	Cracking (RC and Other)	Total: 30 each	CS1: 0 each (0%)	CS2: 30 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis *The underside of the deck had random areas with transverse cracks and efflorescence. The transverse cracks were 4 to 5 ft. long. (30 sqft. in CS-2)*

110 / 1	Re Conc Opn Girder/Beam	Total: 730 ft	CS1: 724 ft (99%)	CS2: 6 ft (1%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON There are some patched impact spalls at midspan that are sound.

01/09/2017 Randy Haider The structure has five cast in place T-beams. The outside beams have light water staining from water running off the deck. The western girder has 6 linear feet of patched impact damage. The patch is located directly over westbound traffic. Six feet is placed into CS2 with the remaining girder quantity in CS1.

01/07/2019 Mike Ellis The bridge consisted of a 5 reinforced concrete T-girder system. The concrete open girders were inspected and the following defects were noted:

- The girders had 0.010 in. vertical shrinkage cracks spaced 1 to 2 ft. apart, all in CS-1.

7000 / 1	Damage	Total: 6 each	CS1: 0 each (0%)	CS2: 6 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis *Girder 1 in Span 2 over the westbound lane had a 6 ft. long patch that appeared to be sound from the ground.*

205 / 1	Re Conc Column	Total: 6 each	CS1: 6 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON Concrete columns are in good condition.



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Inspector: Mike Ellis

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01/09/2017 Randy Haider The six concrete columns have soil staining from the soil slopes below the abutments. The columns are free of cracking or spalls. The columns each remain in CS1.

01/07/2019 Mike Ellis The 6 concrete columns were inspected and there were no defects noted.

215 / 2	Re Conc Abutment	Total: 92 ft	CS1: 92 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON The abutments are in good condition.

01/09/2017 Randy Haider The concrete abutments are free of cracking, delamination or spalls. The abutments each remain in CS1.

01/07/2019 Mike Ellis The concrete abutments were inspected and no notable defects were found.

234 / 1	Re Conc Pier Cap	Total: 92 ft	CS1: 92 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON The pier caps are in good condition.

01/09/2017 Randy Haider The concrete pier caps each are free of cracking and spalls. The pier caps each remain in CS1.

01/07/2019 Mike Ellis The concrete pier caps were inspected and no notable defects were noted.

321 / 2	Re Conc Approach Slab	Total: 923 sq.ft	CS1: 923 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/27/2015 NASH WILSON The approach slabs are covered with an asphalt overlay and not visible for inspection. The ride over the approaches is smooth. The relief joints are starting to open.

01/09/2017 Randy Haider The concrete approach slabs have an asphalt wearing surface. The asphalt has cracked open however, no potholes or other defects are noted in the asphalt that would indicate defects in the approach slabs. No settlement is noted and each approach slab remains in CS1.

01/07/2019 Mike Ellis The concrete approach slabs had an asphalt overlay and were not visible for inspection. No settlement was noted, and the ride on and off the structure was smooth.



I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

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333 / 2	Other Bridge Railing	Total: 306 ft	CS1: 304 ft (99%)	CS2: 2 ft (1%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

- 01/27/2015 NASH WILSON The combination rail and concrete element parapet is in good condition.
- 01/09/2017 Randy Haider The other parapets consist of a concrete parapet with a single horizontal metal railing. The metal railing is free of impact damage or connection issues. The concrete bases have vertical cracking of up to 0.01 inches wide. No defects warrant a condition less than CS1.
- 01/07/2019 Mike Ellis The bridge railings consist of 20 in. high curb with windows with a 14 in. tall metal railing on top. The railings were inspected and the following defects were noted:

1010 / 2	Cracking	Total: 1 each	CS1: 0 each (0%)	CS2: 1 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis - The exterior face of the west parapet had an approximately 0.02 in. wide vertical crack extending from the window down at the mid span. (1 ft. in CS-2)

1080 / 2	Delamination/Spall/Patched Area	Total: 1 each	CS1: 0 each (0%)	CS2: 1 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis - The west parapet, in the 6th window from the north, had a 1 ft. diameter delamination area along the south end of the window. (1 ft. in CS-2)

5103 / 4	Asphalt Overlay w/ Membrane	Total: 6,506 sq.ft	CS1: 6,424 sq.ft (99%)	CS2: 82 sq.ft (1%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

- 01/27/2015 NASH WILSON The asphalt overlay is approximately 6 inches thick and in good condition.
- 01/09/2017 Randy Haider The asphalt wearing surface is in place over the deck and approach slab elements. The asphalt is free of potholes or patches however, the backwall joint and relief joint at the west end have cracked open and need to be sealed. 82.25 square feet of the open joints is added to CS2.
- 01/07/2019 Mike Ellis The asphalt wearing surface was inspected and the following defects were noted:

3220 / 4	Crack (Wearing Surface)	Total: 82 each	CS1: 0 each (0%)	CS2: 82 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
----------	-------------------------	----------------	------------------	---------------------	------------------	------------------

01/07/2019 Mike Ellis The backwall joints on both ends had a 1/2 in. crack extending the full width. (82 ft. in CS-2)

5300 / 2	Reinforced Concrete Wingwalls	Total: 43 ft	CS1: 43 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

- 01/27/2015 NASH WILSON The wingwalls are in good condition.



I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019

01/09/2017	Randy Haider	The concrete wingwalls are each free of cracking, spalls or delamination. The wingwalls each remain in CS1.
01/07/2019	Mike Ellis	The concrete wingwalls were inspected and no defects were noted.

5000 / 1	General Notes	Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						

01/27/2015	NASH WILSON	Routine NBI and element level inspection led by Nash Wilson with Brandon Reda assisting.
01/09/2017	Randy Haider	Routine NBI and Element Level Inspection is done by Randy Haider and Dale Debenham. Clearances under the structure were taken and updated.
01/07/2019	Mike Ellis	The NBI and Element Level inspection was performed by Mike Ellis (Team Leader) and Jeff Malone with Collins Engineers. The outside conditions were 45 degrees and with light rain. The existing clearances were checked and verified with no changes. Josh Brooks of station 4473 was contacted but not present for inspection.

5001 / 1	Roadway / Channel / Drainage	Total: 3 each	CS1: 3 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/27/2015						
1/9/2017						
1/7/2019						

01/27/2015	NASH WILSON	There is ponding along the west shoulder due to lack of proper drainage.
01/09/2017	Randy Haider	The roadway has accumulated water due to the recent rain storm. The rain is ponding along the majority of the north shoulder. No deck drains are noted. The ponding is not impacting southbound I-15 traffic. Clearance sign of 16'-0" is posted on the north elevation for east bound traffic. The westbound traffic clearance sign is posted in the sister structure 1D 724.
01/07/2019	Mike Ellis	The structure had no deck or approach drains causing the water to pond along the west shoulder. The northwest and southwest corners of the abutment slopes had minor erosion channels forming, which were washing dirt and debris onto the roadway below. The bridge was posted at 16 ft. on the west side and the other clearance sign was on structure 1D-724.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Repair Erosion	01/07/2019	Repair small erosion channels on the northwest and southwest corners of the slopes and clean dirt of the shoulder of the roadway below. Generated by user "mike ellis" on 1/7/2019
Approved	Normal	Seal Relief / Backwall Joints	01/27/2015	Seal the backwall joints. 1/9/17 RH: Still needed. Conditions still exist. (1/7/2019) MBE



3D 724

I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019



I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019

Change Notes (Prior to NBE's)

01-FEB-2005: 2/1/2005 inspected by Mike Ellis and Ron Rasmussen
14-FEB-2007: 02/14/2007 Wade, Dale and Ryan Christison from 4521.
29-JAN-2009: 01/29/2009 Brenda R., Terri T.
24-JAN-2011: 01/24/11 Clint McCleery Dale D. Ron Rasmussen (HDR) Functional class has been changed to match the 2010 HWY Reference report.
31-JAN-2013: 01/31/13 Inspection party consists of Clint McCleery as the team leader and Ron Rasmussen from HDR, who did the inspection on the bridge. Routine NBI and Element Level inspection.

Deck Notes (Prior to NBE's)

12-MAR-1991: 3/12/91 WEARING SURFACE IS BADLY CRACKED AND IS STARTING TO RAVEL.
04-FEB-1993: 02/04/93 Above conditions remain the same, with the following.
: Parapets are in good shape but do not meet current safety standards.
24-JAN-1995: 1/24/95 Wearing surface looks pretty good at this time, water is standing on the south west end drainage is not working at that area.
29-JAN-1997: 01/29/97 Wearing surface looks good at this inspection.
26-JAN-1999: 01/26/99 same
30-JAN-2001: 01/30/01 New chip seal across the deck looks good.
29-JAN-2003: 01/29/2003 An excessive thickness of asphalt has been placed on the bridge deck, 6 inches or more. Weeds growing on the bridge deck adjacent to the curbs. Very minor transverse cracking on the bottom surface of the deck.
01-FEB-2005: 2/1/2005 The chip seal is starting to peel up, and causing potholes.
29-JAN-2009: 01/29/2009 The joints are open at both ends. Weeds, dirt and debris along the curbing. Curbs are cracked. Guardrail is substandard. Wearing surface is cracked with potholes. Soffit has transverse cracking with light staining minor at this time.
24-JAN-2011: 01/24/11 Clint McCleery Asphalt wearing surface is in good condition. Some very light random transverse cracking in the underside of deck.
31-JAN-2013: 01/31/13 RLR Deck has approximately 6 inches of asphalt on the deck, that looks good with no cracking or potholing. Parapets are an old design that no longer meets standards, but are in good condition with no cracking or collision damage.
31-JAN-2013: 01/31/13 RLR Underside of deck has a limited area of transverse cracking in the center span over the WB lane. Cracking is in all bays across the width of the bridge, but not in the overhangs. Light staining. Other than this area, soffit is good.

Approach Comments (Prior to NBE's)

04-FEB-1993: 02/04/93 Both relief and backwall joints have cracked open.
24-JAN-1995: 1/24/95 same
29-JAN-1997: 01/29/97 Relief joints are cracked open.
26-JAN-1999: 01/26/99 same
30-JAN-2001: 01/30/01 All joints are sealed at this time.
29-JAN-2003: 01/29/2003 Approach guardrail does not meet current standards. Minor cracking in the approach pavement along the relief joint area.
01-FEB-2005: 2/1/2005 The backwall and relief joints are still open, and need to be sealed.
14-FEB-2007: 02/14/2007 Joints have been sealed. A contract is in place to replace approach rail and mill and pave the deck.
24-JAN-2011: 01/24/11 Clint McCleery Ride displacement is good across structure.
31-JAN-2013: 01/31/13 RLR Approach to structure and the trailing end meets all current safety standards. Ride onto bridge is smooth with the only cracking in asphalt located at the south end relief joint and this cracking is light.

Drainage Comments (Prior to NBE's)

04-FEB-1993: 02/04/93 Deck has much dirt and debris along edge of parapets.

I-15 SB Bridge at Harrisburg Jct. Interchange

Inspector: Mike Ellis

Inspection Date: January 07, 2019

24-JAN-1995: 1/24/95 weeds are growing next to the curb from the dirt that has accumulated in that area.
pond on bridge at sw side from incorrect drainage.
29-JAN-1997: 01/29/97 Weeds continue to grow next to the curb.
26-JAN-1999: 1/26/99 same
30-JAN-2001: 01/30/01 Weeds continue to grow in the dirt piled adjacent to the curbs.
29-JAN-2009: 01/29/2009 Minor erosion up under the NW corner.
24-JAN-2011: 01/24/11 Clint McCleery Both slopes are in good condition.
31-JAN-2013: 01/31/13 RLR Bridge has no provisions for drainage, but there is no erosion of the fill slopes
at the lower ends of the parapets. No slope protection underneath bridge. Fill slope faces are in good
condition with no erosion channels.

Superstructure Comments (Prior to NBE's)

30-JAN-2001: 01/30/01 Minor collision to the westerly exterior girder.
29-JAN-2003: 01/29/2003 Some minor collision to the west side exterior girder. All girders have tight stress
cracking near mid-span.
01-FEB-2005: 2/1/2005 There is still some tight cracking mid span, not much change from last time.
14-FEB-2007: 02/14/2007 Collision damage. No rebar or tension strands exposed.
29-JAN-2009: 01/29/2009 Rebar cage is now exposed with cracks extending out 4 feet with another small
spall on the westerly arch rib. Signed for 16 ft which is correct it measures 16 ft 3 in. Lowered the NBI due to
another hit to the westerly girder.
24-JAN-2011: 01/24/11 Clint McCleery Impacted damage in the on the west side of bridge over the WB lanes
have been repaired. Other beams in the structure are in good condition. Superstructure NBI has been raised
to 6.
31-JAN-2013: 01/31/13 RLR West side exterior girder has had collision damage at one time that has been
repaired. This repair work looks to be in good condition and no other collision damage has occurred. All
girders in all spans look good with no cracking.

Substructure Comments (Prior to NBE's)

29-JAN-2009: 01/29/2009 Looks good at this time.
31-JAN-2013: 01/31/13 RLR All substructure elements are in good condition with no cracking or
deterioration.



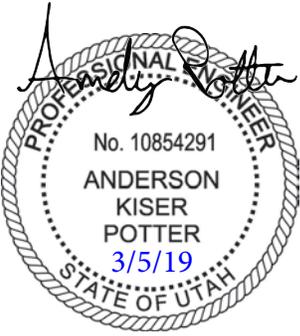
	15.50	17.50	
	16.25	18.16	← Lane 1
	16.83	18.67	
+ Lane 1 →	16.91	18.75	
	15.16	17.91	



CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
SB Lane 1.00	Not Applicable	WB Lane 1	EB Lane 1	
Max:	Not Applicable	Max:	16' 3"	16' 10"
Min:	Not Applicable	Min:	16' 3"	16' 10"

CLEARANCE SIGNS				
	Direction 1		Direction 2	
Signs Placed:	Yes	■	Yes	■
Signs Correct:	Yes	■	Yes	■
Signs Legible:	Yes	■	Yes	■
Signs Standard:	Yes	■	Yes	■
Approach Signs Required:	Yes	■	Not Applicable	
Existing Legends:	1600		1600	

NOTES		
Pavement Type Under:	Asphalt	
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	16.25 Feet	16.25 Feet

Condition Overview					
Deck NBI: 7	Culvert NBI: N	BHI: 86.16	BHI Rank: 1256		
Super NBI: 6	Channel NBI: N	PHI: 86.16	PHI Rank: 1256		
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 1964 /-1		
Bridge Issues					
		<u>Yes</u>	<u>No</u>		
This report identifies deficiencies requiring urgent corrective action.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Details:					
This bridge is scour critical:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge contains fracture critical components:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge needs a new load rating:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge requires special inspection:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Recommended Frequency:					
Report Contents					
<input type="checkbox"/> Desk Review Audit	<input type="checkbox"/> Critical Findings Report				
<input checked="" type="checkbox"/> Condition Ratings Report	<input checked="" type="checkbox"/> Vertical Underclearance Report				
<input checked="" type="checkbox"/> Element Level Inspection Report	<input type="checkbox"/> Cross Section Report				
<input checked="" type="checkbox"/> Bridge Photographs	<input type="checkbox"/> Other:				
Type of Inspection					
NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspectors	Name	Date	P.E. Seal and Signature		
Inspector of Record	Jeff Malone	01/07/2019			
Field Checked	Mike Ellis	01/07/2019			
Checked	CHECKED By: Mike Ellis at 2:04 pm, Feb 07, 2019				
Back Checked	BACK CHECKED and CORRECTED:				
Corrected	By Jeff Malone at 9:30 am, Feb 08, 2019				
Verified	APPROVED By: Mike Ellis at 9:44 am, Feb 26, 2019				
Independent Field QC Review					
QA Review					



Elevation Looking East



Roadway Looking North



Elevation Looking West



Roadway Looking South



Wearing Surface



East Parapet Cracking



East Parapet Distortion



East Parapet Distortion Damage



East Parapet Span 1
Exterior Patch



Parapet End Treatment



Northwest Guard Rail Connection
with Missing Bolts



Northeast Wingwall



Northwest Wingwall



Southeast Wingwall



Southwest Wingwall



Deck Span 1 Underside



Deck Span 2 Underside



Deck Span 3 Underside



Girder 1 Span 2 Spall



Girders 3 and 4 Span 2 Patches



Girder 5 Patch



Bent 2



Bent 3



Abutment 1



Abutment 1 Vertical Crack



Abutment 4

I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

IDENTIFICATION	
Bridge Key:	1D 738
(8) NBI Number:	1D 738
Structure Name:	I-15NB Bridge over Washington City Main
(9) Location:	1.1 MI.NO.WASHINGTON INT
(7) Carries:	I-15 (SR-15) NBL
(42A) Service On:	1 Highway
(6) Feature Crossed:	WASHINGTON MAIN STREET
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.14
(17) Longitude:	-113.51
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1964
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP
(98) Border State:	Not Applicable (P)
(99) Border Number:	
% Responsibility:	0

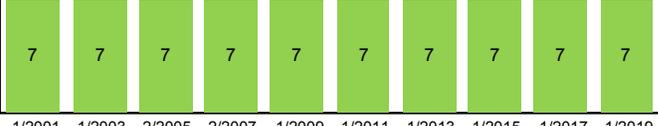
INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	11/14/2013
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.19
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	0.64
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

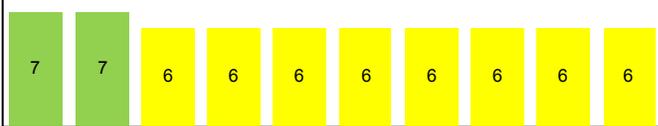


Deck Overlay		Steel Coatings	
(108A) Wearing Surface:	6 Bituminous	Year Applied:	N/A
(108B) Membrane:	2 Prefomed Fabric	Thickness:	6.00 IN
		Steel Overcoat Year:	N/A
		Paint / Repaint Year:	N/A

DECK GEOMETRY		DECK CONDITION	
(68) Deck Geometry:	6 Equal Min Criteria	(58) Deck Rating:	7 Good
Deck Area:	4,727.60	(36A) Bridge Rail:	0 Substandard
(107) Deck Type:	1 Concrete-Cast-in-Place	(36B) Transition:	1 Meets Standards
(108C) Deck Protection:	None	(36C) Approach Rail:	1 Meets Standards
(52) O. to O. Width:	41.50	(36D) Approach Rail Ends:	1 Meets Standards
(51) Curb to Curb Width:	38.00		
(50A) Curb / Sidewalk Width L:	0.00		
(50B) Curb / Sidewalk Width R:	0.00		
(33) Median:	0 No median		



SUPERSTRUCTURE GEOMETRY		SUPERSTRUCTURE CONDITION	
(45) # of Main Spans:	3	(59) Superstructure Rating:	6 Satisfactory
(46) # of Approach Spans:	0	(67) Structure Evaluation:	5 Above Min Tolerable
(43 A) Main Material:	2 Concrete Continuous		
(43 B) Main Design:	04 Tee Beam		
(48) Max Span Length:	44.00	(101) Parallel Structure:	Right of bridge
(49) Structure Length:	115.25	(72) Approach Alignment:	8 Equal Desirable Crit
(112) NBIS Length:	Long Enough	(32) Approach Roadway Width:	38.00
(103) Temp Structure:	Not Applicable (P)		
(34) Skew:	34		
(35) Structure Flared:	0 No flare		





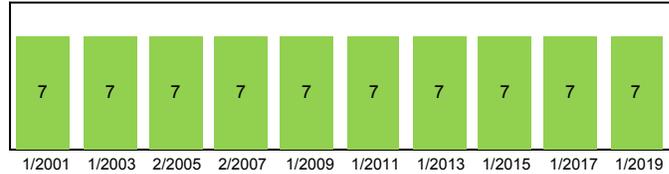
I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 7 Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: I-15 (SR-15) NB

ROADWAY LOCATION

- (5A) Pos Prefix: Route On Structure
- (5B) Kind of Hwy: 1 Interstate Hwy
- (5C) Level Service: 1 Mainline
- (5D) Route Num: 00015
- (13A/B) LRS Route: 0000000015/00
- (11) Milepost: 11.98 mi
- (5E) Suffix: 1 North
- (102) Direction: 1 1-way traffic
- (28A): Lanes On 2
- (19) Detour Length: 0.62 mi (1.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 11 Urban Interstate
- (104) NHS: 1 On the NHS
- (110) Nat Truck Net: 1 Part of natl network
- (100) Defense Hwy: 1 On Interstate STRAHNET
- (29) ADT: 43,900 Cars/Day
- (109) Pct Trucks: 25.00%
- (30) ADT Year: 2014
- (114) Future ADT: 54,875 Cars/Day
- (115) Future ADT Year 2,034

CLEARANCES

- (10) Vertical: 99.99
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 13.25
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 38.00
- (56) Min Lat Left: N/A
- (55B) Min Lat Right: N/A
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 3 Intolerable - Correct

ROUTE UNDER STRUCTURE: Main Street in Washington City

ROADWAY LOCATION

- (5A) Pos Prefix: One Route Under
- (5B) Kind of Hwy: 5 City Street
- (5C) Level Service: 0 None of the below
- (5D) Route Num: 03211
- (13A/B) LRS Route: 0.00 mi
- (11) Milepost: 0.00 mi
- (5E) Suffix: 0 N/A (NBI)
- (102) Direction: 2 2-way traffic
- (28B): Lanes Under 2
- (19) Detour Length: 123.65 mi (199.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 17 Urban Collector
- (104) NHS: 0 Not on NHS
- (110) Nat Truck Net: 0 Not part of natl netwo
- (100) Defense Hwy: 0 Not a STRAHNET hwy
- (29) ADT: -
- (109) Pct Trucks: -1.00%
- (30) ADT Year: 2012
- (114) Future ADT: -1 Cars/Day
- (115) Future ADT Year -1

CLEARANCES

- (10) Vertical: 13.17
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 13.25
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 28.51
- (56) Min Lat Left: 2.00
- (55B) Min Lat Right: 2.00
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 3 Intolerable - Correct

Planning and Inspection Details

Available Plans: Full Plans	Crane Req: No	Follow Up Req: 0	(94) Bridge Cost: \$1
Funding Avail: NHPP, ST_BR, STP	Last Crane Date 1/1/1901 12:00:00	Date Completed 1/1/1901 12:00:00A	(95) Roadway Cost: \$1
Prime Funding: NHPP_BR	UT Req: Yes	Follow Up	(96) Total Cost: \$1
Update POA: No	Last UT Date 1/1/1901 12:00:00	Reason:	(97) Year of Cost Estimate: Unknown
			(75) Type of Work: Unknown (P)
			(76) Length of Improvement: -1.0 ft



I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

12 / 2	Re Concrete Deck	Total: 4,727 sq.ft	CS1: 4,677 sq.ft (99%)	CS2: 50 sq.ft (1%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						

01/28/2015 Brandon Reda Top of deck is covered in asphalt overlay and not visible for inspection. Ride is smooth over deck. Bottom surface shows (3) isolated areas with tight cracking with efflorescence and staining. No other deterioration associated with cracking. Areas of cracking are in center bay of all spans.

01/08/2017 DALE DEBENHAM The concrete deck is covered with an asphalt riding surface. No potholes or other conditions are found that might indicate underlying defects in the deck surface. The underside has widely spaced tight transverse cracks randomly located throughout the deck. Several of these have light staining. No spalls or delamination noted. 45 feet of the deck is placed in CS2 for staining.

01/07/2019 Jeff Malone The concrete deck had an asphalt overlay and could not be seen for inspection. The underside of the deck was inspected and the following defects were noted:

1130 / 2	Cracking (RC and Other)	Total: 50 each	CS1: 0 each (0%)	CS2: 50 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *There were random transverse cracks with efflorescence staining. The cracks were approximately 0.02 in. wide. (50 ft. in CS-2)*

110 / 1	Re Conc Opn Girder/Beam	Total: 576 ft	CS1: 549 ft (95%)	CS2: 25 ft (4%)	CS3: 2 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						

01/28/2015 Brandon Reda Beams are in satisfactory condition. East exterior beam shows tight vertical hairline cracking spaced up to 10 inches apart. No deterioration or exposed reinforcing exposed at this time. Length is approximate 7 feet long. On the east exterior beam 5 small isolated impact hits are visible, some scrapes and gouges. Locations are small with no exposed reinforcing. Largest hit is approximate 4 inch x 5 inch. No other deterioration observed. 2 small impact hits on west side exterior beam with no exposed reinforcing.

01/08/2017 DALE DEBENHAM Six shallow impact spalls are found in random locations along the bottom edges of the T-beams. Reinforcement has not been exposed. Previous repairs are solid. 7 feet of the element is placed in CS2 for solid repairs and small impact spalls.

01/07/2019 Jeff Malone The 5 girder system was inspected and the following defects were noted:

1080 / 1	Delamination/Spall/Patched Area	Total: 27 each	CS1: 0 each (0%)	CS2: 25 each (93%)	CS3: 2 each (7%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *- There was a 2 ft. diameter spall on Girder 1 in Span 2 over the eastbound lane with exposed rebar. None of the exposed rebar was severed. (2 ft. in CS-3)
- There were multiple sound patches on each of the 5 girders in Span 2. The patches were approximately 3-5 ft. on each of the girders. (25 ft. in CS-2)*



I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

205 / 1	Re Conc Column	Total: 6 each	CS1: 6 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 Brandon Reda Columns are in good condition. Some tight surface map cracking visible in southeast column. No other defects.
- 01/08/2017 DALE DEBENHAM Concrete columns are free of spalls, delamination, and significant cracks. Element was left in CS1.
- 01/07/2019 Jeff Malone The concrete columns were inspected and no defects were noted.

215 / 2	Re Conc Abutment	Total: 99 ft	CS1: 99 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 Brandon Reda Abutments are in good condition. South side shows tight surface hairline map and vertical cracking. No deterioration associated with cracking.
- 01/08/2017 DALE DEBENHAM Abutments are free of spalls, delamination and significant cracks. Element was left in CS1.
- 01/07/2019 Jeff Malone The concrete abutments were inspected and no defects were noted.

- There were some hairline vertical cracks in the east end of Abutment 1. All cracks remained in CS-1.

234 / 1	Re Conc Pier Cap	Total: 87 ft	CS1: 87 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 Brandon Reda Concrete pier caps are in good condition.
- 01/08/2017 DALE DEBENHAM Concrete caps are free of spalls, delamination and significant cracks. Element was left in CS1.
- 01/07/2019 Jeff Malone The concrete pier caps were inspected and no defects were noted.

321 / 2	Re Conc Approach Slab	Total: 1,233 sq.ft	CS1: 1,233 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		



I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

01/28/2015	Brandon Reda	Approach slabs are covered with asphalt overlay and not visible for inspection. North relief joint is open up to 1/16 inch wide. Ride is smooth over approach slabs.
01/08/2017	DALE DEBENHAM	The concrete approach slabs are covered with an asphalt riding surface. No potholes or other condition is found that might indicate underlying defects in the deck surface. Element was left in CS1.
01/07/2019	Jeff Malone	The concrete approach slabs had an asphalt overlay and could not be seen for inspection. There were no signs of settlement or erosion.

331 / 2	Re Conc Bridge Railing	Total: 287 ft	CS1: 277 ft (97%)	CS2: 0 ft (0%)	CS3: 10 ft (3%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	Brandon Reda	Concrete bridge railing shows typical tight cracking spaced up to 8 inches. Also tight cracking around scuppers. One isolated area has impact damage and has pushed out toward east side approximate 2 inches. Appears damage at one time has been repaired but still showing cracking. Length of damage is 5 feet long.
01/08/2017	DALE DEBENHAM	About 8 feet of the bridge parapet near the southwest corner of the deck has broken away from the deck due to impact and pushed about two inches out of place. Epoxy wrap repairs to this area are in place though showing signs or distress. 8 feet of the parapet is placed in CS3 for this condition. No other significant defects noted. The railing safety rating was changed from standard to substandard due to the amount of parapet deflection.
01/07/2019	Jeff Malone	The concrete parapets with a mounted metal railing was inspected and the following defects were noted:

7000 / 2	Damage	Total: 10 each	CS1: 0 each (0%)	CS2: 0 each (0%)	CS3: 10 each (100%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *The South parapet had an area of damage that caused a 10 ft. section of the parapet to become misaligned by 2 inches and causing distortion in the metal railing. This section had been previously repaired with CFRP patches. There was cracking and delamination that was still visible in the damaged area and throughout the repairs. The patched area was considered to be unsound. (10 ft. in CS-3)*

5103 / 4	Asphalt Overlay w/ Membrane	Total: 5,918 sq.ft	CS1: 5,918 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	Brandon Reda	Asphalt overlay is in good condition. No cracking or defects at this time.
01/08/2017	DALE DEBENHAM	The asphalt overlay is free of potholes and significant cracks. Element remains in CS1.
01/07/2019	Jeff Malone	The asphalt overlay was inspected and no defects were noted.



I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

5300 / 2	Reinforced Concrete Wingwalls	Total: 33 ft	CS1: 33 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013	[Green bar]					
1/28/2015	[Green bar]					
1/8/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

- 01/28/2015 Brandon Reda All wingwalls are in good condition.
- 01/08/2017 DALE DEBENHAM Wingwalls are free of spalls, delamination, and significant cracks. Element was left in CS1.
- 01/07/2019 Jeff Malone The wingwalls were inspected and no defects were noted.

5000 / 1	General Notes	Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013	[Green bar]					
1/28/2015	[Green bar]					
1/8/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

- 01/28/2015 Brandon Reda Inspection team consists of Nash Wilson as lead and Brandon Reda team member both with HDR. Brandon performed inspection today. Routine NBI and element inspections.
- 01/08/2017 DALE DEBENHAM Routine NBI and Element Level Inspection by Dale Debenham and Tyson Schultz. The clearance report for the travel lanes under the structure was updated.
- 01/07/2019 Jeff Malone Routine NBI and Element Level inspection was performed by Jeff Malone and Mike Ellis (Team Leader) of Collins Engineers. The conditions were 50 degrees and dry. The clearances were taken and updated. Shed 4475 (Josh Brooks) was contacted but did not attend this inspection.

5001 / 1	Roadway / Channel / Drainage	Total: 3 each	CS1: 3 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013	[Green bar]					
1/28/2015	[Green bar]					
1/8/2017	[Green bar]					
1/7/2019	[Green bar]					
		25%	50%	75%		

- 01/28/2015 Brandon Reda Roadway is in good condition. Slope protection and joints are in good condition. No other drainage issues observed.
- 01/08/2017 DALE DEBENHAM Ride across the structure is good. Joints are closed. Clearances for the sister bridge is controlled by this structure.
- 01/07/2019 Jeff Malone The ride across the structure was smooth. The clearance sign needs to be updated to 13'00".



I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Medium (Safety)	Update / Install Clearance Sign	01/08/2017	Update the westbound clearance sign to read 13' 00". Condition still remains. (JWM 1/7/2019)
Approved	Normal	Seal Relief / Backwall Joints	01/28/2015	Seal the north relief joint. 01/08/2017: Work candidate still applies. Condition still remains. (JWM 1/7/2019)

UDOT Structures Work Candidates

Status	Priority	Action	Date Proposed	Year Sch	Notes
Approved	Normal	Repair Parapets	01/08/2017	2017	1/30/2017: Recast the bridge parapet at the southwest end of the deck. The epoxy wrap currently helping hold the barrier in place is showing signs of distress. Condition still remains. (JWM 1/7/2019)

Change Notes (Prior to NBE's)

01-FEB-2005: 02/01/2005 Inspection party consists of Mike Ellis and Ron Rasmussen.
14-FEB-2007: 02/14/2007 Dale, Wade Laycock, Ryan Christensen - shed
28-JAN-2009: 01/28/2009 Terri Taylor, Brenda Reeder regular NBI and element level inspection.
26-JAN-2011: 01/26/2011 Robert Mason, PE; Terri Taylor. Regular NBI. Posted underclearance is 12ft-9in both directions. New shed No. 4473.
31-JAN-2013: 01/31/13 Inspection party consists of Clint McCleery as the team leader and Ron Rasmussen from HDR, who did the inspection on the bridge. Routine NBI and Element level inspection.

Deck Notes (Prior to NBE's)

24-JAN-1995: 01/24/95 Some minor hairline cracking with light efflorescence on the bottom of the deck.
29-JAN-1997: 1/29/97 same
26-JAN-1999: 01/26/99 Same as the above. No worse.
28-JAN-2003: 1/28/03 Overlay has pothole patching that has been repaired and in good shape at this time.
01-FEB-2005: 02/01/2005 Very minor transverse cracking on the bottom surface with light staining. Asphalt wearing surface has wheel traps on sides that have been filled with dirt. Weeds growing in the dirt.
14-FEB-2007: 02/14/2007 Asphalt wearing surface is cracked. East bridge rail has impact damage with one section of rail completely cracked through.
28-JAN-2009: 01/28/2009 The surface is poor. joints are open.
26-JAN-2011: 01/26/2011 RCM. AC surface is good. Minor hairline cracking on underside. Previous impact damage to bridge parapet at SE is repaired and realigned. see photo.
31-JAN-2013: 01/31/13 RLR Deck has approximately 6 in. of asphalt on the top surface. Old style parapets, that no longer meet standards, have collision damage at the SE corner. A 5 ft. section has been hit and moved outward around 2 in. Otherwise, they are good.
31-JAN-2013: 01/31/13 RLR Underside of deck has two small areas of tight transverse cracking with light staining, otherwise the soffits look good with no other deterioration. Cracks are 2 to 3 feet long. 2 cracks in the center span, 1 in the south span.

Approach Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Approach guardrail does not meet current standards as to height or transitions. Cracking in the approach pavement along the relief joints.
28-JAN-2009: 01/28/2009 Ride is smooth. Joints are beginning to open.
26-JAN-2011: 01/26/2011 RCM. Approach rail upgraded with last paving project. Approach pavement in good condition.
31-JAN-2013: 01/31/13 RLR Approach to structure and the trailing end meets all current standards. Ride onto bridge is good with no cracking at any location in the approach pavement.

Drainage Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Drainage off of the deck is flowing around the end of parapet at the SE corner and causing erosion of the fill slope along the wingwall at that location.
26-JAN-2011: 01/26/2011 RCM. Slope protection looks ok. No drainage problems noticed.
31-JAN-2013: 01/31/13 RLR Structure was not provided with drainage facilities, but there is no evidence at this time, of any erosion problems at the lower end of the curbing on the fill slopes.

Superstructure Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Some moment cracking, not excessive by visual inspection.
12-MAR-1991: 03/12/91 Some minor collision damage to the southerly beam at center span.
04-FEB-1993: 02/04/93 Same. 01/24/95 Same.
29-JAN-1997: 1/29/97 conditions have not changed.
26-JAN-1999: 01/26/99 Same as the above.
30-JAN-2001: 01/30/01 Same.

I-15NB Bridge over Washington City Main St.

Inspector: Jeff Malone

Inspection Date: January 07, 2019

28-JAN-2003: 1/28/03 Minor collision damage on 2 east side girders.

01-FEB-2005: 02/01/2005 All girders have collisions damage from numerous hits. The second girder from the west has rebar exposed, but not damaged. Approach is signed for 13 ft. 09 inches, but nothing on bridge itself. Vertical stress cracking in the girders. Not new.

14-FEB-2007: 02/14/2007 All of the beams have collision damage with exposed rebar in one at the west side.

28-JAN-2009: 01/28/2009 2 beams WB have been hit, 5 beams EB have been hit with exposed strands. see pics. Clearance readings should read 12ft 9in. Sign currently signed for 13ft 9in.

26-JAN-2011: 01/26/2011 RCM. No new impact damage to beams, old damage repaired.

31-JAN-2013: 01/31/13 RLR All cast-in-place T beam girders are in good condition with no stress cracking, however all of the girders have collision damage over the eastbound lanes. Older damage that has been repaired and which looks quite good.

31-JAN-2013: 01/31/13 RLR And newer, much smaller areas of collision damage, that do not need immediate repair because of the minor nature of the damage to each girder. These areas, are at the largest 6 inches in diameter, and have no rebar exposed.

Substructure Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Tight vertical cracking in both backwalls. Nothing new, however.

28-JAN-2009: 01/28/2009 Abutments look good. Edge of the Bent cap NE corner has been hit.

26-JAN-2011: 01/26/2011 RCM. East side of north bent cap has impact damage.

31-JAN-2013: 01/31/13 RLR All substructure elements are in good condition with no cracking or deterioration.



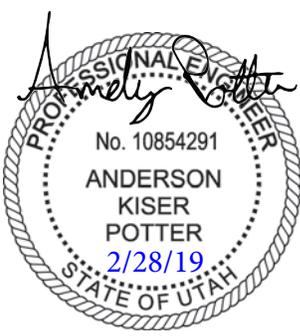
	13.75	14.08	
	14.33	14.75	← Lane 1
	14.41	14.83	
+ Lane 1 →	14.41	14.91	
	13.25	14.66	

CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
	<u>Not Applicable</u>	<u>NB Lane 1</u>	<u>WB Lane 1</u>	<u>EB Lane 1</u>
Max:	Not Applicable	Not Applicable	Max: 13' 3"	13' 3"
Min:	Not Applicable	Not Applicable	Min: 13' 3"	13' 3"

CLEARANCE SIGNS			
	<u>Direction 1</u>		<u>Direction 2</u>
Signs Placed:	Yes	■	Not Applicable
Signs Correct:	No	■	Not Applicable
Signs Legible:	Yes	■	Not Applicable
Signs Standard:	Yes	■	Not Applicable
Approach Signs Required:	Yes	■	Not Applicable
Existing Legends:	1209		

NOTES		
Pavement Type Under:	Asphalt	
Update vertical clearance signs to read 13'00". Currently reads 12'9"		

NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	13.17 Feet	13.17 Feet

Condition Overview					
Deck NBI: 7	Culvert NBI: N	BHI: 89.70	BHI Rank: 1732		
Super NBI: 7	Channel NBI: N	PHI: 89.70	PHI Rank: 1732		
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 1964 /-1		
Bridge Issues					
		<u>Yes</u>	<u>No</u>		
This report identifies deficiencies requiring urgent corrective action.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Details:					
This bridge is scour critical:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge contains fracture critical components:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge needs a new load rating:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge requires special inspection:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Recommended Frequency:					
Report Contents					
<input type="checkbox"/> Desk Review Audit	<input type="checkbox"/> Critical Findings Report				
<input checked="" type="checkbox"/> Condition Ratings Report	<input checked="" type="checkbox"/> Vertical Underclearance Report				
<input checked="" type="checkbox"/> Element Level Inspection Report	<input type="checkbox"/> Cross Section Report				
<input checked="" type="checkbox"/> Bridge Photographs	<input type="checkbox"/> Other:				
Type of Inspection					
NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspectors	Name	Date	P.E. Seal and Signature		
Inspector of Record	Mike Ellis	01/07/2019			
Field Checked	Jeff Malone	01/07/2019			
Checked	CHECKED By: apotter at 5:20 pm, Feb 11, 2019				
Back Checked	BACK CHECKED and CORRECTED By:				
Corrected	Mike Ellis at 4:00 pm, Feb 25, 2019				
Verified	APPROVED By: apotter at 3:43 pm, Feb 28, 2019				
Independent Field QC Review					
QA Review					



Elevation Looking North



Roadway Looking East



Elevation Looking South



Roadway Looking West



Wearing Surface



Typical Parapet



Parapet North Face Cracking



South Parapet Cracking



Northeast Wingwall



Southeast Wingwall



Southwest Wingwall



Deck Span 1 Underside



Deck Span 2 Underside



Deck Span 3 Underside



Deck Underside Span 1 Bay 4
Cracking



Deck Underside Span 3 Bay 2
Cracking



Deck Underside Span 3 Bay 3
Cracking



Bent 2



Bent 3



Southeast Corner Erosion Channel

IDENTIFICATION	
Bridge Key:	3D 738
(8) NBI Number:	3D 738
Structure Name:	I-15SB Bridge over Washington Main Stre
(9) Location:	1.1 MI.NO.WASHINGTON INT
(7) Carries:	I-15 (SR-15) SBL
(42A) Service On:	1 Highway
(6) Feature Crossed:	WASHINGTON MAIN STREET
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.14
(17) Longitude:	-113.51
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1964
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP
(98) Border State:	Not Applicable (P)
(99) Border Number:	
% Responsibility:	0

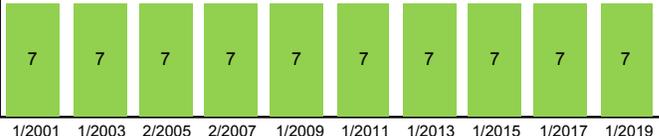
INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	10/31/2013
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.16
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	0.64
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

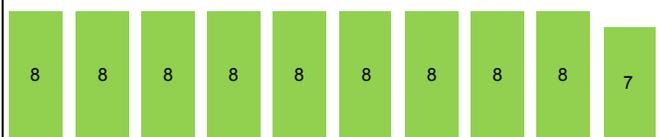


Deck Overlay		Steel Coatings	
(108A) Wearing Surface:	6 Bituminous	Year Applied:	N/A
(108B) Membrane:	2 Prefomed Fabric	Thickness:	6.00 IN
		Steel Overcoat Year:	N/A
		Paint / Repaint Year:	N/A

DECK GEOMETRY		DECK CONDITION	
(68) Deck Geometry:	6 Equal Min Criteria	(58) Deck Rating:	7 Good
Deck Area:	4,687.40	(36A) Bridge Rail:	1 Meets Standards
(107) Deck Type:	1 Concrete-Cast-in-Place	(36B) Transition:	1 Meets Standards
(108C) Deck Protection:	None	(36C) Approach Rail:	1 Meets Standards
(52) O. to O. Width:	41.13	(36D) Approach Rail Ends:	1 Meets Standards
(51) Curb to Curb Width:	38.06		
(50A) Curb / Sidewalk Width L:	0.00		
(50B) Curb / Sidewalk Width R:	0.00		
(33) Median:	0 No median		



SUPERSTRUCTURE GEOMETRY		SUPERSTRUCTURE CONDITION	
(45) # of Main Spans:	3	(59) Superstructure Rating:	7 Good
(46) # of Approach Spans:	0	(67) Structure Evaluation:	5 Above Min Tolerable
(43 A) Main Material:	2 Concrete Continuous		
(43 B) Main Design:	04 Tee Beam		
(48) Max Span Length:	44.00		
(49) Structure Length:	115.33		
(112) NBIS Length:	Long Enough		
(103) Temp Structure:	Not Applicable (P)		
(34) Skew:	37		
(35) Structure Flared:	0 No flare		
		(101) Parallel Structure:	Left of bridge
		(72) Approach Alignment:	8 Equal Desirable Crit
		(32) Approach Roadway Width:	38.06





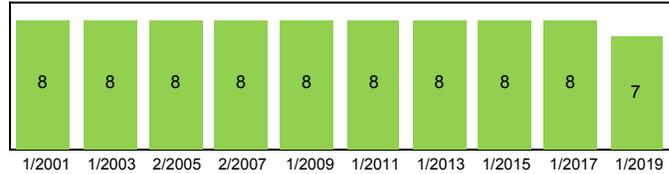
I-15SB Bridge over Washington Main Street

Inspector: Mike Ellis

Inspection Date: January 07, 2019

SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 7 Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: I-15SB (SR-15)

ROADWAY LOCATION

- (5A) Pos Prefix: Route On Structure
- (5B) Kind of Hwy: 1 Interstate Hwy
- (5C) Level Service: 1 Mainline
- (5D) Route Num: 00015
- (13A/B) LRS Route: 0000000015/00
- (11) Milepost: 12.03 mi
- (5E) Suffix: 3 South
- (102) Direction: 1 1-way traffic
- (28A): Lanes On 2
- (19) Detour Length: 0.62 mi (1.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 11 Urban Interstate
- (104) NHS: 1 On the NHS
- (110) Nat Truck Net: 1 Part of natl network
- (100) Defense Hwy: 1 On Interstate STRAHNET
- (29) ADT: 43,900 Cars/Day
- (109) Pct Trucks: 25.00%
- (30) ADT Year: 2014
- (114) Future ADT: 54,875 Cars/Day
- (115) Future ADT Year 2,034

CLEARANCES

- (10) Vertical: 99.99
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 15.25
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 38.06
- (56) Min Lat Left: N/A
- (55B) Min Lat Right: N/A
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

ROUTE UNDER STRUCTURE: Washington Main Street

ROADWAY LOCATION

- (5A) Pos Prefix: One Route Under
- (5B) Kind of Hwy: 5 City Street
- (5C) Level Service: 0 None of the below
- (5D) Route Num: 03211
- (13A/B) LRS Route: 0.00 mi
- (11) Milepost: 0.00 mi
- (5E) Suffix: 0 N/A (NBI)
- (102) Direction: 2 2-way traffic
- (28B): Lanes Under 2
- (19) Detour Length: 123.65 mi (199.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 17 Urban Collector
- (104) NHS: 0 Not on NHS
- (110) Nat Truck Net: 0 Not part of natl netwo
- (100) Defense Hwy: 0 Not a STRAHNET hwy
- (29) ADT: -1.00%
- (109) Pct Trucks: -1.00%
- (30) ADT Year: 2012
- (114) Future ADT: -1 Cars/Day
- (115) Future ADT Year -1

CLEARANCES

- (10) Vertical: 15.25
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 15.25
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 28.51
- (56) Min Lat Left: 0.00
- (55B) Min Lat Right: 4.59
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

Planning and Inspection Details

Available Plans: Full Plans	Crane Req: No	Follow Up Req: 0	(94) Bridge Cost: \$1
Funding Avail: NHPP, ST_BR, STP	Last Crane Date 1/1/1901 12:00:00	Date Completed 1/1/1901 12:00:00A	(95) Roadway Cost: \$1
Prime Funding: NHPP_BR	UT Req: Yes	Follow Up	(96) Total Cost: \$1
Update POA: No	Last UT Date 1/1/1901 12:00:00	Reason:	(97) Year of Cost Estimate: Unknown
			(75) Type of Work: Unknown (P)
			(76) Length of Improvement: -1.0 ft



I-15SB Bridge over Washington Main Street

Inspector: Mike Ellis

Inspection Date: January 07, 2019

12 / 2	Re Concrete Deck	Total: 4,687 sq.ft	CS1: 4,674 sq.ft (100%)	CS2: 13 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 NASH WILSON The deck surface is covered with an asphalt overlay and not visible for inspection. The underside has a diagonal crack in each bay near the south abutment with efflorescence.
- 01/08/2017 Randy Haider The concrete deck has an asphalt wearing surface. The asphalt is free of potholes or other defects that would indicate deficiencies in the concrete deck top side. The deck underside has five square feet of cracking with efflorescence staining in the east span. Five square feet is placed into CS2 with the balance remaining in CS1.
- 01/07/2019 Mike Ellis The topside of the concrete deck had an asphalt overlay and was not visible for inspection. The underside was inspected and following defects were noted:

1130 / 2	Cracking (RC and Other)	Total: 13 each	CS1: 0 each (0%)	CS2: 13 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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- 01/07/2019 Mike Ellis
 - Span 1, Bay 4, about 5 ft. from Abutment 1, had a 3 ft. diameter area of map cracking with efflorescence. (3 sqft. in CS-2)
 - Span 3, Bay 2, about 5 ft. from Abutment 4, had a 3 ft. diameter area of map cracking with efflorescence. (3 sqft. in CS-2)
 - Span 3, Bay 3, about 15 ft. from Abutment 4, had a 3 ft. diameter area of map cracking with efflorescence. (3 sqft. in CS-2)
 - Span 1, Bay 2 had a diagonal crack with efflorescence extending out approximately 4 ft. from the abutment. (4 sqft. in CS-2)

110 / 1	Re Conc Opn Girder/Beam	Total: 576 ft	CS1: 576 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 NASH WILSON The girders have hairline vertical cracks spaced approximately 2 feet apart near the NE abutment for about 10 feet. Other girders were in good condtion.
- 01/08/2017 Randy Haider The concrete T-beams are free of cracking, impact damage or spalls. The entire element remains in CS1.
- 01/07/2019 Mike Ellis The reinforced concrete T-girders were inspected and no notable defects were found. The girders had hairline vertical shrinkage cracking spaced 1 to 3 ft. apart throughout. The cracking was considered to remain in CS-1 at this time.

205 / 1	Re Conc Column	Total: 6 each	CS1: 6 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

- 01/28/2015 NASH WILSON The columns are in good condition.

01/08/2017	Randy Haider	The concrete columns have tight horizontal cracking. The cracking is noticeable in the paint however, the cracking in the concrete is of hairline width. The columns each remain in CS1.
01/07/2019	Mike Ellis	The bents had 3 columns each. The concrete columns were inspected and there were no notable defects found. The interface between the column and the cap had some very minor cracking that appeared to be 0.010 in. wide or less and considered to remain in CS-1 at this time.

215 / 2	Re Conc Abutment	Total: 99 ft	CS1: 98 ft (99%)	CS2: 0 ft (0%)	CS3: 1 ft (1%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	The abutments are in good condition.
01/08/2017	Randy Haider	The west abutment has a diagonal crack at the north end. The crack width varies from 0.05 inches at the bottom and narrows as the crack extends up and towards the corner of the abutment and the northwest wingwall. One foot of the abutment element is placed into CS2. The remaining abutment element stays in CS1.
01/07/2019	Mike Ellis	The concrete abutments were inspected and the following defects were noted:

1010 / 2	Cracking	Total: 1 each	CS1: 0 each (0%)	CS2: 0 each (0%)	CS3: 1 each (100%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis *Abutment 1, at the bottom corner of the north end had a 0.08 in. diagonal crack that tapers down to 0.02 in. at the top. (1 ft in CS-3)*

234 / 1	Re Conc Pier Cap	Total: 90 ft	CS1: 90 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	The pier caps have light efflorescence where the girders are embedded at acute angles. Otherwise they are in good condition.
01/08/2017	Randy Haider	The concrete pier caps are free of cracking, delaminations or spalls. The entire element remains in CS1.
01/07/2019	Mike Ellis	The concrete pier caps were inspected and there were no notable defects found.

321 / 2	Re Conc Approach Slab	Total: 1,157 sq.ft	CS1: 1,157 sq.ft (100%)	CS2: 0 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	The approach slabs are covered with an asphalt overlay and not visible for inspection. The south approach joint is cracking open. The ride is smooth.
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I-15SB Bridge over Washington Main Street

Inspector: Mike Ellis

Inspection Date: January 07, 2019

01/08/2017 Randy Haider The concrete approach slabs have an asphalt wearing surface. The asphalt is free of defect that would indicate defects in the concrete slab. No settlement noted and each slab remains in CS1.

01/07/2019 Mike Ellis The approach slabs were covered with an asphalt overlay and not visible for inspection, however the slabs don't appear to have any settlement.

333 / 2	Other Bridge Railing	Total: 287 ft	CS1: 269 ft (94%)	CS2: 18 ft (6%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/08/2017 Randy Haider The other parapet element consists of a concrete parapets with a single horizontal rail. The concrete parapets have tight vertical cracking that does not warrant CS2 at this time. The metal railing on the north parapet has 8 feet of vehicular impact damage. The rail is bent and distorted however, no connection defects are noted. Eight feet of the distorted rail is placed into CS2 and the balance remains in CS1.

01/07/2019 Mike Ellis The other parapet railing was inspected and the following defects were noted:

1010 / 2	Cracking	Total: 10 each	CS1: 0 each (0%)	CS2: 10 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis
 - The South parapet had 0.02 in. vertical and horizontal cracking between the 5th and 7th window from the north. (8 ft. in CS-2)
 - The west end of the North parapet on the north face had a 0.02 in. diagonal and horizontal crack measuring 2 ft. long. (2 ft. in CS-2)

7000 / 2	Damage	Total: 8 each	CS1: 0 each (0%)	CS2: 8 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis
 The North parapet metal railing had a damaged section on the second section from the southwest which was bent out approximately 3 to 4 in. (8 ft. in CS-2)

5103 / 4	Asphalt Overlay w/ Membrane	Total: 5,921 sq.ft	CS1: 5,915 sq.ft (100%)	CS2: 6 sq.ft (0%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015 NASH WILSON The asphalt overlay is approximately 6 inches thick and in good condition.

01/08/2017 Randy Haider The asphalt wearing surface is in place over the deck and approach slab elements. Six feet of the east relief joint has cracked open at the north end. No potholes, raveling or rutting is noted. Six square feet of the asphalt is placed into CS2.

01/07/2019 Mike Ellis The asphalt overlay was inspected and the following defects were noted:

3220 / 4	Crack (Wearing Surface)	Total: 6 each	CS1: 0 each (0%)	CS2: 6 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Mike Ellis
 The East relief joint was cracked open up to 1/2 in. wide for a 6 ft. length along the north end of the joint. (6 sqft. in CS-2)



3D 738
I-15SB Bridge over Washington Main Street

Inspector: Mike Ellis

Inspection Date: January 07, 2019

5300 / 2	Reinforced Concrete Wingwalls	Total: 33 ft	CS1: 33 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	The wingwalls are in good condition.
01/08/2017	Randy Haider	The concrete wingwalls are free of cracking, delaminations or spalls. The wingwalls each remain in CS1.
01/07/2019	Mike Ellis	The concrete wingwalls were inspected and there were no defects noted.

5000 / 1	General Notes	Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	Routine NBI and element level inspection led by Nash Wilson with Brandon Reda assisting.
01/08/2017	Randy Haider	Routine NBI and Element Level inspection done by Randy Haider and Dale Debenham. Clearances under the structure were taken and updated.
01/07/2019	Mike Ellis	The NBI and Element Level inspection was performed by Mike Ellis (Team Leader) and Jeff Malone with Collins Engineers. The outside conditions were 45 degrees and with light rain. The existing clearances were checked and verified with no changes. Josh Brooks of station 4473 was contacted but not present for inspection.

5001 / 1	Roadway / Channel / Drainage	Total: 3 each	CS1: 3 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/28/2015						
1/8/2017						
1/7/2019						
		25%	50%	75%		

01/28/2015	NASH WILSON	There weren't any visible drains on the structure. The slope protection on the southeast side of the structure has an erosion channel forming along the edge that is up to 8 inches deep.
01/08/2017	Randy Haider	The roadway over the structure is smooth and free of settlement. The slope near the southwest wingwall has eroded, no defects are noted in the concrete slope protection. 12'-9" clearances signs are posted at each approach roadway. The sister structure (1D 738) has a minimum clearance of 13'-2". Clearance signs are posted at a lower clearance than what is needed at 12'-11".
01/07/2019	Mike Ellis	The transition on and off the structure was smooth with no impacts. The vertical clearances are controlled by structure 1D 738, which was measured to be 13'-3". The clearance signs currently show 12'-9", but should be updated to ready 13 ft.



Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Medium (Safety)	Update / Install Clearance Sign	01/28/2015	1/8/17 RH: The sister structure's lowest clearance is 13'-3", thus the sign needs to be posted at 13'-0" instead of 12'-9". Conditions still exist. 1-7-2019 MBE.
Approved	Normal	Repair Concrete Slope Protection	01/28/2015	Repair embankment erosion. 1/8/17 RH: Still applicable near the southwest wingwall. Condition still exist. 1-7-19 MBE
Approved	Normal	Seal Relief / Backwall Joints	01/28/2015	Seal the relief joints. 1/8/17: Still applies to the east relief joint. Condition still exist. 1-7-19 MBE

Change Notes (Prior to NBE's)

01-FEB-2005: 2/1/2005 inspected by Mike Ellis and Ron Rasmussen
14-FEB-2007: 02/14/2007 Wade, Dale and Ryan Christison from 4521.
28-JAN-2009: 01/28/2009 Brenda R., Terri T.
26-JAN-2011: 01/26/2011 Terri Taylor, Robert Mason regular NBI
31-JAN-2013: 01/31/13 Clint McCleery (UDOT) Ron Rasmussen (HDR) Routine NBI & element level inspection.

Deck Notes (Prior to NBE's)

16-FEB-1989: 2/16/89 Wearing surface cracked, pot holes.
12-MAR-1991: 03/12/91 Wearing surface condition is getting worse.
04-FEB-1993: 02/04/93 ASPHALT WEARING SURFACE IS POT HOLED AND IN NEED OF REPAIR.
24-JAN-1995: 1/24/95 Asphalt overlay looks good at this time.
29-JAN-1997: 1/29/97 still good.
26-JAN-1999: 1/26/99 still good.
30-JAN-2001: 01/30/01 Still Good.
01-FEB-2005: 2/1/2005 The asphalt on the deck has a few minor areas of cracking. The wheeltrap need to be addressed.
14-FEB-2007: 02/14/2007 A contract is to come through this summer to upgrade approach rail and repave the deck.
28-JAN-2009: 01/28/2009 Guardrail is substandard. Curb cracking. Weeds growing along curb. Both relief joints are cracked open. Pavement cracking and a small pothole forming.
26-JAN-2011: 01/26/2011 Surface is in great condition, no raveling or potholes exists.
31-JAN-2013: 01/31/13 Clint McCleery Aluminum tube rail is in good condition no defects. Concrete bridge rail has tight map. No spalls or hit damage. Underside of deck at south end has diagonal cracking in the outside bays no staining.
31-JAN-2013: 01/31/13 CLM Underside of deck at south end in the center bay has diagonal crack with light staining. Underside of the center span has a few transverse cracks spaced approx. 12 ft. apart no staining. Overhangs are in good condition.

Approach Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Pavement minor potholes.
12-MAR-1991: 03/12/91 Pavement heaving and cracking at both abut. backwalls and relief joints.
04-FEB-1993: 02/04/93 BACKWALL AND RELIEF JOINTS NEED TO BE SEALED.
24-JAN-1995: 1/24/95 same
29-JAN-1997: 1/29/97 joints still need sealing.
28-JAN-2003: 01/28/2003 Approach guardrail does not meet current standards.
01-FEB-2005: 2/1/2005 The relief and backwall joints need to be sealed.
14-FEB-2007: 02/14/2007 Approach rail is too low. Relief joints have been sealed. Fence hit between structures.
26-JAN-2011: 01/26/2011 Ride is good. Approach rail is all updated to meet current standards. 2009
31-JAN-2013: 01/31/13 Clint McCleery Ride across the structure is good. Both relief joints are closed. Approx. 6 in. of asphalt on the structure. Approach RDWY asphalt is in good condition. Approach barrier is in good condition.

Drainage Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Approach curbing on southwest corner filled with soil. Water has overflowed at structure corner causing erosion at slope protection edge and median. This need to be fixed end of bridge parapet at this location needs to be caulked at opening to
: prevent under cutting of wignwall.
12-MAR-1991: 03/12/91 Catch basin is required at the s.e. corner to correct the drainage and erosion problem.

14-FEB-1993: 2/14/93 SLOPE PROTECTIN JOINTS ARE OPEN AND NEED TO BE CAULKED.
 24-JAN-1995: 1/24/95 Joints in the concrete slope protection still need to be caulked.
 29-JAN-1997: 1/29/97 every thing looks good at this time.
 30-JAN-2001: 01/30/01 All is well at this inspection
 28-JAN-2003: 01/28/2003 Drainage off the bridge deck at the SE corner of the deck is causing erosion of the fill slope in the median area and this material is then being deposited on the side of the cross street.
 31-JAN-2013: 01/31/13 Clint McCleery Both slopes are in good condition. No settlement or displacement of major cracks.

Superstructure Comments (Prior to NBE's)

31-JAN-2013: 01/31/13 Clint McCleery Superstructure is in good condition. No hit damage or scraps. Ends of beam at backwall are in good condition. NB bridge clearance controls the clearances bridge needs to be signed for 13 ft. 09 in. Current signing is 12 ft. 09 in.

Substructure Comments (Prior to NBE's)

31-JAN-2013: 01/31/13 Clint McCleery Both abutments are in good condition. All the columns are in good condition.



	16.44	16.91	
			← Lane 1
	16.83	17.58	
+ Lane 1 →	16.16	17.25	



CLEARANCES				
OVER STRUCTURE		UNDER STRUCTURE		
	<u>SB Lane 1.00</u>	<u>Not Applicable</u>	<u>WB Lane 1</u>	<u>EB Lane 1</u>
Max:	Not Applicable	Not Applicable	Max: 16' 11"	17' 3"
Min:	Not Applicable	Not Applicable	Min: 16' 5"	16' 2"

CLEARANCE SIGNS				
	<u>Direction 1</u>		<u>Direction 2</u>	
Signs Placed:	Yes	■	Yes	■
Signs Correct:	No	■	No	■
Signs Legible:	Yes	■	Yes	■
Signs Standard:	Yes	■	Yes	■
Approach Signs Required:	Yes	■	Yes	■
Existing Legends:	1209		1209	

NOTES		
Pavement Type Under:	Asphalt	
Adjacent bridge (1D 738) controls vertical clearance at 13'-3". Update vertical clearance signs to read 13' 00" The sign currently reads 12'-9".		
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	15.25 Feet	15.25 Feet



Condition Overview

Deck NBI: N	Culvert NBI: 7	BHI: 87.51	BHI Rank: 1517
Super NBI: N	Channel NBI: 6	PHI: 87.51	PHI Rank: 1517
Sub NBI: N	Scour NBI: 8	FHWA Poor : No	Year Built / Recon: 1964 / 0

Bridge Issues

	<u>Yes</u>	<u>No</u>
This report identifies deficiencies requiring urgent corrective action. Details:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge is scour critical:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge contains fracture critical components:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge needs a new load rating:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This bridge requires special inspection:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Recommended Frequency:		

Report Contents

- | | |
|---|---|
| <input type="checkbox"/> Desk Review Audit | <input type="checkbox"/> Critical Findings Report |
| <input checked="" type="checkbox"/> Condition Ratings Report | <input type="checkbox"/> Vertical Underclearance Report |
| <input checked="" type="checkbox"/> Element Level Inspection Report | <input type="checkbox"/> Cross Section Report |
| <input checked="" type="checkbox"/> Bridge Photographs | <input type="checkbox"/> Other: |

Type of Inspection

NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inspectors	Name	Date	P.E. Seal and Signature
Inspector of Record	Gar ODonnell	01/07/2019	
Field Checked	Justin Jar	01/07/2019	
Checked	Katie Powell	08/30/2019	
Back Checked	BACK CHECKED and CORRECTED By: godonnell at 10:42 am, Sep 30, 2019		
Corrected			
Verified	Katie Powell	12/12/2019	
Independent Field QC Review			
QA Review			



Elevation E. Face



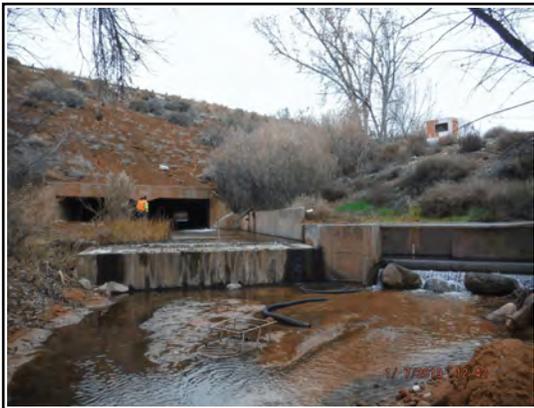
Roadway Looking N.



Upstream E. Side



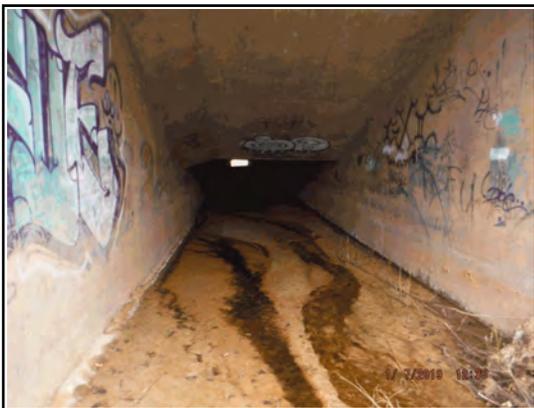
Downstream



Elevation W. Face



N. Cell Looking Downstream



S. Cell Looking Downstream



W. Headwall Vertical Cracking



Top Slab Underside Scraping at
Inlet of The N. Cell



N. Cell Wall Vertical Cracking



N. Cell Wall Vertical Cracking
and Staining E. End



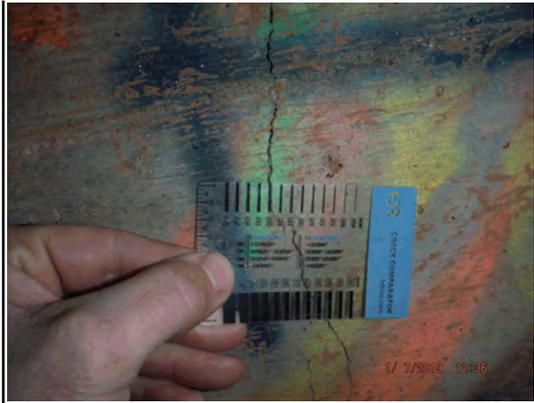
N. Cell Top Slab Underside E.
Construction Joint



N. Cell Top Slab Underside
Center Construction Joint



N. Cell Spalling W. End



Center Wall Vertical Cracking



Center Wall Spall at Inlet



Center Wall Horizontal Cracking
at W. End



Light Floor Abrasion



S. Cell Top Slab Underside
Center Construction Joint



S. Cell Top Slab Underside
W. Construction Joint



S.Cell Top Slab Underside E.
Construction Joint



Wingwall S.W.



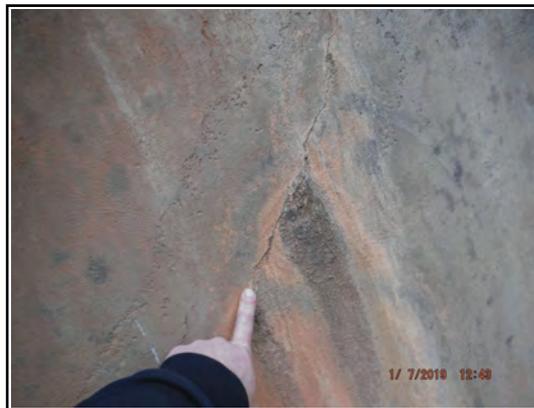
Wingwall S.W. Diagonal Cracking



Wingwall S.E.



Wingwall N.W.



Wingwall N.W. Diagonal Cracking



Wingwall N.E.



Wingwall N.E. Scaling



0E1329

Mill Creek Culvert at Washington

Inspector: Gar ODonnell
 Inspection Date: January 07, 2019

IDENTIFICATION	
Bridge Key:	0E1329
(8) NBI Number:	0E1329
Structure Name:	Mill Creek Culvert at Washington
(9) Location:	0.6 MI NO WASHINGTON INT.
(7) Carries:	I-15 (SR-15) NB&SB
(42A) Service On:	1 Highway
(6) Feature Crossed:	MILL CREEK
(42B) Service Under:	5 Waterway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.13
(17) Longitude:	-113.52
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1964
(106) Year Recon:	0
(37) Historical:	5 Not eligible for NRHP
	(98) Border State: Not Applicable (P)
	(99) Border Number: NA
	% Responsibility: 0

INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical	-1	1/1/1901	N/A
(B) Underwater	-1	1/1/1901	N/A
(C) Special Insp	-1	N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	5/4/2011
(31) Design Load:	5 MS 18 (HS 20)
(63) Opr Method:	6 Load Factor (MS18)
(64) Opr Rating:	3.00
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	3.00
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

Deck Overlay		Steel Coatings	
(108A) Wearing Surface:	N N/A (no deck (NBI))	Year Applied:	N/A
(108B) Membrane:	N N/A (no deck (NBI))	Thickness:	0.00 IN
		Steel Overcoat Year:	N/A
		Paint / Repaint Year:	N/A



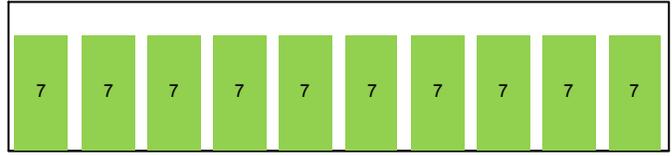
Mill Creek Culvert at Washington

Inspector: Gar ODonnell

Inspection Date: January 07, 2019

DECK GEOMETRY

(68) Deck Geometry: N Not applicable (NBI)
 Deck Area: 0.00
 (107) Deck Type: N N/A (NBI)
 (108C) Deck Protection: N N/A (no deck) (NBI)
 (51) Curb to Curb Width: 0.00
 (52) O. to O. Width: 0.00
 (50A) Curb / Sidewalk Width L: 0.00
 (50B) Curb / Sidewalk Width R: 0.00
 (33) Median: 3 Closed Med w/Barriers
 Fill Depth: 25.00 FT



1/30/2001/1/28/2003/1/2005/2/14/2007/1/28/2009/1/26/2011/1/31/2013/1/28/2015/1/10/2017/1/7/2019

CULVERT CONDITION

(62) Culvert Rating: 7 Minor Deterioration
 (61) Channel Rating: 6 Bank Slumping

DECK CONDITION

(36A) Bridge Rail: N N/A or not required
 (36B) Transition: N N/A or not required
 (36C) Approach Rail: 1 Meets Standards
 (36D) Approach Rail Ends: 1 Meets Standards

SUPERSTRUCTURE GEOMETRY

(45) # of Main Spans: 2
 (46) # of Approach Spans: 0
 (43 A) Main Material: 2 Concrete Continuous
 (43 B) Main Design: 19 Culvert
 (48) Max Span Length: 12.00
 (49) Structure Length: 27.17
 (112) NBIS Length: Long Enough
 (103) Temp Structure: Not Applicable (P)
 (34) Skew: 35
 (35) Structure Flared: 0 No flare
 (101) Parallel Structure: No || bridge exists
 (72) Approach Alignment: 8 Equal Desirable Crit
 (32) Approach Roadway Width: 76.12

SUPERSTRUCTURE CONDITION

(67) Structure Evaluation: 7 Above Min Criteria

SUBSTRUCTURE GEOMETRY

(38) Navigation Control: NA-no waterway
 (39) Vertical Clearance: 0.00
 (40) Horizontal Clearance: 0.00
 (111) Pier Protection: Not Applicable (P)
 (116) Lift Bridge Vertical Clearance: 0.00
 (113) Scour Rating: 8 Stable Above Footing
 (71) Waterway Adequacy: 4 Tolerable

ROUTE ON STRUCTURE: I-15 (SR-15)

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
(5A) Pos Prefix:	Route On Structure	(26) Funct Class:	11 Urban Interstate	(10) Vertical:	99.99
(5B) Kind of Hwy:	1 Interstate Hwy	(104) NHS:	1 On the NHS	(53) Min Vert Over:	99.99
(5C) Level Service:	1 Mainline	(110) Nat Truck Net:	1 Part of natl network	(54b) Min Vert Under:	0.00
(5D) Route Num:	00015	(100) Defense Hwy:	1 On Interstate STRAHNET	(54A) Vert Ref:	N Feature not hwy or R/F
(13A/B) LRS Route:	0000000015/00	(29) ADT:	43,900 Cars/Day	(47) Horizontal:	38.06
(11) Milepost:	11.45 mi	(109) Pct Trucks:	25.00%	(56) Min Lat Left:	N/A
(5E) Suffix:	0 N/A (NBI)	(30) ADT Year:	2014	(55B) Min Lat Right:	N/A
(102) Direction:	2 2-way traffic	(114) Future ADT:	54,875 Cars/Day	(55A) Horiz Ref:	N Feature not hwy or R/F
(28A): Lanes On	4	(115) Future ADT Year	2,034	(69) Underclearance:	N Not applicable (NBI)
(19) Detour Length:	4.97 mi (8.00 km)				
(20) Toll Facility:	3 On free road				

Planning and Inspection Details

Available Plans:	Full Plans	Crane Req:	No	Follow Up Req:	0	(94) Bridge Cost:	\$1
Funding Avail:	NHPP, ST_BR, STP	Last Crane Date		Date Completed		(95) Roadway Cost:	\$1
Prime Funding:	NHPP_BR	UT Req:	No	Follow Up Reason:		(96) Total Cost:	\$1
Update POA:	No	Last UT Date				(97) Year of Cost Estimate:	Unknown
						(75) Type of Work:	Unknown (P)
						(76) Length of Improvement:	-1.0 ft

Mill Creek Culvert at Washington

Inspector: Gar ODonnell
Inspection Date: January 07, 2019

241 Re Conc Culvert

Environment: 2

Total: 687 ft	CS1: 625 ft (91%)	CS2: 53 ft (8%)	CS3: 9 ft (1%)	CS4: 0 ft (0%)
1/31/2013	[Progress bar: 91% green]			
1/28/2015	[Progress bar: 91% green]			
1/10/2017	[Progress bar: 91% green]			
1/7/2019	[Progress bar: 91% green]			

01/28/2015 NASH WILSON The east cell is open and water is flowing through it. There are small spalls along the base of the east wall with a few exposing rebar. These are caused by abrasion wearing down the concrete cover until contacting the rebar which corrodes and spalls the surrounding concrete. Overall, there is approximately 20 feet affected by this meeting the criteria for condition state 2. There are 12 or 13 vertical cracks along the wall which have heavy efflorescence built up. The joints are mostly in good condition with 2 or 3 having moderate efflorescence built up and staining along the joints.

01/10/2017 Randy Haider The two celled culvert has water flowing through the eastern cell only as the western cell has approximately three feet of silt. The eastern cell has built up efflorescence along vertical cracks in the east wall and along joints in the top slab. The south end of the east wall has five shallow spalls exposing approximately one foot of vertical reinforcement per spall. The spalls are approximately one foot wide and one half inch deep. The south end of the center wall has a single vertical crack that measures 0.06 inches wide. The top slab has localized areas of poor consolidation and light efflorescence. Several joints have delamination and light efflorescence that parallel the joints. The center wall between the two cell has light efflorescence staining along the bottom of the wall. The invert of the eastern cell is visible and free of defect. The western cell has light staining along the walls at the surface of the silt that appears to be originating from the silt not from the concrete. The western cell has similar delamination and efflorescence staining near the culvert joints. No spalls or built up efflorescence is noted in the western cell. A total of 56 linear feet of delamination and efflorescent staining is placed into CS2. A total of six feet is placed into CS3 due to spalling concrete, built up efflorescence staining and the single wide vertical crack.

01/07/2019 Gar ODonnell The top slab underside has localized areas of poor consolidation that meets CS1. There is also some light abrasion along the invert of the N. Cell that meets CS1. See defect flags for noted defects. No Scour or settlement noted due to concrete lined floor.

1080 Delamination/Spall/Patched Area

Element Defect

Environment: 2



Total: 6 each	CS1: 0 each (0%)	CS2: 0 each (0%)	CS3: 6 each (100%)	CS4: 0 each (0%)
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01/07/2019 Gar ODonnell The center cell wall has a spall 1' tall 5" wide and 2" deep at the inlet bottom leading edge. There are also 5 vertical spalls <9" tall 2" wide and 1.5" deep with exposed bar in the N. cell at the W. end. The exposed bar has light surface rust with no section loss.
6 ft placed in CS3 for spalling

1130 Cracking (RC and Other)

Element Defect

Environment: 2



Total: 56 each	CS1: 0 each (0%)	CS2: 53 each (95%)	CS3: 3 each (5%)	CS4: 0 each (0%)
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Mill Creek Culvert at Washington

Inspector: Gar ODonnell
Inspection Date: January 07, 2019

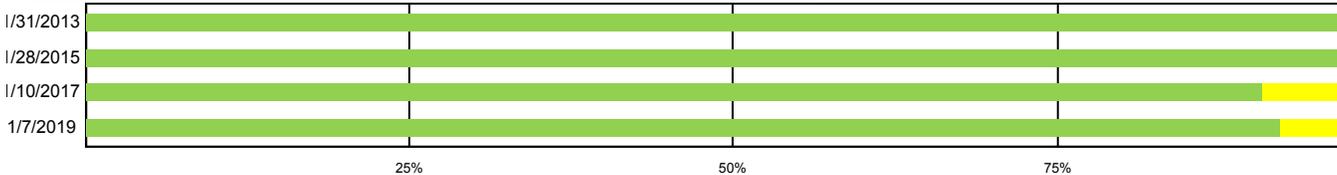
01/07/2019 Gar ODonnell

The N. cell wall has 3 vertical cracks near the E. end with heavy efflorescence and rust staining. 3 ft. placed in CS3 for vertical cracking with heavy staining.
The two outer cell walls and center wall have vertical cracking <.03" wide spaced 6' to 12' apart throughout both culvert cells.
There are three construction seams in both cells The E. and Center seams have light to moderate efflorescence staining. The W. construction seam is free of any staining. 53 ft. placed in CS2 for vertical cracking and staining at the construction joint seams.

5300 Reinforced Concrete Wingwalls

Environment: 2

Total: 77 ft	CS1: 71 ft (92%)	CS2: 6 ft (8%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
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- 01/28/2015 NASH WILSON The wingwalls are in good condition. There is silt built up and trees growing out of the silt in the channel in front of the wingwalls.
- 01/10/2017 Randy Haider The northern wingwalls are free of cracking, spalls or delamination. The southern wingwalls each have several diagonal cracks. The cracking is 0.012 inches wide and encompasses seven linear feet of the southern wingwalls. Seven feet of cracking is placed into CS2. No spalls or delamination noted.
- 01/07/2019 Gar ODonnell The wingwalls are free of any signs of settlement or rotation. The N.E. wingwall has 4 sq. ft. of light surface scaling near the high water line that meets CS1. See defect flag for cracking defects.

1130 Cracking (RC and Other)

Element Defect

Environment: 2



Total: 6 each	CS1: 0 each (0%)	CS2: 6 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Gar ODonnell

The S.W. and N.W. wingwalls both have 3 diagonal cracks <.025" wide spaced 1' to 3' apart.
6 ft. has been placed in CS2 for diagonal cracking.

5000 General Notes

- 01/28/2015 NASH WILSON NBI and element level inspection led by Nash Wilson with Brandon Reda assisting. Culvert to be load rated as part of current program.
- 01/10/2017 Randy Haider Routine NBI and Element Level inspection done by Randy Haider and Tyson Schultz.
- 01/07/2019 Gar ODonnell Routine NBI and Element Level inspection done by Gar O'Donnell and Justin Jar as team lead.
Cross Section not taken due to floor.

5001 Roadway / Channel / Drainage

- 01/28/2015 NASH WILSON The roadway over the culvert is in good condition. The upstream channel has downed trees and other debris clogging up the west side of the channel and the west cell. There is 2 feet of sandy silt material filling in the west culvert making it difficult to inspect. There is a large debris pile built up at the upstream center wall. The downstream channel is in good shape.

01/10/2017	Randy Haider	The upstream channel banks have thick grass and vegetation. The vegetation has contributed to aligning the stream flow with the eastern cell and thus silting in the western cell. Debris has accumulated at the upstream end of the center wall. A check dam is located immediately downstream. I-15 over the culvert has approximately 25 feet of fill.
01/07/2019	Gar ODonnell	The ride over the culvert remains smooth with no visible settlement to the roadway or 25' of embankment fill. The channel walls are heavily vegetated with the main flow of water running through the N. cell. The S. cell remains heavily silted in with 1' to 2' of silt sediment throughout.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Remove Sediment	01/28/2015	Remove silt and debris from the culvert and channel. 1/10/2017 RH: Work candidate still applies. This work has not been completed Gar O'Donnell 01/07/2019.
Under Review	Normal	Remove Debris & Veg from Chnl	01/07/2019	Remove vegetation in channel at inlet. Generated by user "Gar O'Donnell" on 9/30/2019

CLEARANCES			
OVER STRUCTURE		UNDER STRUCTURE	
	<u>SB Lane 1.00</u>	<u>NB Lane 1</u>	<u>Not Applicable</u>
Max:	Not Applicable	Not Applicable	Not Applicable
Min:	Not Applicable	Not Applicable	Not Applicable
CLEARANCE SIGNS			
	<u>Direction 1</u>	<u>Direction 2</u>	
Signs Placed:	Not Applicable	Not Applicable	
Signs Correct:	Not Applicable	Not Applicable	
Signs Legible:	Not Applicable	Not Applicable	
Signs Standard:	Not Applicable	Not Applicable	
Approach Signs Required:	Not Applicable	Not Applicable	
Existing Legends:			

NOTES	
Pavement Type Under:	N/A
NBI COMPARISON	
	<u>Roadway (Item 10)</u>
	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:	
NBI Vertical Clearance for Route Under:	

Inspection History

Change Notes (Prior to NBE's)

01-FEB-2005: 02/01/2005 Inspection party consists of Mike Ellis and Ron Rasmussen.
14-FEB-2007: 02/14/2007 Wade, Dale and Ryan Christison from 4521.
29-JAN-2009: 01/29/2009 Brenda R., Terri T.
26-JAN-2011: 01/26/2011 Robert Mason, PE; Terri Taylor. Regular NBI. New shed No. 4473.
31-JAN-2013: 01/31/2013 Dale, Chad. Regular NBI and Element Level Inspection.

Approach Comments (Prior to NBE's)

01-FEB-2005: 02/01/2005 Approaches to structure look good.

Drainage Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Some erosion around ends of wingwall at inlet.
12-MAR-1991: 03/12/91 Same as above.
04-FEB-1993: 02/04/93 Same as above.
29-JAN-1997: 01/29/97 Some erosion is occurring around the wingwalls.
30-JAN-2001: 01/30/01 Same as the above.

Culvert Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Some erosion around ends of wingwalls at inlet. Three foot deep scour hole at outlet. Spring flowing into southerly cell through construction joint in bottom of box near inlet. This may be causing same cavitation underneath box.
12-MAR-1991: 03/12/91 Same as above, also the inflow at all seams has efflorescence and staining.
04-FEB-1993: 02/04/93 Same as everything above.
24-JAN-1995: 1/24/95 Same
29-JAN-1997: 01/29/97 Staining is occurring along the construction joint. South barrel has about one foot of silt in the bottom of the culvert.
26-JAN-1999: 1/26/99 conditions are the same.
30-JAN-2001: 01/30/01 Conditions all remain as stated above. No worse, no better.
28-JAN-2003: 01/28/2003 Some cracking in the vertical side walls with heavy efflorescent deposits from seepage through these cracks. Otherwise the structure looks good.
01-FEB-2005: 02/01/2005 Culvert looks good with some cracking on the sides with heavy deposits of salts.
14-FEB-2007: 02/14/2007 Culvert is in good shape structurally.
28-JAN-2009: 01/28/2009 The N barrel is the only one you can walk into. It looks good, the south barrel has 3 to 4 feet of silt and vegetation. The north barrel looks good. Erosion around the wingwalls at the outlet.
26-JAN-2011: 01/26/2011 RCM. Some cracking in the vertical joints with heavy efflorescent deposits from seepage in a few places, but structure looks sound. South barrel filled with silt about 18 to 22 inches at outlet and continues for about 80% of length.
26-JAN-2011: 01/26/2011 cont - Wing walls at outlet have old diagonal leaching cracks. North barrel has no silt or debris.
31-JAN-2013: 01/31/2013 Water flow is mainly through the east barrel. West barrel has 12 inches or more silt. Both barrels are in very good condition. No spalls, advanced cracking or other defects. There is 8 ft or more of fill over the structure.

Channel Comments (Prior to NBE's)

16-FEB-1989: 2/16/89 Much brush and debris within channel both upstream and downstream. Channel degradation of three feet at outlet.
12-MAR-1991: 03/12/91 Conditions remain the same.
04-FEB-1993: 02/04/93 Same as above.
24-JAN-1995: 1/24/95 same



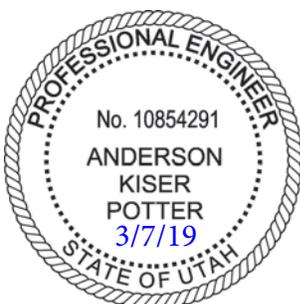
0E1329

Mill Creek Culvert at Washington

Inspector: Gar ODonnell

Inspection Date: January 07, 2019

- 29-JAN-1997: 01/29/97 Much vegetation in channel on both sides of the culvert.
- 26-JAN-1999: 1/26/99 same
- 30-JAN-2001: 01/30/01 The debris in the channel remains a problem.
- 28-JAN-2003: 01/28/2003 Both the inlet and outlet channels are completely choked with vegetation.
- 01-FEB-2005: 02/01/2005 Both inlet and outlet channels remain completely choked with vegetation.
- 14-FEB-2007: 02/14/2007 Both inlet channels are very restricted by vegetation, South barrel is restricted by 2 feet of silting at the entrance and exit of the culvert.
- 28-JAN-2009: 01/28/2009 The channel at the inlet has so much vegetation you cannot get to it. The outlet also has a lot of vegetation after the grating. The auto sales company has moved dirt down to the inlet and it could cause problems during flooding.
- 26-JAN-2011: 01/26/2011 RCM. Inlet has tremendous amount of vegetation and some trees with 6in diameter. Embankment from car dealer encroaches into channel. Consider removing trees at inlet.
- 31-JAN-2013: 01/31/2013 The channel is densely vegetated. Banks and channel are silty sand. No scour concerns.

Condition Overview					
Deck NBI: 7	Culvert NBI: N	BHI: 92.72	BHI Rank: 1921		
Super NBI: 8	Channel NBI: N	PHI: 92.72	PHI Rank: 1921		
Sub NBI: 7	Scour NBI: N	FHWA Poor : No	Year Built / Recon: 1999 /-1		
Bridge Issues					
		<u>Yes</u>	<u>No</u>		
This report identifies deficiencies requiring urgent corrective action.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Details:					
This bridge is scour critical:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge contains fracture critical components:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge needs a new load rating:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
This bridge requires special inspection:		<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Recommended Frequency:					
Report Contents					
<input type="checkbox"/> Desk Review Audit	<input type="checkbox"/> Critical Findings Report				
<input checked="" type="checkbox"/> Condition Ratings Report	<input checked="" type="checkbox"/> Vertical Underclearance Report				
<input checked="" type="checkbox"/> Element Level Inspection Report	<input type="checkbox"/> Cross Section Report				
<input checked="" type="checkbox"/> Bridge Photographs	<input type="checkbox"/> Other:				
Type of Inspection					
NBI	Element	Fracture Critical	Underwater	Complex	Other Special
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inspectors	Name	Date	P.E. Seal and Signature		
Inspector of Record	Jeff Malone	01/07/2019			
Field Checked	Mike Ellis	01/07/2019			
Checked	CHECKED By: Mike Ellis at 2:43 pm, Jan 16, 2019				
Back Checked	BACK CHECKED and CORRECTED: By Jeff Malone at 1:19 pm, Jan 18, 2019				
Corrected					
Verified	APPROVED By: Mike Ellis at 1:14 pm, Feb 07, 2019				
Independent Field QC Review					
QA Review					



Elevation Looking North



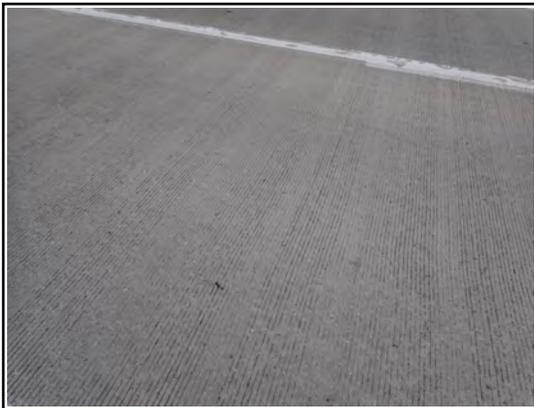
Roadway Looking East



Elevation Looking South



Roadway Looking West



Wearing Surface



East Backwall Joint



West Backwall Joint



East Relief Joint



West Relief Joint



Typical Parapet and Shoulder



Typical Drain Pipe



Ponding at Southeast Approach



South Shoulder Deck Drain



Southeast Deck Drain



Northeast Wingwall



Northwest Wingwall



Southeast Wingwall



Southwest Wingwall



Southwest Wingwall Crack



Typical Underside



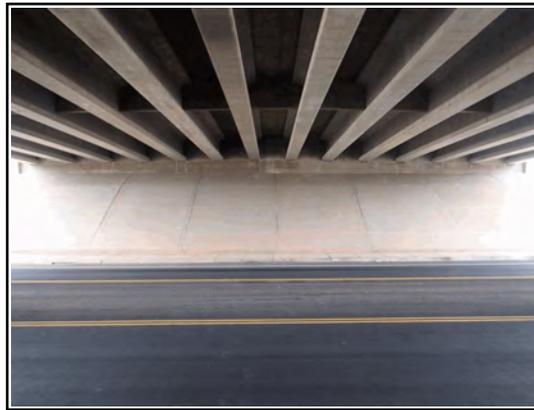
Deck Span 1 Bay 5
Diagonal Cracking



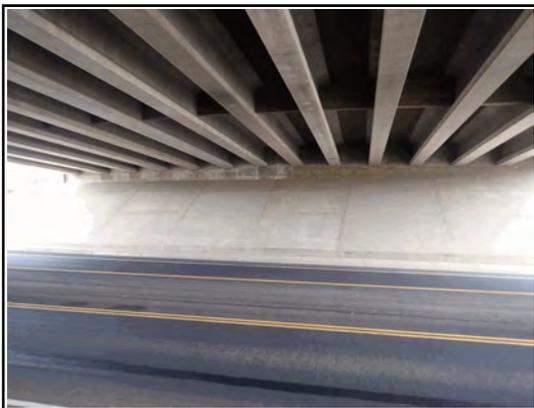
Deck Span 1 Bay 10
Longitudinal Cracking



Girder 13 Near Abutment 2 Spall



Abutment 1



Abutment 2



Abutment 2 Vertical Cracking



Coral Canyon Boulevard Bridge

Inspector: Jeff Malone

Inspection Date: January 07, 2019

IDENTIFICATION	
Bridge Key:	OF 672
(8) NBI Number:	OF 672
Structure Name:	Coral Canyon Boulevard Bridge
(9) Location:	0.5 MI.EAST Of I-15 INT.
(7) Carries:	SR-9
(42A) Service On:	6 2d level interchg
(6) Feature Crossed:	CORAL CANYON BOULEVARD
(42B) Service Under:	1 Highway
(4) Placecode:	Washington City
(3) County:	Washington
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4473
(16) Latitude:	37.16
(17) Longitude:	-113.44
(22) Owner:	State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1999
(106) Year Recon:	-1
(37) Historical:	5 Not eligible for NRHP
(98) Border State:	Not Applicable (P)
(99) Border Number:	
% Responsibility:	0

INSPECTION			
(90) Date of Inspection:	1/7/2019		
(91) Frequency:	24		
Next Inspection:	1/7/2021		
Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	1/7/2019	1/7/2021
(A) Fracture Critical		Test	N/A
(B) Underwater		N/A	N/A
(C) Special Insp		N/A	N/A

LOAD RATING, POSTING AND SIGNS	
(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	6/12/2012
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.56
(65) Inv Method:	8 LRFR (HL93)
(66) Inv Rating:	1.48
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Req'd	N/A

Deck Overlay	Steel Coatings
(108A) Wearing Surface: 1 Monolithic Concrete	Steel Overcoat Year: N/A
(108B) Membrane: 0 None	Paint / Repaint Year: N/A
Year Applied: N/A	Thickness: 0.00 IN

DECK GEOMETRY	DECK CONDITION
(68) Deck Geometry: 9 Above Desirable Crit	
Deck Area: 13,186.60	
(107) Deck Type: 1 Concrete-Cast-in-Place	
(108C) Deck Protection: 1 Epoxy Coated Reinforci	
(52) O. to O. Width: 115.17	
(51) Curb to Curb Width: 111.88	
(50A) Curb / Sidewalk Width L: 0.00	
(50B) Curb / Sidewalk Width R: 0.00	
(33) Median: 2 Closed Med w/o Barrier	
(58) Deck Rating: 7 Good	
(36A) Bridge Rail: 1 Meets Standards	
(36B) Transition: 1 Meets Standards	
(36C) Approach Rail: 1 Meets Standards	
(36D) Approach Rail Ends: 1 Meets Standards	

SUPERSTRUCTURE GEOMETRY	SUPERSTRUCTURE CONDITION
(45) # of Main Spans: 1	
(46) # of Approach Spans: 0	
(43 A) Main Material: 5 Prestressed Concrete	
(43 B) Main Design: 02 Stringer/Girder	
(48) Max Span Length: 113.00	
(49) Structure Length: 115.50	
(112) NBIS Length: Long Enough	
(103) Temp Structure: Not Applicable (P)	
(34) Skew: 0	
(35) Structure Flared: 0 No flare	
(59) Superstructure Rating: 8 Very Good	
(67) Structure Evaluation: 8 Equal Desirable Crit	
(101) Parallel Structure: No bridge exists	
(72) Approach Alignment: 8 Equal Desirable Crit	
(32) Approach Roadway Width: 109.91	



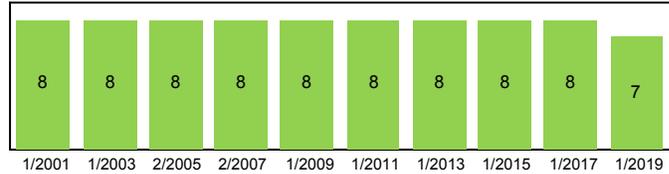
Coral Canyon Boulevard Bridge

Inspector: Jeff Malone

Inspection Date: January 07, 2019

SUBSTRUCTURE GEOMETRY

- (38) Navigation Control: NA-no waterway
- (39) Nav Vert Clearance: 0.00
- (40) Nav Horiz Clearance: 0.00
- (111) Pier Protection: Not Applicable (P)
- (116) Lift Bridge Vertical Clearance: 0.00
- (113) Scour Rating: N Not Over Waterway
- (71) Waterway Adequacy: N Not applicable



SUBSTRUCTURE CONDITION

- (60) Substructure Rating: 7 Good
- (61) Channel Rating: N N/A (NBI)

ROUTE ON STRUCTURE: SR-9

ROADWAY LOCATION

- (5A) Pos Prefix: Route On Structure
- (5B) Kind of Hwy: 3 State Hwy
- (5C) Level Service: 1 Mainline
- (5D) Route Num: 00009
- (13A/B) LRS Route: 0000000009/00
- (11) Milepost: 0.51 mi
- (5E) Suffix: 0 N/A (NBI)
- (102) Direction: 2 2-way traffic
- (28A): Lanes On 6
- (19) Detour Length: 18.02 mi (29.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 14 Urban Other Princ
- (104) NHS: 1 On the NHS
- (110) Nat Truck Net: 1 Part of natl network
- (100) Defense Hwy: 0 Not a STRAHNET hwy
- (29) ADT: 20,325 Cars/Day
- (109) Pct Trucks: 27.00%
- (30) ADT Year: 2014
- (114) Future ADT: 25,407 Cars/Day
- (115) Future ADT Year 2,034

CLEARANCES

- (10) Vertical: 99.99
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 16.91
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 99.90
- (56) Min Lat Left: N/A
- (55B) Min Lat Right: N/A
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

ROUTE UNDER STRUCTURE: Coral Canyon Blvd.

ROADWAY LOCATION

- (5A) Pos Prefix: One Route Under
- (5B) Kind of Hwy: 5 City Street
- (5C) Level Service: 0 None of the below
- (5D) Route Num: 03229
- (13A/B) LRS Route:
- (11) Milepost: 0.00 mi
- (5E) Suffix: 0 N/A (NBI)
- (102) Direction: 2 2-way traffic
- (28B): Lanes Under 2
- (19) Detour Length: 6.21 mi (10.00 km)
- (20) Toll Facility: 3 On free road

ROADWAY CLASSIFICATION

- (26) Funct Class: 17 Urban Collector
- (104) NHS: 0 Not on NHS
- (110) Nat Truck Net: 0 Not part of natl netwo
- (100) Defense Hwy: 0 Not a STRAHNET hwy
- (29) ADT:
- (109) Pct Trucks: -1.00%
- (30) ADT Year: 2012
- (114) Future ADT: -1 Cars/Day
- (115) Future ADT Year -1

CLEARANCES

- (10) Vertical: 16.91
- (53) Min Vert Over: 99.99
- (54b) Min Vert Under 16.91
- (54A) Vert Ref: H Hwy beneath struct
- (47) Horizontal: 49.21
- (56) Min Lat Left: 0.00
- (55B) Min Lat Right: 4.92
- (55A) Horiz Ref: H Hwy beneath struct
- (69) Underclearance: 4 Tolerable

Planning and Inspection Details

Available Plans: Full Plans	Crane Req: No	Follow Up Req: 0	(94) Bridge Cost: \$1
Funding Avail: NHPP, ST_BR, STP	Last Crane Date 1/1/1901 12:00:00	Date Completed 1/1/1901 12:00:00A	(95) Roadway Cost: \$1
Prime Funding: NHPP_BR	UT Req: Yes	Follow Up	(96) Total Cost: \$1
Update POA: No	Last UT Date 1/1/1901 12:00:00	Reason:	(97) Year of Cost Estimate: Unknown
			(75) Type of Work: Unknown (P)
			(76) Length of Improvement: -1.0 ft



OF 672
Coral Canyon Boulevard Bridge

Inspector: Jeff Malone
Inspection Date: January 07, 2019

12 / 3	Re Concrete Deck	Total: 13,186 sq.ft	CS1: 13,090 sq.ft (99%)	CS2: 96 sq.ft (1%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/12/2015 DAN ADAMS The bare concrete deck is in good condition. The surface is free of cracks, spalls, and delamination. The underside has some light diagonal cracking adjacent to the abutments in almost all bays. There is also some light efflorescent staining. It had just rained prior to the inspection and the underside of the deck appeared to be dry.

01/09/2017 DALE DEBENHAM The cast in place concrete deck surface is free of potholes, delamination, and significant cracks. The underside has transverse cracks with light staining near the backwalls. No spalls or delamination. 130 square feet of the deck is placed in CS2.

01/07/2019 Jeff Malone The concrete deck was inspected and the following defects were noted:

1130 / 3	Cracking (RC and Other)	Total: 96 each	CS1: 0 each (0%)	CS2: 96 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone - There was diagonal cracking in all 13 bays near Abutment 1. The cracking was approximately 0.02 in. wide with light efflorescence staining and was approximately 5-7 ft. long in each bay. (80 sqft. in CS-2)

- In Bay 10 near Abutment 1 there were 2 longitudinal cracks that had light efflorescence staining, the cracks were approximately 8 ft. long each. (16 sqft. in CS-2)

109 / 2	Pre Opn Conc Girder/Beam	Total: 1,600 ft	CS1: 1,599 ft (100%)	CS2: 1 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/12/2015 DAN ADAMS The concrete girders are in very good condition with no defects noted.

01/09/2017 DALE DEBENHAM The precast prestressed beams are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/07/2019 Jeff Malone The 14 girder system was inspected and the following defects were noted:

1080 / 2	Delamination/Spall/Patched Area	Total: 1 each	CS1: 0 each (0%)	CS2: 1 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone There was a 6 in. spall in the bottom flange of Girder 13 approximately 10 ft. away from Abutment 2. (1 ft. in CS-2)

215 / 2	Re Conc Abutment	Total: 230 ft	CS1: 228 ft (99%)	CS2: 2 ft (1%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
		25%	50%	75%		

01/12/2015 DAN ADAMS The abutments are in very good condition with no defects noted.



OF 672
Coral Canyon Boulevard Bridge

Inspector: Jeff Malone
Inspection Date: January 07, 2019

01/09/2017 DALE DEBENHAM The cast in place concrete abutments are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/07/2019 Jeff Malone The concrete abutments were inspected and the following defects were noted:

- The substructure was lowered from a 8 to a 7 due the defects listed below.

1130 / 2	Cracking (RC and Other)	Total: 2 each	CS1: 0 each (0%)	CS2: 2 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *Abutment 2 had a few random hairline to 0.016 in. wide vertical cracks. (2 ft. in CS-2)*

321 / 3	Re Conc Approach Slab	Total: 5,758 sq.ft	CS1: 0 sq.ft (0%)	CS2: 5,758 sq.ft (100%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
	25%		50%		75%	

01/12/2015 DAN ADAMS The approach slabs are in very good condition with no defects noted.

01/09/2017 DALE DEBENHAM The east approach has 0.05 inch wide longitudinal cracks spaced one foot and more apart. No potholes or delamination. Both have settled about one inch. Ride is fair over the structure. Element is placed in CS2 for settlement and crack width.

01/07/2019 Jeff Malone The concrete approach slabs were inspected and the following defects were noted:

- There was random 0.05 in cracking in both approach slabs. The quantity is accounted for in the settlement of both approach slabs.

4000 / 3	Settlement	Total: 5,758 each	CS1: 0 each (0%)	CS2: 5,758 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *Both approach slabs had settled approximately 1 in. which was shown in the parapets. (5758 sqft. in CS-2)*

331 / 3	Re Conc Bridge Railing	Total: 329 ft	CS1: 329 ft (100%)	CS2: 0 ft (0%)	CS3: 0 ft (0%)	CS4: 0 ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
	25%		50%		75%	

01/12/2015 DAN ADAMS The parapets are in very good condition with no defects noted.

01/09/2017 DALE DEBENHAM The cast in place concrete bridge rail has 0.01 inch wide vertical cracks spaced three feet and more apart. No spalls or delamination noted. Element remains in CS1.

01/07/2019 Jeff Malone The concrete parapets were inspected and no defects were noted.

- There were hairline vertical cracks spaced ever 3-5 ft. All cracks remained in CS-1



OF 672
Coral Canyon Boulevard Bridge

Inspector: Jeff Malone
Inspection Date: January 07, 2019

5300 / 2	Reinforced Concrete Wingwalls	Total: 70 ft	CS1: 69 ft (99%)	CS2: 0 ft (0%)	CS3: 1 ft (1%)	CS4: 0 ft (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

01/12/2015 DAN ADAMS The wingwalls are in very good condition with no defects noted.

01/09/2017 DALE DEBENHAM Cast in place concrete wingwalls are free of spalls, delamination, and significant cracks. Element remains in CS1.

01/07/2019 Jeff Malone The concrete wingwalls were inspected and the following defects were noted:

- The water ponding on the deck was leaking down onto the Southwest wingwall and staining it under the backwall joint.

1130 / 2	Cracking (RC and Other)	Total: 1 each	CS1: 0 each (0%)	CS2: 0 each (0%)	CS3: 1 each (100%)	CS4: 0 each (0%)
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01/07/2019 Jeff Malone *The Southwest wingwall had a 0.08 in. wide horizontal crack toward the back of the wingwall near the slope protection. (1 ft. in CS-3)*

5000 / 1	General Notes	Total: 1 each	CS1: 1 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

01/12/2015 DAN ADAMS Routine NBI and element level inspection done by Dan Adams & Dale Debenham. Under clearances verified.

01/09/2017 DALE DEBENHAM Routine NBI and Element Level Inspection by Dale Debenham and Tyson Schultz. The clearance report for the travel lanes under the structure was updated.

01/07/2019 Jeff Malone Routine NBI and Element Level Inspection was performed by Jeff Malone and Mike Ellis (Team Leader) of Collins Engineers. The conditions were 50 degrees and dry. The clearances were spot checked and unchanged. Shed 4475 (Josh Brooks) was contacted but did not attend this inspection.

5001 / 1	Roadway / Channel / Drainage	Total: 3 each	CS1: 3 each (100%)	CS2: 0 each (0%)	CS3: 0 each (0%)	CS4: 0 each (0%)
1/31/2013						
1/12/2015						
1/9/2017						
1/7/2019						
	25%	50%	75%			

01/12/2015 DAN ADAMS All of the deck drains have a lot of debris in the pans. They are still passing water. The relief joints are open.

01/09/2017 DALE DEBENHAM The deck drains are full of debris. Relief joints are open. Ride across the structure is fair. No erosion concerns.

01/07/2019 Jeff Malone

The ride across the structure had a slight bump due to the approach slabs settlement. Both of the deck drains were mostly or completely plugged with debris. There were a small area of water ponding in the Southwest corner of the bridge above the backwall joint.

Shed Maintenance Recommendations

Status	Priority	Action	Date Proposed	Notes
Approved	Normal	Remove Debris from Drains	01/12/2015	Remove the debris from the deck drain pans. 01/09/2017 DD: Work candidate still applies. Condition still remains. (JWM 1/7/2019)
Approved	Normal	Seal Relief / Backwall Joints	01/12/2015	Reseal the relief joints. 01/09/2017 DD: Work candidate still applies. Condition still remains. (JWM 1/7/2019)

Change Notes (Prior to NBE's)

03-FEB-2005: 02/03/2005 Inspection party consists of Bill Tippetts, Bryan Lee and Ron Rasmussen.
11-FEB-2007: 02/11/2007 Terri Taylor, Mike Ellis new photos.
27-JAN-2009: 01/27/2009 Dale, Clint
24-JAN-2011: 01/24/11 Dale, Clint, Ron
31-JAN-2013: 01/31/13 Inspection party consists of Clint McCleery as the team leader and Ron Rasmussen from HDR, who did the inspection on the bridge. Routine NBI and Element level inspection.

Deck Notes (Prior to NBE's)

29-JAN-2001: 01/29/01 Some very minor cracking of the deck at each end close to the abutments with minor efflorescence.
28-JAN-2003: 01/28/2003 Cracking remains very minor. No additional deficiencies.
03-FEB-2005: 02/03/2005 Very minor diagonal cracking in the corners of the bridge deck with light efflorescent staining. Much dirt on the shoulders of the deck.
11-FEB-2007: 02/11/2007 Cracking exists.
Smart flag was added.
27-JAN-2009: 01/27/2009 Bare deck has light tight random surface cracking. Underside is has tight diagonal cracking with light staining in the corners.
24-JAN-2011: 01/24/11 Bare concrete deck has tight random surface cracks. No potholes. Typical tight cracking in the parapets. Underside is free of defects.
31-JAN-2013: 01/31/13 RLR Deck surface is bare and does have full depth diagonal cracking in the corners, but otherwise looks good. Minor vertical cracking in the parapets. Underside of the deck has diagonal cracking in the corners with light staining.
31-JAN-2013: 01/31/13 RLR The fourth bay from the south side, adjacent to the east backwall has cracking on the soffit parallel to the flange edges for a length of about 4 ft. Light staining associated with cracks. Randomly spaced cracks on the remaining soffit areas.

Approach Comments (Prior to NBE's)

03-FEB-2005: 02/03/2005 All approach elements look good. The relief joints and the backwall joints all need to be resealed.
11-FEB-2006: 02/11/2006 Joints were open. ride is smooth.
27-JAN-2009: 01/27/2009 Relief joints are open.
24-JAN-2011: 01/24/11 About 2 inches of settlement in both approaches. Ride is a little rough. Relief joints are open.
31-JAN-2013: 01/31/13 RLR Both approaches to the bridge meet current safety standards. Some settlement of the ends of the approach slabs, 1 to 2 in.. Relief joints at the ends has been sealed, but have re-cracked and need to be sealed again. Ride onto deck is good.

Drainage Comments (Prior to NBE's)

03-FEB-2005: 02/03/2005 Deck drain pans are full of debris on the north side of the deck.
11-FEB-2007: 02/11/2007 The deck drains remains full of dirt and debris and weeds are growing from the collection pans.
27-JAN-2009: 01/27/2009 Approach drains are clear. Deck drains are full of debris causing ponding on the deck at the SW corner.
24-JAN-2011: 01/24/11 Approach drains are clear. South slope protection has some minor cracking.
31-JAN-2013: 01/31/13 RLR All deck and approach drains have debris in the basins that needs to be removed. Ponded area next to the parapet at the SW corner that is draining out through the backwall joint and staining the wingwall at that location.
31-JAN-2013: 01/31/13 RLR Slope protection has scattered cracking with one large crack at the SE corner. This crack has been sealed at one time, but needs to be done again. Minor erosion of fill slopes along south side edges of slope protection.



0F 672
Coral Canyon Boulevard Bridge

Inspector: Jeff Malone
Inspection Date: January 07, 2019

Superstructure Comments (Prior to NBE's)

27-JAN-2009: 01/27/2009 No defects.
 24-JAN-2011: 01/24/11 Superstructure is in very good condition. No cracks or other signs of distress.
 31-JAN-2013: 01/31/13 RLR Precast, pre-stressed, concrete girders are in good condition. Some minor collision damage, over the slope protection, on two girders near the SW corner that likely occurred during construction. No rebar exposed.

Substructure Comments (Prior to NBE's)

27-JAN-2009: 01/27/2009 No defects.
 24-JAN-2011: 01/24/11 No defects.
 31-JAN-2013: 01/31/13 RLR Both abutments are in good condition with no cracking or staining.

	18.08	17.58	
	18.08	17.85	← Lane 1
	17.91	17.41	
	17.75	17.08	
+ Lane 1 →	17.91	16.91	
	18.00	16.75	

CLEARANCES			
OVER STRUCTURE		UNDER STRUCTURE	
<u>WB Lane 1.00</u>	<u>EB Lane 1</u>	<u>SB Lane 1</u>	<u>NB Lane 1</u>
Max:	Not Applicable	Not Applicable	Max: 17' 5"
Min:	Not Applicable	Not Applicable	Min: 17' 5"
CLEARANCE SIGNS			
	<u>Direction 1</u>	<u>Direction 2</u>	
Signs Placed:	Not Applicable	Not Applicable	
Signs Correct:	Not Applicable	Not Applicable	
Signs Legible:	Not Applicable	Not Applicable	
Signs Standard:	Not Applicable	Not Applicable	
Approach Signs Required:	Not Applicable	Not Applicable	
Existing Legends:	-1	-1	

NOTES		
Pavement Type Under:	Asphalt	
NBI COMPARISON		
	<u>Roadway (Item 10)</u>	<u>Appraisal (Item 53)</u>
NBI Vertical Clearance for Route Over:		
NBI Vertical Clearance for Route Under:	16.91 Feet	16.91 Feet



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

JASON E. DAVIS, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

March 22th, 2019

Mike Shaw
Public Works
Washington City
111 North 100 East
Washington City, Utah 84780

RE: Bridge Inspection for Washington City

Dear Washington City:

The Utah Department of Transportation (UDOT) inspects local government bridges every two years as part of the Bridge Inspection Program. Our bridge inspection teams typically inspect your bridges in February of even years. UDOT's role is to provide findings from these inspections to the bridge owner. The responsibility to address the concerns, perform the required actions and manage the findings and/or recommendations resides with the individual bridge owner. Bridges must exceed 20 feet in length to be included in the Bridge Inspection Program. Culverts and bridges less than 20 feet in length are not inspected within the Bridge Inspection Program.

Enclosed is a condition summary of the bridges within your jurisdiction. The summary contains important bridge specific recommendations to address any noted deficiencies. In addition to the bridge specific recommendations, routine maintenance is recommended on each bridge twice a year. Attached to this letter is a list of routine maintenance activities. The summary also provides an inventory list of all bridges within your jurisdiction and draws specific attention to bridges rated as follows:

Bridge Health Index (BHI): A condition based score that provides an assessment of the current asset value of the bridge compared with its asset value when it was initially constructed. Additional details about this rating can be found in the UDOT Bridge Management Manual.

Scour Critical: Bridges with a scour critical rating of 3 or less, this indicates that the bridge is susceptible to scour and scour mitigation is recommended. Bridges rated 4 are not considered scour critical but scour mitigation is recommended due to observed scour.

Load Posted: Last year, UDOT completed a statewide load rating program of all bridges in the state that are inspected by UDOT. This program evaluated the live load carrying capacity of the bridges and meets the requirements stipulated by the Federal Highway Administration. Included with this letter is a list of bridges that should be signed (posted) to limit the weight of vehicles that can safely traverse. Please ensure that the bridges in your jurisdiction that are recommended to be posted are signed with the appropriate weight limits. If the attached report states Update Posting, changes are recommended for that structure. Update the signage accordingly within 90 days and email photos of the updated load posting signs to Jera Irick at jirick@utah.gov. If the report states Remove Posting, the structure is currently posted but the load rating calculations indicate load restrictions are not necessary. If the recommendation is to Remove Posting or to Update Posting to a higher posting value than the existing signage, but the owner prefers to leave the structure posted, or posted at the lower value, please inform Jera Irick.

Local Routes on State Structures: As per Utah Admin Rule R918-6-6, your jurisdiction is responsible for routine maintenance and preventive maintenance along the top of structures that carry a local route over a state route. This includes deck overlays / seal treatments, deck pothole patching, parapet surface repair and sealing, bridge joint cleaning and sealing, drain cleaning and maintenance, keeping the deck free of debris and other items indicated on the following pages. Once this work is completed, please submit records of the work to Jera Irick at jirick@utah.gov for us to update our records. If deterioration occurring from the lack of maintenance requires rehabilitation, your representative and UDOT will meet to negotiate how the cost of the rehabilitation work to be performed will be shared.

Structures without Full Plans: Structures on this list have missing or incomplete plans in UDOT's records. Having the complete plans gives our inspectors and engineers a more complete picture of the structure and enables them to make more informed inspections and recommendations for structures that you own. Please check the structures on this list and forward any plans your organization has on file for them to Jera Irick at jirick@utah.gov.

Funding may be available to help you manage your bridge system. For structures on Federal Aid routes, please contact Travis Jones at twjones@utah.gov. For structures off the Federal Aid routes, please contact Chris Potter at cpotter@utah.gov or go to <https://www.udot.utah.gov/go/jhc>. Please note that funds are programmed several years in advance and are awarded based on condition of the structure.

We are happy to send you the entire inspection report for any of your structures upon request. Submit the request for bridge inspection reports on the UDOT website at <https://www.udot.utah.gov/go/bridgereportrequest>.

UDOT's Bridge Management Manual addresses bridge maintenance as well as many other important aspects of bridge management. Follow this link to access the Manual: www.udot.utah.gov/go/BridgeManagementManual. It is vitally important to maintain accurate records of each bridge. Please review section 7.4.2 of the Manual for a list of documents to collect for all newly constructed bridges.

Please review your structure inventory to ensure that all structures listed have correct ownership. Please inform us of any structures that have not made it into your inventory listing.

If you have any related questions or concerns please feel free to contact me at rnix@utah.gov or 801.965.4879.

Sincerely,



Rebecca Nix, S.E.
UDOT Bridge Management Engineer

Routine Maintenance Items for Each Structure

Routine maintenance is an important part of prolonging the serviceable life of each structure. It should be performed on a regular frequency, typically once in the spring and again in the fall. Below is a list of routine maintenance items that should be performed on each structure as needed. The recommendations on the following reports will not list these items unless they reach a higher priority level that needs your attention.

Remove debris from drains/drain boxes

Remove debris from around bearings

Remove debris from deck, shoulders and sidewalks (aka Sweeping)

Seal existing concrete slope protection joints

Remove debris from expansion joints

Seal roadway to structure relief/backwall joints

Remove debris and vegetation growth from channel

Remove graffiti

Repair chain link fence (as needed)

Extend drains below superstructure (as needed)

Repair erosion

Crack seal deck asphalt

Structures Inspected owned by **Washington City**

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	On/Off FA System	Maintenance and Structural Recommendations
053005F	1976	CITY STREET	VIRGIN RIVER	SOUTH SIDE OF WASHINGTON	5	7	6	N	74.59	On FA System	<p>Install / Replace Object Markers: Install object markers at the corners of the structure. Nash Wilson on 2/16/2016</p> <p>Place Rip Rap Around Bents: Place protection around the west pier footing. Nash Wilson on 2/16/2016</p> <p>Remove Debris & Veg from Chnl: Remove the debris pile in front of the west pier. Nash Wilson on 2/16/2016</p> <p>Remove Graffiti: Remove graffiti from the east girders. Nash Wilson on 2/16/2016</p> <p>Seal Relief / Backwall Joints: Seal the relief and backwall joints. Nash Wilson on 2/16/2016</p> <p>Thin Bonded Polymer Overlay: Install a thin polymer overlay to protect the deck and approach slabs. Nash Wilson on 2/16/2016</p>
053018E	2001	TELEGRAPH ROAD	COTTONWOOD WASH	AT INT. WITH LANDFILL RD.	N	N	N	8	99.26	On FA System	<p>Repair Erosion: Repair erosion around the wingwalls. Generated by user "Nash Wilson" on 2/16/2016</p> <p>02/14/2018 BSR: Still not complete.</p> <p>Crack Seal Deck Asphalt: Generated by user "breda" on 2/14/2018</p> <p>Remove Debris & Veg from Chnl: Generated by user "breda" on 2/14/2018</p> <p>Remove debris and vegetation growing downstream.</p> <p>Seal Relief / Backwall Joints: Generated by user "breda" on 2/14/2018</p> <p>Seal west backwall joint.</p>
053027E	2002	200 SOUTH STREET	MILL CREEK	320 W. 200 S., WASHINGTON	N	N	N	8	94.07		<p>Fill/Repair Erosion in Aprons: Repair erosion at the inlet apron at the the northwest corner. Install rip rap at the face of the outlet apron.</p> <p>2/14/2018 NGW - Downstream cut off wall has an 18" scour hole.</p> <p>Install / Replace Object Markers: Place object markers at all four corners of the structure.</p> <p>02/14/2018 NGW - Object markers have not been placed.</p> <p>Remove Debris & Veg from Chnl: Remove vegetation from upstream of the structure.</p> <p>02/14/2018 NGW - The culvert and upstream/downstream areas need to be cleaned.</p> <p>Crack Seal Deck Asphalt: Generated by user "Nash Wilson" on 2/14/2018</p> <p>Seal transverse cracking in asphalt overlay.</p>
053028E	1999	BUENA VISTA BLVD.	MILL CREEK	NW SIDE OF WASHINGTON	N	N	N	6	74.52	On FA System	<p>Crack Seal Deck Asphalt: Seal all open cracks in the asphalt overlay. 02/14/2018 BSR: Still not complete.</p> <p>Remove Debris & Veg from Chnl: Remove silt and debris on the upstream side of the channel. 02/14/2018 BSR: Still not complete.</p> <p>Remove Graffiti: Generated by user "breda" on 2/14/2018</p> <p>Remove graffiti in both cells.</p> <p>Install Scour Countermeasures: Generated by user "breda" on 2/14/2018</p> <p>Install countermeasures along outlet cutoff wall.</p> <p>Repair Erosion: Generated by user "breda" on 2/14/2018</p> <p>Repair erosion forming in northeast corner.</p>

053047F	2013	COUNTRY WAY	VIRGIN RIVER	SUNRISE VALLEY DRIVE	6	8	6	N	86.13		Apply Deck Overlay (Bare Deck): Apply a thin bonded overlay to the bare deck. Generated by user "B. Reda" on 2/16/2016 02/14/2018 NGW - Install an appropriate overlay. Install Scour Countermeasures: Install scour countermeasures along the banks and pier. Generated by user "B. Reda" on 2/16/2016 02/14/2018 NGW - Countermeasures placed on the west face of pier 2 could be useful. Remove Debris & Veg from Chnl: Remove debris from the channel. Generated by user "B. Reda" on 2/16/2016 02/14/2018 NGW - Remove trees and debris from under the bridge around the pier and abutments. Remove Debris from Drains: Remove debris from the drains. Generated by user "B. Reda" on 2/16/2016 02/14/2018 NGW - The approach storm drains need to be cleaned. Seal Relief / Backwall Joints: Remove debris and seal relief and backwall joints. Generated by user "B. Reda" on 2/16/2016 02/14/2018 NGW - The relief joints need to be cleaned and sealed.
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053062E	2008	INDUSTRIAL ROAD	MILL CREEK	300 EAST INDUSTRIAL ROAD	N	N	N	7	87.89	On FA System	Crack Seal Deck Asphalt: Crack seal the deck asphalt. Generated by user "B. Reda" on 2/16/2016 This work has not been completed. Gar O'Donnell 02/26/2018 Fill/Repair Erosion in Aprons: Repair erosion and scour along the edge of the outlet apron. Generated by user "B. Reda" on 2/16/2016 This work has not been completed. Gar O'Donnell 02/26/2018 Repair & Restore Channel: Repair and restore the downstream channel. Generated by user "B. Reda" on 2/16/2016 This work has not been completed. Gar O'Donnell 02/26/2018
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Scour Critical and near critical Structures owned by Washington City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	Scour Rating
053005F	1976	CITY STREET	VIRGIN RIVER	SOUTH SIDE OF WASHINGTON	5	7	6	N	74.59	3 - Scour Critical, Needs Action

Posting Status for Washington City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	Posting	Recommended Action
053062E	2008	INDUSTRIAL ROAD	MILL CREEK	300 EAST INDUSTRIAL ROAD	N	N	N	7	87.89	Posting Recommended	Update Posting

Preventive maintenance for local roads over a State Highway maintained by: Washington City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	On/Off FA System	Maintenance and Preventive Actions Needed
0F 857	2016	Cross Street	SR-7; Southern Parkway	East of Airport	7	8	8	N	95.82		

Missing / Incomplete Plans for: Washington City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Plans Status
053027E	2002	200 SOUTH STREET	MILL CREEK	320 W. 200 S., WASHINGTON	Partial Plans
053028E	1999	BUENA VISTA BLVD.	MILL CREEK	NW SIDE OF WASHINGTON	Partial Plans
053047F	2013	COUNTRY WAY	VIRGIN RIVER	SUNRISE VALLEY DRIVE	Partial Plans

Memorandum

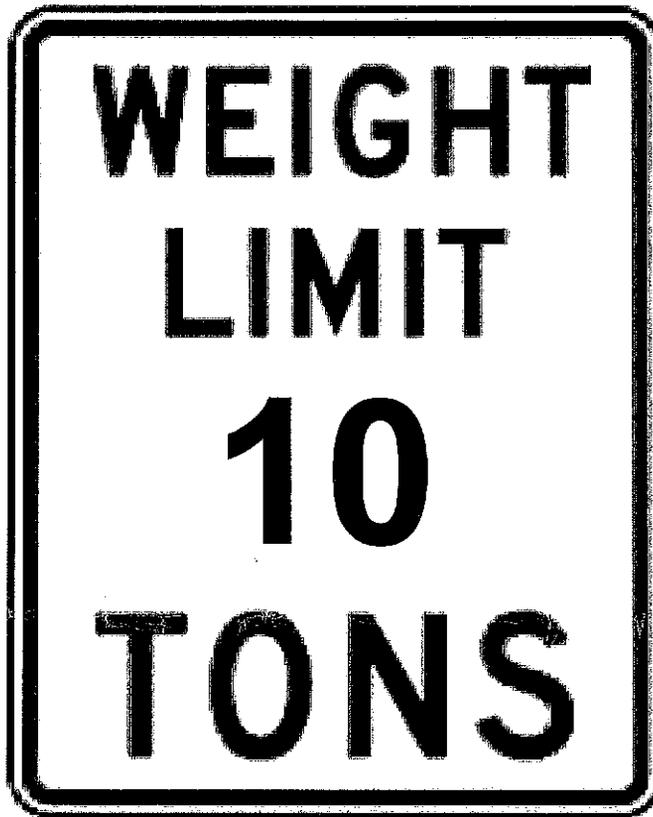
To: Josh Sletten

By: Boyd Wheeler

Date: March 31, 2016

Subject: Posting of Bridge 053062E based on LFR

I recommend that you post the subject bridge with the following sign:





APPENDIX D:

Citi-Data.com Information for Washington City, Utah

All Cities (/) / Utah (/city/Utah.html), UT smaller cities (/city/Utah2.html), UT small cities (/city/Utah3.html)
/ Washington County (/county/Washington_County-UT.html)
/ Washington, UT housing info (/housing/houses-Washington-Utah.html) / Washington, Utah

Like 2 people like this. Sign Up to see what your friends like.

Simple Trick To Eliminate Dust

How this grandma turned her dusty house into a fresh air paradise without lifting a finger

naturefreshpurifier.com

Washington, Utah



(/picfiles/picc83914.php)



(/picfiles/picc79549.php)



(/picfiles/picc13219.php)

add
your

(/sendpic.php?

Submit your own pictures of this city and show them to the world

See how to upload your Washington, Utah photos (/sendpic.php?w=Washington-Utah.html&n=Washington)

Utah.html&n=Washington)

 **64°F**
10 miles
Wind: Calm
Pressure: 30.21 in
Humidity: 11%

(http://www.city-data.com/forecast/w-Washington-Utah.html)

Current weather forecast for Washington, UT (/forecast/w-Washington-Utah.html)

Population in 2017: 26,405 (91% urban, 9% rural).

Population change since 2000: +222.6%

Males: 13,397  (50.7%)

Females: 13,008  (49.3%)

Median resident age: 35.1 years

Utah median age: 31.0 years

Zip codes: 84790 (/zips/84790.html).

Estimated median household income in 2017: \$52,085 (it was \$35,341 in 2000)

Washington: \$52,085

UT: \$68,358

OSM Map General Map Google Map MSN Map



Leaflet (https://leafletjs.com) | Data, imagery and map information provided by
CartoDB (https://carto.com/), OpenStreetMap (https://www.openstreetmap.org/) and
contributors, CC-BY-SA (https://creativecommons.org/licenses/by-sa/2.0/)

Estimated per capita income in 2017: \$24,381 (it was \$14,032 in 2000)

[Washington city income, earnings, and wages data \(/income/income-Washington-Utah.html\)](/income/income-Washington-Utah.html)

Estimated median house or condo value in 2017: \$235,475 (it was \$110,500 in 2000)

Washington: \$235,475
UT: \$275,100

Mean prices in 2017: all housing units: \$319,077; detached houses: \$346,556; townhouses or other attached units: \$189,546; in 3-to-4-unit structures: \$177,117; in 5-or-more-unit structures: \$158,345; mobile homes: \$44,604

Median gross rent in 2017: \$1,137.

March 2019 cost of living index in Washington: 88.7 (less than average, U.S. average is 100)

[Washington, UT residents, houses, and apartments details \(/housing/houses-Washington-Utah.html\)](/housing/houses-Washington-Utah.html)

Percentage of residents living in poverty in 2017: 14.2%

(13.2% for White Non-Hispanic residents, 51.9% for Black residents, 24.4% for Hispanic or Latino residents, 67.6% for American Indian residents, 19.5% for other race residents, 8.2% for two or more races residents)

[Detailed information about poverty and poor residents in Washington, UT \(/poverty/poverty-Washington-Utah.html\)](/poverty/poverty-Washington-Utah.html)



Profiles of local businesses

- [Crown Moving \(/profiles/64514\)](/profiles/64514)

Put your B&M business profile right here for free (<http://www.city-data.com/profiles/add>). 50,000 businesses already created their profiles!

Data: Median household income (\$)

Most recent value

Settings

Find City, State, County or Zip Code

Get link

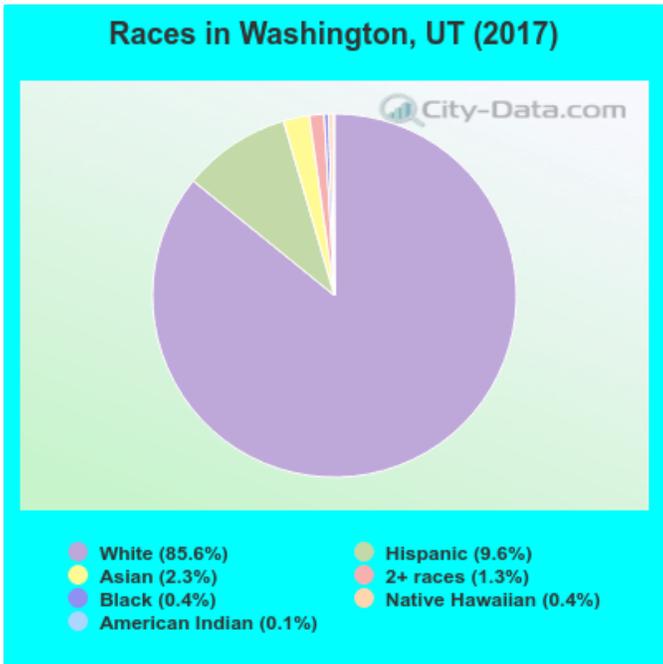
% change since 2k

Loading data...

Leaflet (<https://leafletjs.com>) | Data, imagery and map information provided by [CartoDB \(https://carto.com/\)](https://carto.com/), [OpenStreetMap \(https://www.openstreetmap.org/\)](https://www.openstreetmap.org/) and contributors, CC-BY-SA (<https://creativecommons.org/licenses/by-sa/2.0/>)

Error while loading block groups. Please reload the page.

Based on 2000-2020 data



White alone	85.6%	21,592
Hispanic	9.6%	2,429
Asian alone	2.3%	581
Two or more races	1.3%	339
Black alone	0.4%	93
Native Hawaiian and Other Pacific Islander alone	0.4%	89
American Indian alone	0.1%	37

Races in Washington detailed stats: ancestries, foreign born residents, place of birth (</races/races-Washington-Utah.html>)

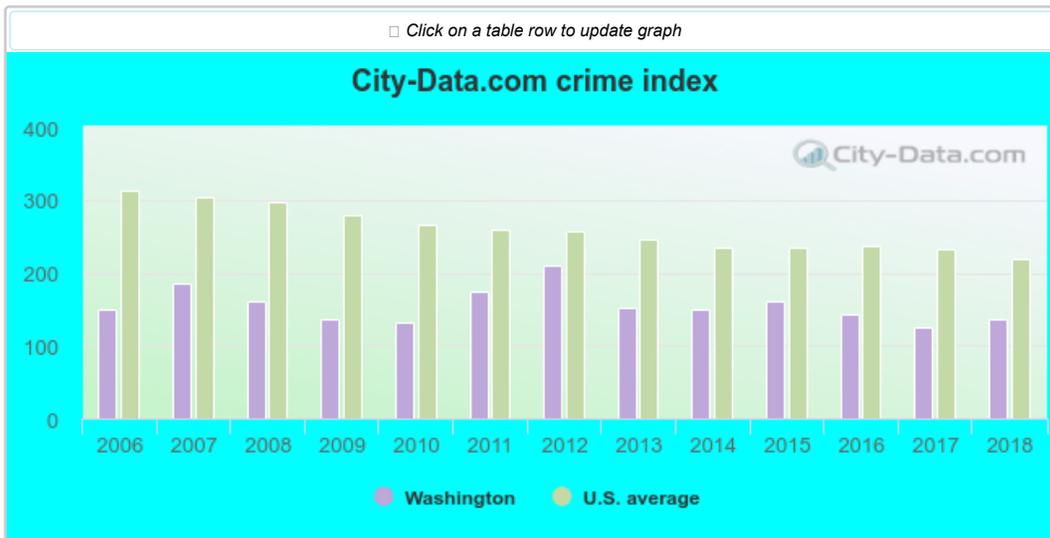
According to our research of Utah and other state lists, there **were 33 registered sex offenders** living in Washington, Utah (</so/so-Washington-Utah.html>) as of October 05, 2020. The ratio of all residents to sex offenders in Washington is 739 to 1. The ratio of registered sex offenders to all residents in this city is lower than the state average.

Crime rates in Washington by year

Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Murders (per 100,000)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	2 (10.5)	1 (5.1)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)	0 (0.0)
Rapes (per 100,000)	3 (21.3)	6 (36.1)	5 (27.5)	3 (15.6)	3 (16.0)	4 (20.9)	6 (30.8)	9 (41.6)	10 (44.0)	20 (81.1)	8 (31.3)	9 (33.8)	16 (57.8)
Robberies (per 100,000)	2 (14.2)	3 (18.1)	2 (11.0)	5 (26.1)	4 (21.3)	4 (20.9)	4 (20.5)	1 (4.6)	4 (17.6)	1 (4.1)	1 (3.9)	0 (0.0)	2 (7.2)
Assaults (per 100,000)	13 (92.1)	15 (90.3)	19 (104.5)	25 (130.3)	16 (85.3)	22 (115.0)	27 (138.4)	8 (37.0)	12 (52.8)	9 (36.5)	32 (125.2)	22 (82.7)	17 (61.4)
City-Data.com crime index (higher means more crime, U.S. average = 274.0)	149.3	186.1	161.1	136.6	132.0	174.8	209.5	151.8	149.2	160.6	143.3	124.6	137.3

Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Burglaries (per 100,000)	61 (432.2)	99 (596.1)	79 (434.4)	66 (344.1)	72 (383.9)	77 (402.7)	73 (374.2)	85 (393.2)	56 (246.4)	67 (271.8)	63 (246.4)	67 (251.7)	51 (184.1)
Thefts (per 100,000)	228 (1,615)	324 (1,951)	342 (1,881)	285 (1,486)	301 (1,605)	327 (1,710)	513 (2,630)	410 (1,897)	432 (1,901)	386 (1,566)	430 (1,682)	380 (1,428)	410 (1,480)
Auto thefts (per 100,000)	26 (184.2)	29 (174.6)	21 (115.5)	16 (83.4)	11 (58.7)	27 (141.2)	23 (117.9)	17 (78.6)	14 (61.6)	17 (69.0)	24 (93.9)	21 (78.9)	16 (57.8)
Arson (per 100,000)	0 (0.0)	0 (0.0)	0 (0.0)	1 (5.2)	0 (0.0)	2 (10.5)	0 (0.0)	0 (0.0)	2 (8.8)	0 (0.0)	1 (3.9)	2 (7.5)	0 (0.0)
City-Data.com crime index (higher means more crime, U.S. average = 274.0)	149.3	186.1	161.1	136.6	132.0	174.8	209.5	151.8	149.2	160.6	143.3	124.6	137.3

The City-Data.com crime rate weighs serious crimes and violent crimes more heavily. It adjusts for the number of visitors and daily workers commuting into cities.



Crime rate in Washington detailed stats: murders, rapes, robberies, assaults, burglaries, thefts, arson (</crime/crime-Washington-Utah.html>)

Full-time law enforcement employees in 2018, including police officers: 33 (24 officers).
 Officers per 1,000 residents here: 0.87
 Utah average: 1.51

City-Data.com Blog

(<http://www.city-data.com/blog/>) Recent articles from our blog. Our writers, many of them Ph.D. graduates or candidates, create easy-to-read articles on a wide variety of topics.

- Age disparities in relationships: statistics (<http://www.city-data.com/blog/2620-age-disparity/>) Oct 2
- Baltimore crime in 2017 (<http://www.city-data.com/blog/5919-baltimore-crime-2017/>) Sep 25
- California gun crime: 2017 report (<http://www.city-data.com/blog/6011-california-gun-crime-2017-report/>) Sep 18
- Gun crime in Chicago: 2017 report (<http://www.city-data.com/blog/5899-gun-crime-chicago/>) Sep 11
- The United States of stress: main sources of stress by ethnicity (<http://www.city-data.com/blog/6356-the-united-states-of-stress-main-sources-of-stress-by-ethnicity/>) Sep 4



Recent posts about Washington, Utah on our local forum (</forum/st-george/>) with over 2,200,000 registered users. Washington is mentioned 438 times on our forum:

- **Nuances of Washington vs Ivins vs St. George** (<http://www.city-data.com/forum/st-george/2923057-nuances-washington-vs-ivins-vs-st-george.html>) (2 replies)
- **Moving to Washington in a week! Nervous After Reading Comments! Help!...;+)** (<http://www.city-data.com/forum/st-george/2634460-moving-washington-week-nervous-after-reading-comments-help.html>) (26 replies)

- [Event center in Washington fields?](http://www.city-data.com/forum/st-george/2761273-event-center-washington-fields.html) (0 replies)
- [Livable wage?](http://www.city-data.com/forum/st-george/2938937-livable-wage-4.html#post52620027) (52 replies)
- [Going to Visit Sun River,UT](http://www.city-data.com/forum/st-george/1046844-going-visit-sun-river-ut-4.html#post48512460) (51 replies)
- [Cancer Cluster area of Southern Utah...?](http://www.city-data.com/forum/st-george/1183508-cancer-cluster-area-southern-utah.html#post55323569) (6 replies)

Latest news from Washington, UT collected exclusively by city-data.com from local newspapers, TV, and radio stations

Pelosi orders impeachment probe: No one is above the law Government standard net (https://www.standard.net/news/government/pelosi-orders-impeachment-probe-no-one-is-above-the-law/article_ac789bb2-1454-51fb-b14d-f96ba37bde16.html)

the Rayburn House Office Building on Capitol Hill in Washington, Monday, Sept. 23, 2019. Rep. Green, joined by Alex Meltzer, 9, of Boston, has pressed for Trump's impeachment three times. (AP Photo/J. Scott (standard.net)

Election results: Southern Utah municipal primary votes coming in (<https://www.thespectrum.com/story/news/2019/08/13/election-results-southern-utah-primary/2003904001/>)

former city council members were leading the race in Washington City, followed closely by an incumbent. There are three seats available this year, so the top six from the primary will move on to the general election. Voters (thespectrum.com)

Immigrants in US military face new citizenship rule for kids Nation standard net (http://www.standard.net/nation-world/nation/immigrants-in-us-military-face-new-citizenship-rule-for-kids/article_0363d556-f65a-5f5d-aa4d-118c1437f7c0.html)

Cuccinelli, speaks during a briefing at the White House in Washington. The Trump administration has unveiled new rules that will make it harder for children of some immigrants serving in the military to obtain citizenship. U.S. (standard.net)

Ancestries: English (27.2%), American (12.4%), European (8.7%), Danish (3.6%), German (2.6%), Swiss (2.2%).

Current Local Time: 12:07:01 PM MST time zone

Elevation: 2800 feet

Land area: 31.5 square miles.

Population density: 838 people per square mile (low).

Today's Mortgage Rate

2.40%

APR

[Calculate Payment](#)

Terms & Conditions apply. NMLS#1136

15-Year Fixed	2.25%	2.40% APR
30-Year Fixed	2.25%	2.48% APR
5/1 ARM	3.00%	2.98% APR
\$225,000 (5/1 ARM)	\$949/mo	2.98% APR
\$350,000 (5/1 ARM)	\$1,452/mo	2.79% APR





1,501 residents are foreign born (3.5% Latin America, 1.2% North America).

This city: 5.9%

Utah: 100.0%

Median real estate property taxes paid for housing units with mortgages in 2017: \$1,599 (0.5%)

Median real estate property taxes paid for housing units with no mortgage in 2017: \$1,610 (0.6%)

Nearest city with pop. 50,000+: Sunrise Manor, NV ([Sunrise-Manor-Nevada.html](#)) (108.3 miles, pop. 156,120).

Nearest city with pop. 200,000+: Las Vegas, NV ([Las-Vegas-Nevada.html](#)) (114.9 miles, pop. 478,434).

Nearest city with pop. 1,000,000+: Phoenix, AZ ([Phoenix-Arizona.html](#)) (261.1 miles, pop. 1,321,045).

Nearest cities:

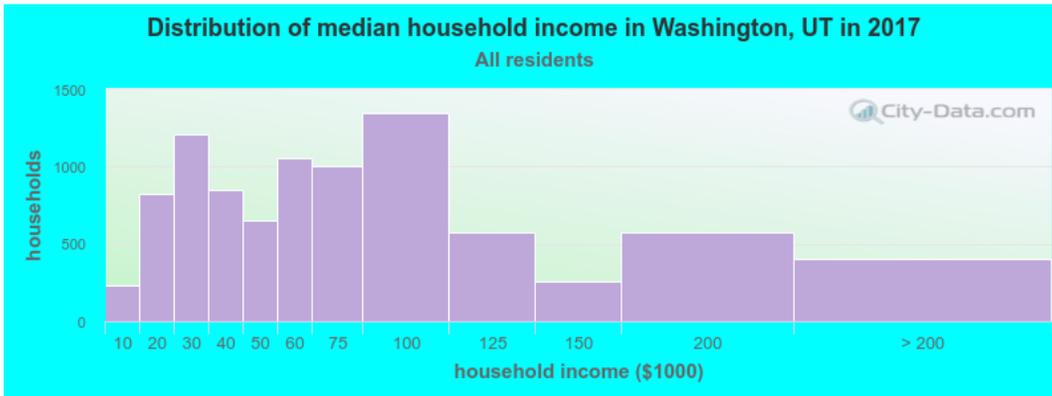
St. George, UT ([St.-George-Utah.html](#)) (2.1 miles), Santa Clara, UT ([Santa-Clara-Utah.html](#)) (2.9 miles),
 Ivins, UT ([Ivins-Utah.html](#)) (3.2 miles), Hurricane, UT ([Hurricane-Utah.html](#)) (3.2 miles), Leeds, UT ([Leeds-Utah.html](#)) (3.4 miles),
 La Verkin, UT ([La-Verkin-Utah.html](#)) (3.8 miles), Toquerville, UT ([Toquerville-Utah.html](#)) (3.9 miles),
 Dammeron Valley, UT ([Dammeron-Valley-Utah.html](#)) (3.9 miles)

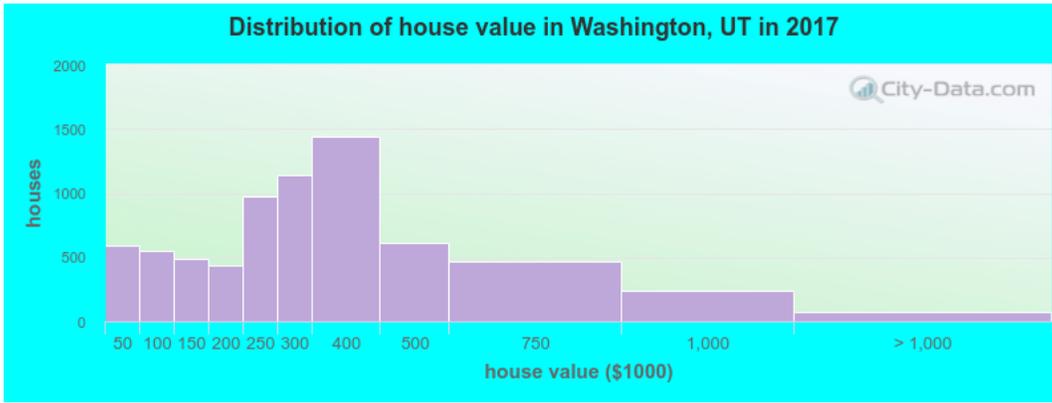
Latitude: 37.12 N, Longitude: 113.50 W

Daytime population change due to commuting: -6,177 (-24.5%)

Workers who live and work in this city: 1,999 (18.5%)

Area code commonly used in this area: 435



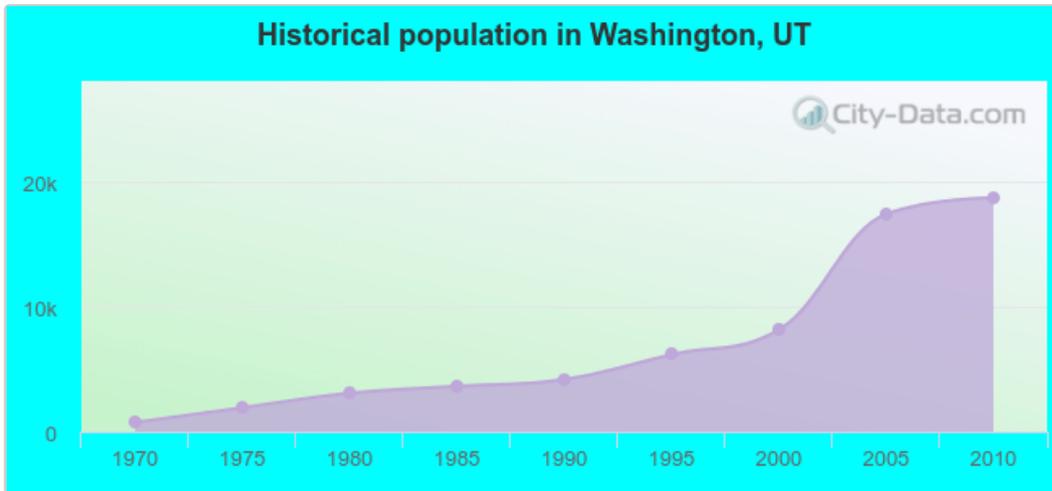
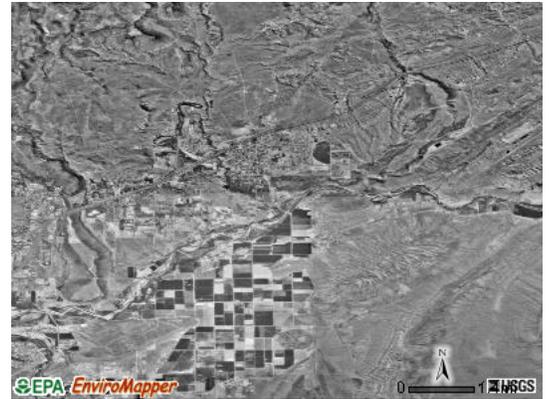


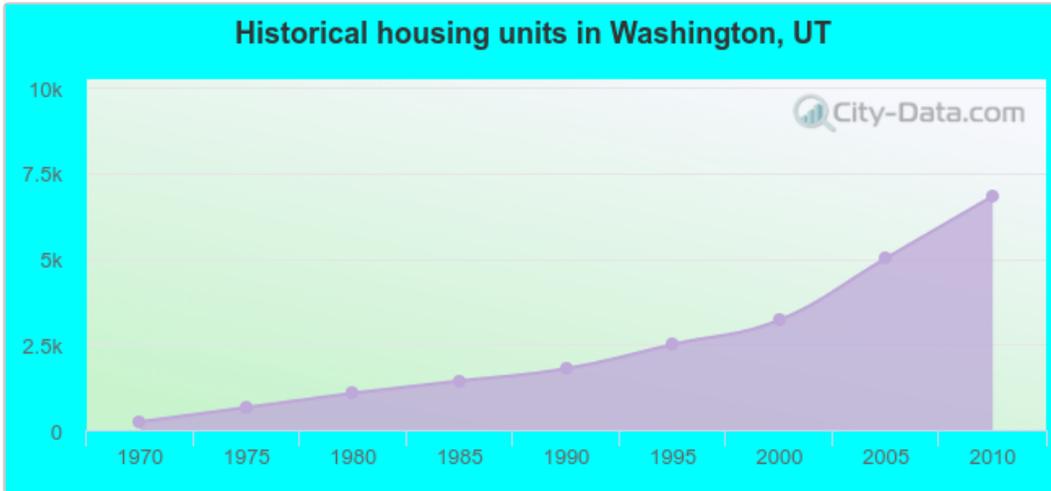
Washington tourist attractions:

- [Coral Canyon Golf Course, Washington, Utah - an Upscale Golf Course Within Sight of Zion National Park and Pine Valley Mountain \(/articles/Coral-Canyon-Golf-Course-Washington-Utah.html\)](#)

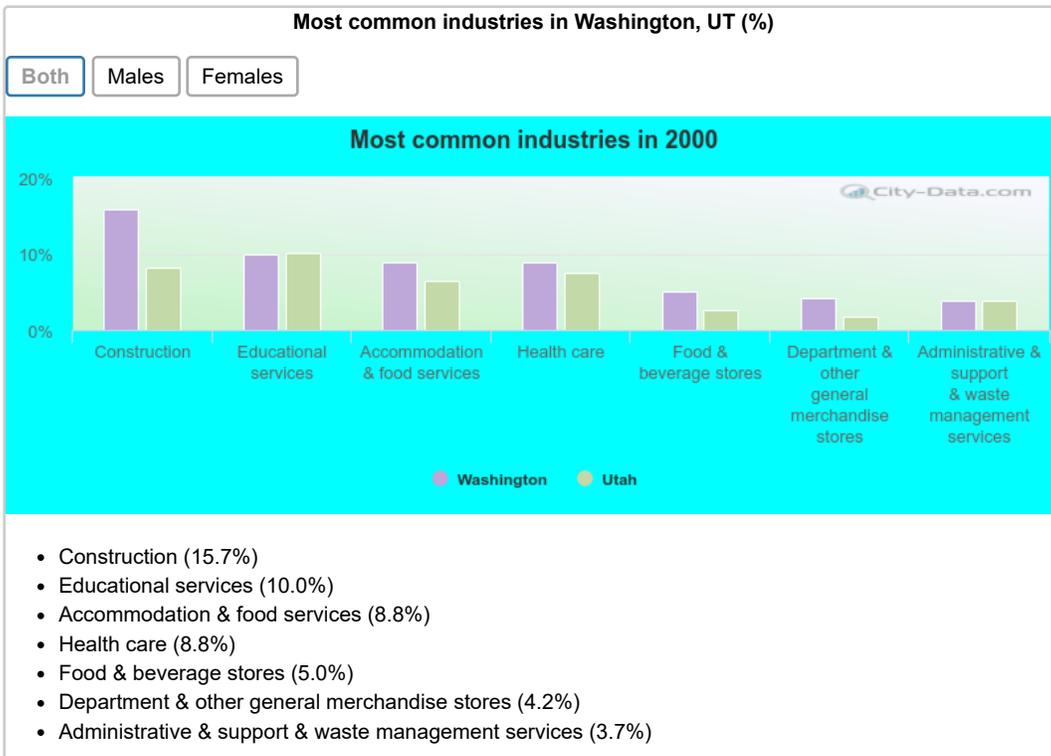
Washington, Utah accommodation & food services, waste management - Economy and Business Data ([/business/econ-Washington-Utah.html](#))

Unemployment in March 2019:
 Here: 2.7%
 Utah: 3.0%





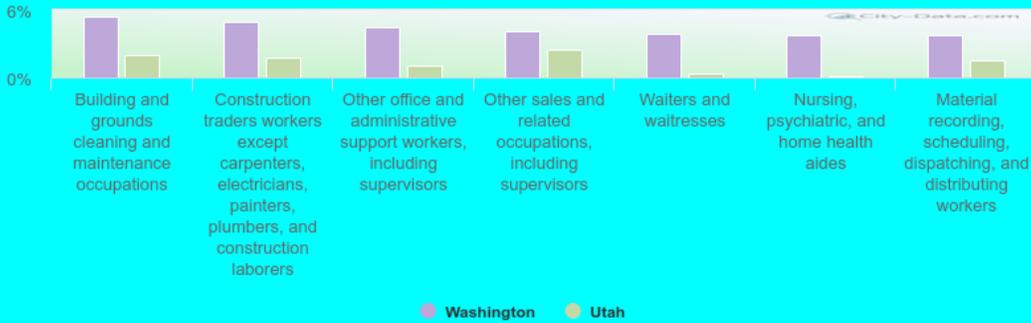
Population change in the 1990s: +3,985 (+94.9%).



Most common occupations in Washington, UT (%)

Both Males Females

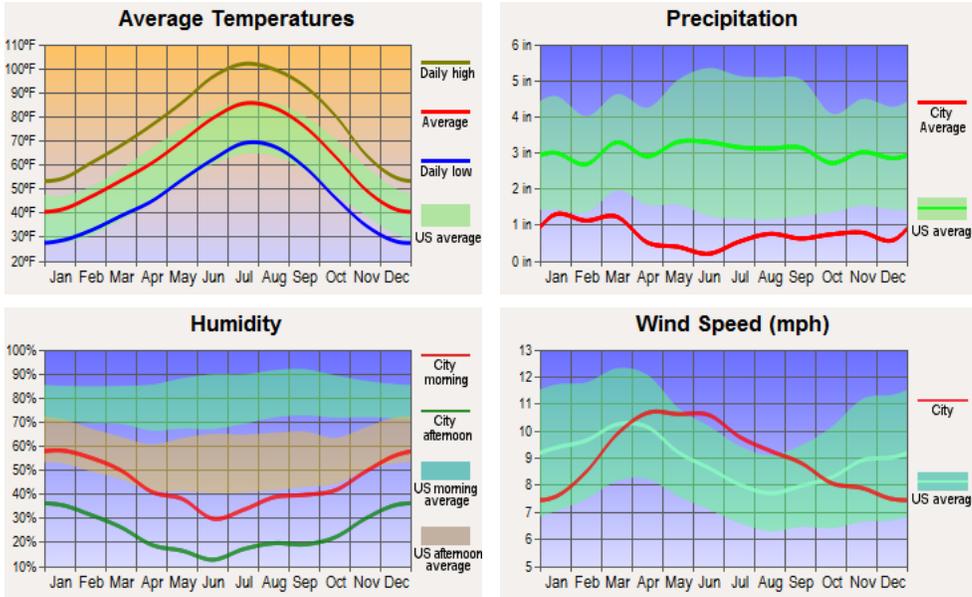
Most common occupations in 2000

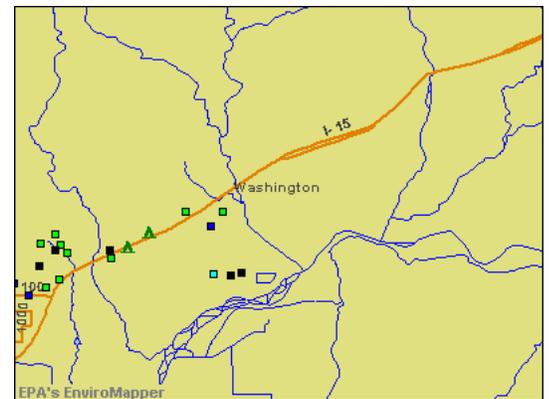
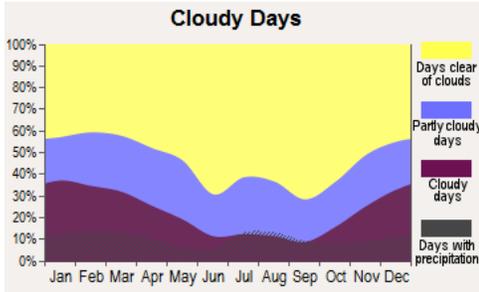
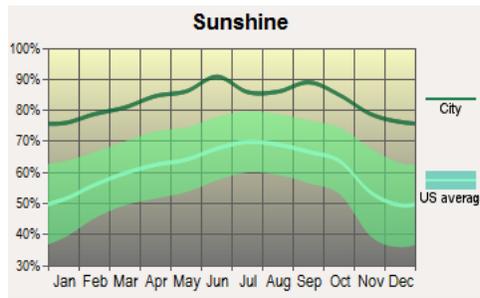
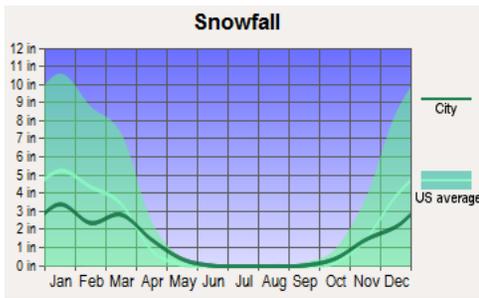


- Building and grounds cleaning and maintenance occupations (5.4%)
- Construction traders workers except carpenters, electricians, painters, plumbers, and construction laborers (4.9%)
- Other office and administrative support workers, including supervisors (4.4%)
- Other sales and related occupations, including supervisors (4.1%)
- Waiters and waitresses (3.9%)
- Nursing, psychiatric, and home health aides (3.7%)
- Material recording, scheduling, dispatching, and distributing workers (3.7%)

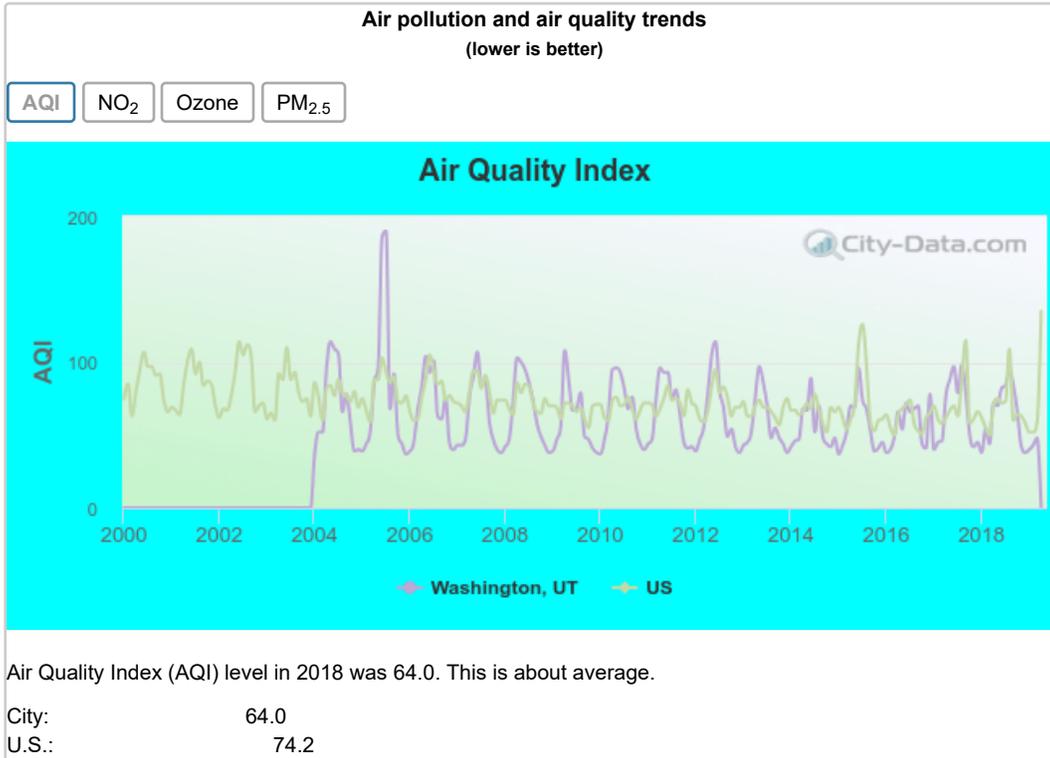
Average climate in Washington, Utah

Based on data reported by over 4,000 weather stations





- LEGEND**
- Discharges to water
 - Superfund sites
 - Hazardous waste
 - Toxic releases
 - Air releases
 - Others
 - Multiple
 - Streets
 - Water Bodies
 - Counties



Earthquake activity:

Washington-area historical earthquake activity is above Utah state average. It is 601% greater than the overall U.S. average.

- On 6/28/1992 at 11:57:34, a magnitude 7.6 (6.2 MB, 7.6 MS, 7.3 MW, Depth: 0.7 mi, Class: Major, Intensity: VIII - XII) earthquake occurred 264.9 miles away from the city center, causing 3 deaths (1 shaking deaths, 2 other deaths) and 400 injuries, causing \$100,000,000 total damage and \$40,000,000 insured losses
 - On 10/16/1999 at 09:46:44, a magnitude 7.4 (6.3 MB, 7.4 MS, 7.2 MW, 7.3 ML) earthquake occurred 243.9 miles away from the city center
 - On 10/3/1915 at 06:52:48, a magnitude 7.6 (7.6 UK) earthquake occurred 317.8 miles away from the city center
 - On 7/21/1952 at 11:52:14, a magnitude 7.7 (7.7 UK) earthquake occurred 340.4 miles away from Washington center, causing \$50,000,000 total damage
 - On 12/21/1932 at 06:10:09, a magnitude 7.2 (7.2 UK) earthquake occurred 268.1 miles away from Washington center
 - On 5/19/1940 at 04:36:40, a magnitude 7.2 (7.2 UK) earthquake occurred 296.7 miles away from the city center, causing \$33,000,000 total damage
- Magnitude types: body-wave magnitude (MB), local magnitude (ML), surface-wave magnitude (MS), moment magnitude (MW)*

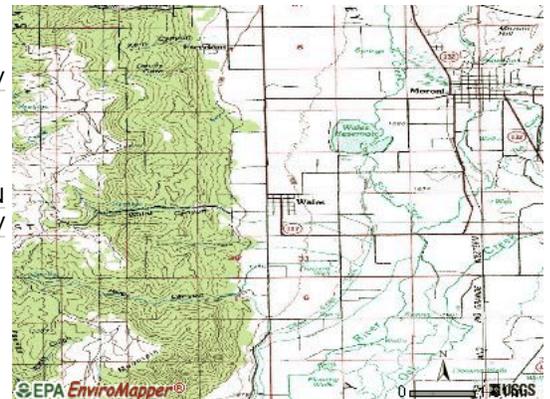
Natural disasters:

The number of natural disasters in Washington County (9) is smaller than the US average (13).
 Major Disasters (Presidential) Declared: 4
 Emergencies Declared: 2

Causes of natural disasters: Fires: 3, Floods: 3, Storms: 2, Drought: 1, Flash Flood: 1, Hurricane: 1, Winter Storm: 1 (Note: some incidents may be assigned to more than one category).

Hospitals and medical centers near Washington:

- DIXIE HOME REHAB [\(/mapIt.html?what=REIYSUUgSE9NRSBSRUhBQg&where=MzUyIEVBU1QgUkiWRVJTSURFIERSVZFLCBTVUIURSBCM0IsIFNUIEdFT1JHRSwgVVQgODQ3OTA\)](#) (Home Health Center, about 2 miles away; ST GEORGE, UT)
- ALLIANCE HOME HEALTH OF SOUTHERN UTAH [\(/mapIt.html?what=QUxMSUFOQ0UgSE9NRSBIRUFMVEggT0YgU09VVEhFUk4gVVRBSA&where=N DkxIEVBU1QgUkiWRVJTSURFIERSVZFLCBTVUIURSAzQiwgU1QgR0VPUKdFLCBVCA4NDc5MA\)](#) (Home Health Center, about 2 miles away; ST GEORGE, UT)
- RED CLIFFS HEALTH AND REHAB [\(/mapIt.html?what=UKVEIENMSUZGUYBIRUFMVEggQU5EIFJFSEFC&where=MTc0NSBFQVNUID14 MCBOT1JUSCwgU1QgR0VPUKdFLCBVCA4NDc5MA\)](#) (Nursing Home, about 3 miles away; ST GEORGE, UT)



- ALPHA HOME HEALTH CARE LLC - SOUTHERN UTAH [\(/mapIt.html?what=QUxQSEegSE9NRSBIRUFMVegQ0FSRSBMTEmgLsBTT1VUSEVSTIBVVEFI&where=MjMwIE5PUIRIIDE2ODAgRUFTVCwgU1VJVEUgRS0yLCBTVCBHRU9SR0UsIFVUIDg0Nzkw\)](#) (Home Health Center, about 3 miles away; ST GEORGE, UT)
- ROCKY MOUNTAIN HOSPICE - ST GEORGE [\(/mapIt.html?what=Uk9DS1kgTU9VTIRBSU4gSE9TUEIDRSAtIFNUIEdFT1JHRQ&where=MjMwIE5PUIRIIDE2ODAgRUFTVCwgU1VJVEUgVi0yLCBTVCBHRU9SR0UsIFVUIDg0Nzkw\)](#) (Hospital, about 3 miles away; ST GEORGE, UT)
- KOLOB CARE AND REHABILITATION OF ST GEORGE [\(/mapIt.html?what=S09MT0lgQ0FSRSBBtkQgUkVIQUJJTEIUQVRJT04gT0YgU1QgR0VPukdF&where=MTc4IFNPVVRIDEyMDAgRUFTVCwgU1QgR0VPukdFLCBVCA4NDc5MA\)](#) (Nursing Home, about 4 miles away; ST GEORGE, UT)
- TRI-CORP HOME HEALTH CARE INC [\(/mapIt.html?what=VFJLUNPUIAgSE9NRSBIRUFMVegQ0FSRSBJtkM&where=MjA0IE5PUIRIIDEwMDAgRUFTVCwgU1QgR0VPukdFLCBVCA4NDc3MA\)](#) (Home Health Center, about 4 miles away; ST GEORGE, UT)

Local government website: www.washingtoncity-ut.net (<http://www.washingtoncity-ut.net>)

College/University in Washington:

- Paul Mitchell the School-St George [\(/mapIt.html?what=UGF1bCBNaXRjaGVsbCB0aGUgU2Nob29sLVN0IEdlb3JnZQ&where=NTY4IFcgVGvsZWdyYXBoIFJkICM0LCBXYXNoaW5ndG9uLCBVVCA4NDc4MA\)](#) (Full-time enrollment: 186; Location: 568 W Telegraph Rd #4; Private, for-profit; Website: stgeorge.paulmitchell.edu/)

Colleges/universities with over 2000 students nearest to Washington:

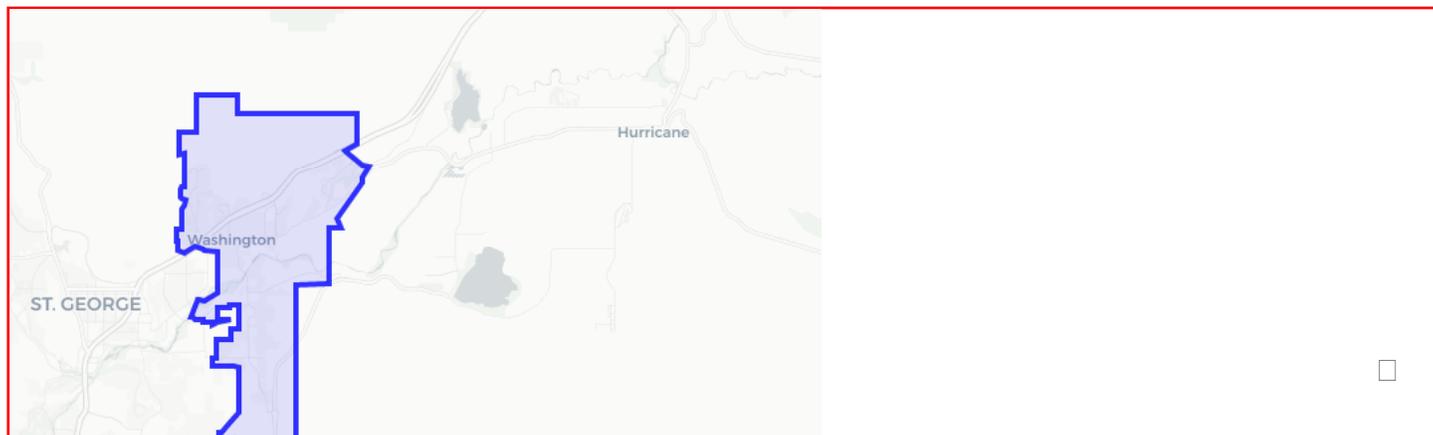
- Dixie State University (about 4 miles; Saint George, UT; Full-time enrollment: 6,485)
- Southern Utah University (about 46 miles; Cedar City, UT; FT enrollment: 6,522)
- Nevada State College (about 112 miles; Henderson, NV; FT enrollment: 2,346)
- University of Nevada-Las Vegas (about 115 miles; Las Vegas, NV; FT enrollment: 21,153)
- College of Southern Nevada (about 117 miles; Las Vegas, NV; FT enrollment: 18,996)
- Mohave Community College (about 132 miles; Kingman, AZ; FT enrollment: 3,309)
- Northern Arizona University (about 170 miles; Flagstaff, AZ; FT enrollment: 22,494)

Public elementary/middle schools in Washington:

- RIVERSIDE SCHOOL [\(/school/riverside-school-1-ut.html\)](#) [\(/mapIt.html?what=UkiWRVJTSURFIFNDSE9PTA&where=MjUwMkBTIEhBUJZFU1QgTEFORSwgV2FzaGluZ3RvbiwgVWQgODQ3ODA&lat=37.097174&lng=-113.518190\)](#)(Students: 681, Location: 2500 S HARVEST LANE, Grades: KG-5)
- HORIZON SCHOOL [\(/school/horizon-school-ut.html\)](#) [\(/mapIt.html?what=SE9SSVpPTiBTQ0hPT0w&where=MTk3MkBTIEFSQUJJQU4gV0FZLCBXYXNoaW5ndG9uLCBVVCA4NDc4MA&lat=37.103997&lng=-113.491034\)](#)(Students: 635, Location: 1970 S ARABIAN WAY, Grades: KG-5)
- CORAL CANYON SCHOOL [\(/school/rock-canyon-school-ut.html\)](#) [\(/mapIt.html?what=Q09SQUwgQ0FOWU9OIFNDSE9PTA&where=MzQzNSBDQU5ZT04gQ1JFU1QgQVZFLCBXYXNoaW5ndG9uLCBVVCA4NDc4MA&lat=37.158994&lng=-113.448499\)](#)(Students: 601, Location: 3435 CANYON CREST AVE, Grades: KG-5)
- WASHINGTON SCHOOL [\(/school/washington-school-1-ut.html\)](#) [\(/mapIt.html?what=V0FTSEIOR1RPTiBTQ0hPT0w&where=MzAwIE4gMzAwIEUsIFdhc2hpbmd0b24sIFVUIDg0Nzgw&lat=37.135837&lng=-113.504863\)](#) (Students: 483, Location: 300 N 300 E, Grades: KG-5)
- DIXIE MONTESSORI ACADEMY [\(/mapIt.html?what=REIYSUUgTU9OVEVTU09SSSBBQ0FERU1Z&where=MTE2MkBTIEFSQUJJQU4gV0FZLCBXYXNoaW5ndG9uLCBVVCA4NDc4MA&lat=37.214506&lng=-113.266067\)](#)(Location: 1160 N. 645 W., Grades: KG-7, Charter school)

See full list of schools located in Washington [\(/school/Washington-Utah.html\)](#)

Points of interest:



Leaflet (<https://leafletjs.com>) | Data, imagery and map information provided by [CartoDB](https://carto.com/) (<https://carto.com/>), [OpenStreetMap](https://www.openstreetmap.org/) (<https://www.openstreetmap.org/>) and contributors, CC-BY-SA (<https://creativecommons.org/licenses/by-sa/2.0/>)

[Click to draw/clear city borders](#)

Notable locations in Washington: Bastion Ranch (A), Washington City Fire Department (B). [Display/hide their locations on the map](#)

Church in Washington: The Church of Jesus Christ of Latter Day Saints (A). [Display/hide its location on the map](#)

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](#)

Creek: Mill Creek (A). [Display/hide its location on the map](#)

Park in Washington: Redlands RV Parks (1). [Display/hide its location on the map](#)

Tourist attractions: Washington City Museum (25 East Telegraph Street) (1), Southern Utah Air Museum (400 West Telegraph Street) (2). [Display/hide their approximate locations on the map](#)

Hotel: Red Cliffs Inn (912 West Red Cliffs Drive) (1). [Display/hide its approximate location on the map](#)

Washington County has a predicted average indoor radon screening level between 2 and 4 pCi/L (pico curies per liter) - **Moderate Potential**

Drinking water stations with addresses in Washington and their reported violations in the past:

WASHINGTON CITY (Population served: 18,000, Purch surface water):

Past health violations:

- MCL, Monthly (TCR) - In SEP-2013, Contaminant: Coliform. Follow-up actions: St Formal NOV issued (NOV-24-2013), St Public Notif requested (NOV-24-2013)
- 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), St Compliance achieved (JAN-01-2008)
- 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), St Compliance achieved (JAN-01-2008)

Past monitoring violations:

- Monitoring and Reporting (DBP) - Between OCT-2009 and DEC-2009, Contaminant: Chlorine. Follow-up actions: St Public Notif requested (FEB-15-2010), St Compliance achieved (FEB-15-2010), St Formal NOV issued (FEB-15-2010)
- One regular monitoring violation

KATHERINE HEIGHTS (Address: 1209 E OAK GROVE DR [\(/mapIt.html?](#)

what=S0FUSEVSSU5FIEhFSUdIVFMgRHJpbmtpbmcgv2F0ZXIglU3RhdGlvbG&where=MTlwOSBFIE9BSyBHUK9WRSBEUjwgv2FzaGluZ3RvbWVQgODQ3ODA), Serves AZ, Population served: 415, Groundwater):

Past health violations:

- MCL, Average - Between JUL-2011 and SEP-2011, Contaminant: Arsenic. Follow-up actions: St Compliance achieved (JUN-28-2012)
- MCL, Monthly (TCR) - In AUG-2008, Contaminant: Coliform. Follow-up actions: St Compliance achieved (OCT-20-2009)

Past monitoring violations:

- Monitoring and Reporting (DBP) - Between JAN-2013 and MAR-2013, Contaminant: Chlorine. Follow-up actions: St Violation/Reminder Notice (AUG-19-2013), St Formal NOV issued (JAN-10-2014), St Compliance achieved (FEB-21-2014)
- Monitoring and Reporting (DBP) - Between OCT-2012 and DEC-2012, Contaminant: Chlorine. Follow-up actions: St Violation/Reminder Notice (APR-02-2013), St Formal NOV issued (JAN-10-2014), St Compliance achieved (FEB-21-2014)
- Monitoring and Reporting (DBP) - Between JUL-2012 and SEP-2012, Contaminant: Chlorine. Follow-up actions: St Formal NOV issued (JAN-10-2014), St Compliance achieved (FEB-21-2014)
- Monitoring and Reporting (DBP) - Between JAN-2011 and DEC-2011, Contaminant: Total Haloacetic Acids (HAA5). Follow-up actions: St Formal NOV issued (JUL-23-2012), St Compliance achieved (SEP-25-2012)
- Monitoring and Reporting (DBP) - Between JAN-2011 and DEC-2011, Contaminant: TTHM. Follow-up actions: St Formal NOV issued (JUL-23-2012), St Compliance achieved (SEP-25-2012)
- 5 routine major monitoring violations
- 204 regular monitoring violations
- 8 other older monitoring violations

Drinking water stations with addresses in Washington that have no violations reported:

- CAMP KOLOB - DEER HAVEN RANCH (Address: 82 N MAIN ST [\(/mapIt.html?](#)
what=Q0FNUCBLT0xPQiAtIERFRVlgSEFWRU4gUkFOQ0ggRHJpbmtpbmcgv2F0ZXIglU3RhdGlvbG&where=ODIglTlBNQUlOIFNULCBXYXNoaW5ndG9uLCBVVCA4NDc4MA), Population served: 25, Primary Water Source Type: Groundwater)
- CAMP KOLOB - SPRING CREEK (Address: 82 N MAIN ST [\(/mapIt.html?](#)
what=Q0FNUCBLT0xPQiAtIFNQUkIORyBDUKVFSyBEcmIua2luZyBXYXRlciBTdGF0aW9u&where=ODIglTlBNQUlOIFNULCBXYXNoaW5ndG9uL

CBVVCA4NDc4MA), Population served: 25, Primary Water Source Type: Groundwater under infl of surface water)

Average household size:

This city: 3.1 people
Utah: 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

12 people in nursing facilities/skilled-nursing facilities in 2010

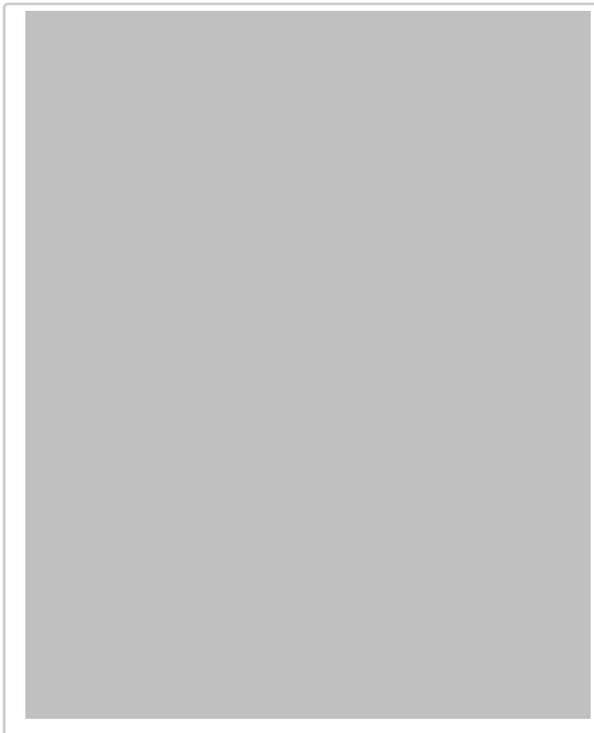
346 people in local jails and other confinement facilities (including police lockups) in 2000

7 people in nursing homes in 2000

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

For population 15 years and over in Washington:



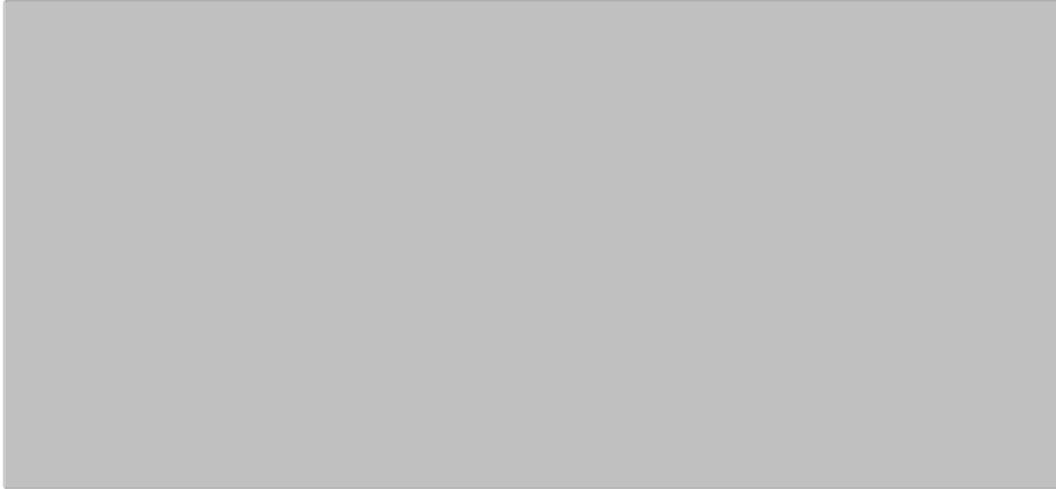
- Never married: 22.8%



- Now married: 60.9%
- Separated: 1.4%
- Widowed: 5.6%
- Divorced: 9.2%

For population 25 years and over in Washington:

- High school or higher: 92.3%
- Bachelor's degree or higher: 28.9%
- Graduate or professional degree: 10.6%
- Unemployed: 4.7%
- Mean travel time to work (commute): 21.8 minutes



Education Gini index (Inequality in education)

Here:	10.1
Utah average:	10.4





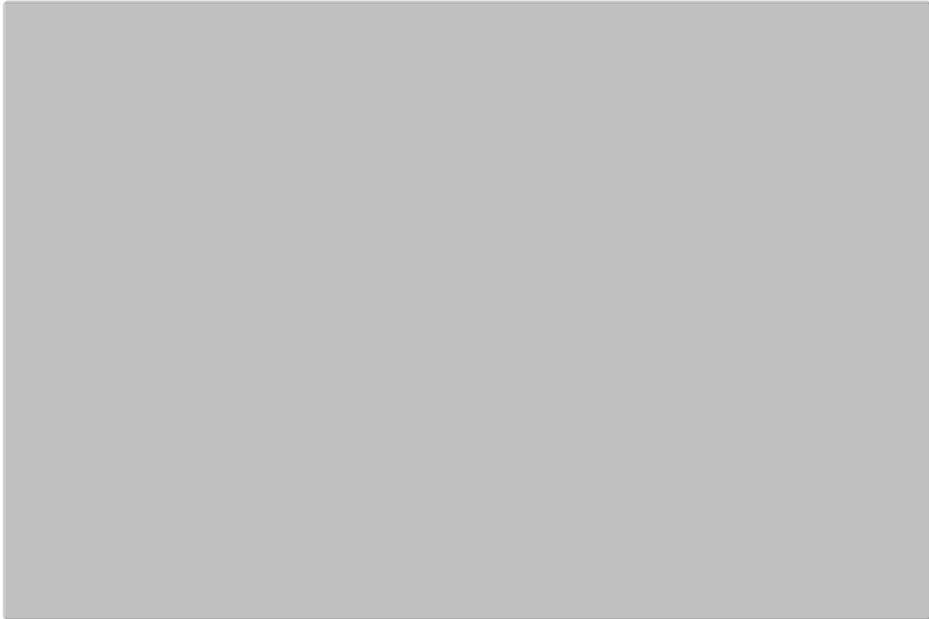
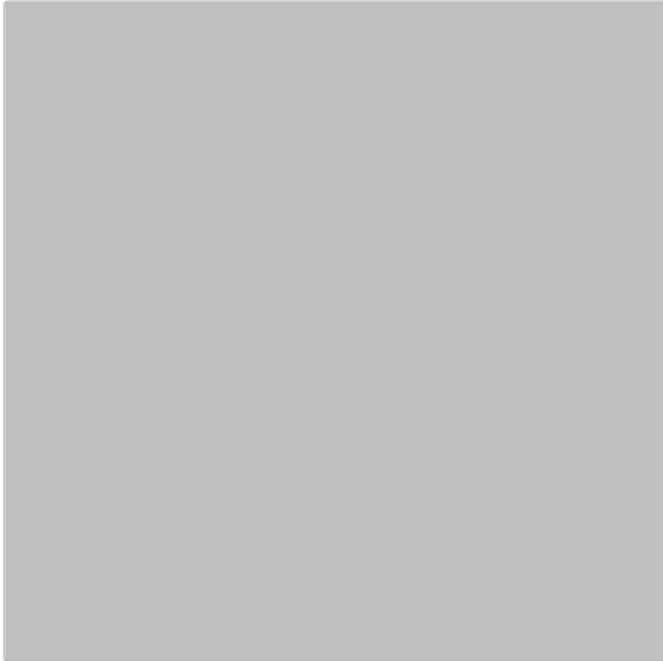


Graphs represent county-level data. [Detailed 2008 Election Results \(/elec08/WASHINGTON-UTAH.html\)](/elec08/WASHINGTON-UTAH.html)

[Political contributions by individuals in Washington, UT \(/elec2/TOCelec-WASHINGTON-UT.html\)](/elec2/TOCelec-WASHINGTON-UT.html)

Religion statistics for Washington, UT (based on Washington County data)





□ Religion	□ Adherents	□ Congregations
Other	94,366	243
Catholic	5,845	1
Evangelical Protestant	2,345	25
Mainline Protestant	1,291	5
Black Protestant	658	2
None	33,610	-

Source: Clifford Grammich, Kirk Hadaway, Richard Houseal, Dale E.Jones, Alexei Krindatch, Richie Stanley and Richard H.Taylor. 2012. 2010 U.S.Religion Census: Religious Congregations & Membership Study. Association of Statisticians of American Religious Bodies. Jones, Dale E., et al. 2002. Congregations and Membership in the United States 2000. Nashville, TN: Glenmary Research Center. Graphs 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
Washington County: 0.22 / 10,000 pop.
Utah: 0.18 / 10,000 pop.

Number of convenience stores (no gas): 4
This 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.
Utah: 2.82 / 10,000 pop.

Number of full-service restaurants: 73
Washington County: 5.47 / 10,000 pop.
Utah: 5.09 / 10,000 pop.

Adult diabetes rate:
Here: 7.4%
Utah: 6.3%

Adult obesity rate:
Washington County: 22.6%
Utah: 23.6%

Health and Nutrition:

Healthy diet rate:
This city: 50.0%
Utah: 48.1%

Average overall health of teeth and gums:
Here: 45.9%
State: 45.5%

Average BMI:
Washington: 28.7
Utah: 28.4

People feeling badly about themselves:
Washington: 20.4%
Utah: 21.5%

People not drinking alcohol at all:
This city: 12.2%
Utah: 10.5%

Average hours sleeping at night:
This city: 6.9
Utah: 6.8

Overweight people:
This city: 33.2%
Utah: 31.6%

General health condition:
This city: 55.4%
State: 56.4%

Average condition of hearing:
Washington: 76.0%
State: 79.7%

[More about Health and Nutrition of Washington, UT Residents \(/health-nutrition/Washington-Utah.html\)](/health-nutrition/Washington-Utah.html)



Function	Full-time employees	Monthly full-time payroll	Average yearly full-time wage	Part-time employees	Monthly part-time payroll
Police Protection - Officers	23	\$86,950	\$37,804	0	\$0
Parks and Recreation	22	\$86,950	\$39,205	163	\$89,455
Other and Unallocable	20	\$90,857	\$54,514	5	\$6,231
Electric Power	10	\$55,616	\$66,739	0	\$0
Firefighters	9	\$38,449	\$51,265	10	\$13,290
Other Government Administration	9	\$57,999	\$77,332	6	\$7,281
Water Supply	9	\$30,119	\$40,159	0	\$0
Streets and Highways	7	\$22,860	\$39,189	0	\$0
Financial Administration	5	\$24,964	\$59,914	0	\$0
Sewerage	4	\$11,946	\$35,838	0	\$0
Police - Other	3	\$10,363	\$41,452	12	\$9,464
Natural Resources	2	\$6,366	\$38,196	0	\$0
Judicial and Legal	2	\$12,989	\$77,934	2	\$4,269
Solid Waste Management	0	\$0		0	\$0
Totals for Government	125	\$551,710	\$52,964	198	\$129,640

Expenditure
Revenue

Washington government finances - Expenditure in 2016 (per resident):

- Construction - General - Other: \$5,738,000 (\$217.31)

Regular Highways: \$1,935,000 (\$73.28)
Parks and Recreation: \$1,344,000 (\$50.90)
Water Utilities: \$320,000 (\$12.12)
Sewerage: \$68,000 (\$2.58)
Central Staff Services: \$26,000 (\$0.98)
Electric Utilities: \$16,000 (\$0.61)
Police Protection: \$1,000 (\$0.04)



• Current Operations - Electric Utilities: \$10,775,000 (\$408.07)

Parks and Recreation: \$7,623,000 (\$288.70)
Police Protection: \$5,789,000 (\$219.24)
Water Utilities: \$4,346,000 (\$164.59)
Sewerage: \$2,498,000 (\$94.60)
Local Fire Protection: \$2,069,000 (\$78.36)
Regular Highways: \$1,789,000 (\$67.75)
Central Staff Services: \$1,518,000 (\$57.49)
Housing and Community Development: \$1,230,000 (\$46.58)
Solid Waste Management: \$1,065,000 (\$40.33)
General - Other: \$627,000 (\$23.75)
Judicial and Legal Services: \$542,000 (\$20.53)
Financial Administration: \$409,000 (\$15.49)
Miscellaneous Commercial Activities - Other: \$201,000 (\$7.61)
Natural Resources - Other: \$64,000 (\$2.42)

• Electric Utilities - Interest on Debt: \$9,000 (\$0.34)

• General - Interest on Debt: \$30,000 (\$1.14)

• Other Capital Outlay - Police Protection: \$24,000 (\$0.91)

Sewerage: \$7,000 (\$0.27)
Water Utilities: \$1,000 (\$0.04)

• Total Salaries and Wages: \$15,998,000 (\$605.87)

• Water Utilities - Interest on Debt: \$22,000 (\$0.83)

Washington government finances - Revenue in 2016 (per resident):

• Charges - Sewerage: \$5,191,000 (\$196.59)

Parks and Recreation: \$3,747,000 (\$141.90)
Other: \$1,670,000 (\$63.25)
Miscellaneous Commercial Activities: \$53,000 (\$2.01)

• Federal Intergovernmental - Other: \$97,000 (\$3.67)

General Local Government Support: \$15,000 (\$0.57)

• Miscellaneous - General Revenue - Other: \$3,066,000 (\$116.11)

Special Assessments: \$2,735,000 (\$103.58)
Fines and Forfeits: \$335,000 (\$12.69)
Rents: \$76,000 (\$2.88)
Sale of Property: \$19,000 (\$0.72)
Interest Earnings: \$0 (\$0.00)

• Revenue - Electric Utilities: \$11,214,000 (\$424.69)

Water Utilities: \$5,848,000 (\$221.47)

• State Intergovernmental - Highways: \$874,000 (\$33.10)

Other: \$52,000 (\$1.97)
General Local Government Support: \$25,000 (\$0.95)

• Tax - General Sales and Gross Receipts: \$5,025,000 (\$190.30)

Property: \$3,365,000 (\$127.44)
Public Utilities Sales: \$1,154,000 (\$43.70)
Other License: \$717,000 (\$27.15)
Occupation and Business License - Other: \$72,000 (\$2.73)

Washington government finances - Debt in 2016 (per resident):

• Long Term Debt - Retired Unspecified Public Purpose: \$1,523,000 (\$57.68)

Beginning Outstanding - Unspecified Public Purpose: \$1,523,000 (\$57.68)
Outstanding Unspecified Public Purpose: \$970,000 (\$36.74)
Issue, Unspecified Public Purpose: \$970,000 (\$36.74)

9.17% of this county's 2016 resident taxpayers lived in other counties in 2015 (\$66,389 average adjusted gross income)

Here: 9.17%

Utah average: 7.04%



0.18% of residents moved from foreign countries (\$1,563 average AGI)

Washington County: 0.18%

Utah average: 0.06%

Top counties from which taxpayers relocated into this county between 2015 and 2016:

from Salt Lake County, UT (/county/Salt_Lake_County-UT.html) 1.19% (\$66,333 average AGI)

from Clark County, NV (/county/Clark_County-NV.html) 0.68% (\$61,593)

from Utah County, UT (/county/Utah_County-UT.html) 0.65% (\$67,064)

6.79% of this county's 2015 resident taxpayers moved to other counties in 2016 (\$41,569 average adjusted gross income)

Here: 6.79%

Utah average: 6.65%

10 or fewer of this county's residents moved to foreign countries between 2015 and 2016.

Top counties to which taxpayers relocated from this county between 2015 and 2016:

to Salt Lake County, UT (/county/Salt_Lake_County-UT.html) 1.01% (\$35,509 average AGI)

to Utah County, UT (/county/Utah_County-UT.html) 0.64% (\$45,100)

to Clark County, NV (/county/Clark_County-NV.html) 0.63% (\$45,867)

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 (/locations/Washington-Utah.html)

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)
- KTNN (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 FRANDBSEN)
- 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 fatal accident statistics for 1975 - 2017



See more detailed statistics of Washington fatal car crashes and road traffic accidents for 1975 - 2017 here (</accidents/acc-Washington-Utah.html>)

National Bridge Inventory (NBI) Statistics	
Number of bridges	32



Total length	259ft / 78.7m
Total average daily traffic	575,811
Total average daily truck traffic	149,990



New bridges - historical statistics	
1960-1969	9
1970-1979	1
1990-1999	3
2000-2009	9
2010-2018	10

See full National Bridge Inventory statistics for Washington, UT (</bridges/bridges-Washington-Utah.html>)

FCC Registered Antenna Towers: 29 (See the full list of FCC Registered Antenna Towers in Washington (</towers/cell-Washington-Utah.html#Antenna>))

FCC Registered Commercial Land Mobile Towers: 1 (See the full list of FCC Registered Commercial Land Mobile Towers in Washington, UT (</towers/lmobile-Washington-Utah.html#Commercial>))

FCC Registered Broadcast Land Mobile Towers: 18 (See the full list of FCC Registered Broadcast Land Mobile Towers (</towers/lmobile-Washington-Utah.html#Broadcast>))

FCC Registered Microwave Towers: 19 (See the full list of FCC Registered Microwave Towers in this town (</towers/other-Washington-Utah.html#Microwave>))

FCC Registered Amateur Radio Licenses: 149 (See the full list of FCC Registered Amateur Radio Licenses in Washington (</radio/lic-Washington-Utah.html>))

FAA Registered Aircraft Manufacturers and Dealers: 3 (See the full list of FAA Registered Manufacturers and Dealers in Washington (</aircraft/air-Washington-Utah.html>))

FAA Registered Aircraft: 18 (See the full list of FAA Registered Aircraft (</aircraft/air-Washington-Utah.html#acrafts>))

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

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: Detailed HMDA statistics for the following Tracts: [2708.00 \(/loans/loans-Washington-2708-00-Utah.html#HMDA\)](#) , [2711.00 \(/loans/loans-St-George-2711-00-Utah.html#HMDA\)](#)**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: Detailed PMIC statistics for the following Tracts: [2708.00 \(/loans/loans-St-George-2711-00-Utah.html#PMIC\)](#) , [2711.00 \(/loans/loans-St-George-2711-00-Utah.html#PMIC\)](#)

Houses and condos

Apartments

Utility gas	67.4%
Electricity	27.3%
Bottled, tank, or LP gas	3.6%
Wood	1.5%
Coal or coke	0.2%

Washington compared to Utah state average:

- Unemployed percentage below state average.
- Hispanic race population percentage above state average.
- Foreign-born population percentage significantly above state average.
- Length of stay since moving in significantly above state average.
- House age significantly below state average.
- Number of college students above state average.

Washington on our top lists (<http://www.city-data.com/top2/toplists2.html>):

- #35 on the list of "Top 101 cities with most building permits per 10,000 residents (population 5,000+)"
- #42 on the list of "Top 101 cities with the largest percentage population increase from 2000 (population 5,000+)"
- #55 on the list of "Top 101 cities with the most residents born in Oceania, n.e.c. (population 500+)"
- #84 on the list of "Top 100 cities with newest houses (pop. 5,000+)"
- #89 on the list of "Top 101 cities with the most residents born in Oceania (population 500+)"
- #40 (84790) on the list of "Top 101 zip codes with the largest percentage of English first ancestries (pop 5,000+)"
- #45 (84790) on the list of "Top 101 zip codes with the largest percentage of Danish first ancestries (pop 5,000+)"
- #53 (84790) on the list of "Top 101 zip codes with the largest charity contributions deductions as a percentage of AGI in 2012 (pop 5,000+)"
- #6 on the list of "Top 101 counties with highest percentage of residents voting for Romney (Republican) in the 2012 Presidential Election (pop. 50,000+)"
- #17 on the list of "Top 101 counties with the most Other congregations"
- #18 on the list of "Top 101 counties with the highest Ozone (1-hour) air pollution readings in 2012 (ppm)"
- #19 on the list of "Top 101 counties with the most Other adherents"
- #20 on the list of "Top 101 counties with the lowest percentage of residents relocating to foreign countries in 2011 (pop. 50,000+)"

There are [73 pilots](/pilots/washington-city-utah.html#pilots) and [52 other airmen](/pilots/washington-city-utah.html#airman) in this city.

Cost of Living Calculator

Your current salary:

State of origin:

Destination state:



Top Patent Applicants

Brian D. Choules (5)	Steven Swinson (1)
Monty Moshier (3)	Vaughn F. Bowcutt (1)
James Colin Clark (2)	Tarrie Fletcher (1)
Ross B. Wall (2)	Jayson Thompson (1)
Delray Graves (2)	Martin C. Tilley (1)

Total of 32 patent applications in 2008-2020.

Other pages you might like:

- [All Cities \(/\)](#) / [Utah \(/city/Utah.html\)](#), [UT smaller cities \(/city/Utah2.html\)](#), [UT small cities \(/city/Utah3.html\)](#)
- / [Washington County \(/county/Washington_County-UT.html\)](#)
- / [Washington, UT housing info \(/housing/houses-Washington-Utah.html\)](#) / [Washington, Utah](#)

[Add new facts and correct factual errors about Washington, Utah \(/sendfact.php?w=Washington-Utah.html&n=Washington\)](#)

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APPENDIX E:
Washington City Traffic Counts

3/17/2020 10:03	20 E & 2000 S (south side)		3/17/2020 10:00
LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
NBT	27		3/10/2020 12:00
SBT	33		3/10/2020 12:00
NBT	24		3/10/2020 13:00
SBT	26		3/10/2020 13:00
NBT	26		3/10/2020 14:00
SBT	24		3/10/2020 14:00
NBT	35		3/10/2020 15:00
SBT	32		3/10/2020 15:00
NBT	42		3/10/2020 16:00
SBT	73		3/10/2020 16:00
NBT	37		3/10/2020 17:00
SBT	40		3/10/2020 17:00
NBT	37		3/10/2020 18:00
SBT	47		3/10/2020 18:00
NBT	49		3/10/2020 19:00
SBT	28		3/10/2020 19:00
NBT	27		3/10/2020 20:00
SBT	21		3/10/2020 20:00
NBT	22		3/10/2020 21:00
SBT	31		3/10/2020 21:00
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SBT	15		3/10/2020 22:00
NBT	11		3/10/2020 23:00
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NBT	3		3/11/2020 1:00
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SBT	64		3/11/2020 16:00
NBT	42		3/11/2020 17:00
SBT	49		3/11/2020 17:00
NBT	45		3/11/2020 18:00
SBT	55		3/11/2020 18:00
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SBT	12		3/11/2020 22:00
NBT	8		3/11/2020 23:00
SBT	9		3/11/2020 23:00
NBT	3		3/12/2020 0:00
SBT	3		3/12/2020 0:00

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NBT	32		3/12/2020 9:00
SBT	55		3/12/2020 9:00
NBT	28		3/12/2020 10:00
SBT	34		3/12/2020 10:00
NBT	24		3/12/2020 11:00
SBT	20	1072	3/12/2020 11:00
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SBT	38		3/12/2020 12:00
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SBT	49		3/12/2020 18:00
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SBT	8		3/13/2020 7:00
NBT	23		3/13/2020 8:00
SBT	33		3/13/2020 8:00
NBT	30		3/13/2020 9:00
SBT	47		3/13/2020 9:00
NBT	26		3/13/2020 10:00
SBT	24		3/13/2020 10:00
NBT	25		3/13/2020 11:00

3/17/2020 10:22 LANE/APPROACH NAME	20 E & 3650 S (North Side) VOLUME	Daily Volume	3/17/2020 10:00 SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT	35		3/10/2020 12:00
NBT	44		3/10/2020 12:00
SBT	18		3/10/2020 13:00
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NBT	21		3/10/2020 14:00
SBT	53		3/10/2020 15:00
NBT	65		3/10/2020 15:00
SBT	48		3/10/2020 16:00
NBT	61		3/10/2020 16:00
SBT	38		3/10/2020 17:00
NBT	39		3/10/2020 17:00
SBT	34		3/10/2020 18:00
NBT	32		3/10/2020 18:00
SBT	39		3/10/2020 19:00
NBT	26		3/10/2020 19:00
SBT	27		3/10/2020 20:00
NBT	23		3/10/2020 20:00
SBT	9		3/10/2020 21:00
NBT	32		3/10/2020 21:00
SBT	13		3/10/2020 22:00
NBT	20		3/10/2020 22:00
SBT	4		3/10/2020 23:00
NBT	4		3/10/2020 23:00
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NBT	0		3/11/2020 2:00
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NBT	0		3/11/2020 3:00
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NBT	1		3/11/2020 4:00
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NBT	7		3/11/2020 7:00
SBT	37		3/11/2020 8:00
NBT	46		3/11/2020 8:00
SBT	54		3/11/2020 9:00
NBT	62		3/11/2020 9:00
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NBT	17	1010	3/11/2020 11:00
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NBT	17		3/11/2020 22:00
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NBT	0		3/12/2020 0:00

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NBT	0		3/12/2020 1:00
SBT	1		3/12/2020 2:00
NBT	0		3/12/2020 2:00
SBT	0		3/12/2020 3:00
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NBT	3		3/12/2020 7:00
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NBT	57		3/12/2020 9:00
SBT	23		3/12/2020 10:00
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NBT	37		3/12/2020 14:00
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SBT	58		3/13/2020 9:00
NBT	62		3/13/2020 9:00
SBT	20		3/13/2020 10:00
NBT	17		3/13/2020 10:00
SBT	11		3/13/2020 11:00
NBT	16	971	3/13/2020 11:00

8/18/2020 7:42		300 E (Between 200 S & 300 S)	
LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
NBT	241		8/11/2020 9:00
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SBT	167		8/11/2020 9:00
SBT	229		8/11/2020 9:00
NBT	195		8/11/2020 10:00
NBT	184		8/11/2020 10:00
SBT	112		8/11/2020 10:00
SBT	172		8/11/2020 10:00
NBT	185		8/11/2020 11:00
NBT	202		8/11/2020 11:00
SBT	134		8/11/2020 11:00
SBT	225		8/11/2020 11:00
NBT	229		8/11/2020 12:00
NBT	260		8/11/2020 12:00
SBT	135		8/11/2020 12:00
SBT	236		8/11/2020 12:00
NBT	254		8/11/2020 13:00
NBT	248		8/11/2020 13:00
SBT	153		8/11/2020 13:00
SBT	263		8/11/2020 13:00
NBT	205		8/11/2020 14:00
NBT	199		8/11/2020 14:00
SBT	170		8/11/2020 14:00
SBT	247		8/11/2020 14:00
NBT	226		8/11/2020 15:00
NBT	216		8/11/2020 15:00
SBT	161		8/11/2020 15:00
SBT	251		8/11/2020 15:00
NBT	300		8/11/2020 16:00
NBT	254		8/11/2020 16:00
SBT	162		8/11/2020 16:00
SBT	270		8/11/2020 16:00
NBT	303		8/11/2020 17:00
NBT	257		8/11/2020 17:00
SBT	187		8/11/2020 17:00
SBT	296		8/11/2020 17:00
NBT	274		8/11/2020 18:00
NBT	223		8/11/2020 18:00
SBT	164		8/11/2020 18:00
SBT	296		8/11/2020 18:00
NBT	222		8/11/2020 19:00
NBT	196		8/11/2020 19:00
SBT	188		8/11/2020 19:00
SBT	298		8/11/2020 19:00
NBT	140		8/11/2020 20:00
NBT	141		8/11/2020 20:00
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NBT	130		8/11/2020 21:00
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NBT	81		8/11/2020 22:00
SBT	68		8/11/2020 22:00
SBT	100		8/11/2020 22:00
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SBT	13		8/12/2020 2:00
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NBT	11		8/12/2020 3:00

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SBT	4		8/12/2020 4:00
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SBT	89		8/12/2020 7:00
SBT	139		8/12/2020 7:00
NBT	188		8/12/2020 8:00
NBT	185		8/12/2020 8:00
SBT	125		8/12/2020 8:00
SBT	193	12909	8/12/2020 8:00
NBT	228		8/12/2020 9:00
NBT	200		8/12/2020 9:00
SBT	147		8/12/2020 9:00
SBT	217		8/12/2020 9:00
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NBT	218		8/12/2020 11:00
SBT	126		8/12/2020 11:00
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SBT	179		8/12/2020 13:00
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NBT	292		8/12/2020 17:00
SBT	175		8/12/2020 17:00
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NBT	121		8/12/2020 21:00
SBT	97		8/12/2020 21:00
SBT	179		8/12/2020 21:00
NBT	124		8/12/2020 22:00
NBT	86		8/12/2020 22:00

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SBT	100		8/12/2020 22:00
NBT	42		8/12/2020 23:00
NBT	50		8/12/2020 23:00
SBT	40		8/12/2020 23:00
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SBT	106		8/13/2020 7:00
SBT	144		8/13/2020 7:00
NBT	187		8/13/2020 8:00
NBT	154		8/13/2020 8:00
SBT	147		8/13/2020 8:00
SBT	234	12947	8/13/2020 8:00
NBT	263		8/13/2020 9:00
NBT	217		8/13/2020 9:00
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NBT	290		8/13/2020 16:00
SBT	170		8/13/2020 16:00
SBT	274		8/13/2020 16:00
NBT	273		8/13/2020 17:00
NBT	247		8/13/2020 17:00

SBT	168		8/13/2020 17:00
SBT	291		8/13/2020 17:00
NBT	286		8/13/2020 18:00
NBT	226		8/13/2020 18:00
SBT	182		8/13/2020 18:00
SBT	281		8/13/2020 18:00
NBT	182		8/13/2020 19:00
NBT	200		8/13/2020 19:00
SBT	159		8/13/2020 19:00
SBT	246		8/13/2020 19:00
NBT	160		8/13/2020 20:00
NBT	156		8/13/2020 20:00
SBT	119		8/13/2020 20:00
SBT	195		8/13/2020 20:00
NBT	139		8/13/2020 21:00
NBT	112		8/13/2020 21:00
SBT	103		8/13/2020 21:00
SBT	155		8/13/2020 21:00
NBT	113		8/13/2020 22:00
NBT	81		8/13/2020 22:00
SBT	66		8/13/2020 22:00
SBT	111		8/13/2020 22:00
NBT	44		8/13/2020 23:00
NBT	42		8/13/2020 23:00
SBT	43		8/13/2020 23:00
SBT	57		8/13/2020 23:00
NBT	29		8/14/2020 0:00
NBT	29		8/14/2020 0:00
SBT	26		8/14/2020 0:00
SBT	32		8/14/2020 0:00
NBT	16		8/14/2020 1:00
NBT	12		8/14/2020 1:00
SBT	12		8/14/2020 1:00
SBT	17		8/14/2020 1:00
NBT	8		8/14/2020 2:00
NBT	9		8/14/2020 2:00
SBT	9		8/14/2020 2:00
SBT	11		8/14/2020 2:00
NBT	2		8/14/2020 3:00
NBT	2		8/14/2020 3:00
SBT	4		8/14/2020 3:00
SBT	2		8/14/2020 3:00
NBT	14		8/14/2020 4:00
NBT	11		8/14/2020 4:00
SBT	9		8/14/2020 4:00
SBT	2		8/14/2020 4:00
NBT	18		8/14/2020 5:00
NBT	18		8/14/2020 5:00
SBT	14		8/14/2020 5:00
SBT	14		8/14/2020 5:00
NBT	57		8/14/2020 6:00
NBT	36		8/14/2020 6:00
SBT	36		8/14/2020 6:00
SBT	59		8/14/2020 6:00
NBT	141		8/14/2020 7:00
NBT	77		8/14/2020 7:00
SBT	113		8/14/2020 7:00
SBT	130		8/14/2020 7:00
NBT	167		8/14/2020 8:00
NBT	163		8/14/2020 8:00
SBT	152		8/14/2020 8:00
SBT	216	12821	8/14/2020 8:00

ADT	12892
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1100 E & Telegraph

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
NBT	12		1/20/2020 0:00
SBT	6		1/20/2020 0:00
NBT	12		1/20/2020 1:00
SBT	12		1/20/2020 1:00
NBT	6		1/20/2020 2:00
SBT	3		1/20/2020 2:00
NBT	1		1/20/2020 3:00
SBT	3		1/20/2020 3:00
NBT	3		1/20/2020 4:00
SBT	5		1/20/2020 4:00
NBT	4		1/20/2020 5:00
SBT	3		1/20/2020 5:00
NBT	6		1/20/2020 6:00
SBT	13		1/20/2020 6:00
NBT	15		1/20/2020 7:00
SBT	41		1/20/2020 7:00
NBT	37		1/20/2020 8:00
SBT	72		1/20/2020 8:00
NBT	45		1/20/2020 9:00
SBT	69		1/20/2020 9:00
NBT	67		1/20/2020 10:00
SBT	80		1/20/2020 10:00
NBT	94		1/20/2020 11:00
SBT	83		1/20/2020 11:00
NBT	99		1/20/2020 12:00
SBT	120		1/20/2020 12:00
NBT	92		1/20/2020 13:00
SBT	88		1/20/2020 13:00
NBT	111		1/20/2020 14:00
SBT	104		1/20/2020 14:00
NBT	106		1/20/2020 15:00
SBT	118		1/20/2020 15:00
NBT	110		1/20/2020 16:00
SBT	116		1/20/2020 16:00
NBT	136		1/20/2020 17:00
SBT	104		1/20/2020 17:00
NBT	139		1/20/2020 18:00
SBT	105		1/20/2020 18:00
NBT	124		1/20/2020 19:00
SBT	82		1/20/2020 19:00
NBT	86		1/20/2020 20:00
SBT	65		1/20/2020 20:00
NBT	57		1/20/2020 21:00
SBT	36		1/20/2020 21:00
NBT	49		1/20/2020 22:00
SBT	23		1/20/2020 22:00
NBT	23		1/20/2020 23:00
SBT	14	2799	1/20/2020 23:00
NBT	13		1/21/2020 0:00
SBT	4		1/21/2020 0:00
NBT	6		1/21/2020 1:00
SBT	5		1/21/2020 1:00
NBT	4		1/21/2020 2:00
SBT	6		1/21/2020 2:00
NBT	7		1/21/2020 3:00
SBT	0		1/21/2020 3:00
NBT	2		1/21/2020 4:00
SBT	3		1/21/2020 4:00
NBT	3		1/21/2020 5:00
SBT	4		1/21/2020 5:00
NBT	3		1/21/2020 6:00
SBT	15		1/21/2020 6:00
NBT	20		1/21/2020 7:00
SBT	48		1/21/2020 7:00
NBT	47		1/21/2020 8:00
SBT	80		1/21/2020 8:00
NBT	74		1/21/2020 9:00
SBT	113		1/21/2020 9:00
NBT	74		1/21/2020 10:00
SBT	62		1/21/2020 10:00
NBT	57		1/21/2020 11:00
SBT	89		1/21/2020 11:00
NBT	86		1/21/2020 12:00
SBT	83		1/21/2020 12:00

NBT	93		1/21/2020 13:00
SBT	89		1/21/2020 13:00
NBT	82		1/21/2020 14:00
SBT	87		1/21/2020 14:00
NBT	98		1/21/2020 15:00
SBT	83		1/21/2020 15:00
NBT	121		1/21/2020 16:00
SBT	106		1/21/2020 16:00
NBT	135		1/21/2020 17:00
SBT	88		1/21/2020 17:00
NBT	153		1/21/2020 18:00
SBT	107		1/21/2020 18:00
NBT	122		1/21/2020 19:00
SBT	101		1/21/2020 19:00
NBT	64		1/21/2020 20:00
SBT	48		1/21/2020 20:00
NBT	63		1/21/2020 21:00
SBT	42		1/21/2020 21:00
NBT	47		1/21/2020 22:00
SBT	19		1/21/2020 22:00
NBT	29		1/21/2020 23:00
SBT	18	2703	1/21/2020 23:00
NBT	13		1/22/2020 0:00
SBT	10		1/22/2020 0:00
NBT	7		1/22/2020 1:00
SBT	4		1/22/2020 1:00
NBT	6		1/22/2020 2:00
SBT	3		1/22/2020 2:00
NBT	3		1/22/2020 3:00
SBT	0		1/22/2020 3:00
NBT	0		1/22/2020 4:00
SBT	1		1/22/2020 4:00
NBT	4		1/22/2020 5:00
SBT	7		1/22/2020 5:00
NBT	7		1/22/2020 6:00
SBT	24		1/22/2020 6:00
NBT	25		1/22/2020 7:00
SBT	47		1/22/2020 7:00
NBT	53		1/22/2020 8:00
SBT	82		1/22/2020 8:00
NBT	64		1/22/2020 9:00
SBT	108		1/22/2020 9:00
NBT	50		1/22/2020 10:00
SBT	64		1/22/2020 10:00
NBT	70		1/22/2020 11:00
SBT	80		1/22/2020 11:00
NBT	73		1/22/2020 12:00
SBT	84		1/22/2020 12:00
NBT	81		1/22/2020 13:00
SBT	93		1/22/2020 13:00
NBT	99		1/22/2020 14:00
SBT	94		1/22/2020 14:00
NBT	99		1/22/2020 15:00
SBT	103		1/22/2020 15:00
NBT	154		1/22/2020 16:00
SBT	103		1/22/2020 16:00
NBT	136		1/22/2020 17:00
SBT	105		1/22/2020 17:00
NBT	146		1/22/2020 18:00
SBT	117		1/22/2020 18:00
NBT	106		1/22/2020 19:00
SBT	70		1/22/2020 19:00
NBT	73		1/22/2020 20:00
SBT	42		1/22/2020 20:00
NBT	61		1/22/2020 21:00
SBT	36		1/22/2020 21:00
NBT	45		1/22/2020 22:00
SBT	33		1/22/2020 22:00
NBT	26		1/22/2020 23:00
SBT	16	2727	1/22/2020 23:00

ADT

2743

LANE/APPROACH NAME	2000 S & Franklin Dr VOLUME	3/3/2020 10:00 Daily	3/10/2020 10:00 SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT	273		3/3/2020 13:00
WBT	281		3/3/2020 13:00
EBT	244		3/3/2020 14:00
WBT	227		3/3/2020 14:00
EBT	252		3/3/2020 15:00
WBT	278		3/3/2020 15:00
EBT	356		3/3/2020 16:00
WBT	328		3/3/2020 16:00
EBT	348		3/3/2020 17:00
WBT	327		3/3/2020 17:00
EBT	380		3/3/2020 18:00
WBT	354		3/3/2020 18:00
EBT	267		3/3/2020 19:00
WBT	276		3/3/2020 19:00
EBT	179		3/3/2020 20:00
WBT	192		3/3/2020 20:00
EBT	115		3/3/2020 21:00
WBT	118		3/3/2020 21:00
EBT	95		3/3/2020 22:00
WBT	82		3/3/2020 22:00
EBT	34		3/3/2020 23:00
WBT	54		3/3/2020 23:00
EBT	23		3/4/2020 0:00
WBT	27		3/4/2020 0:00
EBT	9		3/4/2020 1:00
WBT	8		3/4/2020 1:00
EBT	4		3/4/2020 2:00
WBT	2		3/4/2020 2:00
EBT	2		3/4/2020 3:00
WBT	4		3/4/2020 3:00
EBT	2		3/4/2020 4:00
WBT	5		3/4/2020 4:00
EBT	19		3/4/2020 5:00
WBT	16		3/4/2020 5:00
EBT	54		3/4/2020 6:00
WBT	41		3/4/2020 6:00
EBT	124		3/4/2020 7:00
WBT	123		3/4/2020 7:00
EBT	227		3/4/2020 8:00
WBT	273		3/4/2020 8:00
EBT	305		3/4/2020 9:00
WBT	334		3/4/2020 9:00
EBT	217		3/4/2020 10:00
WBT	221		3/4/2020 10:00
EBT	191		3/4/2020 11:00
WBT	208		3/4/2020 11:00
EBT	215		3/4/2020 12:00
WBT	255	7969	3/4/2020 12:00
EBT	279		3/4/2020 13:00
WBT	267		3/4/2020 13:00
EBT	215		3/4/2020 14:00
WBT	218		3/4/2020 14:00
EBT	211		3/4/2020 15:00
WBT	245		3/4/2020 15:00
EBT	386		3/4/2020 16:00
WBT	350		3/4/2020 16:00
EBT	366		3/4/2020 17:00
WBT	360		3/4/2020 17:00
EBT	364		3/4/2020 18:00
WBT	362		3/4/2020 18:00
EBT	285		3/4/2020 19:00
WBT	317		3/4/2020 19:00
EBT	176		3/4/2020 20:00
WBT	162		3/4/2020 20:00
EBT	108		3/4/2020 21:00
WBT	129		3/4/2020 21:00
EBT	79		3/4/2020 22:00
WBT	79		3/4/2020 22:00
EBT	41		3/4/2020 23:00
WBT	40		3/4/2020 23:00
EBT	26		3/5/2020 0:00
WBT	22		3/5/2020 0:00
EBT	10		3/5/2020 1:00
WBT	6		3/5/2020 1:00

EBT	7		3/5/2020 2:00
WBT	8		3/5/2020 2:00
EBT	1		3/5/2020 3:00
WBT	4		3/5/2020 3:00
EBT	4		3/5/2020 4:00
WBT	6		3/5/2020 4:00
EBT	16		3/5/2020 5:00
WBT	21		3/5/2020 5:00
EBT	49		3/5/2020 6:00
WBT	34		3/5/2020 6:00
EBT	115		3/5/2020 7:00
WBT	126		3/5/2020 7:00
EBT	248		3/5/2020 8:00
WBT	269		3/5/2020 8:00
EBT	289		3/5/2020 9:00
WBT	333		3/5/2020 9:00
EBT	221		3/5/2020 10:00
WBT	245		3/5/2020 10:00
EBT	190		3/5/2020 11:00
WBT	191		3/5/2020 11:00
EBT	229		3/5/2020 12:00
WBT	263	7972	3/5/2020 12:00
EBT	265		3/5/2020 13:00
WBT	257		3/5/2020 13:00
EBT	208		3/5/2020 14:00
WBT	243		3/5/2020 14:00
EBT	237		3/5/2020 15:00
WBT	276		3/5/2020 15:00
EBT	418		3/5/2020 16:00
WBT	354		3/5/2020 16:00
EBT	365		3/5/2020 17:00
WBT	382		3/5/2020 17:00
EBT	402		3/5/2020 18:00
WBT	372		3/5/2020 18:00
EBT	275		3/5/2020 19:00
WBT	298		3/5/2020 19:00
EBT	177		3/5/2020 20:00
WBT	207		3/5/2020 20:00
EBT	129		3/5/2020 21:00
WBT	122		3/5/2020 21:00
EBT	98		3/5/2020 22:00
WBT	76		3/5/2020 22:00
EBT	70		3/5/2020 23:00
WBT	47		3/5/2020 23:00
EBT	26		3/6/2020 0:00
WBT	29		3/6/2020 0:00
EBT	8		3/6/2020 1:00
WBT	31		3/6/2020 1:00
EBT	5		3/6/2020 2:00
WBT	11		3/6/2020 2:00
EBT	5		3/6/2020 3:00
WBT	7		3/6/2020 3:00
EBT	4		3/6/2020 4:00
WBT	5		3/6/2020 4:00
EBT	22		3/6/2020 5:00
WBT	21		3/6/2020 5:00
EBT	49		3/6/2020 6:00
WBT	35		3/6/2020 6:00
EBT	128		3/6/2020 7:00
WBT	107		3/6/2020 7:00
EBT	205		3/6/2020 8:00
WBT	281		3/6/2020 8:00
EBT	319		3/6/2020 9:00
WBT	320		3/6/2020 9:00
EBT	223		3/6/2020 10:00
WBT	266		3/6/2020 10:00
EBT	231		3/6/2020 11:00
WBT	243		3/6/2020 11:00
EBT	244		3/6/2020 12:00
WBT	269	8372	3/6/2020 12:00

3/10/2020 10:27	2000 S & Merrill Rd (City Limits)	3/3/2020 10:00	3/10/2020 10:00
LANE/APPROACH NAME	VOLUME		SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT	318		3/3/2020 12:00
NBT	283		3/3/2020 12:00
SBT	341		3/3/2020 13:00
NBT	326		3/3/2020 13:00
SBT	325		3/3/2020 14:00
NBT	321		3/3/2020 14:00
SBT	342		3/3/2020 15:00
NBT	329		3/3/2020 15:00
SBT	360		3/3/2020 16:00
NBT	436		3/3/2020 16:00
SBT	389		3/3/2020 17:00
NBT	528		3/3/2020 17:00
SBT	399		3/3/2020 18:00
NBT	538		3/3/2020 18:00
SBT	360		3/3/2020 19:00
NBT	426		3/3/2020 19:00
SBT	236		3/3/2020 20:00
NBT	300		3/3/2020 20:00
SBT	142		3/3/2020 21:00
NBT	207		3/3/2020 21:00
SBT	96		3/3/2020 22:00
NBT	144		3/3/2020 22:00
SBT	58		3/3/2020 23:00
NBT	67		3/3/2020 23:00
SBT	26		3/4/2020 0:00
NBT	35		3/4/2020 0:00
SBT	11		3/4/2020 1:00
NBT	18		3/4/2020 1:00
SBT	7		3/4/2020 2:00
NBT	10		3/4/2020 2:00
SBT	4		3/4/2020 3:00
NBT	3		3/4/2020 3:00
SBT	8		3/4/2020 4:00
NBT	2		3/4/2020 4:00
SBT	26		3/4/2020 5:00
NBT	10		3/4/2020 5:00
SBT	82		3/4/2020 6:00
NBT	38		3/4/2020 6:00
SBT	198		3/4/2020 7:00
NBT	108		3/4/2020 7:00
SBT	477		3/4/2020 8:00
NBT	220		3/4/2020 8:00
SBT	487		3/4/2020 9:00
NBT	278		3/4/2020 9:00
SBT	323		3/4/2020 10:00
NBT	233		3/4/2020 10:00
SBT	267		3/4/2020 11:00
NBT	234	10376	3/4/2020 11:00
SBT	306		3/4/2020 12:00
NBT	264		3/4/2020 12:00
SBT	355		3/4/2020 13:00
NBT	348		3/4/2020 13:00
SBT	317		3/4/2020 14:00
NBT	296		3/4/2020 14:00
SBT	297		3/4/2020 15:00
NBT	299		3/4/2020 15:00
SBT	441		3/4/2020 16:00
NBT	538		3/4/2020 16:00
SBT	400		3/4/2020 17:00
NBT	507		3/4/2020 17:00
SBT	425		3/4/2020 18:00
NBT	523		3/4/2020 18:00
SBT	369		3/4/2020 19:00
NBT	412		3/4/2020 19:00
SBT	213		3/4/2020 20:00
NBT	269		3/4/2020 20:00
SBT	151		3/4/2020 21:00
NBT	205		3/4/2020 21:00
SBT	86		3/4/2020 22:00
NBT	169		3/4/2020 22:00
SBT	51		3/4/2020 23:00
NBT	82		3/4/2020 23:00
SBT	29		3/5/2020 0:00
NBT	33		3/5/2020 0:00

SBT	9		3/5/2020 1:00
NBT	21		3/5/2020 1:00
SBT	12		3/5/2020 2:00
NBT	11		3/5/2020 2:00
SBT	8		3/5/2020 3:00
NBT	6		3/5/2020 3:00
SBT	6		3/5/2020 4:00
NBT	1		3/5/2020 4:00
SBT	30		3/5/2020 5:00
NBT	10		3/5/2020 5:00
SBT	80		3/5/2020 6:00
NBT	35		3/5/2020 6:00
SBT	187		3/5/2020 7:00
NBT	111		3/5/2020 7:00
SBT	458		3/5/2020 8:00
NBT	228		3/5/2020 8:00
SBT	489		3/5/2020 9:00
NBT	287		3/5/2020 9:00
SBT	342		3/5/2020 10:00
NBT	229		3/5/2020 10:00
SBT	275		3/5/2020 11:00
NBT	232	10452	3/5/2020 11:00
SBT	330		3/5/2020 12:00
NBT	289		3/5/2020 12:00
SBT	324		3/5/2020 13:00
NBT	311		3/5/2020 13:00
SBT	328		3/5/2020 14:00
NBT	290		3/5/2020 14:00
SBT	370		3/5/2020 15:00
NBT	346		3/5/2020 15:00
SBT	465		3/5/2020 16:00
NBT	536		3/5/2020 16:00
SBT	420		3/5/2020 17:00
NBT	503		3/5/2020 17:00
SBT	427		3/5/2020 18:00
NBT	526		3/5/2020 18:00
SBT	350		3/5/2020 19:00
NBT	400		3/5/2020 19:00
SBT	247		3/5/2020 20:00
NBT	290		3/5/2020 20:00
SBT	145		3/5/2020 21:00
NBT	208		3/5/2020 21:00
SBT	92		3/5/2020 22:00
NBT	182		3/5/2020 22:00
SBT	46		3/5/2020 23:00
NBT	105		3/5/2020 23:00
SBT	19		3/6/2020 0:00
NBT	46		3/6/2020 0:00
SBT	34		3/6/2020 1:00
NBT	13		3/6/2020 1:00
SBT	17		3/6/2020 2:00
NBT	15		3/6/2020 2:00
SBT	6		3/6/2020 3:00
NBT	4		3/6/2020 3:00
SBT	6		3/6/2020 4:00
NBT	5		3/6/2020 4:00
SBT	28		3/6/2020 5:00
NBT	10		3/6/2020 5:00
SBT	77		3/6/2020 6:00
NBT	38		3/6/2020 6:00
SBT	170		3/6/2020 7:00
NBT	113		3/6/2020 7:00
SBT	451		3/6/2020 8:00
NBT	206		3/6/2020 8:00
SBT	471		3/6/2020 9:00
NBT	277		3/6/2020 9:00
SBT	383		3/6/2020 10:00
NBT	218		3/6/2020 10:00
SBT	313		3/6/2020 11:00
NBT	266	10716	3/6/2020 11:00

ADT

10515

3090 S & 300 E (West side)		12/10/2019 10:00	
LANE/APPROACH NAME	VOLUME	Daily volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	85		12/10/2019 11:00
EBT	91		12/10/2019 11:00
WBT	166		12/10/2019 12:00
EBT	151		12/10/2019 12:00
WBT	146		12/10/2019 13:00
EBT	136		12/10/2019 13:00
WBT	126		12/10/2019 14:00
EBT	130		12/10/2019 14:00
WBT	126		12/10/2019 15:00
EBT	194		12/10/2019 15:00
WBT	292		12/10/2019 16:00
EBT	208		12/10/2019 16:00
WBT	158		12/10/2019 17:00
EBT	154		12/10/2019 17:00
WBT	162		12/10/2019 18:00
EBT	144		12/10/2019 18:00
WBT	118		12/10/2019 19:00
EBT	140		12/10/2019 19:00
WBT	73		12/10/2019 20:00
EBT	116		12/10/2019 20:00
WBT	39		12/10/2019 21:00
EBT	82		12/10/2019 21:00
WBT	24		12/10/2019 22:00
EBT	52		12/10/2019 22:00
WBT	21		12/10/2019 23:00
EBT	24		12/10/2019 23:00
WBT	11		12/11/2019 0:00
EBT	7		12/11/2019 0:00
WBT	8		12/11/2019 1:00
EBT	4		12/11/2019 1:00
WBT	1		12/11/2019 2:00
EBT	3		12/11/2019 2:00
WBT	1		12/11/2019 3:00
EBT	2		12/11/2019 3:00
WBT	1		12/11/2019 4:00
EBT	1		12/11/2019 4:00
WBT	9		12/11/2019 5:00
EBT	4		12/11/2019 5:00
WBT	23		12/11/2019 6:00
EBT	10		12/11/2019 6:00
WBT	62		12/11/2019 7:00
EBT	40		12/11/2019 7:00
WBT	201		12/11/2019 8:00
EBT	146		12/11/2019 8:00
WBT	315		12/11/2019 9:00
EBT	247		12/11/2019 9:00
WBT	150		12/11/2019 10:00
EBT	98	4502	12/11/2019 10:00
WBT	123		12/11/2019 11:00
EBT	87		12/11/2019 11:00
WBT	175		12/11/2019 12:00
EBT	162		12/11/2019 12:00
WBT	142		12/11/2019 13:00
EBT	129		12/11/2019 13:00
WBT	108		12/11/2019 14:00
EBT	111		12/11/2019 14:00
WBT	163		12/11/2019 15:00
EBT	193		12/11/2019 15:00
WBT	276		12/11/2019 16:00
EBT	231		12/11/2019 16:00
WBT	159		12/11/2019 17:00
EBT	151		12/11/2019 17:00
WBT	158		12/11/2019 18:00
EBT	166		12/11/2019 18:00
WBT	149		12/11/2019 19:00
EBT	147		12/11/2019 19:00
WBT	70		12/11/2019 20:00
EBT	137		12/11/2019 20:00
WBT	52		12/11/2019 21:00
EBT	80		12/11/2019 21:00
WBT	46		12/11/2019 22:00
EBT	56		12/11/2019 22:00
WBT	16		12/11/2019 23:00
EBT	27		12/11/2019 23:00

WBT	13		12/12/2019 0:00
EBT	9		12/12/2019 0:00
WBT	3		12/12/2019 1:00
EBT	6		12/12/2019 1:00
WBT	3		12/12/2019 2:00
EBT	4		12/12/2019 2:00
WBT	1		12/12/2019 3:00
EBT	2		12/12/2019 3:00
WBT	2		12/12/2019 4:00
EBT	0		12/12/2019 4:00
WBT	8		12/12/2019 5:00
EBT	6		12/12/2019 5:00
WBT	20		12/12/2019 6:00
EBT	7		12/12/2019 6:00
WBT	63		12/12/2019 7:00
EBT	33		12/12/2019 7:00
WBT	188		12/12/2019 8:00
EBT	151		12/12/2019 8:00
WBT	315		12/12/2019 9:00
EBT	246		12/12/2019 9:00
WBT	127		12/12/2019 10:00
EBT	75	4596	12/12/2019 10:00
WBT	108		12/12/2019 11:00
EBT	90		12/12/2019 11:00
WBT	174		12/12/2019 12:00
EBT	161		12/12/2019 12:00
WBT	153		12/12/2019 13:00
EBT	131		12/12/2019 13:00
WBT	117		12/12/2019 14:00
EBT	123		12/12/2019 14:00
WBT	127		12/12/2019 15:00
EBT	172		12/12/2019 15:00
WBT	283		12/12/2019 16:00
EBT	221		12/12/2019 16:00
WBT	170		12/12/2019 17:00
EBT	157		12/12/2019 17:00
WBT	142		12/12/2019 18:00
EBT	154		12/12/2019 18:00
WBT	109		12/12/2019 19:00
EBT	133		12/12/2019 19:00
WBT	71		12/12/2019 20:00
EBT	100		12/12/2019 20:00
WBT	62		12/12/2019 21:00
EBT	69		12/12/2019 21:00
WBT	45		12/12/2019 22:00
EBT	65		12/12/2019 22:00
WBT	16		12/12/2019 23:00
EBT	33		12/12/2019 23:00
WBT	11		12/13/2019 0:00
EBT	10		12/13/2019 0:00
WBT	8		12/13/2019 1:00
EBT	7		12/13/2019 1:00
WBT	0		12/13/2019 2:00
EBT	3		12/13/2019 2:00
WBT	3		12/13/2019 3:00
EBT	3		12/13/2019 3:00
WBT	1		12/13/2019 4:00
EBT	2		12/13/2019 4:00
WBT	9		12/13/2019 5:00
EBT	5		12/13/2019 5:00
WBT	24		12/13/2019 6:00
EBT	4		12/13/2019 6:00
WBT	48		12/13/2019 7:00
EBT	32		12/13/2019 7:00
WBT	191		12/13/2019 8:00
EBT	147		12/13/2019 8:00
WBT	289		12/13/2019 9:00
EBT	253		12/13/2019 9:00
WBT	128		12/13/2019 10:00
EBT	90	4454	12/13/2019 10:00

ADT

4517

3090 S West City Limits		11/18/2019 11:10	
LANE/APPROACH NAME	VOLUME	Daily Volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT	18		11/19/2019 0:00
NBT	16		11/19/2019 0:00
SBT	9		11/19/2019 1:00
NBT	9		11/19/2019 1:00
SBT	2		11/19/2019 2:00
NBT	3		11/19/2019 2:00
SBT	3		11/19/2019 3:00
NBT	2		11/19/2019 3:00
SBT	3		11/19/2019 4:00
NBT	4		11/19/2019 4:00
SBT	13		11/19/2019 5:00
NBT	10		11/19/2019 5:00
SBT	54		11/19/2019 6:00
NBT	25		11/19/2019 6:00
SBT	136		11/19/2019 7:00
NBT	94		11/19/2019 7:00
SBT	258		11/19/2019 8:00
NBT	198		11/19/2019 8:00
SBT	322		11/19/2019 9:00
NBT	262		11/19/2019 9:00
SBT	213		11/19/2019 10:00
NBT	208		11/19/2019 10:00
SBT	196		11/19/2019 11:00
NBT	181		11/19/2019 11:00
SBT	220		11/19/2019 12:00
NBT	253		11/19/2019 12:00
SBT	231		11/19/2019 13:00
NBT	265		11/19/2019 13:00
SBT	185		11/19/2019 14:00
NBT	256		11/19/2019 14:00
SBT	217		11/19/2019 15:00
NBT	310		11/19/2019 15:00
SBT	266		11/19/2019 16:00
NBT	392		11/19/2019 16:00
SBT	233		11/19/2019 17:00
NBT	320		11/19/2019 17:00
SBT	205		11/19/2019 18:00
NBT	362		11/19/2019 18:00
SBT	201		11/19/2019 19:00
NBT	279		11/19/2019 19:00
SBT	154		11/19/2019 20:00
NBT	204		11/19/2019 20:00
SBT	79		11/19/2019 21:00
NBT	142		11/19/2019 21:00
SBT	44		11/19/2019 22:00
NBT	99		11/19/2019 22:00
SBT	31		11/19/2019 23:00
NBT	45	7232	11/19/2019 23:00
SBT	27		11/20/2019 0:00
NBT	30		11/20/2019 0:00
SBT	17		11/20/2019 1:00
NBT	15		11/20/2019 1:00
SBT	3		11/20/2019 2:00
NBT	6		11/20/2019 2:00
SBT	1		11/20/2019 3:00
NBT	2		11/20/2019 3:00
SBT	5		11/20/2019 4:00
NBT	4		11/20/2019 4:00
SBT	15		11/20/2019 5:00
NBT	8		11/20/2019 5:00
SBT	49		11/20/2019 6:00
NBT	13		11/20/2019 6:00
SBT	102		11/20/2019 7:00
NBT	62		11/20/2019 7:00
SBT	233		11/20/2019 8:00
NBT	183		11/20/2019 8:00
SBT	305		11/20/2019 9:00
NBT	212		11/20/2019 9:00
SBT	197		11/20/2019 10:00
NBT	153		11/20/2019 10:00
SBT	175		11/20/2019 11:00
NBT	160		11/20/2019 11:00
SBT	224		11/20/2019 12:00
NBT	208		11/20/2019 12:00

SBT	202		11/20/2019 13:00
NBT	203		11/20/2019 13:00
SBT	187		11/20/2019 14:00
NBT	192		11/20/2019 14:00
SBT	214		11/20/2019 15:00
NBT	280		11/20/2019 15:00
SBT	229		11/20/2019 16:00
NBT	330		11/20/2019 16:00
SBT	221		11/20/2019 17:00
NBT	269		11/20/2019 17:00
SBT	183		11/20/2019 18:00
NBT	319		11/20/2019 18:00
SBT	164		11/20/2019 19:00
NBT	254		11/20/2019 19:00
SBT	89		11/20/2019 20:00
NBT	197		11/20/2019 20:00
SBT	84		11/20/2019 21:00
NBT	146		11/20/2019 21:00
SBT	62		11/20/2019 22:00
NBT	105		11/20/2019 22:00
SBT	45		11/20/2019 23:00
NBT	47	6431	11/20/2019 23:00
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NBT	17		11/21/2019 0:00
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SBT	8		11/21/2019 4:00
NBT	1		11/21/2019 4:00
SBT	9		11/21/2019 5:00
NBT	6		11/21/2019 5:00
SBT	53		11/21/2019 6:00
NBT	11		11/21/2019 6:00
SBT	104		11/21/2019 7:00
NBT	62		11/21/2019 7:00
SBT	236		11/21/2019 8:00
NBT	174		11/21/2019 8:00
SBT	290		11/21/2019 9:00
NBT	275		11/21/2019 9:00
SBT	229		11/21/2019 10:00
NBT	184		11/21/2019 10:00
SBT	207		11/21/2019 11:00
NBT	186		11/21/2019 11:00
SBT	204		11/21/2019 12:00
NBT	206		11/21/2019 12:00
SBT	225		11/21/2019 13:00
NBT	251		11/21/2019 13:00
SBT	200		11/21/2019 14:00
NBT	224		11/21/2019 14:00
SBT	197		11/21/2019 15:00
NBT	279		11/21/2019 15:00
SBT	227		11/21/2019 16:00
NBT	324		11/21/2019 16:00
SBT	193		11/21/2019 17:00
NBT	255		11/21/2019 17:00
SBT	205		11/21/2019 18:00
NBT	357		11/21/2019 18:00
SBT	193		11/21/2019 19:00
NBT	369		11/21/2019 19:00
SBT	126		11/21/2019 20:00
NBT	213		11/21/2019 20:00
SBT	148		11/21/2019 21:00
NBT	168		11/21/2019 21:00
SBT	80		11/21/2019 22:00
NBT	123		11/21/2019 22:00
SBT	25		11/21/2019 23:00
NBT	57	6946	11/21/2019 23:00

LANE/APPROACH NAME	3650 S City Limits VOLUME	Daily volume	R TIME (MM/dd/yy HH:mm:ss) 11/18/2019 10:10
WBT	10		11/19/2019 0:00
EBT	13		11/19/2019 0:00
WBT	4		11/19/2019 1:00
EBT	8		11/19/2019 1:00
WBT	2		11/19/2019 2:00
EBT	2		11/19/2019 2:00
WBT	2		11/19/2019 3:00
EBT	0		11/19/2019 3:00
WBT	1		11/19/2019 4:00
EBT	2		11/19/2019 4:00
WBT	11		11/19/2019 5:00
EBT	3		11/19/2019 5:00
WBT	40		11/19/2019 6:00
EBT	15		11/19/2019 6:00
WBT	81		11/19/2019 7:00
EBT	44		11/19/2019 7:00
WBT	307		11/19/2019 8:00
EBT	240		11/19/2019 8:00
WBT	301		11/19/2019 9:00
EBT	163		11/19/2019 9:00
WBT	182		11/19/2019 10:00
EBT	100		11/19/2019 10:00
WBT	153		11/19/2019 11:00
EBT	129		11/19/2019 11:00
WBT	209		11/19/2019 12:00
EBT	167		11/19/2019 12:00
WBT	185		11/19/2019 13:00
EBT	137		11/19/2019 13:00
WBT	156		11/19/2019 14:00
EBT	197		11/19/2019 14:00
WBT	264		11/19/2019 15:00
EBT	203		11/19/2019 15:00
WBT	267		11/19/2019 16:00
EBT	193		11/19/2019 16:00
WBT	182		11/19/2019 17:00
EBT	151		11/19/2019 17:00
WBT	168		11/19/2019 18:00
EBT	198		11/19/2019 18:00
WBT	152		11/19/2019 19:00
EBT	215		11/19/2019 19:00
WBT	99		11/19/2019 20:00
EBT	158		11/19/2019 20:00
WBT	105		11/19/2019 21:00
EBT	116		11/19/2019 21:00
WBT	35		11/19/2019 22:00
EBT	67		11/19/2019 22:00
WBT	14		11/19/2019 23:00
EBT	33	5484	11/19/2019 23:00
WBT	7		11/20/2019 0:00
EBT	12		11/20/2019 0:00
WBT	7		11/20/2019 1:00
EBT	9		11/20/2019 1:00
WBT	2		11/20/2019 2:00
EBT	1		11/20/2019 2:00
WBT	1		11/20/2019 3:00
EBT	2		11/20/2019 3:00
WBT	3		11/20/2019 4:00
EBT	2		11/20/2019 4:00
WBT	9		11/20/2019 5:00
EBT	4		11/20/2019 5:00
WBT	36		11/20/2019 6:00
EBT	8		11/20/2019 6:00
WBT	57		11/20/2019 7:00
EBT	27		11/20/2019 7:00
WBT	346		11/20/2019 8:00
EBT	231		11/20/2019 8:00
WBT	294		11/20/2019 9:00
EBT	170		11/20/2019 9:00
WBT	169		11/20/2019 10:00
EBT	95		11/20/2019 10:00
WBT	130		11/20/2019 11:00
EBT	98		11/20/2019 11:00
WBT	180		11/20/2019 12:00
EBT	149		11/20/2019 12:00

WBT	151		11/20/2019 13:00
EBT	141		11/20/2019 13:00
WBT	115		11/20/2019 14:00
EBT	169		11/20/2019 14:00
WBT	236		11/20/2019 15:00
EBT	193		11/20/2019 15:00
WBT	242		11/20/2019 16:00
EBT	203		11/20/2019 16:00
WBT	162		11/20/2019 17:00
EBT	176		11/20/2019 17:00
WBT	146		11/20/2019 18:00
EBT	199		11/20/2019 18:00
WBT	136		11/20/2019 19:00
EBT	154		11/20/2019 19:00
WBT	66		11/20/2019 20:00
EBT	128		11/20/2019 20:00
WBT	57		11/20/2019 21:00
EBT	97		11/20/2019 21:00
WBT	26		11/20/2019 22:00
EBT	53		11/20/2019 22:00
WBT	15		11/20/2019 23:00
EBT	22	4936	11/20/2019 23:00
WBT	10		11/21/2019 0:00
EBT	12		11/21/2019 0:00
WBT	3		11/21/2019 1:00
EBT	6		11/21/2019 1:00
WBT	1		11/21/2019 2:00
EBT	1		11/21/2019 2:00
WBT	2		11/21/2019 3:00
EBT	2		11/21/2019 3:00
WBT	1		11/21/2019 4:00
EBT	2		11/21/2019 4:00
WBT	8		11/21/2019 5:00
EBT	3		11/21/2019 5:00
WBT	37		11/21/2019 6:00
EBT	12		11/21/2019 6:00
WBT	61		11/21/2019 7:00
EBT	42		11/21/2019 7:00
WBT	318		11/21/2019 8:00
EBT	237		11/21/2019 8:00
WBT	293		11/21/2019 9:00
EBT	152		11/21/2019 9:00
WBT	173		11/21/2019 10:00
EBT	87		11/21/2019 10:00
WBT	147		11/21/2019 11:00
EBT	118		11/21/2019 11:00
WBT	182		11/21/2019 12:00
EBT	145		11/21/2019 12:00
WBT	180		11/21/2019 13:00
EBT	155		11/21/2019 13:00
WBT	143		11/21/2019 14:00
EBT	190		11/21/2019 14:00
WBT	244		11/21/2019 15:00
EBT	186		11/21/2019 15:00
WBT	229		11/21/2019 16:00
EBT	202		11/21/2019 16:00
WBT	181		11/21/2019 17:00
EBT	158		11/21/2019 17:00
WBT	190		11/21/2019 18:00
EBT	225		11/21/2019 18:00
WBT	154		11/21/2019 19:00
EBT	204		11/21/2019 19:00
WBT	126		11/21/2019 20:00
EBT	134		11/21/2019 20:00
WBT	85		11/21/2019 21:00
EBT	137		11/21/2019 21:00
WBT	54		11/21/2019 22:00
EBT	94		11/21/2019 22:00
WBT	15		11/21/2019 23:00
EBT	30	5371	11/21/2019 23:00

ADT 5264

3650 S & Washington Fields Road (West side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	15		12/11/2019 0:00
EBT	11		12/11/2019 0:00
WBT	9		12/11/2019 1:00
EBT	8		12/11/2019 1:00
WBT	5		12/11/2019 2:00
EBT	2		12/11/2019 2:00
WBT	0		12/11/2019 3:00
EBT	4		12/11/2019 3:00
WBT	7		12/11/2019 4:00
EBT	3		12/11/2019 4:00
WBT	5		12/11/2019 5:00
EBT	14		12/11/2019 5:00
WBT	44		12/11/2019 6:00
EBT	19		12/11/2019 6:00
WBT	77		12/11/2019 7:00
EBT	64		12/11/2019 7:00
WBT	269		12/11/2019 8:00
EBT	157		12/11/2019 8:00
WBT	406		12/11/2019 9:00
EBT	381		12/11/2019 9:00
WBT	228		12/11/2019 10:00
EBT	150		12/11/2019 10:00
WBT	134		12/11/2019 11:00
EBT	145		12/11/2019 11:00
WBT	193		12/11/2019 12:00
EBT	203		12/11/2019 12:00
WBT	157		12/11/2019 13:00
EBT	192		12/11/2019 13:00
WBT	143		12/11/2019 14:00
EBT	164		12/11/2019 14:00
WBT	230		12/11/2019 15:00
EBT	294		12/11/2019 15:00
WBT	279		12/11/2019 16:00
EBT	383		12/11/2019 16:00
WBT	233		12/11/2019 17:00
EBT	266		12/11/2019 17:00
WBT	242		12/11/2019 18:00
EBT	289		12/11/2019 18:00
WBT	131		12/11/2019 19:00
EBT	179		12/11/2019 19:00
WBT	94		12/11/2019 20:00
EBT	119		12/11/2019 20:00
WBT	91		12/11/2019 21:00
EBT	101		12/11/2019 21:00
WBT	68		12/11/2019 22:00
EBT	92		12/11/2019 22:00
WBT	39		12/11/2019 23:00
EBT	33	6372	12/11/2019 23:00
WBT	18		12/12/2019 0:00
EBT	17		12/12/2019 0:00
WBT	8		12/12/2019 1:00
EBT	8		12/12/2019 1:00
WBT	4		12/12/2019 2:00
EBT	3		12/12/2019 2:00
WBT	1		12/12/2019 3:00
EBT	2		12/12/2019 3:00
WBT	7		12/12/2019 4:00
EBT	4		12/12/2019 4:00
WBT	9		12/12/2019 5:00
EBT	11		12/12/2019 5:00
WBT	49		12/12/2019 6:00
EBT	36		12/12/2019 6:00
WBT	69		12/12/2019 7:00
EBT	76		12/12/2019 7:00
WBT	277		12/12/2019 8:00
EBT	137		12/12/2019 8:00
WBT	388		12/12/2019 9:00
EBT	329		12/12/2019 9:00
WBT	213		12/12/2019 10:00
EBT	153		12/12/2019 10:00
WBT	162		12/12/2019 11:00
EBT	149		12/12/2019 11:00
WBT	201		12/12/2019 12:00
EBT	229		12/12/2019 12:00

WBT	219		12/12/2019 13:00
EBT	185		12/12/2019 13:00
WBT	147		12/12/2019 14:00
EBT	218		12/12/2019 14:00
WBT	235		12/12/2019 15:00
EBT	276		12/12/2019 15:00
WBT	301		12/12/2019 16:00
EBT	394		12/12/2019 16:00
WBT	216		12/12/2019 17:00
EBT	229		12/12/2019 17:00
WBT	283		12/12/2019 18:00
EBT	259		12/12/2019 18:00
WBT	159		12/12/2019 19:00
EBT	186		12/12/2019 19:00
WBT	107		12/12/2019 20:00
EBT	167		12/12/2019 20:00
WBT	93		12/12/2019 21:00
EBT	153		12/12/2019 21:00
WBT	68		12/12/2019 22:00
EBT	91		12/12/2019 22:00
WBT	37		12/12/2019 23:00
EBT	41	6624	12/12/2019 23:00
WBT	18		12/13/2019 0:00
EBT	27		12/13/2019 0:00
WBT	17		12/13/2019 1:00
EBT	6		12/13/2019 1:00
WBT	4		12/13/2019 2:00
EBT	4		12/13/2019 2:00
WBT	0		12/13/2019 3:00
EBT	1		12/13/2019 3:00
WBT	2		12/13/2019 4:00
EBT	3		12/13/2019 4:00
WBT	3		12/13/2019 5:00
EBT	9		12/13/2019 5:00
WBT	49		12/13/2019 6:00
EBT	33		12/13/2019 6:00
WBT	74		12/13/2019 7:00
EBT	55		12/13/2019 7:00
WBT	265		12/13/2019 8:00
EBT	131		12/13/2019 8:00
WBT	342		12/13/2019 9:00
EBT	310		12/13/2019 9:00
WBT	192		12/13/2019 10:00
EBT	174		12/13/2019 10:00
WBT	175		12/13/2019 11:00
EBT	165		12/13/2019 11:00
WBT	213		12/13/2019 12:00
EBT	220		12/13/2019 12:00
WBT	213		12/13/2019 13:00
EBT	193		12/13/2019 13:00
WBT	256		12/13/2019 14:00
EBT	298		12/13/2019 14:00
WBT	198		12/13/2019 15:00
EBT	296		12/13/2019 15:00
WBT	192		12/13/2019 16:00
EBT	259		12/13/2019 16:00
WBT	202		12/13/2019 17:00
EBT	207		12/13/2019 17:00
WBT	203		12/13/2019 18:00
EBT	229		12/13/2019 18:00
WBT	184		12/13/2019 19:00
EBT	178		12/13/2019 19:00
WBT	91		12/13/2019 20:00
EBT	122		12/13/2019 20:00
WBT	78		12/13/2019 21:00
EBT	131		12/13/2019 21:00
WBT	82		12/13/2019 22:00
EBT	129		12/13/2019 22:00
WBT	61		12/13/2019 23:00
EBT	78	6372	12/13/2019 23:00

ADT 6456

Buena Vista & Cactus (West Side)

12/31/2019 10:00

LANE/APPROACH NAME	VOLUME	Daily Volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT	52		1/2/2020 0:00
WBT	30		1/2/2020 0:00
EBT	28		1/2/2020 1:00
WBT	13		1/2/2020 1:00
EBT	20		1/2/2020 2:00
WBT	11		1/2/2020 2:00
EBT	12		1/2/2020 3:00
WBT	8		1/2/2020 3:00
EBT	5		1/2/2020 4:00
WBT	9		1/2/2020 4:00
EBT	9		1/2/2020 5:00
WBT	29		1/2/2020 5:00
EBT	18		1/2/2020 6:00
WBT	72		1/2/2020 6:00
EBT	62		1/2/2020 7:00
WBT	128		1/2/2020 7:00
EBT	130		1/2/2020 8:00
WBT	263		1/2/2020 8:00
EBT	158		1/2/2020 9:00
WBT	320		1/2/2020 9:00
EBT	193		1/2/2020 10:00
WBT	252		1/2/2020 10:00
EBT	230		1/2/2020 11:00
WBT	249		1/2/2020 11:00
EBT	272		1/2/2020 12:00
WBT	295		1/2/2020 12:00
EBT	304		1/2/2020 13:00
WBT	294		1/2/2020 13:00
EBT	308		1/2/2020 14:00
WBT	316		1/2/2020 14:00
EBT	320		1/2/2020 15:00
WBT	339		1/2/2020 15:00
EBT	354		1/2/2020 16:00
WBT	339		1/2/2020 16:00
EBT	397		1/2/2020 17:00
WBT	309		1/2/2020 17:00
EBT	461		1/2/2020 18:00
WBT	320		1/2/2020 18:00
EBT	290		1/2/2020 19:00
WBT	248		1/2/2020 19:00
EBT	205		1/2/2020 20:00
WBT	145		1/2/2020 20:00
EBT	168		1/2/2020 21:00
WBT	108		1/2/2020 21:00
EBT	153		1/2/2020 22:00
WBT	85		1/2/2020 22:00
EBT	94		1/2/2020 23:00
WBT	46	8471	1/2/2020 23:00
EBT	55		1/3/2020 0:00
WBT	32		1/3/2020 0:00
EBT	28		1/3/2020 1:00
WBT	23		1/3/2020 1:00
EBT	22		1/3/2020 2:00
WBT	11		1/3/2020 2:00
EBT	15		1/3/2020 3:00
WBT	10		1/3/2020 3:00
EBT	13		1/3/2020 4:00
WBT	10		1/3/2020 4:00
EBT	5		1/3/2020 5:00
WBT	23		1/3/2020 5:00
EBT	29		1/3/2020 6:00
WBT	72		1/3/2020 6:00
EBT	67		1/3/2020 7:00
WBT	139		1/3/2020 7:00
EBT	145		1/3/2020 8:00
WBT	276		1/3/2020 8:00
EBT	172		1/3/2020 9:00
WBT	335		1/3/2020 9:00
EBT	178		1/3/2020 10:00
WBT	255		1/3/2020 10:00
EBT	241		1/3/2020 11:00
WBT	268		1/3/2020 11:00
EBT	281		1/3/2020 12:00
WBT	323		1/3/2020 12:00

EBT	283		1/3/2020 13:00
WBT	319		1/3/2020 13:00
EBT	399		1/3/2020 14:00
WBT	315		1/3/2020 14:00
EBT	330		1/3/2020 15:00
WBT	295		1/3/2020 15:00
EBT	375		1/3/2020 16:00
WBT	298		1/3/2020 16:00
EBT	426		1/3/2020 17:00
WBT	344		1/3/2020 17:00
EBT	467		1/3/2020 18:00
WBT	332		1/3/2020 18:00
EBT	295		1/3/2020 19:00
WBT	255		1/3/2020 19:00
EBT	223		1/3/2020 20:00
WBT	195		1/3/2020 20:00
EBT	188		1/3/2020 21:00
WBT	105		1/3/2020 21:00
EBT	173		1/3/2020 22:00
WBT	109		1/3/2020 22:00
EBT	122		1/3/2020 23:00
WBT	65	8941	1/3/2020 23:00
EBT	54		1/6/2020 0:00
WBT	29		1/6/2020 0:00
EBT	22		1/6/2020 1:00
WBT	18		1/6/2020 1:00
EBT	16		1/6/2020 2:00
WBT	7		1/6/2020 2:00
EBT	9		1/6/2020 3:00
WBT	7		1/6/2020 3:00
EBT	6		1/6/2020 4:00
WBT	5		1/6/2020 4:00
EBT	7		1/6/2020 5:00
WBT	22		1/6/2020 5:00
EBT	32		1/6/2020 6:00
WBT	81		1/6/2020 6:00
EBT	65		1/6/2020 7:00
WBT	168		1/6/2020 7:00
EBT	164		1/6/2020 8:00
WBT	396		1/6/2020 8:00
EBT	221		1/6/2020 9:00
WBT	401		1/6/2020 9:00
EBT	199		1/6/2020 10:00
WBT	266		1/6/2020 10:00
EBT	207		1/6/2020 11:00
WBT	261		1/6/2020 11:00
EBT	241		1/6/2020 12:00
WBT	295		1/6/2020 12:00
EBT	302		1/6/2020 13:00
WBT	296		1/6/2020 13:00
EBT	303		1/6/2020 14:00
WBT	292		1/6/2020 14:00
EBT	355		1/6/2020 15:00
WBT	324		1/6/2020 15:00
EBT	439		1/6/2020 16:00
WBT	363		1/6/2020 16:00
EBT	482		1/6/2020 17:00
WBT	367		1/6/2020 17:00
EBT	508		1/6/2020 18:00
WBT	367		1/6/2020 18:00
EBT	333		1/6/2020 19:00
WBT	227		1/6/2020 19:00
EBT	218		1/6/2020 20:00
WBT	151		1/6/2020 20:00
EBT	162		1/6/2020 21:00
WBT	116		1/6/2020 21:00
EBT	114		1/6/2020 22:00
WBT	68		1/6/2020 22:00
EBT	106		1/6/2020 23:00
WBT	62	9154	1/6/2020 23:00

ADT

8855

2/25/2020 10:46	Coral Canyon Blvd & Albatross Ln (East Side)		2/25/2020 10:00
LANE/APPROACH NAME	VOLUME	Daily volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT	132		2/18/2020 12:00
WBT	116		2/18/2020 12:00
EBT	139		2/18/2020 13:00
WBT	121		2/18/2020 13:00
EBT	108		2/18/2020 14:00
WBT	106		2/18/2020 14:00
EBT	108		2/18/2020 15:00
WBT	109		2/18/2020 15:00
EBT	184		2/18/2020 16:00
WBT	154		2/18/2020 16:00
EBT	135		2/18/2020 17:00
WBT	126		2/18/2020 17:00
EBT	116		2/18/2020 18:00
WBT	115		2/18/2020 18:00
EBT	72		2/18/2020 19:00
WBT	117		2/18/2020 19:00
EBT	40		2/18/2020 20:00
WBT	63		2/18/2020 20:00
EBT	37		2/18/2020 21:00
WBT	47		2/18/2020 21:00
EBT	9		2/18/2020 22:00
WBT	21		2/18/2020 22:00
EBT	10		2/18/2020 23:00
WBT	11		2/18/2020 23:00
EBT	1		2/19/2020 0:00
WBT	6		2/19/2020 0:00
EBT	1		2/19/2020 1:00
WBT	3		2/19/2020 1:00
EBT	1		2/19/2020 2:00
WBT	4		2/19/2020 2:00
EBT	3		2/19/2020 3:00
WBT	3		2/19/2020 3:00
EBT	0		2/19/2020 4:00
WBT	0		2/19/2020 4:00
EBT	9		2/19/2020 5:00
WBT	0		2/19/2020 5:00
EBT	18		2/19/2020 6:00
WBT	9		2/19/2020 6:00
EBT	35		2/19/2020 7:00
WBT	14		2/19/2020 7:00
EBT	87		2/19/2020 8:00
WBT	53		2/19/2020 8:00
EBT	149		2/19/2020 9:00
WBT	182		2/19/2020 9:00
EBT	107		2/19/2020 10:00
WBT	99		2/19/2020 10:00
EBT	89		2/19/2020 11:00
WBT	76	3145	2/19/2020 11:00
EBT	109		2/19/2020 12:00
WBT	101		2/19/2020 12:00
EBT	140		2/19/2020 13:00
WBT	121		2/19/2020 13:00
EBT	119		2/19/2020 14:00
WBT	114		2/19/2020 14:00
EBT	141		2/19/2020 15:00
WBT	112		2/19/2020 15:00
EBT	207		2/19/2020 16:00
WBT	183		2/19/2020 16:00
EBT	141		2/19/2020 17:00
WBT	133		2/19/2020 17:00
EBT	131		2/19/2020 18:00
WBT	122		2/19/2020 18:00
EBT	81		2/19/2020 19:00
WBT	103		2/19/2020 19:00
EBT	41		2/19/2020 20:00
WBT	45		2/19/2020 20:00
EBT	29		2/19/2020 21:00
WBT	55		2/19/2020 21:00
EBT	22		2/19/2020 22:00
WBT	31		2/19/2020 22:00
EBT	5		2/19/2020 23:00
WBT	13		2/19/2020 23:00
EBT	2		2/20/2020 0:00

WBT	7		2/20/2020 0:00
EBT	2		2/20/2020 1:00
WBT	5		2/20/2020 1:00
EBT	2		2/20/2020 2:00
WBT	4		2/20/2020 2:00
EBT	0		2/20/2020 3:00
WBT	2		2/20/2020 3:00
EBT	3		2/20/2020 4:00
WBT	2		2/20/2020 4:00
EBT	7		2/20/2020 5:00
WBT	0		2/20/2020 5:00
EBT	21		2/20/2020 6:00
WBT	3		2/20/2020 6:00
EBT	36		2/20/2020 7:00
WBT	24		2/20/2020 7:00
EBT	101		2/20/2020 8:00
WBT	56		2/20/2020 8:00
EBT	153		2/20/2020 9:00
WBT	184		2/20/2020 9:00
EBT	116		2/20/2020 10:00
WBT	85		2/20/2020 10:00
EBT	95		2/20/2020 11:00
WBT	98	3307	2/20/2020 11:00
EBT	118		2/20/2020 12:00
WBT	120		2/20/2020 12:00
EBT	149		2/20/2020 13:00
WBT	108		2/20/2020 13:00
EBT	130		2/20/2020 14:00
WBT	107		2/20/2020 14:00
EBT	112		2/20/2020 15:00
WBT	122		2/20/2020 15:00
EBT	205		2/20/2020 16:00
WBT	185		2/20/2020 16:00
EBT	137		2/20/2020 17:00
WBT	149		2/20/2020 17:00
EBT	135		2/20/2020 18:00
WBT	140		2/20/2020 18:00
EBT	78		2/20/2020 19:00
WBT	99		2/20/2020 19:00
EBT	39		2/20/2020 20:00
WBT	64		2/20/2020 20:00
EBT	33		2/20/2020 21:00
WBT	54		2/20/2020 21:00
EBT	24		2/20/2020 22:00
WBT	33		2/20/2020 22:00
EBT	12		2/20/2020 23:00
WBT	26		2/20/2020 23:00
EBT	2		2/21/2020 0:00
WBT	5		2/21/2020 0:00
EBT	1		2/21/2020 1:00
WBT	8		2/21/2020 1:00
EBT	2		2/21/2020 2:00
WBT	7		2/21/2020 2:00
EBT	0		2/21/2020 3:00
WBT	0		2/21/2020 3:00
EBT	3		2/21/2020 4:00
WBT	3		2/21/2020 4:00
EBT	6		2/21/2020 5:00
WBT	1		2/21/2020 5:00
EBT	20		2/21/2020 6:00
WBT	2		2/21/2020 6:00
EBT	35		2/21/2020 7:00
WBT	28		2/21/2020 7:00
EBT	86		2/21/2020 8:00
WBT	50		2/21/2020 8:00
EBT	151		2/21/2020 9:00
WBT	183		2/21/2020 9:00
EBT	125		2/21/2020 10:00
WBT	79		2/21/2020 10:00
EBT	95		2/21/2020 11:00
WBT	103	3374	2/21/2020 11:00

ADT

3275

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT	2		2/11/2020 0:00
NBT	4		2/11/2020 0:00
SBT	0		2/11/2020 1:00
NBT	2		2/11/2020 1:00
SBT	0		2/11/2020 2:00
NBT	1		2/11/2020 2:00
SBT	2		2/11/2020 3:00
NBT	3		2/11/2020 3:00
SBT	4		2/11/2020 4:00
NBT	2		2/11/2020 4:00
SBT	3		2/11/2020 5:00
NBT	2		2/11/2020 5:00
SBT	15		2/11/2020 6:00
NBT	3		2/11/2020 6:00
SBT	27		2/11/2020 7:00
NBT	11		2/11/2020 7:00
SBT	58		2/11/2020 8:00
NBT	30		2/11/2020 8:00
SBT	84		2/11/2020 9:00
NBT	84		2/11/2020 9:00
SBT	112		2/11/2020 10:00
NBT	67		2/11/2020 10:00
SBT	102		2/11/2020 11:00
NBT	67		2/11/2020 11:00
SBT	74		2/11/2020 12:00
NBT	96		2/11/2020 12:00
SBT	89		2/11/2020 13:00
NBT	79		2/11/2020 13:00
SBT	94		2/11/2020 14:00
NBT	80		2/11/2020 14:00
SBT	80		2/11/2020 15:00
NBT	88		2/11/2020 15:00
SBT	109		2/11/2020 16:00
NBT	113		2/11/2020 16:00
SBT	83		2/11/2020 17:00
NBT	80		2/11/2020 17:00
SBT	67		2/11/2020 18:00
NBT	95		2/11/2020 18:00
SBT	58		2/11/2020 19:00
NBT	62		2/11/2020 19:00
SBT	31		2/11/2020 20:00
NBT	42		2/11/2020 20:00
SBT	16		2/11/2020 21:00
NBT	32		2/11/2020 21:00
SBT	16		2/11/2020 22:00
NBT	42		2/11/2020 22:00
SBT	12		2/11/2020 23:00
NBT	14	2237	2/11/2020 23:00
SBT	1		2/12/2020 0:00
NBT	3		2/12/2020 0:00
SBT	1		2/12/2020 1:00
NBT	3		2/12/2020 1:00
SBT	1		2/12/2020 2:00
NBT	0		2/12/2020 2:00
SBT	2		2/12/2020 3:00
NBT	3		2/12/2020 3:00
SBT	2		2/12/2020 4:00
NBT	0		2/12/2020 4:00
SBT	6		2/12/2020 5:00
NBT	5		2/12/2020 5:00
SBT	12		2/12/2020 6:00
NBT	5		2/12/2020 6:00
SBT	35		2/12/2020 7:00
NBT	20		2/12/2020 7:00
SBT	66		2/12/2020 8:00
NBT	33		2/12/2020 8:00
SBT	106		2/12/2020 9:00
NBT	81		2/12/2020 9:00
SBT	98		2/12/2020 10:00
NBT	56		2/12/2020 10:00
SBT	78		2/12/2020 11:00
NBT	67		2/12/2020 11:00
SBT	98		2/12/2020 12:00
NBT	81		2/12/2020 12:00

SBT	108		2/12/2020 13:00
NBT	102		2/12/2020 13:00
SBT	64		2/12/2020 14:00
NBT	87		2/12/2020 14:00
SBT	83		2/12/2020 15:00
NBT	99		2/12/2020 15:00
SBT	107		2/12/2020 16:00
NBT	115		2/12/2020 16:00
SBT	69		2/12/2020 17:00
NBT	83		2/12/2020 17:00
SBT	85		2/12/2020 18:00
NBT	93		2/12/2020 18:00
SBT	65		2/12/2020 19:00
NBT	75		2/12/2020 19:00
SBT	39		2/12/2020 20:00
NBT	39		2/12/2020 20:00
SBT	22		2/12/2020 21:00
NBT	44		2/12/2020 21:00
SBT	15		2/12/2020 22:00
NBT	40		2/12/2020 22:00
SBT	6		2/12/2020 23:00
NBT	15	2318	2/12/2020 23:00
SBT	5		2/13/2020 0:00
NBT	7		2/13/2020 0:00
SBT	2		2/13/2020 1:00
NBT	5		2/13/2020 1:00
SBT	0		2/13/2020 2:00
NBT	0		2/13/2020 2:00
SBT	0		2/13/2020 3:00
NBT	0		2/13/2020 3:00
SBT	2		2/13/2020 4:00
NBT	1		2/13/2020 4:00
SBT	4		2/13/2020 5:00
NBT	2		2/13/2020 5:00
SBT	14		2/13/2020 6:00
NBT	6		2/13/2020 6:00
SBT	33		2/13/2020 7:00
NBT	15		2/13/2020 7:00
SBT	58		2/13/2020 8:00
NBT	29		2/13/2020 8:00
SBT	86		2/13/2020 9:00
NBT	75		2/13/2020 9:00
SBT	85		2/13/2020 10:00
NBT	67		2/13/2020 10:00
SBT	112		2/13/2020 11:00
NBT	67		2/13/2020 11:00
SBT	107		2/13/2020 12:00
NBT	82		2/13/2020 12:00
SBT	80		2/13/2020 13:00
NBT	89		2/13/2020 13:00
SBT	109		2/13/2020 14:00
NBT	104		2/13/2020 14:00
SBT	90		2/13/2020 15:00
NBT	92		2/13/2020 15:00
SBT	109		2/13/2020 16:00
NBT	109		2/13/2020 16:00
SBT	82		2/13/2020 17:00
NBT	105		2/13/2020 17:00
SBT	86		2/13/2020 18:00
NBT	106		2/13/2020 18:00
SBT	67		2/13/2020 19:00
NBT	94		2/13/2020 19:00
SBT	33		2/13/2020 20:00
NBT	61		2/13/2020 20:00
SBT	23		2/13/2020 21:00
NBT	49		2/13/2020 21:00
SBT	14		2/13/2020 22:00
NBT	36		2/13/2020 22:00
SBT	12		2/13/2020 23:00
NBT	15	2429	2/13/2020 23:00

Main St & Buena Vista (North Side)			
LANE/APPROACH NAME	VOLUME	Whole Days	SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT1	116		2/25/2020 15:00
SBT2	94		2/25/2020 15:00
NBT2	162		2/25/2020 15:00
NBT1	103		2/25/2020 15:00
SBT1	115		2/25/2020 16:00
SBT2	105		2/25/2020 16:00
NBT2	169		2/25/2020 16:00
NBT1	97		2/25/2020 16:00
SBT1	104		2/25/2020 17:00
SBT2	96		2/25/2020 17:00
NBT2	143		2/25/2020 17:00
NBT1	90		2/25/2020 17:00
SBT1	90		2/25/2020 18:00
SBT2	84		2/25/2020 18:00
NBT2	143		2/25/2020 18:00
NBT1	93		2/25/2020 18:00
SBT1	76		2/25/2020 19:00
SBT2	64		2/25/2020 19:00
NBT2	118		2/25/2020 19:00
NBT1	78		2/25/2020 19:00
SBT1	42		2/25/2020 20:00
SBT2	56		2/25/2020 20:00
NBT2	70		2/25/2020 20:00
NBT1	49		2/25/2020 20:00
SBT1	24		2/25/2020 21:00
SBT2	27		2/25/2020 21:00
NBT2	70		2/25/2020 21:00
NBT1	31		2/25/2020 21:00
SBT1	9		2/25/2020 22:00
SBT2	15		2/25/2020 22:00
NBT2	29		2/25/2020 22:00
NBT1	21		2/25/2020 22:00
SBT1	8		2/25/2020 23:00
SBT2	8		2/25/2020 23:00
NBT2	15		2/25/2020 23:00
NBT1	10		2/25/2020 23:00
SBT1	1		2/26/2020 0:00
SBT2	5		2/26/2020 0:00
NBT2	5		2/26/2020 0:00
NBT1	5		2/26/2020 0:00
SBT1	1		2/26/2020 1:00
SBT2	3		2/26/2020 1:00
NBT2	3		2/26/2020 1:00
NBT1	2		2/26/2020 1:00
SBT1	3		2/26/2020 2:00
SBT2	2		2/26/2020 2:00
NBT2	2		2/26/2020 2:00
NBT1	3		2/26/2020 2:00
SBT1	1		2/26/2020 3:00
SBT2	0		2/26/2020 3:00
NBT2	1		2/26/2020 3:00
NBT1	1		2/26/2020 3:00
SBT1	0		2/26/2020 4:00
SBT2	1		2/26/2020 4:00
NBT2	0		2/26/2020 4:00
NBT1	2		2/26/2020 4:00
SBT1	6		2/26/2020 5:00
SBT2	10		2/26/2020 5:00
NBT2	1		2/26/2020 5:00
NBT1	0		2/26/2020 5:00
SBT1	12		2/26/2020 6:00
SBT2	11		2/26/2020 6:00
NBT2	7		2/26/2020 6:00
NBT1	0		2/26/2020 6:00
SBT1	27		2/26/2020 7:00
SBT2	28		2/26/2020 7:00
NBT2	19		2/26/2020 7:00
NBT1	14		2/26/2020 7:00
SBT1	73		2/26/2020 8:00
SBT2	90		2/26/2020 8:00
NBT2	82		2/26/2020 8:00
NBT1	32		2/26/2020 8:00
SBT1	90		2/26/2020 9:00
SBT2	122		2/26/2020 9:00

NBT2	90		2/26/2020 9:00
NBT1	56		2/26/2020 9:00
SBT1	120		2/26/2020 10:00
SBT2	113		2/26/2020 10:00
NBT2	88		2/26/2020 10:00
NBT1	67		2/26/2020 10:00
SBT1	123		2/26/2020 11:00
SBT2	107		2/26/2020 11:00
NBT2	112		2/26/2020 11:00
NBT1	82		2/26/2020 11:00
SBT1	141		2/26/2020 12:00
SBT2	134		2/26/2020 12:00
NBT2	138		2/26/2020 12:00
NBT1	93		2/26/2020 12:00
SBT1	137		2/26/2020 13:00
SBT2	95		2/26/2020 13:00
NBT2	136		2/26/2020 13:00
NBT1	104		2/26/2020 13:00
SBT1	108		2/26/2020 14:00
SBT2	91		2/26/2020 14:00
NBT2	148		2/26/2020 14:00
NBT1	108	5680	2/26/2020 14:00
SBT1	107		2/26/2020 15:00
SBT2	120		2/26/2020 15:00
NBT2	160		2/26/2020 15:00
NBT1	95		2/26/2020 15:00
SBT1	115		2/26/2020 16:00
SBT2	119		2/26/2020 16:00
NBT2	169		2/26/2020 16:00
NBT1	92		2/26/2020 16:00
SBT1	123		2/26/2020 17:00
SBT2	103		2/26/2020 17:00
NBT2	144		2/26/2020 17:00
NBT1	85		2/26/2020 17:00
SBT1	90		2/26/2020 18:00
SBT2	103		2/26/2020 18:00
NBT2	138		2/26/2020 18:00
NBT1	94		2/26/2020 18:00
SBT1	71		2/26/2020 19:00
SBT2	96		2/26/2020 19:00
NBT2	133		2/26/2020 19:00
NBT1	64		2/26/2020 19:00
SBT1	37		2/26/2020 20:00
SBT2	60		2/26/2020 20:00
NBT2	96		2/26/2020 20:00
NBT1	55		2/26/2020 20:00
SBT1	17		2/26/2020 21:00
SBT2	32		2/26/2020 21:00
NBT2	63		2/26/2020 21:00
NBT1	54		2/26/2020 21:00
SBT1	18		2/26/2020 22:00
SBT2	23		2/26/2020 22:00
NBT2	27		2/26/2020 22:00
NBT1	23		2/26/2020 22:00
SBT1	4		2/26/2020 23:00
SBT2	10		2/26/2020 23:00
NBT2	11		2/26/2020 23:00
NBT1	8		2/26/2020 23:00
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SBT2	5		2/27/2020 0:00
NBT2	9		2/27/2020 0:00
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SBT1	0		2/27/2020 1:00
SBT2	5		2/27/2020 1:00
NBT2	3		2/27/2020 1:00
NBT1	5		2/27/2020 1:00
SBT1	1		2/27/2020 2:00
SBT2	1		2/27/2020 2:00
NBT2	2		2/27/2020 2:00
NBT1	1		2/27/2020 2:00
SBT1	1		2/27/2020 3:00
SBT2	1		2/27/2020 3:00
NBT2	0		2/27/2020 3:00
NBT1	0		2/27/2020 3:00
SBT1	1		2/27/2020 4:00
SBT2	1		2/27/2020 4:00

NBT2	1		2/27/2020 4:00
NBT1	1		2/27/2020 4:00
SBT1	3		2/27/2020 5:00
SBT2	8		2/27/2020 5:00
NBT2	3		2/27/2020 5:00
NBT1	0		2/27/2020 5:00
SBT1	8		2/27/2020 6:00
SBT2	12		2/27/2020 6:00
NBT2	2		2/27/2020 6:00
NBT1	2		2/27/2020 6:00
SBT1	17		2/27/2020 7:00
SBT2	34		2/27/2020 7:00
NBT2	20		2/27/2020 7:00
NBT1	7		2/27/2020 7:00
SBT1	70		2/27/2020 8:00
SBT2	83		2/27/2020 8:00
NBT2	83		2/27/2020 8:00
NBT1	62		2/27/2020 8:00
SBT1	124		2/27/2020 9:00
SBT2	123		2/27/2020 9:00
NBT2	115		2/27/2020 9:00
NBT1	67		2/27/2020 9:00
SBT1	126		2/27/2020 10:00
SBT2	114		2/27/2020 10:00
NBT2	91		2/27/2020 10:00
NBT1	68		2/27/2020 10:00
SBT1	132		2/27/2020 11:00
SBT2	119		2/27/2020 11:00
NBT2	105		2/27/2020 11:00
NBT1	75		2/27/2020 11:00
SBT1	119		2/27/2020 12:00
SBT2	125		2/27/2020 12:00
NBT2	139		2/27/2020 12:00
NBT1	89		2/27/2020 12:00
SBT1	130		2/27/2020 13:00
SBT2	129		2/27/2020 13:00
NBT2	155		2/27/2020 13:00
NBT1	116		2/27/2020 13:00
SBT1	107		2/27/2020 14:00
SBT2	124		2/27/2020 14:00
NBT2	154		2/27/2020 14:00
NBT1	88	5948	2/27/2020 14:00
SBT1	98		2/27/2020 15:00
SBT2	97		2/27/2020 15:00
NBT2	132		2/27/2020 15:00
NBT1	79		2/27/2020 15:00
SBT1	104		2/27/2020 16:00
SBT2	105		2/27/2020 16:00
NBT2	180		2/27/2020 16:00
NBT1	102		2/27/2020 16:00
SBT1	104		2/27/2020 17:00
SBT2	124		2/27/2020 17:00
NBT2	153		2/27/2020 17:00
NBT1	102		2/27/2020 17:00
SBT1	119		2/27/2020 18:00
SBT2	104		2/27/2020 18:00
NBT2	151		2/27/2020 18:00
NBT1	97		2/27/2020 18:00
SBT1	80		2/27/2020 19:00
SBT2	112		2/27/2020 19:00
NBT2	115		2/27/2020 19:00
NBT1	71		2/27/2020 19:00
SBT1	38		2/27/2020 20:00
SBT2	56		2/27/2020 20:00
NBT2	99		2/27/2020 20:00
NBT1	45		2/27/2020 20:00
SBT1	18		2/27/2020 21:00
SBT2	27		2/27/2020 21:00
NBT2	62		2/27/2020 21:00
NBT1	51		2/27/2020 21:00
SBT1	20		2/27/2020 22:00
SBT2	19		2/27/2020 22:00
NBT2	43		2/27/2020 22:00
NBT1	31		2/27/2020 22:00
SBT1	7		2/27/2020 23:00
SBT2	10		2/27/2020 23:00

NBT2	16		2/27/2020 23:00
NBT1	15		2/27/2020 23:00
SBT1	5		2/28/2020 0:00
SBT2	4		2/28/2020 0:00
NBT2	8		2/28/2020 0:00
NBT1	6		2/28/2020 0:00
SBT1	2		2/28/2020 1:00
SBT2	0		2/28/2020 1:00
NBT2	2		2/28/2020 1:00
NBT1	0		2/28/2020 1:00
SBT1	1		2/28/2020 2:00
SBT2	1		2/28/2020 2:00
NBT2	2		2/28/2020 2:00
NBT1	2		2/28/2020 2:00
SBT1	1		2/28/2020 3:00
SBT2	2		2/28/2020 3:00
NBT2	2		2/28/2020 3:00
NBT1	1		2/28/2020 3:00
SBT1	0		2/28/2020 4:00
SBT2	0		2/28/2020 4:00
NBT2	0		2/28/2020 4:00
NBT1	1		2/28/2020 4:00
SBT1	6		2/28/2020 5:00
SBT2	7		2/28/2020 5:00
NBT2	2		2/28/2020 5:00
NBT1	1		2/28/2020 5:00
SBT1	7		2/28/2020 6:00
SBT2	11		2/28/2020 6:00
NBT2	5		2/28/2020 6:00
NBT1	2		2/28/2020 6:00
SBT1	29		2/28/2020 7:00
SBT2	31		2/28/2020 7:00
NBT2	26		2/28/2020 7:00
NBT1	18		2/28/2020 7:00
SBT1	72		2/28/2020 8:00
SBT2	86		2/28/2020 8:00
NBT2	77		2/28/2020 8:00
NBT1	46		2/28/2020 8:00
SBT1	85		2/28/2020 9:00
SBT2	126		2/28/2020 9:00
NBT2	112		2/28/2020 9:00
NBT1	55		2/28/2020 9:00
SBT1	109		2/28/2020 10:00
SBT2	120		2/28/2020 10:00
NBT2	86		2/28/2020 10:00
NBT1	70		2/28/2020 10:00
SBT1	111		2/28/2020 11:00
SBT2	116		2/28/2020 11:00
NBT2	91		2/28/2020 11:00
NBT1	87		2/28/2020 11:00
SBT1	137		2/28/2020 12:00
SBT2	100		2/28/2020 12:00
NBT2	130		2/28/2020 12:00
NBT1	90		2/28/2020 12:00
SBT1	138		2/28/2020 13:00
SBT2	119		2/28/2020 13:00
NBT2	148		2/28/2020 13:00
NBT1	78		2/28/2020 13:00
SBT1	97		2/28/2020 14:00
SBT2	110		2/28/2020 14:00
NBT2	155		2/28/2020 14:00
NBT1	85	5807	2/28/2020 14:00

ADT	5812
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Green Spring & Washington Pkwy (south)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
SB1	10		9/8/2020 10:00
SB2	22		9/8/2020 10:00
NB2	11		9/8/2020 10:00
NB1	12		9/8/2020 10:00
SB1	7		9/8/2020 11:00
SB2	28		9/8/2020 11:00
NB2	18		9/8/2020 11:00
NB1	11		9/8/2020 11:00
SB1	11		9/8/2020 12:00
SB2	22		9/8/2020 12:00
NB2	16		9/8/2020 12:00
NB1	12		9/8/2020 12:00
SB1	11		9/8/2020 13:00
SB2	26		9/8/2020 13:00
NB2	15		9/8/2020 13:00
NB1	11		9/8/2020 13:00
SB1	4		9/8/2020 14:00
SB2	27		9/8/2020 14:00
NB2	18		9/8/2020 14:00
NB1	20		9/8/2020 14:00
SB1	3		9/8/2020 15:00
SB2	17		9/8/2020 15:00
NB2	13		9/8/2020 15:00
NB1	17		9/8/2020 15:00
SB1	6		9/8/2020 16:00
SB2	24		9/8/2020 16:00
NB2	14		9/8/2020 16:00
NB1	14		9/8/2020 16:00
SB1	9		9/8/2020 17:00
SB2	23		9/8/2020 17:00
NB2	19		9/8/2020 17:00
NB1	12		9/8/2020 17:00
SB1	12		9/8/2020 18:00
SB2	18		9/8/2020 18:00
NB2	20		9/8/2020 18:00
NB1	19		9/8/2020 18:00
SB1	12		9/8/2020 19:00
SB2	21		9/8/2020 19:00
NB2	16		9/8/2020 19:00
NB1	12		9/8/2020 19:00
SB1	5		9/8/2020 20:00
SB2	13		9/8/2020 20:00
NB2	12		9/8/2020 20:00
NB1	9		9/8/2020 20:00
SB1	3		9/8/2020 21:00
SB2	10		9/8/2020 21:00
NB2	7		9/8/2020 21:00
NB1	4		9/8/2020 21:00
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SB2	7		9/8/2020 22:00
NB2	5		9/8/2020 22:00
NB1	4		9/8/2020 22:00
SB1	2		9/8/2020 23:00
SB2	4		9/8/2020 23:00
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NB1	1		9/8/2020 23:00
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SB2	4		9/9/2020 0:00
NB2	4		9/9/2020 0:00
NB1	1		9/9/2020 0:00
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SB2	0		9/9/2020 1:00
NB2	0		9/9/2020 1:00
NB1	0		9/9/2020 1:00
SB1	1		9/9/2020 2:00
SB2	0		9/9/2020 2:00
NB2	0		9/9/2020 2:00
NB1	0		9/9/2020 2:00
SB1	0		9/9/2020 3:00
SB2	1		9/9/2020 3:00
NB2	0		9/9/2020 3:00
NB1	0		9/9/2020 3:00
SB1	0		9/9/2020 4:00
SB2	0		9/9/2020 4:00

NB2	0		9/9/2020 4:00
NB1	1		9/9/2020 4:00
SB1	0		9/9/2020 5:00
SB2	2		9/9/2020 5:00
NB2	0		9/9/2020 5:00
NB1	0		9/9/2020 5:00
SB1	0		9/9/2020 6:00
SB2	0		9/9/2020 6:00
NB2	4		9/9/2020 6:00
NB1	2		9/9/2020 6:00
SB1	2		9/9/2020 7:00
SB2	4		9/9/2020 7:00
NB2	5		9/9/2020 7:00
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SB1	3		9/9/2020 8:00
SB2	15		9/9/2020 8:00
NB2	9		9/9/2020 8:00
NB1	12		9/9/2020 8:00
SB1	3		9/9/2020 9:00
SB2	8		9/9/2020 9:00
NB2	12		9/9/2020 9:00
NB1	17	821	9/9/2020 9:00
SB1	6		9/9/2020 10:00
SB2	18		9/9/2020 10:00
NB2	20		9/9/2020 10:00
NB1	7		9/9/2020 10:00
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SB2	24		9/9/2020 11:00
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NB1	11		9/9/2020 11:00
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SB2	22		9/9/2020 12:00
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NB2	18		9/9/2020 14:00
NB1	21		9/9/2020 14:00
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NB1	15		9/9/2020 15:00
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SB2	18		9/9/2020 16:00
NB2	15		9/9/2020 16:00
NB1	17		9/9/2020 16:00
SB1	11		9/9/2020 17:00
SB2	28		9/9/2020 17:00
NB2	25		9/9/2020 17:00
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SB1	5		9/9/2020 18:00
SB2	23		9/9/2020 18:00
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NB1	19		9/9/2020 18:00
SB1	7		9/9/2020 19:00
SB2	20		9/9/2020 19:00
NB2	14		9/9/2020 19:00
NB1	9		9/9/2020 19:00
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NB2	13		9/9/2020 20:00
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SB1	5		9/9/2020 21:00
SB2	10		9/9/2020 21:00
NB2	15		9/9/2020 21:00
NB1	7		9/9/2020 21:00
SB1	2		9/9/2020 22:00
SB2	3		9/9/2020 22:00
NB2	3		9/9/2020 22:00
NB1	4		9/9/2020 22:00
SB1	0		9/9/2020 23:00
SB2	6		9/9/2020 23:00

NB2	1		9/9/2020 23:00
NB1	3		9/9/2020 23:00
SB1	0		9/10/2020 0:00
SB2	1		9/10/2020 0:00
NB2	1		9/10/2020 0:00
NB1	0		9/10/2020 0:00
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SB2	0		9/10/2020 1:00
NB2	2		9/10/2020 1:00
NB1	0		9/10/2020 1:00
SB1	0		9/10/2020 2:00
SB2	0		9/10/2020 2:00
NB2	0		9/10/2020 2:00
NB1	0		9/10/2020 2:00
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SB2	0		9/10/2020 3:00
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SB2	5		9/10/2020 7:00
NB2	4		9/10/2020 7:00
NB1	13		9/10/2020 7:00
SB1	6		9/10/2020 8:00
SB2	20		9/10/2020 8:00
NB2	13		9/10/2020 8:00
NB1	9		9/10/2020 8:00
SB1	5		9/10/2020 9:00
SB2	21		9/10/2020 9:00
NB2	17		9/10/2020 9:00
NB1	19	869	9/10/2020 9:00
SB1	9		9/10/2020 10:00
SB2	22		9/10/2020 10:00
NB2	15		9/10/2020 10:00
NB1	12		9/10/2020 10:00
SB1	8		9/10/2020 11:00
SB2	16		9/10/2020 11:00
NB2	8		9/10/2020 11:00
NB1	24		9/10/2020 11:00
SB1	13		9/10/2020 12:00
SB2	22		9/10/2020 12:00
NB2	19		9/10/2020 12:00
NB1	12		9/10/2020 12:00
SB1	11		9/10/2020 13:00
SB2	26		9/10/2020 13:00
NB2	16		9/10/2020 13:00
NB1	19		9/10/2020 13:00
SB1	10		9/10/2020 14:00
SB2	22		9/10/2020 14:00
NB2	22		9/10/2020 14:00
NB1	15		9/10/2020 14:00
SB1	16		9/10/2020 15:00
SB2	9		9/10/2020 15:00
NB2	11		9/10/2020 15:00
NB1	12		9/10/2020 15:00
SB1	12		9/10/2020 16:00
SB2	25		9/10/2020 16:00
NB2	19		9/10/2020 16:00
NB1	16		9/10/2020 16:00
SB1	9		9/10/2020 17:00
SB2	31		9/10/2020 17:00
NB2	16		9/10/2020 17:00
NB1	11		9/10/2020 17:00
SB1	8		9/10/2020 18:00
SB2	24		9/10/2020 18:00

NB2	17		9/10/2020 18:00
NB1	13		9/10/2020 18:00
SB1	9		9/10/2020 19:00
SB2	17		9/10/2020 19:00
NB2	15		9/10/2020 19:00
NB1	8		9/10/2020 19:00
SB1	2		9/10/2020 20:00
SB2	16		9/10/2020 20:00
NB2	13		9/10/2020 20:00
NB1	7		9/10/2020 20:00
SB1	6		9/10/2020 21:00
SB2	10		9/10/2020 21:00
NB2	6		9/10/2020 21:00
NB1	3		9/10/2020 21:00
SB1	1		9/10/2020 22:00
SB2	5		9/10/2020 22:00
NB2	6		9/10/2020 22:00
NB1	3		9/10/2020 22:00
SB1	1		9/10/2020 23:00
SB2	3		9/10/2020 23:00
NB2	3		9/10/2020 23:00
NB1	1		9/10/2020 23:00
SB1	0		9/11/2020 0:00
SB2	6		9/11/2020 0:00
NB2	5		9/11/2020 0:00
NB1	0		9/11/2020 0:00
SB1	1		9/11/2020 1:00
SB2	0		9/11/2020 1:00
NB2	2		9/11/2020 1:00
NB1	0		9/11/2020 1:00
SB1	0		9/11/2020 2:00
SB2	1		9/11/2020 2:00
NB2	1		9/11/2020 2:00
NB1	0		9/11/2020 2:00
SB1	1		9/11/2020 3:00
SB2	0		9/11/2020 3:00
NB2	1		9/11/2020 3:00
NB1	0		9/11/2020 3:00
SB1	0		9/11/2020 4:00
SB2	1		9/11/2020 4:00
NB2	0		9/11/2020 4:00
NB1	1		9/11/2020 4:00
SB1	0		9/11/2020 5:00
SB2	1		9/11/2020 5:00
NB2	0		9/11/2020 5:00
NB1	0		9/11/2020 5:00
SB1	1		9/11/2020 6:00
SB2	2		9/11/2020 6:00
NB2	2		9/11/2020 6:00
NB1	3		9/11/2020 6:00
SB1	3		9/11/2020 7:00
SB2	5		9/11/2020 7:00
NB2	6		9/11/2020 7:00
NB1	10		9/11/2020 7:00
SB1	4		9/11/2020 8:00
SB2	16		9/11/2020 8:00
NB2	20		9/11/2020 8:00
NB1	10		9/11/2020 8:00
SB1	7		9/11/2020 9:00
SB2	17		9/11/2020 9:00
NB2	9		9/11/2020 9:00
NB1	14	855	9/11/2020 9:00
	ADT	848	

NB/SB ADT Green Springs/Telegraph
13642

EB/WB ADT Green Springs/Telegraph
19207

	Vehicle																Vehicle Total
	Eastbound				Westbound				Northbound				Southbound				
	L	T	TR	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
12:00 AM	4	5	5	14	1	8	6	15	0	3	2	5	4	3	7	14	48
12:15 AM	3	3	7	13	1	6	6	13	1	2	0	3	2	2	3	7	36
12:30 AM	5	1	4	10	2	2	2	6	1	3	1	5	1	5	4	10	31
12:45 AM	1	5	4	10	2	5	5	12	1	1	0	2	4	2	1	7	31
1:00 AM	1	0	4	5	0	8	4	12	0	5	0	5	1	3	0	4	26
1:15 AM	2	1	4	7	0	5	5	10	0	3	1	4	4	1	2	7	28
1:30 AM	1	1	2	4	0	4	5	9	1	2	0	3	2	5	2	9	25
1:45 AM	1	0	3	4	1	5	7	13	0	1	0	1	3	0	0	3	21
2:00 AM	1	3	0	4	0	3	1	4	0	9	1	10	1	0	3	4	22
2:15 AM	3	0	3	6	0	0	2	2	0	5	0	5	2	2	3	7	20
2:30 AM	3	1	1	5	0	1	3	4	0	1	0	1	3	1	2	6	16
2:45 AM	2	2	3	7	2	1	5	8	0	1	0	1	2	7	0	9	25
3:00 AM	3	0	0	3	0	2	4	6	0	3	0	3	0	0	1	1	13
3:15 AM	5	1	1	7	0	2	1	3	0	8	1	9	0	3	0	3	22
3:30 AM	6	1	0	7	0	2	1	3	0	1	2	3	2	3	1	6	19
3:45 AM	2	1	4	7	2	5	1	8	1	2	0	3	2	1	3	6	24
4:00 AM	4	3	2	9	0	1	0	1	0	2	0	2	1	4	3	8	20
4:15 AM	8	2	0	10	0	3	1	4	0	4	0	4	5	7	0	12	30
4:30 AM	9	2	1	12	2	4	4	10	0	6	0	6	5	4	0	9	37
4:45 AM	6	2	5	13	3	9	10	22	0	1	1	2	9	7	4	20	57
5:00 AM	2	2	4	8	2	8	2	12	0	4	0	4	2	11	1	14	38
5:15 AM	5	4	7	16	6	10	15	31	2	5	2	9	4	13	5	22	78
5:30 AM	14	1	9	24	2	12	12	26	0	13	1	14	6	19	8	33	97
5:45 AM	16	7	14	37	8	16	26	50	0	4	1	5	14	57	9	80	172
6:00 AM	15	1	12	28	10	16	12	38	0	18	3	21	8	27	11	46	133
6:15 AM	22	10	8	40	12	14	23	49	1	13	0	14	15	35	9	59	162
6:30 AM	33	10	19	62	10	21	17	48	1	26	2	29	12	34	15	61	200
6:45 AM	38	12	23	73	37	28	24	89	1	28	6	35	24	54	14	92	289
7:00 AM	40	10	19	69	12	39	28	79	1	44	5	50	22	47	22	91	289
7:15 AM	50	8	11	69	21	33	32	86	4	40	7	51	23	43	17	83	289
7:30 AM	37	16	22	75	37	52	34	123	4	64	5	73	29	54	28	111	382
7:45 AM	44	20	22	86	51	57	23	131	0	75	10	85	30	49	47	126	428
8:00 AM	40	16	25	81	55	45	20	120	10	61	10	81	25	57	36	118	400
8:15 AM	40	22	28	90	18	57	21	96	7	61	6	74	25	39	39	103	363
8:30 AM	48	23	35	106	29	62	34	125	5	61	6	72	17	43	31	91	394
8:45 AM	55	20	34	109	34	57	30	121	7	60	8	75	37	59	38	134	439
9:00 AM	46	25	38	109	40	70	23	133	12	65	7	84	33	47	28	108	434
9:15 AM	44	34	37	115	42	56	27	125	9	69	8	86	29	42	27	98	424
9:30 AM	32	25	54	111	46	59	19	124	12	70	6	88	31	44	27	102	425
9:45 AM	39	37	41	117	45	45	26	116	4	51	13	68	40	48	43	131	432
10:00 AM	39	38	44	121	39	59	24	122	10	68	12	90	24	40	33	97	430
10:15 AM	59	41	56	156	72	86	35	193	17	73	4	94	33	47	36	116	559
10:30 AM	68	49	35	152	51	59	26	136	15	77	2	94	35	46	26	107	489
10:45 AM	63	39	28	130	55	56	32	143	12	102	8	122	35	58	27	120	515
11:00 AM	60	41	45	146	71	101	26	198	10	69	7	86	31	50	36	117	547
11:15 AM	62	38	49	149	72	50	30	152	22	94	9	125	35	54	45	134	560
11:30 AM	70	47	49	166	79	77	47	203	24	100	9	133	32	56	44	132	634
11:45 AM	74	38	40	152	63	76	51	190	9	82	5	96	42	62	55	159	597
12:00 PM	69	42	66	177	72	70	37	179	20	69	10	99	34	56	41	131	586
12:15 PM	60	48	45	153	88	83	36	207	14	62	11	87	41	39	53	133	580
12:30 PM	66	26	39	131	87	66	46	199	18	71	7	96	29	38	32	99	525
12:45 PM	54	34	43	131	78	75	38	191	22	69	6	97	37	61	45	143	562
1:00 PM	69	60	54	183	80	54	33	167	11	103	9	123	50	47	46	143	616
1:15 PM	78	38	42	158	76	99	50	225	19	85	9	113	50	60	30	140	636
1:30 PM	58	47	52	157	74	83	54	211	13	104	10	127	53	62	30	145	640
1:45 PM	62	47	55	164	72	90	41	203	15	82	7	104	68	73	34	175	646
2:00 PM	71	46	46	163	63	101	46	210	9	103	8	120	46	57	34	137	630
2:15 PM	67	59	51	177	68	72	52	192	13	85	6	104	68	46	41	155	628
2:30 PM	63	46	42	151	58	65	44	167	8	102	3	113	58	47	47	162	593
2:45 PM	72	48	50	170	77	80	54	211	4	86	9	99	74	68	42	184	664
3:00 PM	80	45	40	165	65	47	47	159	19	108	15	142	48	55	41	144	610
3:15 PM	59	44	52	155	69	68	47	184	11	82	8	101	74	45	42	161	601
3:30 PM	74	28	52	154	73	83	41	197	16	107	9	132	47	49	16	112	595
3:45 PM	68	45	44	157	63	70	64	197	14	99	6	119	70	48	45	163	636
4:00 PM	72	25	27	124	81	60	50	191	15	124	4	143	60	60	46	166	624
4:15 PM	65	29	42	136	73	54	57	184	22	99	9	130	71	66	33	170	620
4:30 PM	76	12	41	129	97	62	53	212	9	80	12	101	57	64	43	164	606
4:45 PM	80	29	56	165	72	44	39	155	11	95	10	116	59	69	37	165	601
5:00 PM	82	13	55	150	69	58	37	164	14	123	5	142	58	62	40	160	616
5:15 PM	70	12	59	141	53	61	52	166	14	81	6	101	81	72	46	199	607
5:30 PM	73	19	22	114	86	85	40	211	15	103	8	126	56	44	36	136	587
5:45 PM	61	31	52	144	53	104	46	203	8	98	4	110	59	57	34	150	607
6:00 PM	73	32	52	157	72	102	57	231	5	85	5	95	57	43	48	148	631
6:15 PM	67	41	43	151	62	86	65	213	5	88	4	97	77	41	39	157	618
6:30 PM	54	50	46	150	53	64	33	150	12	70	9	91	48	47	25	120	511
6:45 PM	50	37	48	135	43	78	43	164	13	67	8	88	48	45	30	123	510
7:00 PM	55	46	50	151	44	81	34	159	9	57	11	77	45	43	27	115	502
7:15 PM	70	33	41	144	58	76	39	173	14	46	9	69	47	36	25	108	494
7:30 PM	47	44	50	141	41	64	37	142	14	60	11	85	68	34	29	131	499
7:45 PM	69	26	44	139	52	66	53	171	6	58	9	73	48	34	26	108	491
8:00 PM	43	43	31	117	45	70	48	163	1	42	7	50	35	29	28	92	422
8:15 PM	49	35	37	121	30	65	42	137	4	47	12	63	28	23	27	78	399
8:30 PM	45	30	37	112	33	49	40	122	2	45	8	55	25	26	20	71	360
8:45 PM	37	24	38	99	22	51	30	103	2	28	9	39	24	36	16	76	317
9:00 PM	38	20	30	88	25	40	44	109	6	25	9	40	17	17	16	50	287
9:15 PM	36	12	26	74	25	35	38	98	3	24	3	30	19	20	18	57	259
9:30 PM	23	22	27	72	13	38	28	79	4	14	7	25	16	15	15	46	222
9:45 PM	17	15	19	51	10	40	40	90	2	5	2	9	16	11	43	193	
10:00 PM	31	10	20	61	15	31	36	82	1	15	1	17	10	11	7	28	188
10:15 PM	15	8	13	36	9	26	24	59	2	10	0	12	14	4	13	31	138
10:30 PM	14	8	6	28	1	16	20	37	1	16	1	18	10	5	10	25	108
10:45 PM	13	10	11	34	3	19	17	39	2	9	5	16	4	7	9	20	109

	Vehicle																Vehicle Total
	Eastbound				Westbound				Northbound				Southbound				
	L	T	TR	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
12:00 AM	4	3	4	11	2	5	7	14	2	0	1	3	7	0	5	12	40
12:15 AM	1	1	3	5	1	10	5	16	0	0	3	3	2	0	1	3	27
12:30 AM	1	4	3	8	0	1	6	7	1	2	2	5	7	6	3	16	36
12:45 AM	2	1	1	4	4	8	8	20	2	1	1	4	1	0	3	4	32
1:00 AM	1	1	1	3	0	4	5	9	0	4	0	4	2	2	2	6	22
1:15 AM	2	4	2	8	0	2	7	9	1	0	0	1	0	2	1	3	21
1:30 AM	0	2	1	3	2	3	4	9	1	2	0	3	0	1	1	2	17
1:45 AM	1	0	1	2	0	1	3	4	0	4	0	4	1	2	3	6	16
2:00 AM	3	4	1	8	0	6	3	9	1	11	1	13	2	1	0	3	33
2:15 AM	2	1	4	7	0	2	2	4	0	1	0	1	0	0	2	2	14
2:30 AM	1	0	1	2	0	1	1	2	0	2	0	2	1	1	0	2	8
2:45 AM	0	2	3	5	0	4	1	5	0	5	0	5	0	2	0	2	17
3:00 AM	2	0	1	3	0	0	1	1	0	3	1	4	0	3	0	3	11
3:15 AM	2	0	2	4	0	4	3	7	2	5	0	7	3	1	0	4	22
3:30 AM	4	0	2	6	0	3	2	5	0	2	0	2	0	4	0	4	17
3:45 AM	3	1	2	6	1	1	3	5	0	2	0	2	5	2	0	7	20
4:00 AM	4	2	6	12	0	1	3	4	1	5	0	6	1	3	0	4	26
4:15 AM	4	0	2	6	2	3	2	7	0	5	0	5	1	2	0	3	21
4:30 AM	12	0	4	16	0	4	6	10	0	8	1	9	3	5	0	8	43
4:45 AM	7	3	3	13	2	11	9	22	0	11	0	11	7	7	3	17	63
5:00 AM	8	2	6	16	2	4	6	12	0	7	1	8	8	4	5	17	53
5:15 AM	8	2	5	15	2	10	4	16	0	5	1	6	2	12	6	20	57
5:30 AM	13	5	7	25	12	15	16	43	0	10	2	12	5	19	7	31	111
5:45 AM	15	4	12	31	9	15	22	46	0	21	6	27	13	53	5	71	175
6:00 AM	13	4	7	24	7	24	16	47	1	11	2	14	13	24	13	50	135
6:15 AM	25	8	9	42	8	17	21	46	0	28	4	32	14	32	7	53	173
6:30 AM	25	10	22	57	9	18	18	45	2	12	3	17	14	52	8	74	193
6:45 AM	33	18	26	77	18	36	23	77	0	35	4	39	23	72	23	118	311
7:00 AM	36	15	21	72	17	28	26	71	1	30	2	33	20	34	21	75	251
7:15 AM	29	13	28	70	27	32	30	89	4	47	4	55	23	40	14	77	291
7:30 AM	48	20	28	96	27	55	35	117	4	46	8	58	22	46	28	96	367
7:45 AM	43	23	33	99	39	80	35	154	4	67	2	73	28	59	33	120	446
8:00 AM	44	23	15	82	43	39	23	105	7	71	4	82	26	50	27	103	372
8:15 AM	57	22	33	112	37	50	29	116	6	63	6	75	24	31	30	85	388
8:30 AM	43	22	47	112	24	58	31	113	10	40	4	54	28	40	39	107	386
8:45 AM	59	27	27	113	50	59	36	145	4	55	14	73	31	61	46	138	469
9:00 AM	54	32	44	130	56	67	25	148	10	51	2	63	27	59	26	112	453
9:15 AM	46	16	36	98	45	66	25	136	15	78	9	102	21	52	20	93	429
9:30 AM	43	30	46	119	57	64	33	154	6	47	6	59	25	42	27	94	426
9:45 AM	34	36	52	122	62	62	25	149	7	59	8	74	29	52	37	118	463
10:00 AM	40	22	34	96	57	69	28	154	11	77	8	96	26	49	33	108	454
10:15 AM	69	23	65	157	57	86	21	164	10	81	16	107	31	49	25	105	533
10:30 AM	41	41	61	143	49	61	23	133	12	69	8	89	33	67	26	126	491
10:45 AM	45	40	57	142	61	79	18	158	4	67	19	90	32	50	36	118	508
11:00 AM	54	41	45	140	70	83	35	188	12	89	7	108	41	37	44	122	558
11:15 AM	61	40	45	146	58	81	32	171	18	61	12	91	34	52	30	116	524
11:30 AM	56	56	61	173	79	68	27	174	13	79	12	104	33	53	23	109	560
11:45 AM	63	64	58	185	68	61	41	170	9	84	5	98	41	63	36	140	593
12:00 PM	64	25	36	125	100	53	48	201	12	65	7	84	38	49	31	118	528
12:15 PM	70	26	29	125	70	98	42	210	13	84	12	109	32	56	29	117	561
12:30 PM	68	17	29	114	89	59	32	180	12	92	6	110	28	52	31	111	515
12:45 PM	60	57	60	177	75	91	47	213	16	89	17	122	30	59	24	113	625
1:00 PM	54	45	41	140	88	59	50	197	27	91	11	129	39	53	42	134	600
1:15 PM	59	40	39	138	66	80	40	186	23	81	11	115	45	48	32	125	564
1:30 PM	63	39	48	150	73	92	43	208	8	89	7	104	29	54	33	116	578
1:45 PM	65	47	40	152	71	84	63	218	11	65	5	81	29	55	30	114	565
2:00 PM	67	53	49	169	72	65	50	187	11	89	9	109	33	49	40	122	587
2:15 PM	57	36	37	130	74	77	34	185	16	84	5	105	53	56	27	136	556
2:30 PM	75	29	45	149	76	71	34	181	14	91	6	111	52	58	31	141	582
2:45 PM	67	39	35	141	59	78	47	184	10	117	7	134	70	54	29	153	612
3:00 PM	78	66	57	201	73	65	68	206	11	97	8	116	50	62	42	154	677
3:15 PM	54	39	42	135	65	59	38	162	11	98	4	113	75	68	53	196	606
3:30 PM	82	19	36	137	57	81	35	173	10	117	7	134	47	49	32	128	572
3:45 PM	53	38	51	142	55	108	42	205	12	87	5	104	72	61	37	170	621
4:00 PM	79	43	47	169	88	53	42	183	9	100	3	112	54	51	29	134	598
4:15 PM	71	22	40	133	62	98	36	196	10	61	3	74	66	57	39	162	565
4:30 PM	83	24	40	147	75	91	41	207	9	123	8	140	52	51	33	136	630
4:45 PM	82	58	58	198	64	87	46	197	10	103	4	117	64	50	36	150	662
5:00 PM	75	41	46	162	73	89	56	218	15	119	4	138	47	55	41	143	661
5:15 PM	70	47	51	168	69	77	71	217	7	93	1	101	69	53	40	162	648
5:30 PM	67	50	61	178	59	83	47	189	13	103	11	127	43	46	32	121	615
5:45 PM	48	40	50	138	54	84	65	203	10	97	7	114	63	48	38	149	604
6:00 PM	73	45	37	155	84	91	57	232	13	87	5	105	59	47	24	130	622
6:15 PM	76	66	76	218	61	78	69	208	8	74	10	92	75	38	38	151	669
6:30 PM	64	50	65	179	71	68	54	193	7	80	10	97	58	47	36	141	610
6:45 PM	46	41	53	140	53	57	45	155	14	70	9	93	58	39	38	135	523
7:00 PM	46	47	47	140	55	69	36	160	7	73	5	85	61	35	33	129	514
7:15 PM	69	42	32	143	61	64	42	167	7	59	7	73	61	41	37	139	522
7:30 PM	45	37	50	132	92	72	62	226	6	61	9	76	63	49	34	146	580
7:45 PM	47	37	27	111	93	49	48	190	5	49	5	59	44	38	25	107	467
8:00 PM	44	25	36	105	59	65	55	179	4	49	10	63	32	39	27	98	445
8:15 PM	37	26	38	101	35	61	38	134	9	41	6	56	36	41	17	94	385
8:30 PM	41	26	36	103	22	45	28	95	6	32	8	46	21	19	26	66	310
8:45 PM	42	14	32	88	22	41	56	119	9	23	5	37	22	12	14	48	292
9:00 PM	42	18	23	83	14	34	53	101	4	23	5	32	21	12	21	54	270
9:15 PM	32	24	27	83	10	55	34	99	8	19	2	29	20	14	12	46	257
9:30 PM	34	24	12	70	21	32	32	85	8	28	7	43	9	11	14	34	232
9:45 PM	20	18	15	53	20	42	17	79	2	19	6	27	16	19	13	48	207
10:00 PM	17	14	17	48	10	30	32	72	1	18	4	23	14	18	7	39	182
10:15 PM	4	13	12	29	2	18	20	40	3	17	1	21	9	7	10	26	116
10:30 PM	14	9	9	32	8	14	12	34	0	7	3	10	5	6	5	16	92
10:45 PM	16	12	5	33	3	14	14	31	1	6	3	10	11	10	6	27	101
11:00 PM																	

	Vehicle																Vehicle Total
	Eastbound				Westbound				Northbound				Southbound				
	L	T	TR	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
12:00 AM	4	2	6	12	2	4	11	17	0	2	2	4	4	3	5	12	45
12:15 AM	6	3	2	11	1	6	2	9	0	3	1	4	2	0	3	5	29
12:30 AM	4	5	3	12	1	2	1	4	0	2	0	2	2	2	3	7	25
12:45 AM	4	1	2	7	1	2	7	10	0	2	2	4	3	1	3	7	28
1:00 AM	3	3	0	6	1	7	2	10	0	3	0	3	3	0	3	6	25
1:15 AM	6	2	2	10	0	3	4	7	0	2	0	2	1	1	1	3	22
1:30 AM	5	2	4	11	0	5	3	8	1	4	0	5	3	1	5	9	33
1:45 AM	0	1	2	3	2	2	4	8	1	0	0	1	2	0	1	3	15
2:00 AM	3	0	2	5	0	4	1	5	2	8	3	13	0	1	2	3	26
2:15 AM	4	0	5	9	0	3	2	5	0	1	0	1	1	2	2	5	20
2:30 AM	3	1	0	4	0	0	0	0	0	2	0	2	2	3	3	8	14
2:45 AM	1	1	2	4	0	2	2	4	0	1	0	1	1	4	2	7	16
3:00 AM	4	1	1	6	0	0	2	2	0	6	0	6	1	1	1	3	17
3:15 AM	4	0	1	5	0	2	2	4	1	2	1	4	0	0	2	2	15
3:30 AM	5	1	2	8	3	1	3	7	0	2	2	4	0	3	2	5	24
3:45 AM	2	1	1	4	1	2	3	6	1	2	0	3	3	6	1	10	23
4:00 AM	4	0	4	8	1	1	3	5	0	1	0	1	2	4	0	6	20
4:15 AM	2	2	1	5	0	3	0	3	0	4	1	5	3	4	0	7	20
4:30 AM	8	0	2	10	0	2	5	7	0	3	0	3	6	9	1	16	36
4:45 AM	4	2	6	12	0	6	6	12	0	6	0	6	6	7	5	18	48
5:00 AM	4	4	3	11	2	5	7	14	0	6	1	7	3	11	4	18	50
5:15 AM	6	1	5	12	1	10	16	27	0	2	3	5	2	18	7	27	71
5:30 AM	17	0	6	23	8	15	16	39	0	7	4	11	9	25	5	39	112
5:45 AM	22	6	13	41	8	12	12	32	0	8	2	10	8	43	8	59	142
6:00 AM	23	4	5	32	4	16	14	34	1	13	3	17	9	23	8	40	123
6:15 AM	17	7	10	34	8	16	16	40	0	18	1	19	10	32	7	49	142
6:30 AM	23	15	20	58	10	16	23	49	2	23	6	31	15	40	14	69	207
6:45 AM	29	14	20	63	15	37	22	74	5	38	3	46	23	54	15	92	275
7:00 AM	33	12	14	59	24	30	24	78	3	37	7	47	21	42	24	87	271
7:15 AM	35	10	23	68	29	30	31	90	2	40	3	45	14	42	27	83	286
7:30 AM	53	22	25	100	26	48	28	102	6	57	2	65	21	61	17	99	366
7:45 AM	45	24	35	104	55	46	31	132	2	47	10	59	28	58	32	118	413
8:00 AM	36	17	28	81	54	45	23	122	1	52	13	66	27	41	37	105	374
8:15 AM	44	19	28	91	32	46	19	97	6	64	11	81	17	40	49	106	375
8:30 AM	52	21	32	105	23	66	25	114	9	52	6	67	23	44	43	110	396
8:45 AM	50	25	34	109	38	38	33	109	5	61	8	74	26	56	50	132	424
9:00 AM	48	19	37	104	38	52	39	129	5	52	10	67	23	60	39	122	422
9:15 AM	49	22	41	112	43	48	23	114	8	73	4	85	28	39	39	106	417
9:30 AM	39	35	44	118	63	65	38	166	11	54	4	69	24	48	22	94	447
9:45 AM	46	26	38	110	52	66	16	134	6	68	7	81	28	54	36	118	443
10:00 AM	47	29	36	112	52	87	34	173	16	68	4	88	19	45	30	94	467
10:15 AM	50	33	42	125	56	70	29	155	15	69	8	92	40	59	27	126	498
10:30 AM	46	42	45	133	71	72	23	166	10	83	7	100	34	59	36	129	528
10:45 AM	42	23	46	111	58	100	26	184	7	84	5	96	21	49	33	103	494
11:00 AM	51	51	62	164	69	84	33	186	9	87	9	105	31	39	41	111	566
11:15 AM	68	41	52	161	60	91	41	192	18	84	7	109	34	61	38	133	595
11:30 AM	65	35	41	141	71	101	38	210	16	88	11	115	29	58	35	122	588
11:45 AM	60	43	39	142	65	87	30	182	8	67	10	85	30	54	45	129	538
12:00 PM	68	71	48	187	85	65	36	186	12	99	15	126	27	53	28	108	607
12:15 PM	52	43	32	127	76	84	39	199	18	65	13	96	37	52	39	128	550
12:30 PM	77	60	42	179	79	43	37	159	12	98	8	118	29	53	35	117	573
12:45 PM	58	51	60	169	61	93	47	201	16	90	10	116	34	61	39	134	620
1:00 PM	62	33	41	136	72	92	52	216	9	93	8	110	33	44	42	119	581
1:15 PM	62	31	54	147	53	81	58	192	9	82	8	99	28	60	36	124	562
1:30 PM	68	49	39	156	73	89	45	207	18	70	3	91	41	46	40	127	581
1:45 PM	73	45	60	178	84	53	46	183	20	92	10	122	28	48	33	109	592
2:00 PM	65	46	53	164	88	82	38	208	12	111	6	129	20	56	30	106	607
2:15 PM	75	39	44	158	63	81	43	187	15	74	10	99	41	58	40	139	583
2:30 PM	68	31	56	155	85	42	26	153	10	102	3	115	39	43	42	124	547
2:45 PM	70	28	47	145	65	70	51	186	7	88	9	104	46	54	30	130	565
3:00 PM	70	41	51	162	69	68	39	176	10	111	10	131	46	51	40	137	606
3:15 PM	82	22	43	147	71	65	45	181	14	79	6	99	53	46	44	143	570
3:30 PM	82	38	32	152	71	95	36	202	6	104	7	117	47	59	46	152	623
3:45 PM	75	43	47	165	68	86	43	197	10	105	7	122	69	55	46	170	654
4:00 PM	84	36	36	156	67	68	31	166	16	107	10	133	43	50	33	126	581
4:15 PM	73	49	50	172	74	81	42	197	10	77	3	90	57	56	35	148	607
4:30 PM	79	54	46	179	69	78	53	200	16	109	1	126	57	65	37	159	664
4:45 PM	71	50	53	174	67	90	57	214	11	97	7	115	61	48	28	137	640
5:00 PM	94	32	52	178	78	55	44	177	9	134	6	149	54	31	44	129	633
5:15 PM	77	47	49	173	66	58	77	201	10	85	4	99	52	57	42	151	624
5:30 PM	76	31	51	158	66	86	40	192	12	86	7	105	67	65	40	172	627
5:45 PM	72	27	44	143	60	100	31	191	6	95	3	104	71	52	51	174	612
6:00 PM	86	43	51	180	69	84	50	203	7	82	8	97	52	48	36	136	616
6:15 PM	72	54	57	183	55	76	61	192	12	95	8	115	59	61	29	149	639
6:30 PM	74	28	31	133	69	53	33	155	11	79	11	101	52	40	43	135	524
6:45 PM	62	61	54	177	69	57	44	170	7	54	7	68	50	52	36	138	553
7:00 PM	67	36	56	159	59	83	46	188	12	84	10	106	57	53	23	133	586
7:15 PM	60	51	52	163	52	78	42	172	10	83	8	101	59	43	28	130	566
7:30 PM	71	41	50	162	47	65	34	146	6	64	9	79	69	62	31	162	549
7:45 PM	56	28	38	122	42	73	54	169	8	56	12	76	51	41	30	122	489
8:00 PM	52	40	42	134	41	97	37	175	4	63	8	75	50	39	35	124	508
8:15 PM	50	34	43	127	29	59	35	123	6	37	6	49	46	26	28	100	399
8:30 PM	34	24	27	85	24	56	54	134	7	37	4	48	37	28	27	92	359
8:45 PM	44	21	42	107	27	41	39	107	3	24	4	31	21	13	24	58	303
9:00 PM	35	22	27	84	26	56	34	116	3	28	5	36	20	20	8	48	284
9:15 PM	31	16	31	78	18	32	53	103	5	44	5	54	23	18	16	57	292
9:30 PM	31	19	21	71	20	37	23	80	2	19	11	32	21	15	20	56	239
9:45 PM	42	17	10	69	10	38	21	69	2	12	2	16	10	7	20	37	191
10:00 PM	22	19	20	61	20	34	32	86	0	17	1	18	14	12	12	38	203
10:15 PM	21	11	17	49	7	23	27	57	5	11	3	19	17	10	18	45	170
10:30 PM	16	16	17	49	2	14	16	32	3	16	5	24	9	7	9	25	130
10:45 PM	9	10	11	30	4	19	18	41	2	5	3	10	11	13	6	30	

Highland & Canyon Ranch (North Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
NBT	3		2/5/2020 0:00
SBT	0		2/5/2020 0:00
NBT	1		2/5/2020 1:00
SBT	1		2/5/2020 1:00
NBT	0		2/5/2020 2:00
SBT	0		2/5/2020 2:00
NBT	0		2/5/2020 3:00
SBT	0		2/5/2020 3:00
NBT	0		2/5/2020 4:00
SBT	0		2/5/2020 4:00
NBT	0		2/5/2020 5:00
SBT	1		2/5/2020 5:00
NBT	0		2/5/2020 6:00
SBT	2		2/5/2020 6:00
NBT	0		2/5/2020 7:00
SBT	5		2/5/2020 7:00
NBT	7		2/5/2020 8:00
SBT	15		2/5/2020 8:00
NBT	13		2/5/2020 9:00
SBT	28		2/5/2020 9:00
NBT	20		2/5/2020 10:00
SBT	28		2/5/2020 10:00
NBT	10		2/5/2020 11:00
SBT	17		2/5/2020 11:00
NBT	19		2/5/2020 12:00
SBT	28		2/5/2020 12:00
NBT	26		2/5/2020 13:00
SBT	22		2/5/2020 13:00
NBT	26		2/5/2020 14:00
SBT	16		2/5/2020 14:00
NBT	30		2/5/2020 15:00
SBT	17		2/5/2020 15:00
NBT	28		2/5/2020 16:00
SBT	21		2/5/2020 16:00
NBT	21		2/5/2020 17:00
SBT	16		2/5/2020 17:00
NBT	31		2/5/2020 18:00
SBT	12		2/5/2020 18:00
NBT	17		2/5/2020 19:00
SBT	9		2/5/2020 19:00
NBT	19		2/5/2020 20:00
SBT	6		2/5/2020 20:00
NBT	7		2/5/2020 21:00
SBT	6		2/5/2020 21:00
NBT	5		2/5/2020 22:00
SBT	4		2/5/2020 22:00
NBT	10		2/5/2020 23:00
SBT	1	548	2/5/2020 23:00
NBT	4		2/6/2020 0:00
SBT	1		2/6/2020 0:00
NBT	1		2/6/2020 1:00
SBT	1		2/6/2020 1:00
NBT	0		2/6/2020 2:00
SBT	0		2/6/2020 2:00
NBT	2		2/6/2020 3:00
SBT	0		2/6/2020 3:00
NBT	0		2/6/2020 4:00
SBT	1		2/6/2020 4:00
NBT	0		2/6/2020 5:00
SBT	1		2/6/2020 5:00
NBT	0		2/6/2020 6:00
SBT	2		2/6/2020 6:00
NBT	4		2/6/2020 7:00
SBT	8		2/6/2020 7:00
NBT	8		2/6/2020 8:00
SBT	16		2/6/2020 8:00
NBT	14		2/6/2020 9:00
SBT	32		2/6/2020 9:00
NBT	22		2/6/2020 10:00
SBT	32		2/6/2020 10:00
NBT	26		2/6/2020 11:00
SBT	19		2/6/2020 11:00
NBT	21		2/6/2020 12:00
SBT	31		2/6/2020 12:00

NBT	28		2/6/2020 13:00
SBT	15		2/6/2020 13:00
NBT	30		2/6/2020 14:00
SBT	24		2/6/2020 14:00
NBT	25		2/6/2020 15:00
SBT	21		2/6/2020 15:00
NBT	30		2/6/2020 16:00
SBT	13		2/6/2020 16:00
NBT	44		2/6/2020 17:00
SBT	20		2/6/2020 17:00
NBT	21		2/6/2020 18:00
SBT	21		2/6/2020 18:00
NBT	21		2/6/2020 19:00
SBT	9		2/6/2020 19:00
NBT	19		2/6/2020 20:00
SBT	7		2/6/2020 20:00
NBT	11		2/6/2020 21:00
SBT	3		2/6/2020 21:00
NBT	7		2/6/2020 22:00
SBT	3		2/6/2020 22:00
NBT	6		2/6/2020 23:00
SBT	4	628	2/6/2020 23:00
NBT	1		2/7/2020 0:00
SBT	0		2/7/2020 0:00
NBT	1		2/7/2020 1:00
SBT	1		2/7/2020 1:00
NBT	2		2/7/2020 2:00
SBT	1		2/7/2020 2:00
NBT	2		2/7/2020 3:00
SBT	0		2/7/2020 3:00
NBT	0		2/7/2020 4:00
SBT	0		2/7/2020 4:00
NBT	0		2/7/2020 5:00
SBT	1		2/7/2020 5:00
NBT	0		2/7/2020 6:00
SBT	2		2/7/2020 6:00
NBT	1		2/7/2020 7:00
SBT	5		2/7/2020 7:00
NBT	10		2/7/2020 8:00
SBT	15		2/7/2020 8:00
NBT	13		2/7/2020 9:00
SBT	29		2/7/2020 9:00
NBT	17		2/7/2020 10:00
SBT	29		2/7/2020 10:00
NBT	24		2/7/2020 11:00
SBT	24		2/7/2020 11:00
NBT	27		2/7/2020 12:00
SBT	31		2/7/2020 12:00
NBT	24		2/7/2020 13:00
SBT	18		2/7/2020 13:00
NBT	31		2/7/2020 14:00
SBT	24		2/7/2020 14:00
NBT	33		2/7/2020 15:00
SBT	25		2/7/2020 15:00
NBT	31		2/7/2020 16:00
SBT	25		2/7/2020 16:00
NBT	43		2/7/2020 17:00
SBT	24		2/7/2020 17:00
NBT	41		2/7/2020 18:00
SBT	28		2/7/2020 18:00
NBT	34		2/7/2020 19:00
SBT	18		2/7/2020 19:00
NBT	9		2/7/2020 20:00
SBT	8		2/7/2020 20:00
NBT	15		2/7/2020 21:00
SBT	12		2/7/2020 21:00
NBT	11		2/7/2020 22:00
SBT	4		2/7/2020 22:00
NBT	11		2/7/2020 23:00
SBT	5	710	2/7/2020 23:00

Industrial Rd & Washington Fields Rd

LANE/APPROACH NAME	VOLUME	Daily Volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	207		7/21/2020 10:00
EBT	168		7/21/2020 10:00
WBT	198		7/21/2020 11:00
EBT	206		7/21/2020 11:00
WBT	241		7/21/2020 12:00
EBT	265		7/21/2020 12:00
WBT	227		7/21/2020 13:00
EBT	296		7/21/2020 13:00
WBT	197		7/21/2020 14:00
EBT	266		7/21/2020 14:00
WBT	225		7/21/2020 15:00
EBT	254		7/21/2020 15:00
WBT	220		7/21/2020 16:00
EBT	284		7/21/2020 16:00
WBT	223		7/21/2020 17:00
EBT	311		7/21/2020 17:00
WBT	213		7/21/2020 18:00
EBT	363		7/21/2020 18:00
WBT	143		7/21/2020 19:00
EBT	274		7/21/2020 19:00
WBT	117		7/21/2020 20:00
EBT	244		7/21/2020 20:00
WBT	89		7/21/2020 21:00
EBT	193		7/21/2020 21:00
WBT	84		7/21/2020 22:00
EBT	118		7/21/2020 22:00
WBT	37		7/21/2020 23:00
EBT	76		7/21/2020 23:00
WBT	13		7/22/2020 0:00
EBT	40		7/22/2020 0:00
WBT	5		7/22/2020 1:00
EBT	24		7/22/2020 1:00
WBT	5		7/22/2020 2:00
EBT	9		7/22/2020 2:00
WBT	4		7/22/2020 3:00
EBT	16		7/22/2020 3:00
WBT	7		7/22/2020 4:00
EBT	8		7/22/2020 4:00
WBT	15		7/22/2020 5:00
EBT	29		7/22/2020 5:00
WBT	80		7/22/2020 6:00
EBT	71		7/22/2020 6:00
WBT	131		7/22/2020 7:00
EBT	132		7/22/2020 7:00
WBT	175		7/22/2020 8:00
EBT	150		7/22/2020 8:00
WBT	215		7/22/2020 9:00
EBT	147	7015	7/22/2020 9:00
WBT	201		7/22/2020 10:00
EBT	160		7/22/2020 10:00
WBT	210		7/22/2020 11:00
EBT	206		7/22/2020 11:00
WBT	209		7/22/2020 12:00
EBT	233		7/22/2020 12:00
WBT	218		7/22/2020 13:00
EBT	293		7/22/2020 13:00
WBT	202		7/22/2020 14:00
EBT	240		7/22/2020 14:00
WBT	200		7/22/2020 15:00
EBT	277		7/22/2020 15:00
WBT	236		7/22/2020 16:00
EBT	282		7/22/2020 16:00
WBT	234		7/22/2020 17:00
EBT	358		7/22/2020 17:00
WBT	225		7/22/2020 18:00
EBT	376		7/22/2020 18:00
WBT	159		7/22/2020 19:00
EBT	258		7/22/2020 19:00
WBT	98		7/22/2020 20:00
EBT	204		7/22/2020 20:00
WBT	91		7/22/2020 21:00
EBT	209		7/22/2020 21:00
WBT	75		7/22/2020 22:00
EBT	116		7/22/2020 22:00

WBT	35		7/22/2020 23:00
EBT	77		7/22/2020 23:00
WBT	24		7/23/2020 0:00
EBT	41		7/23/2020 0:00
WBT	6		7/23/2020 1:00
EBT	20		7/23/2020 1:00
WBT	8		7/23/2020 2:00
EBT	9		7/23/2020 2:00
WBT	5		7/23/2020 3:00
EBT	16		7/23/2020 3:00
WBT	8		7/23/2020 4:00
EBT	9		7/23/2020 4:00
WBT	11		7/23/2020 5:00
EBT	24		7/23/2020 5:00
WBT	82		7/23/2020 6:00
EBT	80		7/23/2020 6:00
WBT	105		7/23/2020 7:00
EBT	111		7/23/2020 7:00
WBT	180		7/23/2020 8:00
EBT	142		7/23/2020 8:00
WBT	227		7/23/2020 9:00
EBT	184	6974	7/23/2020 9:00
WBT	208		7/23/2020 10:00
EBT	188		7/23/2020 10:00
WBT	187		7/23/2020 11:00
EBT	189		7/23/2020 11:00
WBT	209		7/23/2020 12:00
EBT	265		7/23/2020 12:00
WBT	215		7/23/2020 13:00
EBT	293		7/23/2020 13:00
WBT	207		7/23/2020 14:00
EBT	274		7/23/2020 14:00
WBT	220		7/23/2020 15:00
EBT	273		7/23/2020 15:00
WBT	228		7/23/2020 16:00
EBT	296		7/23/2020 16:00
WBT	208		7/23/2020 17:00
EBT	342		7/23/2020 17:00
WBT	221		7/23/2020 18:00
EBT	366		7/23/2020 18:00
WBT	159		7/23/2020 19:00
EBT	244		7/23/2020 19:00
WBT	127		7/23/2020 20:00
EBT	220		7/23/2020 20:00
WBT	86		7/23/2020 21:00
EBT	187		7/23/2020 21:00
WBT	66		7/23/2020 22:00
EBT	117		7/23/2020 22:00
WBT	40		7/23/2020 23:00
EBT	60		7/23/2020 23:00
WBT	14		7/24/2020 0:00
EBT	42		7/24/2020 0:00
WBT	8		7/24/2020 1:00
EBT	15		7/24/2020 1:00
WBT	7		7/24/2020 2:00
EBT	14		7/24/2020 2:00
WBT	6		7/24/2020 3:00
EBT	11		7/24/2020 3:00
WBT	8		7/24/2020 4:00
EBT	6		7/24/2020 4:00
WBT	14		7/24/2020 5:00
EBT	17		7/24/2020 5:00
WBT	50		7/24/2020 6:00
EBT	55		7/24/2020 6:00
WBT	96		7/24/2020 7:00
EBT	111		7/24/2020 7:00
WBT	127		7/24/2020 8:00
EBT	98		7/24/2020 8:00
WBT	144		7/24/2020 9:00
EBT	125	6663	7/24/2020 9:00

Weekday ADT 6884

Main St & Buena Vista (North Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
SBRT	39		2/25/2020 12:00
SBT	27		2/25/2020 12:00
NBT2	29		2/25/2020 12:00
NBT1	24		2/25/2020 12:00
SBRT	31		2/25/2020 13:00
SBT	27		2/25/2020 13:00
NBT2	29		2/25/2020 13:00
NBT1	24		2/25/2020 13:00
SBRT	28		2/25/2020 14:00
SBT	24		2/25/2020 14:00
NBT2	27		2/25/2020 14:00
NBT1	30		2/25/2020 14:00
SBRT	35		2/25/2020 15:00
SBT	35		2/25/2020 15:00
NBT2	33		2/25/2020 15:00
NBT1	29		2/25/2020 15:00
SBRT	23		2/25/2020 16:00
SBT	16		2/25/2020 16:00
NBT2	24		2/25/2020 16:00
NBT1	32		2/25/2020 16:00
SBRT	31		2/25/2020 17:00
SBT	26		2/25/2020 17:00
NBT2	21		2/25/2020 17:00
NBT1	41		2/25/2020 17:00
SBRT	26		2/25/2020 18:00
SBT	30		2/25/2020 18:00
NBT2	14		2/25/2020 18:00
NBT1	56		2/25/2020 18:00
SBRT	25		2/25/2020 19:00
SBT	24		2/25/2020 19:00
NBT2	19		2/25/2020 19:00
NBT1	36		2/25/2020 19:00
SBRT	9		2/25/2020 20:00
SBT	9		2/25/2020 20:00
NBT2	7		2/25/2020 20:00
NBT1	31		2/25/2020 20:00
SBRT	4		2/25/2020 21:00
SBT	3		2/25/2020 21:00
NBT2	4		2/25/2020 21:00
NBT1	27		2/25/2020 21:00
SBRT	11		2/25/2020 22:00
SBT	2		2/25/2020 22:00
NBT2	3		2/25/2020 22:00
NBT1	13		2/25/2020 22:00
SBRT	5		2/25/2020 23:00
SBT	1		2/25/2020 23:00
NBT2	3		2/25/2020 23:00
NBT1	13		2/25/2020 23:00
SBRT	3		2/26/2020 0:00
SBT	1		2/26/2020 0:00
NBT2	0		2/26/2020 0:00
NBT1	4		2/26/2020 0:00
SBRT	3		2/26/2020 1:00
SBT	1		2/26/2020 1:00
NBT2	0		2/26/2020 1:00
NBT1	6		2/26/2020 1:00
SBRT	0		2/26/2020 2:00
SBT	0		2/26/2020 2:00
NBT2	0		2/26/2020 2:00
NBT1	1		2/26/2020 2:00
SBRT	1		2/26/2020 3:00
SBT	0		2/26/2020 3:00
NBT2	0		2/26/2020 3:00
NBT1	3		2/26/2020 3:00
SBRT	1		2/26/2020 4:00
SBT	2		2/26/2020 4:00
NBT2	1		2/26/2020 4:00
NBT1	0		2/26/2020 4:00
SBRT	2		2/26/2020 5:00
SBT	3		2/26/2020 5:00
NBT2	0		2/26/2020 5:00
NBT1	1		2/26/2020 5:00
SBRT	9		2/26/2020 6:00
SBT	2		2/26/2020 6:00

NBT2	3		2/26/2020 6:00
NBT1	3		2/26/2020 6:00
SBRT	16		2/26/2020 7:00
SBT	7		2/26/2020 7:00
NBT2	10		2/26/2020 7:00
NBT1	6		2/26/2020 7:00
SBRT	32		2/26/2020 8:00
SBT	29		2/26/2020 8:00
NBT2	16		2/26/2020 8:00
NBT1	13		2/26/2020 8:00
SBRT	56		2/26/2020 9:00
SBT	30		2/26/2020 9:00
NBT2	24		2/26/2020 9:00
NBT1	18		2/26/2020 9:00
SBRT	24		2/26/2020 10:00
SBT	31		2/26/2020 10:00
NBT2	25		2/26/2020 10:00
NBT1	14		2/26/2020 10:00
SBRT	17		2/26/2020 11:00
SBT	28		2/26/2020 11:00
NBT2	24		2/26/2020 11:00
NBT1	15	1545	2/26/2020 11:00
SBRT	15		2/26/2020 12:00
SBT	40		2/26/2020 12:00
NBT2	27		2/26/2020 12:00
NBT1	18		2/26/2020 12:00
SBRT	31		2/26/2020 13:00
SBT	26		2/26/2020 13:00
NBT2	29		2/26/2020 13:00
NBT1	26		2/26/2020 13:00
SBRT	28		2/26/2020 14:00
SBT	19		2/26/2020 14:00
NBT2	20		2/26/2020 14:00
NBT1	30		2/26/2020 14:00
SBRT	22		2/26/2020 15:00
SBT	26		2/26/2020 15:00
NBT2	20		2/26/2020 15:00
NBT1	18		2/26/2020 15:00
SBRT	36		2/26/2020 16:00
SBT	26		2/26/2020 16:00
NBT2	36		2/26/2020 16:00
NBT1	36		2/26/2020 16:00
SBRT	37		2/26/2020 17:00
SBT	26		2/26/2020 17:00
NBT2	18		2/26/2020 17:00
NBT1	45		2/26/2020 17:00
SBRT	35		2/26/2020 18:00
SBT	23		2/26/2020 18:00
NBT2	30		2/26/2020 18:00
NBT1	43		2/26/2020 18:00
SBRT	21		2/26/2020 19:00
SBT	24		2/26/2020 19:00
NBT2	17		2/26/2020 19:00
NBT1	82		2/26/2020 19:00
SBRT	21		2/26/2020 20:00
SBT	12		2/26/2020 20:00
NBT2	8		2/26/2020 20:00
NBT1	46		2/26/2020 20:00
SBRT	34		2/26/2020 21:00
SBT	13		2/26/2020 21:00
NBT2	6		2/26/2020 21:00
NBT1	25		2/26/2020 21:00
SBRT	13		2/26/2020 22:00
SBT	11		2/26/2020 22:00
NBT2	9		2/26/2020 22:00
NBT1	24		2/26/2020 22:00
SBRT	6		2/26/2020 23:00
SBT	1		2/26/2020 23:00
NBT2	4		2/26/2020 23:00
NBT1	9		2/26/2020 23:00
SBRT	3		2/27/2020 0:00
SBT	3		2/27/2020 0:00
NBT2	2		2/27/2020 0:00
NBT1	8		2/27/2020 0:00
SBRT	2		2/27/2020 1:00
SBT	1		2/27/2020 1:00

NBT2	1		2/27/2020 1:00
NBT1	3		2/27/2020 1:00
SBRT	0		2/27/2020 2:00
SBT	0		2/27/2020 2:00
NBT2	1		2/27/2020 2:00
NBT1	5		2/27/2020 2:00
SBRT	0		2/27/2020 3:00
SBT	0		2/27/2020 3:00
NBT2	0		2/27/2020 3:00
NBT1	0		2/27/2020 3:00
SBRT	1		2/27/2020 4:00
SBT	1		2/27/2020 4:00
NBT2	0		2/27/2020 4:00
NBT1	0		2/27/2020 4:00
SBRT	0		2/27/2020 5:00
SBT	2		2/27/2020 5:00
NBT2	1		2/27/2020 5:00
NBT1	4		2/27/2020 5:00
SBRT	10		2/27/2020 6:00
SBT	4		2/27/2020 6:00
NBT2	2		2/27/2020 6:00
NBT1	4		2/27/2020 6:00
SBRT	16		2/27/2020 7:00
SBT	6		2/27/2020 7:00
NBT2	11		2/27/2020 7:00
NBT1	3		2/27/2020 7:00
SBRT	37		2/27/2020 8:00
SBT	21		2/27/2020 8:00
NBT2	12		2/27/2020 8:00
NBT1	10		2/27/2020 8:00
SBRT	28		2/27/2020 9:00
SBT	39		2/27/2020 9:00
NBT2	16		2/27/2020 9:00
NBT1	18		2/27/2020 9:00
SBRT	19		2/27/2020 10:00
SBT	25		2/27/2020 10:00
NBT2	17		2/27/2020 10:00
NBT1	22		2/27/2020 10:00
SBRT	22		2/27/2020 11:00
SBT	34		2/27/2020 11:00
NBT2	24		2/27/2020 11:00
NBT1	17	1627	2/27/2020 11:00
SBRT	23		2/27/2020 12:00
SBT	19		2/27/2020 12:00
NBT2	26		2/27/2020 12:00
NBT1	23		2/27/2020 12:00
SBRT	34		2/27/2020 13:00
SBT	28		2/27/2020 13:00
NBT2	29		2/27/2020 13:00
NBT1	27		2/27/2020 13:00
SBRT	32		2/27/2020 14:00
SBT	31		2/27/2020 14:00
NBT2	31		2/27/2020 14:00
NBT1	46		2/27/2020 14:00
SBRT	44		2/27/2020 15:00
SBT	36		2/27/2020 15:00
NBT2	28		2/27/2020 15:00
NBT1	30		2/27/2020 15:00
SBRT	32		2/27/2020 16:00
SBT	23		2/27/2020 16:00
NBT2	26		2/27/2020 16:00
NBT1	34		2/27/2020 16:00
SBRT	39		2/27/2020 17:00
SBT	21		2/27/2020 17:00
NBT2	21		2/27/2020 17:00
NBT1	50		2/27/2020 17:00
SBRT	19		2/27/2020 18:00
SBT	21		2/27/2020 18:00
NBT2	19		2/27/2020 18:00
NBT1	61		2/27/2020 18:00
SBRT	26		2/27/2020 19:00
SBT	21		2/27/2020 19:00
NBT2	18		2/27/2020 19:00
NBT1	37		2/27/2020 19:00
SBRT	16		2/27/2020 20:00
SBT	13		2/27/2020 20:00

NBT2	7		2/27/2020 20:00
NBT1	37		2/27/2020 20:00
SBRT	13		2/27/2020 21:00
SBT	5		2/27/2020 21:00
NBT2	11		2/27/2020 21:00
NBT1	31		2/27/2020 21:00
SBRT	9		2/27/2020 22:00
SBT	2		2/27/2020 22:00
NBT2	10		2/27/2020 22:00
NBT1	28		2/27/2020 22:00
SBRT	6		2/27/2020 23:00
SBT	4		2/27/2020 23:00
NBT2	6		2/27/2020 23:00
NBT1	11		2/27/2020 23:00
SBRT	3		2/28/2020 0:00
SBT	2		2/28/2020 0:00
NBT2	2		2/28/2020 0:00
NBT1	5		2/28/2020 0:00
SBRT	2		2/28/2020 1:00
SBT	0		2/28/2020 1:00
NBT2	0		2/28/2020 1:00
NBT1	4		2/28/2020 1:00
SBRT	1		2/28/2020 2:00
SBT	0		2/28/2020 2:00
NBT2	0		2/28/2020 2:00
NBT1	1		2/28/2020 2:00
SBRT	0		2/28/2020 3:00
SBT	0		2/28/2020 3:00
NBT2	0		2/28/2020 3:00
NBT1	1		2/28/2020 3:00
SBRT	3		2/28/2020 4:00
SBT	2		2/28/2020 4:00
NBT2	1		2/28/2020 4:00
NBT1	3		2/28/2020 4:00
SBRT	4		2/28/2020 5:00
SBT	2		2/28/2020 5:00
NBT2	0		2/28/2020 5:00
NBT1	2		2/28/2020 5:00
SBRT	8		2/28/2020 6:00
SBT	4		2/28/2020 6:00
NBT2	1		2/28/2020 6:00
NBT1	4		2/28/2020 6:00
SBRT	15		2/28/2020 7:00
SBT	8		2/28/2020 7:00
NBT2	6		2/28/2020 7:00
NBT1	12		2/28/2020 7:00
SBRT	32		2/28/2020 8:00
SBT	33		2/28/2020 8:00
NBT2	20		2/28/2020 8:00
NBT1	13		2/28/2020 8:00
SBRT	48		2/28/2020 9:00
SBT	25		2/28/2020 9:00
NBT2	12		2/28/2020 9:00
NBT1	33		2/28/2020 9:00
SBRT	31		2/28/2020 10:00
SBT	26		2/28/2020 10:00
NBT2	16		2/28/2020 10:00
NBT1	19		2/28/2020 10:00
SBRT	34		2/28/2020 11:00
SBT	13		2/28/2020 11:00
NBT2	18		2/28/2020 11:00
NBT1	19	1652	2/28/2020 11:00

ADT	1608
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Merrill Rd & 2000 S

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	149		12/17/2019 10:00
EBT	92		12/17/2019 10:00
WBT	125		12/17/2019 11:00
EBT	88		12/17/2019 11:00
WBT	147		12/17/2019 13:00
EBT	144		12/17/2019 13:00
WBT	103		12/17/2019 14:00
EBT	189		12/17/2019 14:00
WBT	159		12/17/2019 15:00
EBT	143		12/17/2019 15:00
WBT	262		12/17/2019 16:00
EBT	263		12/17/2019 16:00
WBT	127		12/17/2019 17:00
EBT	161		12/17/2019 17:00
WBT	117		12/17/2019 18:00
EBT	201		12/17/2019 18:00
WBT	80		12/17/2019 19:00
EBT	145		12/17/2019 19:00
WBT	56		12/17/2019 20:00
EBT	88		12/17/2019 20:00
WBT	49		12/17/2019 21:00
EBT	97		12/17/2019 21:00
WBT	23		12/17/2019 22:00
EBT	55		12/17/2019 22:00
WBT	11		12/17/2019 23:00
EBT	36		12/17/2019 23:00
WBT	5		12/18/2019 0:00
EBT	9		12/18/2019 0:00
WBT	3		12/18/2019 1:00
EBT	2		12/18/2019 1:00
WBT	3		12/18/2019 2:00
EBT	7		12/18/2019 2:00
WBT	5		12/18/2019 3:00
EBT	3		12/18/2019 3:00
WBT	1		12/18/2019 4:00
EBT	2		12/18/2019 4:00
WBT	13		12/18/2019 5:00
EBT	3		12/18/2019 5:00
WBT	30		12/18/2019 6:00
EBT	4		12/18/2019 6:00
WBT	43		12/18/2019 7:00
EBT	17		12/18/2019 7:00
WBT	134		12/18/2019 8:00
EBT	51		12/18/2019 8:00
WBT	248		12/18/2019 9:00
EBT	197	3890	12/18/2019 9:00
WBT	158		12/18/2019 10:00
EBT	88		12/18/2019 10:00
WBT	73		12/18/2019 11:00
EBT	74		12/18/2019 11:00
WBT	102		12/18/2019 12:00
EBT	122		12/18/2019 12:00
WBT	149		12/18/2019 13:00
EBT	156		12/18/2019 13:00
WBT	87		12/18/2019 14:00
EBT	94		12/18/2019 14:00
WBT	80		12/18/2019 15:00
EBT	141		12/18/2019 15:00
WBT	260		12/18/2019 16:00
EBT	289		12/18/2019 16:00
WBT	139		12/18/2019 17:00
EBT	153		12/18/2019 17:00
WBT	109		12/18/2019 18:00
EBT	207		12/18/2019 18:00
WBT	84		12/18/2019 19:00
EBT	143		12/18/2019 19:00
WBT	56		12/18/2019 20:00
EBT	81		12/18/2019 20:00
WBT	51		12/18/2019 21:00
EBT	91		12/18/2019 21:00
WBT	25		12/18/2019 22:00
EBT	69		12/18/2019 22:00
WBT	15		12/18/2019 23:00
EBT	31		12/18/2019 23:00

WBT	9		12/19/2019 0:00
EBT	14		12/19/2019 0:00
WBT	1		12/19/2019 1:00
EBT	6		12/19/2019 1:00
WBT	2		12/19/2019 2:00
EBT	3		12/19/2019 2:00
WBT	3		12/19/2019 3:00
EBT	3		12/19/2019 3:00
WBT	1		12/19/2019 4:00
EBT	3		12/19/2019 4:00
WBT	7		12/19/2019 5:00
EBT	3		12/19/2019 5:00
WBT	32		12/19/2019 6:00
EBT	3		12/19/2019 6:00
WBT	51		12/19/2019 7:00
EBT	26		12/19/2019 7:00
WBT	125		12/19/2019 8:00
EBT	65		12/19/2019 8:00
WBT	250		12/19/2019 9:00
EBT	205	3939	12/19/2019 9:00
WBT	138		12/19/2019 10:00
EBT	81		12/19/2019 10:00
WBT	72		12/19/2019 11:00
EBT	76		12/19/2019 11:00
WBT	104		12/19/2019 12:00
EBT	121		12/19/2019 12:00
WBT	150		12/19/2019 13:00
EBT	135		12/19/2019 13:00
WBT	105		12/19/2019 14:00
EBT	122		12/19/2019 14:00
WBT	85		12/19/2019 15:00
EBT	120		12/19/2019 15:00
WBT	264		12/19/2019 16:00
EBT	276		12/19/2019 16:00
WBT	108		12/19/2019 17:00
EBT	138		12/19/2019 17:00
WBT	116		12/19/2019 18:00
EBT	212		12/19/2019 18:00
WBT	107		12/19/2019 19:00
EBT	144		12/19/2019 19:00
WBT	42		12/19/2019 20:00
EBT	108		12/19/2019 20:00
WBT	64		12/19/2019 21:00
EBT	96		12/19/2019 21:00
WBT	34		12/19/2019 22:00
EBT	70		12/19/2019 22:00
WBT	24		12/19/2019 23:00
EBT	38		12/19/2019 23:00
WBT	6		12/20/2019 0:00
EBT	13		12/20/2019 0:00
WBT	5		12/20/2019 1:00
EBT	8		12/20/2019 1:00
WBT	2		12/20/2019 2:00
EBT	9		12/20/2019 2:00
WBT	2		12/20/2019 3:00
EBT	5		12/20/2019 3:00
WBT	0		12/20/2019 4:00
EBT	3		12/20/2019 4:00
WBT	10		12/20/2019 5:00
EBT	0		12/20/2019 5:00
WBT	31		12/20/2019 6:00
EBT	4		12/20/2019 6:00
WBT	41		12/20/2019 7:00
EBT	15		12/20/2019 7:00
WBT	97		12/20/2019 8:00
EBT	57		12/20/2019 8:00
WBT	250		12/20/2019 9:00
EBT	187	3895	12/20/2019 9:00

ADT 3908

Telegraph & Corral Canyon Blvd (East Side)

LANE/APPROACH NAME	VOLUME	Daily Volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT1	4		2/11/2020 0:00
WBT2	9		2/11/2020 0:00
EBT2	3		2/11/2020 0:00
EBT1	8		2/11/2020 0:00
WBT1	4		2/11/2020 1:00
WBT2	1		2/11/2020 1:00
EBT2	2		2/11/2020 1:00
EBT1	7		2/11/2020 1:00
WBT1	4		2/11/2020 2:00
WBT2	1		2/11/2020 2:00
EBT2	4		2/11/2020 2:00
EBT1	1		2/11/2020 2:00
WBT1	5		2/11/2020 3:00
WBT2	1		2/11/2020 3:00
EBT2	5		2/11/2020 3:00
EBT1	1		2/11/2020 3:00
WBT1	5		2/11/2020 4:00
WBT2	0		2/11/2020 4:00
EBT2	7		2/11/2020 4:00
EBT1	10		2/11/2020 4:00
WBT1	7		2/11/2020 5:00
WBT2	6		2/11/2020 5:00
EBT2	17		2/11/2020 5:00
EBT1	20		2/11/2020 5:00
WBT1	32		2/11/2020 6:00
WBT2	23		2/11/2020 6:00
EBT2	28		2/11/2020 6:00
EBT1	41		2/11/2020 6:00
WBT1	80		2/11/2020 7:00
WBT2	41		2/11/2020 7:00
EBT2	38		2/11/2020 7:00
EBT1	82		2/11/2020 7:00
WBT1	143		2/11/2020 8:00
WBT2	82		2/11/2020 8:00
EBT2	69		2/11/2020 8:00
EBT1	114		2/11/2020 8:00
WBT1	151		2/11/2020 9:00
WBT2	87		2/11/2020 9:00
EBT2	77		2/11/2020 9:00
EBT1	144		2/11/2020 9:00
WBT1	143		2/11/2020 10:00
WBT2	98		2/11/2020 10:00
EBT2	70		2/11/2020 10:00
EBT1	139		2/11/2020 10:00
WBT1	176		2/11/2020 11:00
WBT2	111		2/11/2020 11:00
EBT2	91		2/11/2020 11:00
EBT1	160		2/11/2020 11:00
WBT1	147		2/11/2020 12:00
WBT2	123		2/11/2020 12:00
EBT2	95		2/11/2020 12:00
EBT1	143		2/11/2020 12:00
WBT1	141		2/11/2020 13:00
WBT2	108		2/11/2020 13:00
EBT2	107		2/11/2020 13:00
EBT1	200		2/11/2020 13:00
WBT1	155		2/11/2020 14:00
WBT2	97		2/11/2020 14:00
EBT2	140		2/11/2020 14:00
EBT1	205		2/11/2020 14:00
WBT1	178		2/11/2020 15:00
WBT2	134		2/11/2020 15:00
EBT2	129		2/11/2020 15:00
EBT1	204		2/11/2020 15:00
WBT1	158		2/11/2020 16:00
WBT2	124		2/11/2020 16:00
EBT2	171		2/11/2020 16:00
EBT1	255		2/11/2020 16:00
WBT1	171		2/11/2020 17:00
WBT2	111		2/11/2020 17:00
EBT2	127		2/11/2020 17:00
EBT1	175		2/11/2020 17:00
WBT1	152		2/11/2020 18:00
WBT2	118		2/11/2020 18:00

EBT2	126		2/11/2020 18:00
EBT1	195		2/11/2020 18:00
WBT1	112		2/11/2020 19:00
WBT2	57		2/11/2020 19:00
EBT2	87		2/11/2020 19:00
EBT1	157		2/11/2020 19:00
WBT1	55		2/11/2020 20:00
WBT2	34		2/11/2020 20:00
EBT2	56		2/11/2020 20:00
EBT1	106		2/11/2020 20:00
WBT1	31		2/11/2020 21:00
WBT2	19		2/11/2020 21:00
EBT2	32		2/11/2020 21:00
EBT1	52		2/11/2020 21:00
WBT1	29		2/11/2020 22:00
WBT2	19		2/11/2020 22:00
EBT2	30		2/11/2020 22:00
EBT1	53		2/11/2020 22:00
WBT1	14		2/11/2020 23:00
WBT2	10		2/11/2020 23:00
EBT2	16		2/11/2020 23:00
EBT1	23	7533	2/11/2020 23:00
WBT1	4		2/12/2020 0:00
WBT2	6		2/12/2020 0:00
EBT2	5		2/12/2020 0:00
EBT1	15		2/12/2020 0:00
WBT1	5		2/12/2020 1:00
WBT2	5		2/12/2020 1:00
EBT2	4		2/12/2020 1:00
EBT1	7		2/12/2020 1:00
WBT1	3		2/12/2020 2:00
WBT2	4		2/12/2020 2:00
EBT2	5		2/12/2020 2:00
EBT1	2		2/12/2020 2:00
WBT1	4		2/12/2020 3:00
WBT2	2		2/12/2020 3:00
EBT2	7		2/12/2020 3:00
EBT1	7		2/12/2020 3:00
WBT1	7		2/12/2020 4:00
WBT2	3		2/12/2020 4:00
EBT2	8		2/12/2020 4:00
EBT1	11		2/12/2020 4:00
WBT1	10		2/12/2020 5:00
WBT2	7		2/12/2020 5:00
EBT2	15		2/12/2020 5:00
EBT1	24		2/12/2020 5:00
WBT1	29		2/12/2020 6:00
WBT2	23		2/12/2020 6:00
EBT2	19		2/12/2020 6:00
EBT1	35		2/12/2020 6:00
WBT1	87		2/12/2020 7:00
WBT2	38		2/12/2020 7:00
EBT2	31		2/12/2020 7:00
EBT1	77		2/12/2020 7:00
WBT1	128		2/12/2020 8:00
WBT2	72		2/12/2020 8:00
EBT2	86		2/12/2020 8:00
EBT1	124		2/12/2020 8:00
WBT1	173		2/12/2020 9:00
WBT2	100		2/12/2020 9:00
EBT2	96		2/12/2020 9:00
EBT1	141		2/12/2020 9:00
WBT1	163		2/12/2020 10:00
WBT2	112		2/12/2020 10:00
EBT2	73		2/12/2020 10:00
EBT1	145		2/12/2020 10:00
WBT1	178		2/12/2020 11:00
WBT2	101		2/12/2020 11:00
EBT2	93		2/12/2020 11:00
EBT1	158		2/12/2020 11:00
WBT1	175		2/12/2020 12:00
WBT2	112		2/12/2020 12:00
EBT2	110		2/12/2020 12:00
EBT1	165		2/12/2020 12:00
WBT1	190		2/12/2020 13:00
WBT2	127		2/12/2020 13:00

EBT2	144		2/12/2020 13:00
EBT1	213		2/12/2020 13:00
WBT1	171		2/12/2020 14:00
WBT2	120		2/12/2020 14:00
EBT2	147		2/12/2020 14:00
EBT1	197		2/12/2020 14:00
WBT1	188		2/12/2020 15:00
WBT2	129		2/12/2020 15:00
EBT2	146		2/12/2020 15:00
EBT1	228		2/12/2020 15:00
WBT1	190		2/12/2020 16:00
WBT2	139		2/12/2020 16:00
EBT2	178		2/12/2020 16:00
EBT1	243		2/12/2020 16:00
WBT1	180		2/12/2020 17:00
WBT2	153		2/12/2020 17:00
EBT2	135		2/12/2020 17:00
EBT1	234		2/12/2020 17:00
WBT1	165		2/12/2020 18:00
WBT2	114		2/12/2020 18:00
EBT2	127		2/12/2020 18:00
EBT1	218		2/12/2020 18:00
WBT1	118		2/12/2020 19:00
WBT2	96		2/12/2020 19:00
EBT2	95		2/12/2020 19:00
EBT1	153		2/12/2020 19:00
WBT1	69		2/12/2020 20:00
WBT2	36		2/12/2020 20:00
EBT2	56		2/12/2020 20:00
EBT1	117		2/12/2020 20:00
WBT1	42		2/12/2020 21:00
WBT2	26		2/12/2020 21:00
EBT2	38		2/12/2020 21:00
EBT1	59		2/12/2020 21:00
WBT1	20		2/12/2020 22:00
WBT2	27		2/12/2020 22:00
EBT2	22		2/12/2020 22:00
EBT1	44		2/12/2020 22:00
WBT1	20		2/12/2020 23:00
WBT2	11		2/12/2020 23:00
EBT2	18		2/12/2020 23:00
EBT1	19	8176	2/12/2020 23:00
WBT1	10		2/13/2020 0:00
WBT2	9		2/13/2020 0:00
EBT2	10		2/13/2020 0:00
EBT1	16		2/13/2020 0:00
WBT1	5		2/13/2020 1:00
WBT2	2		2/13/2020 1:00
EBT2	6		2/13/2020 1:00
EBT1	12		2/13/2020 1:00
WBT1	4		2/13/2020 2:00
WBT2	7		2/13/2020 2:00
EBT2	3		2/13/2020 2:00
EBT1	0		2/13/2020 2:00
WBT1	5		2/13/2020 3:00
WBT2	2		2/13/2020 3:00
EBT2	6		2/13/2020 3:00
EBT1	6		2/13/2020 3:00
WBT1	7		2/13/2020 4:00
WBT2	1		2/13/2020 4:00
EBT2	10		2/13/2020 4:00
EBT1	8		2/13/2020 4:00
WBT1	11		2/13/2020 5:00
WBT2	9		2/13/2020 5:00
EBT2	13		2/13/2020 5:00
EBT1	22		2/13/2020 5:00
WBT1	29		2/13/2020 6:00
WBT2	15		2/13/2020 6:00
EBT2	22		2/13/2020 6:00
EBT1	44		2/13/2020 6:00
WBT1	80		2/13/2020 7:00
WBT2	45		2/13/2020 7:00
EBT2	43		2/13/2020 7:00
EBT1	67		2/13/2020 7:00
WBT1	121		2/13/2020 8:00
WBT2	77		2/13/2020 8:00

EBT2	74		2/13/2020 8:00
EBT1	128		2/13/2020 8:00
WBT1	140		2/13/2020 9:00
WBT2	104		2/13/2020 9:00
EBT2	60		2/13/2020 9:00
EBT1	159		2/13/2020 9:00
WBT1	163		2/13/2020 10:00
WBT2	115		2/13/2020 10:00
EBT2	66		2/13/2020 10:00
EBT1	145		2/13/2020 10:00
WBT1	171		2/13/2020 11:00
WBT2	103		2/13/2020 11:00
EBT2	75		2/13/2020 11:00
EBT1	154		2/13/2020 11:00
WBT1	181		2/13/2020 12:00
WBT2	114		2/13/2020 12:00
EBT2	103		2/13/2020 12:00
EBT1	188		2/13/2020 12:00
WBT1	157		2/13/2020 13:00
WBT2	112		2/13/2020 13:00
EBT2	105		2/13/2020 13:00
EBT1	195		2/13/2020 13:00
WBT1	194		2/13/2020 14:00
WBT2	111		2/13/2020 14:00
EBT2	117		2/13/2020 14:00
EBT1	234		2/13/2020 14:00
WBT1	187		2/13/2020 15:00
WBT2	109		2/13/2020 15:00
EBT2	135		2/13/2020 15:00
EBT1	239		2/13/2020 15:00
WBT1	193		2/13/2020 16:00
WBT2	170		2/13/2020 16:00
EBT2	151		2/13/2020 16:00
EBT1	268		2/13/2020 16:00
WBT1	169		2/13/2020 17:00
WBT2	145		2/13/2020 17:00
EBT2	116		2/13/2020 17:00
EBT1	271		2/13/2020 17:00
WBT1	163		2/13/2020 18:00
WBT2	109		2/13/2020 18:00
EBT2	119		2/13/2020 18:00
EBT1	268		2/13/2020 18:00
WBT1	118		2/13/2020 19:00
WBT2	90		2/13/2020 19:00
EBT2	80		2/13/2020 19:00
EBT1	196		2/13/2020 19:00
WBT1	69		2/13/2020 20:00
WBT2	63		2/13/2020 20:00
EBT2	56		2/13/2020 20:00
EBT1	116		2/13/2020 20:00
WBT1	55		2/13/2020 21:00
WBT2	41		2/13/2020 21:00
EBT2	42		2/13/2020 21:00
EBT1	92		2/13/2020 21:00
WBT1	42		2/13/2020 22:00
WBT2	38		2/13/2020 22:00
EBT2	36		2/13/2020 22:00
EBT1	76		2/13/2020 22:00
WBT1	30		2/13/2020 23:00
WBT2	13		2/13/2020 23:00
EBT2	12		2/13/2020 23:00
EBT1	40	8312	2/13/2020 23:00

ADT	8007
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Telegraph & Highland (East Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT1	173		2/4/2020 12:00
EBT2	159		2/4/2020 12:00
WBT2	145		2/4/2020 12:00
WBT1	236		2/4/2020 12:00
EBT1	205		2/4/2020 13:00
EBT2	153		2/4/2020 13:00
WBT2	130		2/4/2020 13:00
WBT1	229		2/4/2020 13:00
EBT1	199		2/4/2020 14:00
EBT2	191		2/4/2020 14:00
WBT2	123		2/4/2020 14:00
WBT1	207		2/4/2020 14:00
EBT1	190		2/4/2020 15:00
EBT2	207		2/4/2020 15:00
WBT2	111		2/4/2020 15:00
WBT1	192		2/4/2020 15:00
EBT1	225		2/4/2020 16:00
EBT2	233		2/4/2020 16:00
WBT2	157		2/4/2020 16:00
WBT1	217		2/4/2020 16:00
EBT1	229		2/4/2020 17:00
EBT2	212		2/4/2020 17:00
WBT2	125		2/4/2020 17:00
WBT1	214		2/4/2020 17:00
EBT1	207		2/4/2020 18:00
EBT2	187		2/4/2020 18:00
WBT2	117		2/4/2020 18:00
WBT1	158		2/4/2020 18:00
EBT1	139		2/4/2020 19:00
EBT2	105		2/4/2020 19:00
WBT2	68		2/4/2020 19:00
WBT1	146		2/4/2020 19:00
EBT1	88		2/4/2020 20:00
EBT2	69		2/4/2020 20:00
WBT2	40		2/4/2020 20:00
WBT1	77		2/4/2020 20:00
EBT1	69		2/4/2020 21:00
EBT2	66		2/4/2020 21:00
WBT2	31		2/4/2020 21:00
WBT1	41		2/4/2020 21:00
EBT1	51		2/4/2020 22:00
EBT2	36		2/4/2020 22:00
WBT2	17		2/4/2020 22:00
WBT1	31		2/4/2020 22:00
EBT1	31		2/4/2020 23:00
EBT2	23		2/4/2020 23:00
WBT2	11		2/4/2020 23:00
WBT1	22		2/4/2020 23:00
EBT1	7		2/5/2020 0:00
EBT2	15		2/5/2020 0:00
WBT2	6		2/5/2020 0:00
WBT1	13		2/5/2020 0:00
EBT1	9		2/5/2020 1:00
EBT2	7		2/5/2020 1:00
WBT2	4		2/5/2020 1:00
WBT1	9		2/5/2020 1:00
EBT1	4		2/5/2020 2:00
EBT2	2		2/5/2020 2:00
WBT2	2		2/5/2020 2:00
WBT1	3		2/5/2020 2:00
EBT1	5		2/5/2020 3:00
EBT2	5		2/5/2020 3:00
WBT2	1		2/5/2020 3:00
WBT1	2		2/5/2020 3:00
EBT1	12		2/5/2020 4:00
EBT2	6		2/5/2020 4:00
WBT2	1		2/5/2020 4:00
WBT1	9		2/5/2020 4:00
EBT1	17		2/5/2020 5:00
EBT2	14		2/5/2020 5:00
WBT2	7		2/5/2020 5:00
WBT1	4		2/5/2020 5:00
EBT1	41		2/5/2020 6:00
EBT2	28		2/5/2020 6:00

WBT2	18		2/5/2020 6:00
WBT1	38		2/5/2020 6:00
EBT1	77		2/5/2020 7:00
EBT2	40		2/5/2020 7:00
WBT2	51		2/5/2020 7:00
WBT1	96		2/5/2020 7:00
EBT1	131		2/5/2020 8:00
EBT2	80		2/5/2020 8:00
WBT2	91		2/5/2020 8:00
WBT1	155		2/5/2020 8:00
EBT1	156		2/5/2020 9:00
EBT2	125		2/5/2020 9:00
WBT2	112		2/5/2020 9:00
WBT1	208		2/5/2020 9:00
EBT1	141		2/5/2020 10:00
EBT2	109		2/5/2020 10:00
WBT2	102		2/5/2020 10:00
WBT1	202		2/5/2020 10:00
EBT1	161		2/5/2020 11:00
EBT2	91		2/5/2020 11:00
WBT2	89		2/5/2020 11:00
WBT1	210	9008	2/5/2020 11:00
EBT1	195		2/5/2020 12:00
EBT2	124		2/5/2020 12:00
WBT2	128		2/5/2020 12:00
WBT1	217		2/5/2020 12:00
EBT1	189		2/5/2020 13:00
EBT2	155		2/5/2020 13:00
WBT2	122		2/5/2020 13:00
WBT1	238		2/5/2020 13:00
EBT1	210		2/5/2020 14:00
EBT2	180		2/5/2020 14:00
WBT2	126		2/5/2020 14:00
WBT1	194		2/5/2020 14:00
EBT1	236		2/5/2020 15:00
EBT2	203		2/5/2020 15:00
WBT2	118		2/5/2020 15:00
WBT1	194		2/5/2020 15:00
EBT1	213		2/5/2020 16:00
EBT2	212		2/5/2020 16:00
WBT2	153		2/5/2020 16:00
WBT1	252		2/5/2020 16:00
EBT1	222		2/5/2020 17:00
EBT2	173		2/5/2020 17:00
WBT2	153		2/5/2020 17:00
WBT1	223		2/5/2020 17:00
EBT1	232		2/5/2020 18:00
EBT2	217		2/5/2020 18:00
WBT2	129		2/5/2020 18:00
WBT1	200		2/5/2020 18:00
EBT1	167		2/5/2020 19:00
EBT2	114		2/5/2020 19:00
WBT2	84		2/5/2020 19:00
WBT1	144		2/5/2020 19:00
EBT1	97		2/5/2020 20:00
EBT2	68		2/5/2020 20:00
WBT2	31		2/5/2020 20:00
WBT1	70		2/5/2020 20:00
EBT1	85		2/5/2020 21:00
EBT2	68		2/5/2020 21:00
WBT2	28		2/5/2020 21:00
WBT1	45		2/5/2020 21:00
EBT1	53		2/5/2020 22:00
EBT2	35		2/5/2020 22:00
WBT2	15		2/5/2020 22:00
WBT1	18		2/5/2020 22:00
EBT1	27		2/5/2020 23:00
EBT2	28		2/5/2020 23:00
WBT2	8		2/5/2020 23:00
WBT1	21		2/5/2020 23:00
EBT1	18		2/6/2020 0:00
EBT2	8		2/6/2020 0:00
WBT2	8		2/6/2020 0:00
WBT1	9		2/6/2020 0:00
EBT1	7		2/6/2020 1:00
EBT2	8		2/6/2020 1:00

WBT2	7		2/6/2020 1:00
WBT1	5		2/6/2020 1:00
EBT1	3		2/6/2020 2:00
EBT2	2		2/6/2020 2:00
WBT2	1		2/6/2020 2:00
WBT1	3		2/6/2020 2:00
EBT1	3		2/6/2020 3:00
EBT2	7		2/6/2020 3:00
WBT2	10		2/6/2020 3:00
WBT1	8		2/6/2020 3:00
EBT1	20		2/6/2020 4:00
EBT2	8		2/6/2020 4:00
WBT2	5		2/6/2020 4:00
WBT1	8		2/6/2020 4:00
EBT1	21		2/6/2020 5:00
EBT2	13		2/6/2020 5:00
WBT2	10		2/6/2020 5:00
WBT1	17		2/6/2020 5:00
EBT1	44		2/6/2020 6:00
EBT2	26		2/6/2020 6:00
WBT2	20		2/6/2020 6:00
WBT1	40		2/6/2020 6:00
EBT1	79		2/6/2020 7:00
EBT2	43		2/6/2020 7:00
WBT2	72		2/6/2020 7:00
WBT1	94		2/6/2020 7:00
EBT1	136		2/6/2020 8:00
EBT2	77		2/6/2020 8:00
WBT2	95		2/6/2020 8:00
WBT1	143		2/6/2020 8:00
EBT1	140		2/6/2020 9:00
EBT2	117		2/6/2020 9:00
WBT2	101		2/6/2020 9:00
WBT1	188		2/6/2020 9:00
EBT1	147		2/6/2020 10:00
EBT2	128		2/6/2020 10:00
WBT2	133		2/6/2020 10:00
WBT1	200		2/6/2020 10:00
EBT1	140		2/6/2020 11:00
EBT2	112		2/6/2020 11:00
WBT2	133		2/6/2020 11:00
WBT1	187	9218	2/6/2020 11:00
EBT1	180		2/6/2020 12:00
EBT2	144		2/6/2020 12:00
WBT2	122		2/6/2020 12:00
WBT1	208		2/6/2020 12:00
EBT1	183		2/6/2020 13:00
EBT2	142		2/6/2020 13:00
WBT2	131		2/6/2020 13:00
WBT1	224		2/6/2020 13:00
EBT1	211		2/6/2020 14:00
EBT2	190		2/6/2020 14:00
WBT2	116		2/6/2020 14:00
WBT1	216		2/6/2020 14:00
EBT1	223		2/6/2020 15:00
EBT2	189		2/6/2020 15:00
WBT2	121		2/6/2020 15:00
WBT1	210		2/6/2020 15:00
EBT1	272		2/6/2020 16:00
EBT2	232		2/6/2020 16:00
WBT2	181		2/6/2020 16:00
WBT1	226		2/6/2020 16:00
EBT1	226		2/6/2020 17:00
EBT2	191		2/6/2020 17:00
WBT2	150		2/6/2020 17:00
WBT1	231		2/6/2020 17:00
EBT1	224		2/6/2020 18:00
EBT2	185		2/6/2020 18:00
WBT2	134		2/6/2020 18:00
WBT1	197		2/6/2020 18:00
EBT1	161		2/6/2020 19:00
EBT2	144		2/6/2020 19:00
WBT2	101		2/6/2020 19:00
WBT1	130		2/6/2020 19:00
EBT1	126		2/6/2020 20:00
EBT2	74		2/6/2020 20:00

WBT2	42		2/6/2020 20:00
WBT1	79		2/6/2020 20:00
EBT1	103		2/6/2020 21:00
EBT2	55		2/6/2020 21:00
WBT2	25		2/6/2020 21:00
WBT1	50		2/6/2020 21:00
EBT1	55		2/6/2020 22:00
EBT2	50		2/6/2020 22:00
WBT2	23		2/6/2020 22:00
WBT1	28		2/6/2020 22:00
EBT1	39		2/6/2020 23:00
EBT2	31		2/6/2020 23:00
WBT2	15		2/6/2020 23:00
WBT1	23		2/6/2020 23:00
EBT1	13		2/7/2020 0:00
EBT2	11		2/7/2020 0:00
WBT2	8		2/7/2020 0:00
WBT1	12		2/7/2020 0:00
EBT1	7		2/7/2020 1:00
EBT2	5		2/7/2020 1:00
WBT2	4		2/7/2020 1:00
WBT1	10		2/7/2020 1:00
EBT1	5		2/7/2020 2:00
EBT2	6		2/7/2020 2:00
WBT2	4		2/7/2020 2:00
WBT1	3		2/7/2020 2:00
EBT1	6		2/7/2020 3:00
EBT2	4		2/7/2020 3:00
WBT2	2		2/7/2020 3:00
WBT1	4		2/7/2020 3:00
EBT1	14		2/7/2020 4:00
EBT2	6		2/7/2020 4:00
WBT2	3		2/7/2020 4:00
WBT1	8		2/7/2020 4:00
EBT1	23		2/7/2020 5:00
EBT2	14		2/7/2020 5:00
WBT2	3		2/7/2020 5:00
WBT1	14		2/7/2020 5:00
EBT1	38		2/7/2020 6:00
EBT2	19		2/7/2020 6:00
WBT2	13		2/7/2020 6:00
WBT1	30		2/7/2020 6:00
EBT1	81		2/7/2020 7:00
EBT2	36		2/7/2020 7:00
WBT2	64		2/7/2020 7:00
WBT1	94		2/7/2020 7:00
EBT1	139		2/7/2020 8:00
EBT2	84		2/7/2020 8:00
WBT2	88		2/7/2020 8:00
WBT1	140		2/7/2020 8:00
EBT1	152		2/7/2020 9:00
EBT2	114		2/7/2020 9:00
WBT2	115		2/7/2020 9:00
WBT1	203		2/7/2020 9:00
EBT1	146		2/7/2020 10:00
EBT2	109		2/7/2020 10:00
WBT2	110		2/7/2020 10:00
WBT1	198		2/7/2020 10:00
EBT1	138		2/7/2020 11:00
EBT2	146		2/7/2020 11:00
WBT2	152		2/7/2020 11:00
WBT1	237	9448	2/7/2020 11:00

ADT	9225
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Telegraph & Razor Ridge (East Side)

LANE/APPROACH NAME	VOLUME	Whole Day	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT1	148		2/18/2020 12:00
WBT2	119		2/18/2020 12:00
EBT2	48		2/18/2020 12:00
EBT1	220		2/18/2020 12:00
WBT1	153		2/18/2020 13:00
WBT2	157		2/18/2020 13:00
EBT2	61		2/18/2020 13:00
EBT1	212		2/18/2020 13:00
WBT1	128		2/18/2020 14:00
WBT2	146		2/18/2020 14:00
EBT2	63		2/18/2020 14:00
EBT1	228		2/18/2020 14:00
WBT1	113		2/18/2020 15:00
WBT2	128		2/18/2020 15:00
EBT2	65		2/18/2020 15:00
EBT1	222		2/18/2020 15:00
WBT1	165		2/18/2020 16:00
WBT2	178		2/18/2020 16:00
EBT2	93		2/18/2020 16:00
EBT1	282		2/18/2020 16:00
WBT1	143		2/18/2020 17:00
WBT2	173		2/18/2020 17:00
EBT2	63		2/18/2020 17:00
EBT1	266		2/18/2020 17:00
WBT1	126		2/18/2020 18:00
WBT2	130		2/18/2020 18:00
EBT2	69		2/18/2020 18:00
EBT1	293		2/18/2020 18:00
WBT1	102		2/18/2020 19:00
WBT2	92		2/18/2020 19:00
EBT2	52		2/18/2020 19:00
EBT1	182		2/18/2020 19:00
WBT1	48		2/18/2020 20:00
WBT2	39		2/18/2020 20:00
EBT2	27		2/18/2020 20:00
EBT1	112		2/18/2020 20:00
WBT1	23		2/18/2020 21:00
WBT2	37		2/18/2020 21:00
EBT2	19		2/18/2020 21:00
EBT1	90		2/18/2020 21:00
WBT1	21		2/18/2020 22:00
WBT2	23		2/18/2020 22:00
EBT2	22		2/18/2020 22:00
EBT1	59		2/18/2020 22:00
WBT1	13		2/18/2020 23:00
WBT2	12		2/18/2020 23:00
EBT2	6		2/18/2020 23:00
EBT1	44		2/18/2020 23:00
WBT1	10		2/19/2020 0:00
WBT2	9		2/19/2020 0:00
EBT2	3		2/19/2020 0:00
EBT1	13		2/19/2020 0:00
WBT1	2		2/19/2020 1:00
WBT2	5		2/19/2020 1:00
EBT2	4		2/19/2020 1:00
EBT1	8		2/19/2020 1:00
WBT1	4		2/19/2020 2:00
WBT2	5		2/19/2020 2:00
EBT2	6		2/19/2020 2:00
EBT1	4		2/19/2020 2:00
WBT1	0		2/19/2020 3:00
WBT2	1		2/19/2020 3:00
EBT2	5		2/19/2020 3:00
EBT1	1		2/19/2020 3:00
WBT1	4		2/19/2020 4:00
WBT2	1		2/19/2020 4:00
EBT2	15		2/19/2020 4:00
EBT1	5		2/19/2020 4:00
WBT1	7		2/19/2020 5:00
WBT2	11		2/19/2020 5:00
EBT2	25		2/19/2020 5:00
EBT1	10		2/19/2020 5:00
WBT1	17		2/19/2020 6:00
WBT2	26		2/19/2020 6:00

EBT2	24		2/19/2020 6:00
EBT1	24		2/19/2020 6:00
WBT1	69		2/19/2020 7:00
WBT2	68		2/19/2020 7:00
EBT2	39		2/19/2020 7:00
EBT1	77		2/19/2020 7:00
WBT1	102		2/19/2020 8:00
WBT2	113		2/19/2020 8:00
EBT2	64		2/19/2020 8:00
EBT1	120		2/19/2020 8:00
WBT1	113		2/19/2020 9:00
WBT2	112		2/19/2020 9:00
EBT2	64		2/19/2020 9:00
EBT1	159		2/19/2020 9:00
WBT1	130		2/19/2020 10:00
WBT2	116		2/19/2020 10:00
EBT2	71		2/19/2020 10:00
EBT1	166		2/19/2020 10:00
WBT1	136		2/19/2020 11:00
WBT2	128		2/19/2020 11:00
EBT2	59		2/19/2020 11:00
EBT1	140	7510	2/19/2020 11:00
WBT1	141		2/19/2020 12:00
WBT2	143		2/19/2020 12:00
EBT2	63		2/19/2020 12:00
EBT1	182		2/19/2020 12:00
WBT1	121		2/19/2020 13:00
WBT2	118		2/19/2020 13:00
EBT2	58		2/19/2020 13:00
EBT1	231		2/19/2020 13:00
WBT1	128		2/19/2020 14:00
WBT2	139		2/19/2020 14:00
EBT2	81		2/19/2020 14:00
EBT1	253		2/19/2020 14:00
WBT1	112		2/19/2020 15:00
WBT2	134		2/19/2020 15:00
EBT2	69		2/19/2020 15:00
EBT1	246		2/19/2020 15:00
WBT1	158		2/19/2020 16:00
WBT2	166		2/19/2020 16:00
EBT2	67		2/19/2020 16:00
EBT1	287		2/19/2020 16:00
WBT1	126		2/19/2020 17:00
WBT2	146		2/19/2020 17:00
EBT2	67		2/19/2020 17:00
EBT1	260		2/19/2020 17:00
WBT1	128		2/19/2020 18:00
WBT2	129		2/19/2020 18:00
EBT2	72		2/19/2020 18:00
EBT1	285		2/19/2020 18:00
WBT1	96		2/19/2020 19:00
WBT2	98		2/19/2020 19:00
EBT2	43		2/19/2020 19:00
EBT1	175		2/19/2020 19:00
WBT1	52		2/19/2020 20:00
WBT2	65		2/19/2020 20:00
EBT2	29		2/19/2020 20:00
EBT1	135		2/19/2020 20:00
WBT1	25		2/19/2020 21:00
WBT2	30		2/19/2020 21:00
EBT2	27		2/19/2020 21:00
EBT1	116		2/19/2020 21:00
WBT1	27		2/19/2020 22:00
WBT2	15		2/19/2020 22:00
EBT2	18		2/19/2020 22:00
EBT1	51		2/19/2020 22:00
WBT1	15		2/19/2020 23:00
WBT2	14		2/19/2020 23:00
EBT2	2		2/19/2020 23:00
EBT1	25		2/19/2020 23:00
WBT1	11		2/20/2020 0:00
WBT2	5		2/20/2020 0:00
EBT2	2		2/20/2020 0:00
EBT1	13		2/20/2020 0:00
WBT1	5		2/20/2020 1:00
WBT2	4		2/20/2020 1:00

EBT2	2		2/20/2020 1:00
EBT1	7		2/20/2020 1:00
WBT1	3		2/20/2020 2:00
WBT2	2		2/20/2020 2:00
EBT2	2		2/20/2020 2:00
EBT1	5		2/20/2020 2:00
WBT1	2		2/20/2020 3:00
WBT2	0		2/20/2020 3:00
EBT2	5		2/20/2020 3:00
EBT1	0		2/20/2020 3:00
WBT1	4		2/20/2020 4:00
WBT2	2		2/20/2020 4:00
EBT2	19		2/20/2020 4:00
EBT1	4		2/20/2020 4:00
WBT1	7		2/20/2020 5:00
WBT2	15		2/20/2020 5:00
EBT2	24		2/20/2020 5:00
EBT1	10		2/20/2020 5:00
WBT1	18		2/20/2020 6:00
WBT2	24		2/20/2020 6:00
EBT2	27		2/20/2020 6:00
EBT1	23		2/20/2020 6:00
WBT1	64		2/20/2020 7:00
WBT2	70		2/20/2020 7:00
EBT2	39		2/20/2020 7:00
EBT1	79		2/20/2020 7:00
WBT1	94		2/20/2020 8:00
WBT2	95		2/20/2020 8:00
EBT2	62		2/20/2020 8:00
EBT1	114		2/20/2020 8:00
WBT1	115		2/20/2020 9:00
WBT2	114		2/20/2020 9:00
EBT2	59		2/20/2020 9:00
EBT1	146		2/20/2020 9:00
WBT1	106		2/20/2020 10:00
WBT2	93		2/20/2020 10:00
EBT2	57		2/20/2020 10:00
EBT1	139		2/20/2020 10:00
WBT1	131		2/20/2020 11:00
WBT2	107		2/20/2020 11:00
EBT2	57		2/20/2020 11:00
EBT1	172	7326	2/20/2020 11:00
WBT1	124		2/20/2020 12:00
WBT2	158		2/20/2020 12:00
EBT2	77		2/20/2020 12:00
EBT1	209		2/20/2020 12:00
WBT1	123		2/20/2020 13:00
WBT2	134		2/20/2020 13:00
EBT2	67		2/20/2020 13:00
EBT1	233		2/20/2020 13:00
WBT1	157		2/20/2020 14:00
WBT2	129		2/20/2020 14:00
EBT2	64		2/20/2020 14:00
EBT1	237		2/20/2020 14:00
WBT1	154		2/20/2020 15:00
WBT2	141		2/20/2020 15:00
EBT2	94		2/20/2020 15:00
EBT1	278		2/20/2020 15:00
WBT1	160		2/20/2020 16:00
WBT2	169		2/20/2020 16:00
EBT2	99		2/20/2020 16:00
EBT1	301		2/20/2020 16:00
WBT1	158		2/20/2020 17:00
WBT2	169		2/20/2020 17:00
EBT2	73		2/20/2020 17:00
EBT1	239		2/20/2020 17:00
WBT1	142		2/20/2020 18:00
WBT2	141		2/20/2020 18:00
EBT2	61		2/20/2020 18:00
EBT1	268		2/20/2020 18:00
WBT1	106		2/20/2020 19:00
WBT2	110		2/20/2020 19:00
EBT2	60		2/20/2020 19:00
EBT1	211		2/20/2020 19:00
WBT1	66		2/20/2020 20:00
WBT2	69		2/20/2020 20:00

EBT2	34		2/20/2020 20:00
EBT1	126		2/20/2020 20:00
WBT1	48		2/20/2020 21:00
WBT2	38		2/20/2020 21:00
EBT2	22		2/20/2020 21:00
EBT1	114		2/20/2020 21:00
WBT1	54		2/20/2020 22:00
WBT2	23		2/20/2020 22:00
EBT2	23		2/20/2020 22:00
EBT1	61		2/20/2020 22:00
WBT1	23		2/20/2020 23:00
WBT2	17		2/20/2020 23:00
EBT2	10		2/20/2020 23:00
EBT1	42		2/20/2020 23:00
WBT1	14		2/21/2020 0:00
WBT2	10		2/21/2020 0:00
EBT2	6		2/21/2020 0:00
EBT1	18		2/21/2020 0:00
WBT1	12		2/21/2020 1:00
WBT2	7		2/21/2020 1:00
EBT2	4		2/21/2020 1:00
EBT1	15		2/21/2020 1:00
WBT1	4		2/21/2020 2:00
WBT2	3		2/21/2020 2:00
EBT2	3		2/21/2020 2:00
EBT1	9		2/21/2020 2:00
WBT1	3		2/21/2020 3:00
WBT2	1		2/21/2020 3:00
EBT2	6		2/21/2020 3:00
EBT1	1		2/21/2020 3:00
WBT1	4		2/21/2020 4:00
WBT2	2		2/21/2020 4:00
EBT2	10		2/21/2020 4:00
EBT1	4		2/21/2020 4:00
WBT1	1		2/21/2020 5:00
WBT2	9		2/21/2020 5:00
EBT2	24		2/21/2020 5:00
EBT1	6		2/21/2020 5:00
WBT1	20		2/21/2020 6:00
WBT2	21		2/21/2020 6:00
EBT2	27		2/21/2020 6:00
EBT1	21		2/21/2020 6:00
WBT1	60		2/21/2020 7:00
WBT2	72		2/21/2020 7:00
EBT2	25		2/21/2020 7:00
EBT1	61		2/21/2020 7:00
WBT1	92		2/21/2020 8:00
WBT2	93		2/21/2020 8:00
EBT2	57		2/21/2020 8:00
EBT1	102		2/21/2020 8:00
WBT1	122		2/21/2020 9:00
WBT2	115		2/21/2020 9:00
EBT2	81		2/21/2020 9:00
EBT1	163		2/21/2020 9:00
WBT1	133		2/21/2020 10:00
WBT2	118		2/21/2020 10:00
EBT2	70		2/21/2020 10:00
EBT1	166		2/21/2020 10:00
WBT1	125		2/21/2020 11:00
WBT2	119		2/21/2020 11:00
EBT2	88		2/21/2020 11:00
EBT1	180	7923	2/21/2020 11:00

ADT	7586
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Telegraph & Washington Pkwy (East Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT1	15		1/13/2020 0:00
EBT2	11		1/13/2020 0:00
WBT2	5		1/13/2020 0:00
WBT1	4		1/13/2020 0:00
EBT1	5		1/13/2020 1:00
EBT2	2		1/13/2020 1:00
WBT2	7		1/13/2020 1:00
WBT1	6		1/13/2020 1:00
EBT1	2		1/13/2020 2:00
EBT2	3		1/13/2020 2:00
WBT2	3		1/13/2020 2:00
WBT1	2		1/13/2020 2:00
EBT1	2		1/13/2020 3:00
EBT2	7		1/13/2020 3:00
WBT2	1		1/13/2020 3:00
WBT1	3		1/13/2020 3:00
EBT1	9		1/13/2020 4:00
EBT2	10		1/13/2020 4:00
WBT2	2		1/13/2020 4:00
WBT1	3		1/13/2020 4:00
EBT1	11		1/13/2020 5:00
EBT2	10		1/13/2020 5:00
WBT2	4		1/13/2020 5:00
WBT1	14		1/13/2020 5:00
EBT1	30		1/13/2020 6:00
EBT2	33		1/13/2020 6:00
WBT2	19		1/13/2020 6:00
WBT1	45		1/13/2020 6:00
EBT1	73		1/13/2020 7:00
EBT2	50		1/13/2020 7:00
WBT2	47		1/13/2020 7:00
WBT1	109		1/13/2020 7:00
EBT1	118		1/13/2020 8:00
EBT2	93		1/13/2020 8:00
WBT2	88		1/13/2020 8:00
WBT1	194		1/13/2020 8:00
EBT1	160		1/13/2020 9:00
EBT2	141		1/13/2020 9:00
WBT2	122		1/13/2020 9:00
WBT1	250		1/13/2020 9:00
EBT1	160		1/13/2020 10:00
EBT2	125		1/13/2020 10:00
WBT2	125		1/13/2020 10:00
WBT1	219		1/13/2020 10:00
EBT1	165		1/13/2020 11:00
EBT2	157		1/13/2020 11:00
WBT2	142		1/13/2020 11:00
WBT1	242		1/13/2020 11:00
EBT1	214		1/13/2020 12:00
EBT2	169		1/13/2020 12:00
WBT2	149		1/13/2020 12:00
WBT1	262		1/13/2020 12:00
EBT1	208		1/13/2020 13:00
EBT2	194		1/13/2020 13:00
WBT2	149		1/13/2020 13:00
WBT1	245		1/13/2020 13:00
EBT1	209		1/13/2020 14:00
EBT2	211		1/13/2020 14:00
WBT2	147		1/13/2020 14:00
WBT1	258		1/13/2020 14:00
EBT1	249		1/13/2020 15:00
EBT2	229		1/13/2020 15:00
WBT2	134		1/13/2020 15:00
WBT1	238		1/13/2020 15:00
EBT1	259		1/13/2020 16:00
EBT2	255		1/13/2020 16:00
WBT2	168		1/13/2020 16:00
WBT1	225		1/13/2020 16:00
EBT1	238		1/13/2020 17:00
EBT2	213		1/13/2020 17:00
WBT2	174		1/13/2020 17:00
WBT1	268		1/13/2020 17:00
EBT1	243		1/13/2020 18:00
EBT2	248		1/13/2020 18:00

WBT2	125		1/13/2020 18:00
WBT1	207		1/13/2020 18:00
EBT1	141		1/13/2020 19:00
EBT2	119		1/13/2020 19:00
WBT2	84		1/13/2020 19:00
WBT1	133		1/13/2020 19:00
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EBT2	76		1/13/2020 20:00
WBT2	35		1/13/2020 20:00
WBT1	78		1/13/2020 20:00
EBT1	69		1/13/2020 21:00
EBT2	67		1/13/2020 21:00
WBT2	24		1/13/2020 21:00
WBT1	48		1/13/2020 21:00
EBT1	51		1/13/2020 22:00
EBT2	54		1/13/2020 22:00
WBT2	17		1/13/2020 22:00
WBT1	31		1/13/2020 22:00
EBT1	38		1/13/2020 23:00
EBT2	28		1/13/2020 23:00
WBT2	12		1/13/2020 23:00
WBT1	26	10151	1/13/2020 23:00
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WBT1	10		1/14/2020 0:00
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EBT2	4		1/14/2020 1:00
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WBT1	3		1/14/2020 1:00
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WBT1	3		1/14/2020 2:00
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WBT2	4		1/14/2020 3:00
WBT1	2		1/14/2020 3:00
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WBT1	4		1/14/2020 4:00
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EBT2	18		1/14/2020 5:00
WBT2	6		1/14/2020 5:00
WBT1	10		1/14/2020 5:00
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EBT2	34		1/14/2020 6:00
WBT2	22		1/14/2020 6:00
WBT1	42		1/14/2020 6:00
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EBT1	120		1/14/2020 8:00
EBT2	79		1/14/2020 8:00
WBT2	99		1/14/2020 8:00
WBT1	193		1/14/2020 8:00
EBT1	162		1/14/2020 9:00
EBT2	122		1/14/2020 9:00
WBT2	116		1/14/2020 9:00
WBT1	246		1/14/2020 9:00
EBT1	157		1/14/2020 10:00
EBT2	136		1/14/2020 10:00
WBT2	129		1/14/2020 10:00
WBT1	237		1/14/2020 10:00
EBT1	184		1/14/2020 11:00
EBT2	154		1/14/2020 11:00
WBT2	130		1/14/2020 11:00
WBT1	228		1/14/2020 11:00
EBT1	199		1/14/2020 12:00
EBT2	166		1/14/2020 12:00
WBT2	151		1/14/2020 12:00
WBT1	261		1/14/2020 12:00
EBT1	211		1/14/2020 13:00
EBT2	202		1/14/2020 13:00

WBT2	120		1/14/2020 13:00
WBT1	229		1/14/2020 13:00
EBT1	237		1/14/2020 14:00
EBT2	214		1/14/2020 14:00
WBT2	135		1/14/2020 14:00
WBT1	249		1/14/2020 14:00
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EBT2	223		1/14/2020 15:00
WBT2	127		1/14/2020 15:00
WBT1	228		1/14/2020 15:00
EBT1	264		1/14/2020 16:00
EBT2	236		1/14/2020 16:00
WBT2	167		1/14/2020 16:00
WBT1	252		1/14/2020 16:00
EBT1	230		1/14/2020 17:00
EBT2	255		1/14/2020 17:00
WBT2	175		1/14/2020 17:00
WBT1	243		1/14/2020 17:00
EBT1	247		1/14/2020 18:00
EBT2	223		1/14/2020 18:00
WBT2	129		1/14/2020 18:00
WBT1	234		1/14/2020 18:00
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EBT2	144		1/14/2020 19:00
WBT2	60		1/14/2020 19:00
WBT1	154		1/14/2020 19:00
EBT1	97		1/14/2020 20:00
EBT2	89		1/14/2020 20:00
WBT2	34		1/14/2020 20:00
WBT1	90		1/14/2020 20:00
EBT1	70		1/14/2020 21:00
EBT2	63		1/14/2020 21:00
WBT2	29		1/14/2020 21:00
WBT1	55		1/14/2020 21:00
EBT1	24		1/14/2020 22:00
EBT2	83		1/14/2020 22:00
WBT2	20		1/14/2020 22:00
WBT1	56		1/14/2020 22:00
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EBT2	61		1/14/2020 23:00
WBT2	10		1/14/2020 23:00
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EBT2	17		1/15/2020 0:00
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WBT1	12		1/15/2020 0:00
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EBT2	8		1/15/2020 1:00
WBT2	7		1/15/2020 1:00
WBT1	5		1/15/2020 1:00
EBT1	4		1/15/2020 2:00
EBT2	6		1/15/2020 2:00
WBT2	1		1/15/2020 2:00
WBT1	5		1/15/2020 2:00
EBT1	4		1/15/2020 3:00
EBT2	7		1/15/2020 3:00
WBT2	3		1/15/2020 3:00
WBT1	1		1/15/2020 3:00
EBT1	5		1/15/2020 4:00
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WBT1	5		1/15/2020 4:00
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WBT2	4		1/15/2020 5:00
WBT1	12		1/15/2020 5:00
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EBT2	22		1/15/2020 6:00
WBT2	24		1/15/2020 6:00
WBT1	30		1/15/2020 6:00
EBT1	61		1/15/2020 7:00
EBT2	54		1/15/2020 7:00
WBT2	54		1/15/2020 7:00
WBT1	113		1/15/2020 7:00
EBT1	124		1/15/2020 8:00
EBT2	81		1/15/2020 8:00

WBT2	108		1/15/2020 8:00
WBT1	183		1/15/2020 8:00
EBT1	158		1/15/2020 9:00
EBT2	130		1/15/2020 9:00
WBT2	135		1/15/2020 9:00
WBT1	215		1/15/2020 9:00
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EBT2	136		1/15/2020 10:00
WBT2	118		1/15/2020 10:00
WBT1	260		1/15/2020 10:00
EBT1	164		1/15/2020 11:00
EBT2	155		1/15/2020 11:00
WBT2	133		1/15/2020 11:00
WBT1	208		1/15/2020 11:00
EBT1	177		1/15/2020 12:00
EBT2	161		1/15/2020 12:00
WBT2	130		1/15/2020 12:00
WBT1	257		1/15/2020 12:00
EBT1	230		1/15/2020 13:00
EBT2	184		1/15/2020 13:00
WBT2	138		1/15/2020 13:00
WBT1	267		1/15/2020 13:00
EBT1	223		1/15/2020 14:00
EBT2	184		1/15/2020 14:00
WBT2	139		1/15/2020 14:00
WBT1	239		1/15/2020 14:00
EBT1	238		1/15/2020 15:00
EBT2	233		1/15/2020 15:00
WBT2	124		1/15/2020 15:00
WBT1	243		1/15/2020 15:00
EBT1	266		1/15/2020 16:00
EBT2	237		1/15/2020 16:00
WBT2	180		1/15/2020 16:00
WBT1	287		1/15/2020 16:00
EBT1	223		1/15/2020 17:00
EBT2	214		1/15/2020 17:00
WBT2	152		1/15/2020 17:00
WBT1	215		1/15/2020 17:00
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WBT2	135		1/15/2020 18:00
WBT1	222		1/15/2020 18:00
EBT1	190		1/15/2020 19:00
EBT2	159		1/15/2020 19:00
WBT2	101		1/15/2020 19:00
WBT1	179		1/15/2020 19:00
EBT1	114		1/15/2020 20:00
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WBT2	43		1/15/2020 20:00
WBT1	103		1/15/2020 20:00
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EBT2	67		1/15/2020 21:00
WBT2	26		1/15/2020 21:00
WBT1	71		1/15/2020 21:00
EBT1	73		1/15/2020 22:00
EBT2	65		1/15/2020 22:00
WBT2	13		1/15/2020 22:00
WBT1	37		1/15/2020 22:00
EBT1	39		1/15/2020 23:00
EBT2	46		1/15/2020 23:00
WBT2	11		1/15/2020 23:00
WBT1	26	10329	1/15/2020 23:00

ADT 10239

Telegraph & Washington Pkwy(West Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT1	11		1/20/2020 0:00
WBT2	13		1/20/2020 0:00
EBT2	16		1/20/2020 0:00
EBT1	15		1/20/2020 0:00
WBT1	4		1/20/2020 1:00
WBT2	9		1/20/2020 1:00
EBT2	5		1/20/2020 1:00
EBT1	11		1/20/2020 1:00
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WBT2	6		1/20/2020 2:00
EBT2	7		1/20/2020 2:00
EBT1	3		1/20/2020 2:00
WBT1	1		1/20/2020 3:00
WBT2	1		1/20/2020 3:00
EBT2	3		1/20/2020 3:00
EBT1	3		1/20/2020 3:00
WBT1	2		1/20/2020 4:00
WBT2	3		1/20/2020 4:00
EBT2	11		1/20/2020 4:00
EBT1	4		1/20/2020 4:00
WBT1	11		1/20/2020 5:00
WBT2	9		1/20/2020 5:00
EBT2	18		1/20/2020 5:00
EBT1	13		1/20/2020 5:00
WBT1	29		1/20/2020 6:00
WBT2	29		1/20/2020 6:00
EBT2	38		1/20/2020 6:00
EBT1	37		1/20/2020 6:00
WBT1	76		1/20/2020 7:00
WBT2	73		1/20/2020 7:00
EBT2	57		1/20/2020 7:00
EBT1	68		1/20/2020 7:00
WBT1	101		1/20/2020 8:00
WBT2	106		1/20/2020 8:00
EBT2	133		1/20/2020 8:00
EBT1	123		1/20/2020 8:00
WBT1	163		1/20/2020 9:00
WBT2	151		1/20/2020 9:00
EBT2	161		1/20/2020 9:00
EBT1	138		1/20/2020 9:00
WBT1	178		1/20/2020 10:00
WBT2	169		1/20/2020 10:00
EBT2	170		1/20/2020 10:00
EBT1	146		1/20/2020 10:00
WBT1	220		1/20/2020 11:00
WBT2	201		1/20/2020 11:00
EBT2	216		1/20/2020 11:00
EBT1	178		1/20/2020 11:00
WBT1	249		1/20/2020 12:00
WBT2	244		1/20/2020 12:00
EBT2	266		1/20/2020 12:00
EBT1	195		1/20/2020 12:00
WBT1	270		1/20/2020 13:00
WBT2	257		1/20/2020 13:00
EBT2	279		1/20/2020 13:00
EBT1	231		1/20/2020 13:00
WBT1	221		1/20/2020 14:00
WBT2	214		1/20/2020 14:00
EBT2	306		1/20/2020 14:00
EBT1	250		1/20/2020 14:00
WBT1	209		1/20/2020 15:00
WBT2	244		1/20/2020 15:00
EBT2	326		1/20/2020 15:00
EBT1	272		1/20/2020 15:00
WBT1	227		1/20/2020 16:00
WBT2	252		1/20/2020 16:00
EBT2	337		1/20/2020 16:00
EBT1	280		1/20/2020 16:00
WBT1	240		1/20/2020 17:00
WBT2	248		1/20/2020 17:00
EBT2	305		1/20/2020 17:00
EBT1	232		1/20/2020 17:00
WBT1	206		1/20/2020 18:00
WBT2	195		1/20/2020 18:00

EBT2	295		1/20/2020 18:00
EBT1	225		1/20/2020 18:00
WBT1	162		1/20/2020 19:00
WBT2	144		1/20/2020 19:00
EBT2	176		1/20/2020 19:00
EBT1	151		1/20/2020 19:00
WBT1	71		1/20/2020 20:00
WBT2	69		1/20/2020 20:00
EBT2	137		1/20/2020 20:00
EBT1	94		1/20/2020 20:00
WBT1	64		1/20/2020 21:00
WBT2	59		1/20/2020 21:00
EBT2	82		1/20/2020 21:00
EBT1	72		1/20/2020 21:00
WBT1	40		1/20/2020 22:00
WBT2	28		1/20/2020 22:00
EBT2	60		1/20/2020 22:00
EBT1	41		1/20/2020 22:00
WBT1	27		1/20/2020 23:00
WBT2	22		1/20/2020 23:00
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EBT1	27	11779	1/20/2020 23:00
WBT1	14		1/21/2020 0:00
WBT2	11		1/21/2020 0:00
EBT2	13		1/21/2020 0:00
EBT1	8		1/21/2020 0:00
WBT1	9		1/21/2020 1:00
WBT2	7		1/21/2020 1:00
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EBT1	6		1/21/2020 1:00
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WBT2	2		1/21/2020 2:00
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EBT1	6		1/21/2020 2:00
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WBT1	9		1/21/2020 4:00
WBT2	5		1/21/2020 4:00
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EBT1	11		1/21/2020 4:00
WBT1	12		1/21/2020 5:00
WBT2	10		1/21/2020 5:00
EBT2	15		1/21/2020 5:00
EBT1	19		1/21/2020 5:00
WBT1	34		1/21/2020 6:00
WBT2	31		1/21/2020 6:00
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EBT1	33		1/21/2020 6:00
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EBT1	140		1/21/2020 8:00
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EBT1	187		1/21/2020 9:00
WBT1	197		1/21/2020 10:00
WBT2	194		1/21/2020 10:00
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EBT1	141		1/21/2020 10:00
WBT1	224		1/21/2020 11:00
WBT2	175		1/21/2020 11:00
EBT2	192		1/21/2020 11:00
EBT1	174		1/21/2020 11:00
WBT1	239		1/21/2020 12:00
WBT2	217		1/21/2020 12:00
EBT2	210		1/21/2020 12:00
EBT1	192		1/21/2020 12:00
WBT1	225		1/21/2020 13:00
WBT2	218		1/21/2020 13:00

EBT2	272		1/21/2020 13:00
EBT1	229		1/21/2020 13:00
WBT1	200		1/21/2020 14:00
WBT2	204		1/21/2020 14:00
EBT2	262		1/21/2020 14:00
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EBT2	293		1/21/2020 17:00
EBT1	250		1/21/2020 17:00
WBT1	202		1/21/2020 18:00
WBT2	202		1/21/2020 18:00
EBT2	299		1/21/2020 18:00
EBT1	225		1/21/2020 18:00
WBT1	135		1/21/2020 19:00
WBT2	124		1/21/2020 19:00
EBT2	221		1/21/2020 19:00
EBT1	154		1/21/2020 19:00
WBT1	93		1/21/2020 20:00
WBT2	73		1/21/2020 20:00
EBT2	135		1/21/2020 20:00
EBT1	111		1/21/2020 20:00
WBT1	53		1/21/2020 21:00
WBT2	38		1/21/2020 21:00
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WBT1	28		1/21/2020 23:00
WBT2	27		1/21/2020 23:00
EBT2	30		1/21/2020 23:00
EBT1	27	11593	1/21/2020 23:00
WBT1	9		1/22/2020 0:00
WBT2	8		1/22/2020 0:00
EBT2	8		1/22/2020 0:00
EBT1	14		1/22/2020 0:00
WBT1	6		1/22/2020 1:00
WBT2	13		1/22/2020 1:00
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WBT2	34		1/22/2020 6:00
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EBT2	78		1/22/2020 7:00
EBT1	70		1/22/2020 7:00
WBT1	110		1/22/2020 8:00
WBT2	172		1/22/2020 8:00

EBT2	157		1/22/2020 8:00
EBT1	120		1/22/2020 8:00
WBT1	136		1/22/2020 9:00
WBT2	192		1/22/2020 9:00
EBT2	196		1/22/2020 9:00
EBT1	149		1/22/2020 9:00
WBT1	209		1/22/2020 10:00
WBT2	185		1/22/2020 10:00
EBT2	175		1/22/2020 10:00
EBT1	136		1/22/2020 10:00
WBT1	191		1/22/2020 11:00
WBT2	207		1/22/2020 11:00
EBT2	193		1/22/2020 11:00
EBT1	150		1/22/2020 11:00
WBT1	228		1/22/2020 12:00
WBT2	199		1/22/2020 12:00
EBT2	215		1/22/2020 12:00
EBT1	182		1/22/2020 12:00
WBT1	205		1/22/2020 13:00
WBT2	193		1/22/2020 13:00
EBT2	254		1/22/2020 13:00
EBT1	231		1/22/2020 13:00
WBT1	204		1/22/2020 14:00
WBT2	213		1/22/2020 14:00
EBT2	236		1/22/2020 14:00
EBT1	210		1/22/2020 14:00
WBT1	213		1/22/2020 15:00
WBT2	231		1/22/2020 15:00
EBT2	266		1/22/2020 15:00
EBT1	246		1/22/2020 15:00
WBT1	255		1/22/2020 16:00
WBT2	250		1/22/2020 16:00
EBT2	338		1/22/2020 16:00
EBT1	276		1/22/2020 16:00
WBT1	244		1/22/2020 17:00
WBT2	233		1/22/2020 17:00
EBT2	300		1/22/2020 17:00
EBT1	247		1/22/2020 17:00
WBT1	225		1/22/2020 18:00
WBT2	246		1/22/2020 18:00
EBT2	322		1/22/2020 18:00
EBT1	240		1/22/2020 18:00
WBT1	152		1/22/2020 19:00
WBT2	164		1/22/2020 19:00
EBT2	213		1/22/2020 19:00
EBT1	184		1/22/2020 19:00
WBT1	78		1/22/2020 20:00
WBT2	75		1/22/2020 20:00
EBT2	142		1/22/2020 20:00
EBT1	98		1/22/2020 20:00
WBT1	67		1/22/2020 21:00
WBT2	46		1/22/2020 21:00
EBT2	89		1/22/2020 21:00
EBT1	105		1/22/2020 21:00
WBT1	45		1/22/2020 22:00
WBT2	42		1/22/2020 22:00
EBT2	68		1/22/2020 22:00
EBT1	57		1/22/2020 22:00
WBT1	27		1/22/2020 23:00
WBT2	26		1/22/2020 23:00
EBT2	26		1/22/2020 23:00
EBT1	27	11748	1/22/2020 23:00

ADT 11707

Telegraph between 300 E & 200 E

LANE/APPROACH NAME	VOLUME	ADT Volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBRT	108		7/28/2020 9:00
EBT	95		7/28/2020 9:00
EBT	157		7/28/2020 9:00
EBLT	17		7/28/2020 9:00
WBT	335		7/28/2020 9:00
WBT	265		7/28/2020 9:00
EBRT	129		7/28/2020 10:00
EBT	129		7/28/2020 10:00
EBT	213		7/28/2020 10:00
EBLT	12		7/28/2020 10:00
WBT	404		7/28/2020 10:00
WBT	316		7/28/2020 10:00
EBRT	133		7/28/2020 11:00
EBT	153		7/28/2020 11:00
EBT	257		7/28/2020 11:00
EBLT	14		7/28/2020 11:00
WBT	386		7/28/2020 11:00
WBT	352		7/28/2020 11:00
EBRT	138		7/28/2020 12:00
EBT	196		7/28/2020 12:00
EBT	333		7/28/2020 12:00
EBLT	13		7/28/2020 12:00
WBT	419		7/28/2020 12:00
WBT	357		7/28/2020 12:00
EBRT	173		7/28/2020 13:00
EBT	213		7/28/2020 13:00
EBT	332		7/28/2020 13:00
EBLT	32		7/28/2020 13:00
WBT	434		7/28/2020 13:00
WBT	368		7/28/2020 13:00
EBRT	164		7/28/2020 14:00
EBT	217		7/28/2020 14:00
EBT	356		7/28/2020 14:00
EBLT	29		7/28/2020 14:00
WBT	386		7/28/2020 14:00
WBT	322		7/28/2020 14:00
EBRT	145		7/28/2020 15:00
EBT	232		7/28/2020 15:00
EBT	327		7/28/2020 15:00
EBLT	24		7/28/2020 15:00
WBT	418		7/28/2020 15:00
WBT	291		7/28/2020 15:00
EBRT	134		7/28/2020 16:00
EBT	248		7/28/2020 16:00
EBT	342		7/28/2020 16:00
EBLT	27		7/28/2020 16:00
WBT	403		7/28/2020 16:00
WBT	311		7/28/2020 16:00
EBRT	162		7/28/2020 17:00
EBT	195		7/28/2020 17:00
EBT	329		7/28/2020 17:00
EBLT	33		7/28/2020 17:00
WBT	381		7/28/2020 17:00
WBT	335		7/28/2020 17:00
EBRT	167		7/28/2020 18:00
EBT	194		7/28/2020 18:00
EBT	388		7/28/2020 18:00
EBLT	33		7/28/2020 18:00
WBT	352		7/28/2020 18:00
WBT	297		7/28/2020 18:00
EBRT	188		7/28/2020 19:00
EBT	168		7/28/2020 19:00
EBT	327		7/28/2020 19:00
EBLT	10		7/28/2020 19:00
WBT	297		7/28/2020 19:00
WBT	258		7/28/2020 19:00
EBRT	123		7/28/2020 20:00
EBT	141		7/28/2020 20:00
EBT	256		7/28/2020 20:00
EBLT	12		7/28/2020 20:00
WBT	246		7/28/2020 20:00
WBT	210		7/28/2020 20:00
EBRT	98		7/28/2020 21:00
EBT	97		7/28/2020 21:00

EBT	205		7/28/2020 21:00
EBLT	8		7/28/2020 21:00
WBT	178		7/28/2020 21:00
WBT	175		7/28/2020 21:00
EBRT	72		7/28/2020 22:00
EBT	56		7/28/2020 22:00
EBT	143		7/28/2020 22:00
EBLT	10		7/28/2020 22:00
WBT	119		7/28/2020 22:00
WBT	155		7/28/2020 22:00
EBRT	45		7/28/2020 23:00
EBT	36		7/28/2020 23:00
EBT	93		7/28/2020 23:00
EBLT	1		7/28/2020 23:00
WBT	58		7/28/2020 23:00
WBT	61		7/28/2020 23:00
EBRT	14		7/29/2020 0:00
EBT	18		7/29/2020 0:00
EBT	41		7/29/2020 0:00
EBLT	2		7/29/2020 0:00
WBT	38		7/29/2020 0:00
WBT	35		7/29/2020 0:00
EBRT	12		7/29/2020 1:00
EBT	7		7/29/2020 1:00
EBT	31		7/29/2020 1:00
EBLT	0		7/29/2020 1:00
WBT	18		7/29/2020 1:00
WBT	25		7/29/2020 1:00
EBRT	3		7/29/2020 2:00
EBT	5		7/29/2020 2:00
EBT	18		7/29/2020 2:00
EBLT	0		7/29/2020 2:00
WBT	7		7/29/2020 2:00
WBT	13		7/29/2020 2:00
EBRT	4		7/29/2020 3:00
EBT	6		7/29/2020 3:00
EBT	6		7/29/2020 3:00
EBLT	0		7/29/2020 3:00
WBT	7		7/29/2020 3:00
WBT	7		7/29/2020 3:00
EBRT	4		7/29/2020 4:00
EBT	11		7/29/2020 4:00
EBT	9		7/29/2020 4:00
EBLT	0		7/29/2020 4:00
WBT	18		7/29/2020 4:00
WBT	8		7/29/2020 4:00
EBRT	10		7/29/2020 5:00
EBT	9		7/29/2020 5:00
EBT	16		7/29/2020 5:00
EBLT	1		7/29/2020 5:00
WBT	29		7/29/2020 5:00
WBT	16		7/29/2020 5:00
EBRT	48		7/29/2020 6:00
EBT	32		7/29/2020 6:00
EBT	52		7/29/2020 6:00
EBLT	1		7/29/2020 6:00
WBT	83		7/29/2020 6:00
WBT	68		7/29/2020 6:00
EBRT	77		7/29/2020 7:00
EBT	51		7/29/2020 7:00
EBT	82		7/29/2020 7:00
EBLT	2		7/29/2020 7:00
WBT	129		7/29/2020 7:00
WBT	152		7/29/2020 7:00
EBRT	80		7/29/2020 8:00
EBT	81		7/29/2020 8:00
EBT	118		7/29/2020 8:00
EBLT	7		7/29/2020 8:00
WBT	243		7/29/2020 8:00
WBT	204	19529	7/29/2020 8:00
EBRT	92		7/29/2020 9:00
EBT	40		7/29/2020 9:00
EBT	197		7/29/2020 9:00
EBLT	18		7/29/2020 9:00
WBT	261		7/29/2020 9:00
WBT	259		7/29/2020 9:00

EBRT	106	7/29/2020 10:00
EBT	129	7/29/2020 10:00
EBT	197	7/29/2020 10:00
EBLT	13	7/29/2020 10:00
WBT	394	7/29/2020 10:00
WBT	275	7/29/2020 10:00
EBRT	148	7/29/2020 11:00
EBT	155	7/29/2020 11:00
EBT	261	7/29/2020 11:00
EBLT	15	7/29/2020 11:00
WBT	368	7/29/2020 11:00
WBT	312	7/29/2020 11:00
EBRT	149	7/29/2020 12:00
EBT	176	7/29/2020 12:00
EBT	300	7/29/2020 12:00
EBLT	21	7/29/2020 12:00
WBT	429	7/29/2020 12:00
WBT	357	7/29/2020 12:00
EBRT	151	7/29/2020 13:00
EBT	203	7/29/2020 13:00
EBT	326	7/29/2020 13:00
EBLT	28	7/29/2020 13:00
WBT	408	7/29/2020 13:00
WBT	359	7/29/2020 13:00
EBRT	160	7/29/2020 14:00
EBT	217	7/29/2020 14:00
EBT	355	7/29/2020 14:00
EBLT	30	7/29/2020 14:00
WBT	383	7/29/2020 14:00
WBT	290	7/29/2020 14:00
EBRT	142	7/29/2020 15:00
EBT	197	7/29/2020 15:00
EBT	324	7/29/2020 15:00
EBLT	16	7/29/2020 15:00
WBT	406	7/29/2020 15:00
WBT	285	7/29/2020 15:00
EBRT	153	7/29/2020 16:00
EBT	213	7/29/2020 16:00
EBT	337	7/29/2020 16:00
EBLT	36	7/29/2020 16:00
WBT	381	7/29/2020 16:00
WBT	322	7/29/2020 16:00
EBRT	185	7/29/2020 17:00
EBT	218	7/29/2020 17:00
EBT	348	7/29/2020 17:00
EBLT	27	7/29/2020 17:00
WBT	410	7/29/2020 17:00
WBT	321	7/29/2020 17:00
EBRT	171	7/29/2020 18:00
EBT	222	7/29/2020 18:00
EBT	345	7/29/2020 18:00
EBLT	18	7/29/2020 18:00
WBT	331	7/29/2020 18:00
WBT	278	7/29/2020 18:00
EBRT	156	7/29/2020 19:00
EBT	152	7/29/2020 19:00
EBT	303	7/29/2020 19:00
EBLT	15	7/29/2020 19:00
WBT	306	7/29/2020 19:00
WBT	231	7/29/2020 19:00
EBRT	112	7/29/2020 20:00
EBT	127	7/29/2020 20:00
EBT	224	7/29/2020 20:00
EBLT	13	7/29/2020 20:00
WBT	225	7/29/2020 20:00
WBT	213	7/29/2020 20:00
EBRT	101	7/29/2020 21:00
EBT	87	7/29/2020 21:00
EBT	190	7/29/2020 21:00
EBLT	5	7/29/2020 21:00
WBT	174	7/29/2020 21:00
WBT	167	7/29/2020 21:00
EBRT	74	7/29/2020 22:00
EBT	52	7/29/2020 22:00
EBT	140	7/29/2020 22:00
EBLT	7	7/29/2020 22:00

WBT	128		7/29/2020 22:00
WBT	115		7/29/2020 22:00
EBRT	46		7/29/2020 23:00
EBT	35		7/29/2020 23:00
EBT	68		7/29/2020 23:00
EBLT	1		7/29/2020 23:00
WBT	60		7/29/2020 23:00
WBT	44		7/29/2020 23:00
EBRT	27		7/30/2020 0:00
EBT	26		7/30/2020 0:00
EBT	48		7/30/2020 0:00
EBLT	1		7/30/2020 0:00
WBT	42		7/30/2020 0:00
WBT	34		7/30/2020 0:00
EBRT	13		7/30/2020 1:00
EBT	9		7/30/2020 1:00
EBT	22		7/30/2020 1:00
EBLT	1		7/30/2020 1:00
WBT	15		7/30/2020 1:00
WBT	13		7/30/2020 1:00
EBRT	3		7/30/2020 2:00
EBT	3		7/30/2020 2:00
EBT	17		7/30/2020 2:00
EBLT	0		7/30/2020 2:00
WBT	12		7/30/2020 2:00
WBT	11		7/30/2020 2:00
EBRT	2		7/30/2020 3:00
EBT	5		7/30/2020 3:00
EBT	10		7/30/2020 3:00
EBLT	1		7/30/2020 3:00
WBT	11		7/30/2020 3:00
WBT	2		7/30/2020 3:00
EBRT	4		7/30/2020 4:00
EBT	5		7/30/2020 4:00
EBT	10		7/30/2020 4:00
EBLT	0		7/30/2020 4:00
WBT	15		7/30/2020 4:00
WBT	7		7/30/2020 4:00
EBRT	11		7/30/2020 5:00
EBT	6		7/30/2020 5:00
EBT	18		7/30/2020 5:00
EBLT	0		7/30/2020 5:00
WBT	33		7/30/2020 5:00
WBT	26		7/30/2020 5:00
EBRT	49		7/30/2020 6:00
EBT	32		7/30/2020 6:00
EBT	38		7/30/2020 6:00
EBLT	1		7/30/2020 6:00
WBT	66		7/30/2020 6:00
WBT	75		7/30/2020 6:00
EBRT	95		7/30/2020 7:00
EBT	44		7/30/2020 7:00
EBT	100		7/30/2020 7:00
EBLT	3		7/30/2020 7:00
WBT	136		7/30/2020 7:00
WBT	154		7/30/2020 7:00
EBRT	108		7/30/2020 8:00
EBT	71		7/30/2020 8:00
EBT	138		7/30/2020 8:00
EBLT	3		7/30/2020 8:00
WBT	250		7/30/2020 8:00
WBT	206	18871	7/30/2020 8:00
EBRT	96		7/30/2020 9:00
EBT	77		7/30/2020 9:00
EBT	181		7/30/2020 9:00
EBLT	17		7/30/2020 9:00
WBT	343		7/30/2020 9:00
WBT	282		7/30/2020 9:00
EBRT	100		7/30/2020 10:00
EBT	132		7/30/2020 10:00
EBT	245		7/30/2020 10:00
EBLT	21		7/30/2020 10:00
WBT	365		7/30/2020 10:00
WBT	288		7/30/2020 10:00
EBRT	133		7/30/2020 11:00
EBT	158		7/30/2020 11:00

EBT	265	7/30/2020 11:00
EBLT	22	7/30/2020 11:00
WBT	394	7/30/2020 11:00
WBT	368	7/30/2020 11:00
EBRT	150	7/30/2020 12:00
EBT	196	7/30/2020 12:00
EBT	298	7/30/2020 12:00
EBLT	22	7/30/2020 12:00
WBT	429	7/30/2020 12:00
WBT	339	7/30/2020 12:00
EBRT	149	7/30/2020 13:00
EBT	196	7/30/2020 13:00
EBT	346	7/30/2020 13:00
EBLT	29	7/30/2020 13:00
WBT	450	7/30/2020 13:00
WBT	345	7/30/2020 13:00
EBRT	153	7/30/2020 14:00
EBT	208	7/30/2020 14:00
EBT	337	7/30/2020 14:00
EBLT	24	7/30/2020 14:00
WBT	413	7/30/2020 14:00
WBT	334	7/30/2020 14:00
EBRT	140	7/30/2020 15:00
EBT	198	7/30/2020 15:00
EBT	332	7/30/2020 15:00
EBLT	23	7/30/2020 15:00
WBT	375	7/30/2020 15:00
WBT	317	7/30/2020 15:00
EBRT	151	7/30/2020 16:00
EBT	219	7/30/2020 16:00
EBT	358	7/30/2020 16:00
EBLT	18	7/30/2020 16:00
WBT	399	7/30/2020 16:00
WBT	307	7/30/2020 16:00
EBRT	166	7/30/2020 17:00
EBT	201	7/30/2020 17:00
EBT	343	7/30/2020 17:00
EBLT	21	7/30/2020 17:00
WBT	368	7/30/2020 17:00
WBT	313	7/30/2020 17:00
EBRT	188	7/30/2020 18:00
EBT	169	7/30/2020 18:00
EBT	344	7/30/2020 18:00
EBLT	30	7/30/2020 18:00
WBT	359	7/30/2020 18:00
WBT	299	7/30/2020 18:00
EBRT	155	7/30/2020 19:00
EBT	157	7/30/2020 19:00
EBT	322	7/30/2020 19:00
EBLT	29	7/30/2020 19:00
WBT	276	7/30/2020 19:00
WBT	272	7/30/2020 19:00
EBRT	144	7/30/2020 20:00
EBT	129	7/30/2020 20:00
EBT	270	7/30/2020 20:00
EBLT	13	7/30/2020 20:00
WBT	276	7/30/2020 20:00
WBT	220	7/30/2020 20:00
EBRT	112	7/30/2020 21:00
EBT	92	7/30/2020 21:00
EBT	206	7/30/2020 21:00
EBLT	7	7/30/2020 21:00
WBT	161	7/30/2020 21:00
WBT	168	7/30/2020 21:00
EBRT	78	7/30/2020 22:00
EBT	78	7/30/2020 22:00
EBT	158	7/30/2020 22:00
EBLT	6	7/30/2020 22:00
WBT	166	7/30/2020 22:00
WBT	135	7/30/2020 22:00
EBRT	43	7/30/2020 23:00
EBT	37	7/30/2020 23:00
EBT	94	7/30/2020 23:00
EBLT	2	7/30/2020 23:00
WBT	103	7/30/2020 23:00
WBT	71	7/30/2020 23:00

EBRT	39		7/31/2020 0:00
EBT	19		7/31/2020 0:00
EBT	56		7/31/2020 0:00
EBLT	3		7/31/2020 0:00
WBT	47		7/31/2020 0:00
WBT	40		7/31/2020 0:00
EBRT	14		7/31/2020 1:00
EBT	7		7/31/2020 1:00
EBT	20		7/31/2020 1:00
EBLT	1		7/31/2020 1:00
WBT	24		7/31/2020 1:00
WBT	24		7/31/2020 1:00
EBRT	7		7/31/2020 2:00
EBT	4		7/31/2020 2:00
EBT	13		7/31/2020 2:00
EBLT	1		7/31/2020 2:00
WBT	17		7/31/2020 2:00
WBT	8		7/31/2020 2:00
EBRT	7		7/31/2020 3:00
EBT	5		7/31/2020 3:00
EBT	9		7/31/2020 3:00
EBLT	0		7/31/2020 3:00
WBT	9		7/31/2020 3:00
WBT	4		7/31/2020 3:00
EBRT	6		7/31/2020 4:00
EBT	5		7/31/2020 4:00
EBT	9		7/31/2020 4:00
EBLT	0		7/31/2020 4:00
WBT	19		7/31/2020 4:00
WBT	4		7/31/2020 4:00
EBRT	16		7/31/2020 5:00
EBT	8		7/31/2020 5:00
EBT	13		7/31/2020 5:00
EBLT	1		7/31/2020 5:00
WBT	21		7/31/2020 5:00
WBT	18		7/31/2020 5:00
EBRT	42		7/31/2020 6:00
EBT	27		7/31/2020 6:00
EBT	47		7/31/2020 6:00
EBLT	0		7/31/2020 6:00
WBT	74		7/31/2020 6:00
WBT	67		7/31/2020 6:00
EBRT	95		7/31/2020 7:00
EBT	45		7/31/2020 7:00
EBT	79		7/31/2020 7:00
EBLT	11		7/31/2020 7:00
WBT	127		7/31/2020 7:00
WBT	145		7/31/2020 7:00
EBRT	77		7/31/2020 8:00
EBT	79		7/31/2020 8:00
EBT	113		7/31/2020 8:00
EBLT	8		7/31/2020 8:00
WBT	246		7/31/2020 8:00
WBT	201	19504	7/31/2020 8:00
EBRT	108		7/31/2020 9:00
EBT	121		7/31/2020 9:00
EBT	167		7/31/2020 9:00
EBLT	16		7/31/2020 9:00
WBT	340		7/31/2020 9:00
WBT	263		7/31/2020 9:00
EBRT	122		7/31/2020 10:00
EBT	120		7/31/2020 10:00
EBT	195		7/31/2020 10:00
EBLT	19		7/31/2020 10:00
WBT	399		7/31/2020 10:00
WBT	279		7/31/2020 10:00
EBRT	153		7/31/2020 11:00
EBT	147		7/31/2020 11:00
EBT	302		7/31/2020 11:00
EBLT	17		7/31/2020 11:00
WBT	434		7/31/2020 11:00
WBT	325		7/31/2020 11:00
EBRT	175		7/31/2020 12:00
EBT	180		7/31/2020 12:00
EBT	313		7/31/2020 12:00
EBLT	15		7/31/2020 12:00

WBT	434	7/31/2020 12:00
WBT	382	7/31/2020 12:00
EBRT	183	7/31/2020 13:00
EBT	219	7/31/2020 13:00
EBT	357	7/31/2020 13:00
EBLT	28	7/31/2020 13:00
WBT	454	7/31/2020 13:00
WBT	327	7/31/2020 13:00
EBRT	167	7/31/2020 14:00
EBT	211	7/31/2020 14:00
EBT	327	7/31/2020 14:00
EBLT	16	7/31/2020 14:00
WBT	440	7/31/2020 14:00
WBT	339	7/31/2020 14:00
EBRT	163	7/31/2020 15:00
EBT	229	7/31/2020 15:00
EBT	376	7/31/2020 15:00
EBLT	18	7/31/2020 15:00
WBT	408	7/31/2020 15:00
WBT	314	7/31/2020 15:00
EBRT	171	7/31/2020 16:00
EBT	207	7/31/2020 16:00
EBT	359	7/31/2020 16:00
EBLT	23	7/31/2020 16:00
WBT	403	7/31/2020 16:00
WBT	341	7/31/2020 16:00
EBRT	166	7/31/2020 17:00
EBT	229	7/31/2020 17:00
EBT	374	7/31/2020 17:00
EBLT	27	7/31/2020 17:00
WBT	363	7/31/2020 17:00
WBT	318	7/31/2020 17:00
EBRT	146	7/31/2020 18:00
EBT	427	7/31/2020 18:00
EBT	609	7/31/2020 18:00
EBLT	32	7/31/2020 18:00
WBT	545	7/31/2020 18:00
WBT	427	7/31/2020 18:00
EBRT	134	7/31/2020 19:00
EBT	304	7/31/2020 19:00
EBT	474	7/31/2020 19:00
EBLT	24	7/31/2020 19:00
WBT	461	7/31/2020 19:00
WBT	386	7/31/2020 19:00
EBRT	143	7/31/2020 20:00
EBT	144	7/31/2020 20:00
EBT	296	7/31/2020 20:00
EBLT	14	7/31/2020 20:00
WBT	269	7/31/2020 20:00
WBT	234	7/31/2020 20:00
EBRT	126	7/31/2020 21:00
EBT	104	7/31/2020 21:00
EBT	235	7/31/2020 21:00
EBLT	12	7/31/2020 21:00
WBT	209	7/31/2020 21:00
WBT	199	7/31/2020 21:00
EBRT	57	7/31/2020 22:00
EBT	78	7/31/2020 22:00
EBT	158	7/31/2020 22:00
EBLT	6	7/31/2020 22:00
WBT	156	7/31/2020 22:00
WBT	150	7/31/2020 22:00
EBRT	62	7/31/2020 23:00
EBT	57	7/31/2020 23:00
EBT	135	7/31/2020 23:00
EBLT	2	7/31/2020 23:00
WBT	70	7/31/2020 23:00
WBT	79	7/31/2020 23:00
EBRT	39	8/1/2020 0:00
EBT	40	8/1/2020 0:00
EBT	63	8/1/2020 0:00
EBLT	1	8/1/2020 0:00
WBT	57	8/1/2020 0:00
WBT	72	8/1/2020 0:00
EBRT	42	8/1/2020 1:00
EBT	17	8/1/2020 1:00

EBT	49		8/1/2020 1:00
EBLT	1		8/1/2020 1:00
WBT	46		8/1/2020 1:00
WBT	37		8/1/2020 1:00
EBRT	20		8/1/2020 2:00
EBT	9		8/1/2020 2:00
EBT	23		8/1/2020 2:00
EBLT	0		8/1/2020 2:00
WBT	30		8/1/2020 2:00
WBT	20		8/1/2020 2:00
EBRT	5		8/1/2020 3:00
EBT	5		8/1/2020 3:00
EBT	15		8/1/2020 3:00
EBLT	1		8/1/2020 3:00
WBT	23		8/1/2020 3:00
WBT	14		8/1/2020 3:00
EBRT	9		8/1/2020 4:00
EBT	2		8/1/2020 4:00
EBT	14		8/1/2020 4:00
EBLT	0		8/1/2020 4:00
WBT	20		8/1/2020 4:00
WBT	12		8/1/2020 4:00
EBRT	6		8/1/2020 5:00
EBT	4		8/1/2020 5:00
EBT	7		8/1/2020 5:00
EBLT	0		8/1/2020 5:00
WBT	26		8/1/2020 5:00
WBT	8		8/1/2020 5:00
EBRT	14		8/1/2020 6:00
EBT	15		8/1/2020 6:00
EBT	25		8/1/2020 6:00
EBLT	2		8/1/2020 6:00
WBT	33		8/1/2020 6:00
WBT	24		8/1/2020 6:00
EBRT	31		8/1/2020 7:00
EBT	39		8/1/2020 7:00
EBT	57		8/1/2020 7:00
EBLT	5		8/1/2020 7:00
WBT	78		8/1/2020 7:00
WBT	68		8/1/2020 7:00
EBRT	60		8/1/2020 8:00
EBT	67		8/1/2020 8:00
EBT	101		8/1/2020 8:00
EBLT	10		8/1/2020 8:00
WBT	156		8/1/2020 8:00
WBT	117	21186	8/1/2020 8:00
EBRT	81		8/1/2020 9:00
EBT	93		8/1/2020 9:00
EBT	153		8/1/2020 9:00
EBLT	6		8/1/2020 9:00
WBT	263		8/1/2020 9:00
WBT	207		8/1/2020 9:00
EBRT	115		8/1/2020 10:00
EBT	132		8/1/2020 10:00
EBT	233		8/1/2020 10:00
EBLT	10		8/1/2020 10:00
WBT	371		8/1/2020 10:00
WBT	305		8/1/2020 10:00
EBRT	126		8/1/2020 11:00
EBT	168		8/1/2020 11:00
EBT	295		8/1/2020 11:00
EBLT	11		8/1/2020 11:00
WBT	425		8/1/2020 11:00
WBT	361		8/1/2020 11:00
EBRT	125		8/1/2020 12:00
EBT	196		8/1/2020 12:00
EBT	294		8/1/2020 12:00
EBLT	18		8/1/2020 12:00
WBT	415		8/1/2020 12:00
WBT	335		8/1/2020 12:00
EBRT	144		8/1/2020 13:00
EBT	188		8/1/2020 13:00
EBT	319		8/1/2020 13:00
EBLT	19		8/1/2020 13:00
WBT	415		8/1/2020 13:00
WBT	340		8/1/2020 13:00

EBRT	174	8/1/2020 14:00
EBT	196	8/1/2020 14:00
EBT	327	8/1/2020 14:00
EBLT	11	8/1/2020 14:00
WBT	361	8/1/2020 14:00
WBT	296	8/1/2020 14:00
EBRT	142	8/1/2020 15:00
EBT	183	8/1/2020 15:00
EBT	306	8/1/2020 15:00
EBLT	15	8/1/2020 15:00
WBT	349	8/1/2020 15:00
WBT	266	8/1/2020 15:00
EBRT	145	8/1/2020 16:00
EBT	182	8/1/2020 16:00
EBT	305	8/1/2020 16:00
EBLT	22	8/1/2020 16:00
WBT	327	8/1/2020 16:00
WBT	297	8/1/2020 16:00
EBRT	153	8/1/2020 17:00
EBT	154	8/1/2020 17:00
EBT	292	8/1/2020 17:00
EBLT	17	8/1/2020 17:00
WBT	319	8/1/2020 17:00
WBT	286	8/1/2020 17:00
EBRT	101	8/1/2020 18:00
EBT	170	8/1/2020 18:00
EBT	328	8/1/2020 18:00
EBLT	17	8/1/2020 18:00
WBT	290	8/1/2020 18:00
WBT	262	8/1/2020 18:00
EBRT	121	8/1/2020 19:00
EBT	141	8/1/2020 19:00
EBT	249	8/1/2020 19:00
EBLT	12	8/1/2020 19:00
WBT	251	8/1/2020 19:00
WBT	249	8/1/2020 19:00
EBRT	124	8/1/2020 20:00
EBT	122	8/1/2020 20:00
EBT	228	8/1/2020 20:00
EBLT	9	8/1/2020 20:00
WBT	222	8/1/2020 20:00
WBT	180	8/1/2020 20:00
EBRT	111	8/1/2020 21:00
EBT	97	8/1/2020 21:00
EBT	216	8/1/2020 21:00
EBLT	9	8/1/2020 21:00
WBT	198	8/1/2020 21:00
WBT	179	8/1/2020 21:00
EBRT	98	8/1/2020 22:00
EBT	65	8/1/2020 22:00
EBT	165	8/1/2020 22:00
EBLT	8	8/1/2020 22:00
WBT	150	8/1/2020 22:00
WBT	150	8/1/2020 22:00
EBRT	66	8/1/2020 23:00
EBT	48	8/1/2020 23:00
EBT	119	8/1/2020 23:00
EBLT	5	8/1/2020 23:00
WBT	84	8/1/2020 23:00
WBT	84	8/1/2020 23:00
EBRT	44	8/2/2020 0:00
EBT	36	8/2/2020 0:00
EBT	76	8/2/2020 0:00
EBLT	1	8/2/2020 0:00
WBT	60	8/2/2020 0:00
WBT	50	8/2/2020 0:00
EBRT	27	8/2/2020 1:00
EBT	23	8/2/2020 1:00
EBT	39	8/2/2020 1:00
EBLT	0	8/2/2020 1:00
WBT	40	8/2/2020 1:00
WBT	29	8/2/2020 1:00
EBRT	13	8/2/2020 2:00
EBT	5	8/2/2020 2:00
EBT	12	8/2/2020 2:00
EBLT	0	8/2/2020 2:00

WBT	20		8/2/2020 2:00
WBT	10		8/2/2020 2:00
EBRT	11		8/2/2020 3:00
EBT	12		8/2/2020 3:00
EBT	13		8/2/2020 3:00
EBLT	0		8/2/2020 3:00
WBT	19		8/2/2020 3:00
WBT	14		8/2/2020 3:00
EBRT	4		8/2/2020 4:00
EBT	4		8/2/2020 4:00
EBT	15		8/2/2020 4:00
EBLT	0		8/2/2020 4:00
WBT	17		8/2/2020 4:00
WBT	7		8/2/2020 4:00
EBRT	1		8/2/2020 5:00
EBT	8		8/2/2020 5:00
EBT	11		8/2/2020 5:00
EBLT	0		8/2/2020 5:00
WBT	13		8/2/2020 5:00
WBT	6		8/2/2020 5:00
EBRT	8		8/2/2020 6:00
EBT	5		8/2/2020 6:00
EBT	10		8/2/2020 6:00
EBLT	1		8/2/2020 6:00
WBT	26		8/2/2020 6:00
WBT	25		8/2/2020 6:00
EBRT	18		8/2/2020 7:00
EBT	7		8/2/2020 7:00
EBT	28		8/2/2020 7:00
EBLT	0		8/2/2020 7:00
WBT	43		8/2/2020 7:00
WBT	43		8/2/2020 7:00
EBRT	36		8/2/2020 8:00
EBT	39		8/2/2020 8:00
EBT	45		8/2/2020 8:00
EBLT	1		8/2/2020 8:00
WBT	66		8/2/2020 8:00
WBT	75	17332	8/2/2020 8:00
EBRT	44		8/2/2020 9:00
EBT	52		8/2/2020 9:00
EBT	90		8/2/2020 9:00
EBLT	3		8/2/2020 9:00
WBT	136		8/2/2020 9:00
WBT	106		8/2/2020 9:00
EBRT	56		8/2/2020 10:00
EBT	80		8/2/2020 10:00
EBT	122		8/2/2020 10:00
EBLT	2		8/2/2020 10:00
WBT	179		8/2/2020 10:00
WBT	152		8/2/2020 10:00
EBRT	83		8/2/2020 11:00
EBT	103		8/2/2020 11:00
EBT	172		8/2/2020 11:00
EBLT	5		8/2/2020 11:00
WBT	256		8/2/2020 11:00
WBT	185		8/2/2020 11:00
EBRT	74		8/2/2020 12:00
EBT	105		8/2/2020 12:00
EBT	166		8/2/2020 12:00
EBLT	9		8/2/2020 12:00
WBT	241		8/2/2020 12:00
WBT	219		8/2/2020 12:00
EBRT	104		8/2/2020 13:00
EBT	135		8/2/2020 13:00
EBT	203		8/2/2020 13:00
EBLT	9		8/2/2020 13:00
WBT	263		8/2/2020 13:00
WBT	205		8/2/2020 13:00
EBRT	105		8/2/2020 14:00
EBT	132		8/2/2020 14:00
EBT	219		8/2/2020 14:00
EBLT	8		8/2/2020 14:00
WBT	237		8/2/2020 14:00
WBT	208		8/2/2020 14:00
EBRT	103		8/2/2020 15:00
EBT	134		8/2/2020 15:00

EBT	227	8/2/2020 15:00
EBLT	8	8/2/2020 15:00
WBT	225	8/2/2020 15:00
WBT	192	8/2/2020 15:00
EBRT	113	8/2/2020 16:00
EBT	114	8/2/2020 16:00
EBT	186	8/2/2020 16:00
EBLT	5	8/2/2020 16:00
WBT	211	8/2/2020 16:00
WBT	166	8/2/2020 16:00
EBRT	72	8/2/2020 17:00
EBT	104	8/2/2020 17:00
EBT	191	8/2/2020 17:00
EBLT	7	8/2/2020 17:00
WBT	194	8/2/2020 17:00
WBT	195	8/2/2020 17:00
EBRT	84	8/2/2020 18:00
EBT	122	8/2/2020 18:00
EBT	202	8/2/2020 18:00
EBLT	4	8/2/2020 18:00
WBT	220	8/2/2020 18:00
WBT	164	8/2/2020 18:00
EBRT	75	8/2/2020 19:00
EBT	96	8/2/2020 19:00
EBT	196	8/2/2020 19:00
EBLT	5	8/2/2020 19:00
WBT	166	8/2/2020 19:00
WBT	174	8/2/2020 19:00
EBRT	89	8/2/2020 20:00
EBT	78	8/2/2020 20:00
EBT	169	8/2/2020 20:00
EBLT	5	8/2/2020 20:00
WBT	144	8/2/2020 20:00
WBT	164	8/2/2020 20:00
EBRT	78	8/2/2020 21:00
EBT	59	8/2/2020 21:00
EBT	139	8/2/2020 21:00
EBLT	6	8/2/2020 21:00
WBT	135	8/2/2020 21:00
WBT	134	8/2/2020 21:00
EBRT	54	8/2/2020 22:00
EBT	46	8/2/2020 22:00
EBT	104	8/2/2020 22:00
EBLT	6	8/2/2020 22:00
WBT	119	8/2/2020 22:00
WBT	108	8/2/2020 22:00
EBRT	33	8/2/2020 23:00
EBT	20	8/2/2020 23:00
EBT	73	8/2/2020 23:00
EBLT	3	8/2/2020 23:00
WBT	65	8/2/2020 23:00
WBT	48	8/2/2020 23:00
EBRT	19	8/3/2020 0:00
EBT	21	8/3/2020 0:00
EBT	38	8/3/2020 0:00
EBLT	1	8/3/2020 0:00
WBT	41	8/3/2020 0:00
WBT	21	8/3/2020 0:00
EBRT	14	8/3/2020 1:00
EBT	11	8/3/2020 1:00
EBT	21	8/3/2020 1:00
EBLT	0	8/3/2020 1:00
WBT	25	8/3/2020 1:00
WBT	12	8/3/2020 1:00
EBRT	6	8/3/2020 2:00
EBT	6	8/3/2020 2:00
EBT	7	8/3/2020 2:00
EBLT	0	8/3/2020 2:00
WBT	12	8/3/2020 2:00
WBT	9	8/3/2020 2:00
EBRT	1	8/3/2020 3:00
EBT	2	8/3/2020 3:00
EBT	13	8/3/2020 3:00
EBLT	0	8/3/2020 3:00
WBT	9	8/3/2020 3:00
WBT	11	8/3/2020 3:00

EBRT	2		8/3/2020 4:00
EBT	8		8/3/2020 4:00
EBT	9		8/3/2020 4:00
EBLT	1		8/3/2020 4:00
WBT	8		8/3/2020 4:00
WBT	8		8/3/2020 4:00
EBRT	11		8/3/2020 5:00
EBT	10		8/3/2020 5:00
EBT	19		8/3/2020 5:00
EBLT	1		8/3/2020 5:00
WBT	36		8/3/2020 5:00
WBT	25		8/3/2020 5:00
EBRT	48		8/3/2020 6:00
EBT	23		8/3/2020 6:00
EBT	43		8/3/2020 6:00
EBLT	1		8/3/2020 6:00
WBT	68		8/3/2020 6:00
WBT	66		8/3/2020 6:00
EBRT	76		8/3/2020 7:00
EBT	40		8/3/2020 7:00
EBT	92		8/3/2020 7:00
EBLT	3		8/3/2020 7:00
WBT	128		8/3/2020 7:00
WBT	141		8/3/2020 7:00
EBRT	80		8/3/2020 8:00
EBT	93		8/3/2020 8:00
EBT	120		8/3/2020 8:00
EBLT	2		8/3/2020 8:00
WBT	239		8/3/2020 8:00
WBT	219	12222	8/3/2020 8:00
EBRT	116		8/3/2020 9:00
EBT	91		8/3/2020 9:00
EBT	147		8/3/2020 9:00
EBLT	9		8/3/2020 9:00
WBT	315		8/3/2020 9:00
WBT	255		8/3/2020 9:00
EBRT	111		8/3/2020 10:00
EBT	142		8/3/2020 10:00
EBT	199		8/3/2020 10:00
EBLT	19		8/3/2020 10:00
WBT	367		8/3/2020 10:00
WBT	297		8/3/2020 10:00
EBRT	152		8/3/2020 11:00
EBT	161		8/3/2020 11:00
EBT	285		8/3/2020 11:00
EBLT	20		8/3/2020 11:00
WBT	398		8/3/2020 11:00
WBT	330		8/3/2020 11:00
EBRT	169		8/3/2020 12:00
EBT	172		8/3/2020 12:00
EBT	313		8/3/2020 12:00
EBLT	25		8/3/2020 12:00
WBT	427		8/3/2020 12:00
WBT	302		8/3/2020 12:00
EBRT	149		8/3/2020 13:00
EBT	224		8/3/2020 13:00
EBT	332		8/3/2020 13:00
EBLT	20		8/3/2020 13:00
WBT	444		8/3/2020 13:00
WBT	356		8/3/2020 13:00
EBRT	174		8/3/2020 14:00
EBT	210		8/3/2020 14:00
EBT	305		8/3/2020 14:00
EBLT	21		8/3/2020 14:00
WBT	418		8/3/2020 14:00
WBT	345		8/3/2020 14:00
EBRT	152		8/3/2020 15:00
EBT	217		8/3/2020 15:00
EBT	347		8/3/2020 15:00
EBLT	24		8/3/2020 15:00
WBT	372		8/3/2020 15:00
WBT	278		8/3/2020 15:00
EBRT	163		8/3/2020 16:00
EBT	211		8/3/2020 16:00
EBT	325		8/3/2020 16:00
EBLT	19		8/3/2020 16:00

WBT	381	8/3/2020 16:00
WBT	307	8/3/2020 16:00
EBRT	174	8/3/2020 17:00
EBT	195	8/3/2020 17:00
EBT	341	8/3/2020 17:00
EBLT	32	8/3/2020 17:00
WBT	394	8/3/2020 17:00
WBT	306	8/3/2020 17:00
EBRT	170	8/3/2020 18:00
EBT	216	8/3/2020 18:00
EBT	360	8/3/2020 18:00
EBLT	23	8/3/2020 18:00
WBT	359	8/3/2020 18:00
WBT	293	8/3/2020 18:00
EBRT	161	8/3/2020 19:00
EBT	147	8/3/2020 19:00
EBT	304	8/3/2020 19:00
EBLT	16	8/3/2020 19:00
WBT	302	8/3/2020 19:00
WBT	274	8/3/2020 19:00
EBRT	134	8/3/2020 20:00
EBT	125	8/3/2020 20:00
EBT	221	8/3/2020 20:00
EBLT	3	8/3/2020 20:00
WBT	249	8/3/2020 20:00
WBT	200	8/3/2020 20:00
EBRT	106	8/3/2020 21:00
EBT	106	8/3/2020 21:00
EBT	194	8/3/2020 21:00
EBLT	4	8/3/2020 21:00
WBT	159	8/3/2020 21:00
WBT	152	8/3/2020 21:00
EBRT	70	8/3/2020 22:00
EBT	61	8/3/2020 22:00
EBT	139	8/3/2020 22:00
EBLT	9	8/3/2020 22:00
WBT	118	8/3/2020 22:00
WBT	124	8/3/2020 22:00
EBRT	53	8/3/2020 23:00
EBT	38	8/3/2020 23:00
EBT	85	8/3/2020 23:00
EBLT	2	8/3/2020 23:00
WBT	75	8/3/2020 23:00
WBT	62	8/3/2020 23:00
EBRT	14	8/4/2020 0:00
EBT	20	8/4/2020 0:00
EBT	62	8/4/2020 0:00
EBLT	2	8/4/2020 0:00
WBT	40	8/4/2020 0:00
WBT	33	8/4/2020 0:00
EBRT	9	8/4/2020 1:00
EBT	12	8/4/2020 1:00
EBT	20	8/4/2020 1:00
EBLT	0	8/4/2020 1:00
WBT	31	8/4/2020 1:00
WBT	23	8/4/2020 1:00
EBRT	3	8/4/2020 2:00
EBT	4	8/4/2020 2:00
EBT	9	8/4/2020 2:00
EBLT	0	8/4/2020 2:00
WBT	11	8/4/2020 2:00
WBT	8	8/4/2020 2:00
EBRT	1	8/4/2020 3:00
EBT	7	8/4/2020 3:00
EBT	11	8/4/2020 3:00
EBLT	0	8/4/2020 3:00
WBT	7	8/4/2020 3:00
WBT	8	8/4/2020 3:00
EBRT	4	8/4/2020 4:00
EBT	9	8/4/2020 4:00
EBT	4	8/4/2020 4:00
EBLT	0	8/4/2020 4:00
WBT	14	8/4/2020 4:00
WBT	9	8/4/2020 4:00
EBRT	13	8/4/2020 5:00
EBT	7	8/4/2020 5:00

EBT	18		8/4/2020 5:00
EBLT	0		8/4/2020 5:00
WBT	31		8/4/2020 5:00
WBT	16		8/4/2020 5:00
EBRT	53		8/4/2020 6:00
EBT	27		8/4/2020 6:00
EBT	46		8/4/2020 6:00
EBLT	0		8/4/2020 6:00
WBT	75		8/4/2020 6:00
WBT	86		8/4/2020 6:00
EBRT	83		8/4/2020 7:00
EBT	46		8/4/2020 7:00
EBT	85		8/4/2020 7:00
EBLT	5		8/4/2020 7:00
WBT	141		8/4/2020 7:00
WBT	162		8/4/2020 7:00
EBRT	98		8/4/2020 8:00
EBT	95		8/4/2020 8:00
EBT	134		8/4/2020 8:00
EBLT	7		8/4/2020 8:00
WBT	231		8/4/2020 8:00
WBT	198	19204	8/4/2020 8:00
EBRT	124		8/4/2020 9:00
EBT	88		8/4/2020 9:00
EBT	142		8/4/2020 9:00
EBLT	14		8/4/2020 9:00
WBT	310		8/4/2020 9:00
WBT	265		8/4/2020 9:00
EBRT	106		8/4/2020 10:00
EBT	112		8/4/2020 10:00
EBT	212		8/4/2020 10:00
EBLT	12		8/4/2020 10:00
WBT	383		8/4/2020 10:00
WBT	253		8/4/2020 10:00
EBRT	147		8/4/2020 11:00
EBT	159		8/4/2020 11:00
EBT	251		8/4/2020 11:00
EBLT	16		8/4/2020 11:00
WBT	420		8/4/2020 11:00
WBT	303		8/4/2020 11:00
EBRT	154		8/4/2020 12:00
EBT	204		8/4/2020 12:00
EBT	303		8/4/2020 12:00
EBLT	11		8/4/2020 12:00
WBT	449		8/4/2020 12:00
WBT	309		8/4/2020 12:00
EBRT	167		8/4/2020 13:00
EBT	211		8/4/2020 13:00
EBT	316		8/4/2020 13:00
EBLT	28		8/4/2020 13:00
WBT	448		8/4/2020 13:00
WBT	324		8/4/2020 13:00
EBRT	164		8/4/2020 14:00
EBT	211		8/4/2020 14:00
EBT	353		8/4/2020 14:00
EBLT	24		8/4/2020 14:00
WBT	400		8/4/2020 14:00
WBT	302		8/4/2020 14:00
EBRT	178		8/4/2020 15:00
EBT	192		8/4/2020 15:00
EBT	298		8/4/2020 15:00
EBLT	19		8/4/2020 15:00
WBT	363		8/4/2020 15:00
WBT	311		8/4/2020 15:00
EBRT	141		8/4/2020 16:00
EBT	201		8/4/2020 16:00
EBT	334		8/4/2020 16:00
EBLT	32		8/4/2020 16:00
WBT	369		8/4/2020 16:00
WBT	291		8/4/2020 16:00
EBRT	150		8/4/2020 17:00
EBT	206		8/4/2020 17:00
EBT	329		8/4/2020 17:00
EBLT	17		8/4/2020 17:00
WBT	356		8/4/2020 17:00
WBT	312		8/4/2020 17:00

EBRT	191	8/4/2020 18:00
EBT	200	8/4/2020 18:00
EBT	376	8/4/2020 18:00
EBLT	31	8/4/2020 18:00
WBT	364	8/4/2020 18:00
WBT	276	8/4/2020 18:00
EBRT	75	8/4/2020 19:00
EBT	102	8/4/2020 19:00
EBT	195	8/4/2020 19:00
EBLT	33	8/4/2020 19:00
WBT	180	8/4/2020 19:00
WBT	192	8/4/2020 19:00
EBRT	0	8/4/2020 20:00
EBT	0	8/4/2020 20:00
EBT	4	8/4/2020 20:00
EBLT	9	8/4/2020 20:00
WBT	55	8/4/2020 20:00
WBT	82	8/4/2020 20:00
EBRT	118	8/4/2020 21:00
EBT	83	8/4/2020 21:00
EBT	190	8/4/2020 21:00
EBLT	11	8/4/2020 21:00
WBT	188	8/4/2020 21:00
WBT	188	8/4/2020 21:00
EBRT	89	8/4/2020 22:00
EBT	69	8/4/2020 22:00
EBT	168	8/4/2020 22:00
EBLT	10	8/4/2020 22:00
WBT	145	8/4/2020 22:00
WBT	140	8/4/2020 22:00
EBRT	55	8/4/2020 23:00
EBT	36	8/4/2020 23:00
EBT	115	8/4/2020 23:00
EBLT	2	8/4/2020 23:00
WBT	72	8/4/2020 23:00
WBT	65	8/4/2020 23:00
EBRT	30	8/5/2020 0:00
EBT	27	8/5/2020 0:00
EBT	55	8/5/2020 0:00
EBLT	2	8/5/2020 0:00
WBT	39	8/5/2020 0:00
WBT	34	8/5/2020 0:00
EBRT	13	8/5/2020 1:00
EBT	9	8/5/2020 1:00
EBT	39	8/5/2020 1:00
EBLT	0	8/5/2020 1:00
WBT	18	8/5/2020 1:00
WBT	25	8/5/2020 1:00
EBRT	2	8/5/2020 2:00
EBT	3	8/5/2020 2:00
EBT	14	8/5/2020 2:00
EBLT	0	8/5/2020 2:00
WBT	6	8/5/2020 2:00
WBT	10	8/5/2020 2:00
EBRT	5	8/5/2020 3:00
EBT	3	8/5/2020 3:00
EBT	10	8/5/2020 3:00
EBLT	0	8/5/2020 3:00
WBT	8	8/5/2020 3:00
WBT	4	8/5/2020 3:00
EBRT	1	8/5/2020 4:00
EBT	4	8/5/2020 4:00
EBT	4	8/5/2020 4:00
EBLT	0	8/5/2020 4:00
WBT	13	8/5/2020 4:00
WBT	6	8/5/2020 4:00
EBRT	10	8/5/2020 5:00
EBT	4	8/5/2020 5:00
EBT	21	8/5/2020 5:00
EBLT	0	8/5/2020 5:00
WBT	29	8/5/2020 5:00
WBT	23	8/5/2020 5:00
EBRT	49	8/5/2020 6:00
EBT	34	8/5/2020 6:00
EBT	52	8/5/2020 6:00
EBLT	2	8/5/2020 6:00

WBT	77		8/5/2020 6:00
WBT	77		8/5/2020 6:00
EBRT	94		8/5/2020 7:00
EBT	52		8/5/2020 7:00
EBT	92		8/5/2020 7:00
EBLT	4		8/5/2020 7:00
WBT	146		8/5/2020 7:00
WBT	156		8/5/2020 7:00
EBRT	96		8/5/2020 8:00
EBT	78		8/5/2020 8:00
EBT	117		8/5/2020 8:00
EBLT	8		8/5/2020 8:00
WBT	246		8/5/2020 8:00
WBT	220	17974	8/5/2020 8:00
EBRT	113		8/5/2020 9:00
EBT	101		8/5/2020 9:00
EBT	164		8/5/2020 9:00
EBLT	15		8/5/2020 9:00
WBT	331		8/5/2020 9:00
WBT	246		8/5/2020 9:00
EBRT	106		8/5/2020 10:00
EBT	114		8/5/2020 10:00
EBT	217		8/5/2020 10:00
EBLT	12		8/5/2020 10:00
WBT	388		8/5/2020 10:00
WBT	290		8/5/2020 10:00
EBRT	141		8/5/2020 11:00
EBT	158		8/5/2020 11:00
EBT	258		8/5/2020 11:00
EBLT	16		8/5/2020 11:00
WBT	420		8/5/2020 11:00
WBT	283		8/5/2020 11:00
EBRT	152		8/5/2020 12:00
EBT	173		8/5/2020 12:00
EBT	286		8/5/2020 12:00
EBLT	28		8/5/2020 12:00
WBT	473		8/5/2020 12:00
WBT	315		8/5/2020 12:00
EBRT	186		8/5/2020 13:00
EBT	208		8/5/2020 13:00
EBT	300		8/5/2020 13:00
EBLT	7		8/5/2020 13:00
WBT	429		8/5/2020 13:00
WBT	354		8/5/2020 13:00
EBRT	150		8/5/2020 14:00
EBT	223		8/5/2020 14:00
EBT	322		8/5/2020 14:00
EBLT	26		8/5/2020 14:00
WBT	367		8/5/2020 14:00
WBT	319		8/5/2020 14:00
EBRT	156		8/5/2020 15:00
EBT	202		8/5/2020 15:00
EBT	318		8/5/2020 15:00
EBLT	13		8/5/2020 15:00
WBT	421		8/5/2020 15:00
WBT	272		8/5/2020 15:00
EBRT	152		8/5/2020 16:00
EBT	195		8/5/2020 16:00
EBT	337		8/5/2020 16:00
EBLT	22		8/5/2020 16:00
WBT	383		8/5/2020 16:00
WBT	307		8/5/2020 16:00
EBRT	158		8/5/2020 17:00
EBT	226		8/5/2020 17:00
EBT	351		8/5/2020 17:00
EBLT	31		8/5/2020 17:00
WBT	394		8/5/2020 17:00
WBT	287		8/5/2020 17:00
EBRT	184		8/5/2020 18:00
EBT	187		8/5/2020 18:00
EBT	362		8/5/2020 18:00
EBLT	21		8/5/2020 18:00
WBT	377		8/5/2020 18:00
WBT	276		8/5/2020 18:00
EBRT	162		8/5/2020 19:00
EBT	158		8/5/2020 19:00

EBT	293	8/5/2020 19:00
EBLT	15	8/5/2020 19:00
WBT	321	8/5/2020 19:00
WBT	252	8/5/2020 19:00
EBRT	143	8/5/2020 20:00
EBT	129	8/5/2020 20:00
EBT	267	8/5/2020 20:00
EBLT	15	8/5/2020 20:00
WBT	233	8/5/2020 20:00
WBT	204	8/5/2020 20:00
EBRT	123	8/5/2020 21:00
EBT	103	8/5/2020 21:00
EBT	237	8/5/2020 21:00
EBLT	9	8/5/2020 21:00
WBT	170	8/5/2020 21:00
WBT	181	8/5/2020 21:00
EBRT	93	8/5/2020 22:00
EBT	58	8/5/2020 22:00
EBT	161	8/5/2020 22:00
EBLT	6	8/5/2020 22:00
WBT	131	8/5/2020 22:00
WBT	132	8/5/2020 22:00
EBRT	49	8/5/2020 23:00
EBT	46	8/5/2020 23:00
EBT	89	8/5/2020 23:00
EBLT	5	8/5/2020 23:00
WBT	81	8/5/2020 23:00
WBT	83	8/5/2020 23:00
EBRT	32	8/6/2020 0:00
EBT	17	8/6/2020 0:00
EBT	48	8/6/2020 0:00
EBLT	2	8/6/2020 0:00
WBT	51	8/6/2020 0:00
WBT	36	8/6/2020 0:00
EBRT	13	8/6/2020 1:00
EBT	14	8/6/2020 1:00
EBT	22	8/6/2020 1:00
EBLT	0	8/6/2020 1:00
WBT	26	8/6/2020 1:00
WBT	9	8/6/2020 1:00
EBRT	13	8/6/2020 2:00
EBT	7	8/6/2020 2:00
EBT	17	8/6/2020 2:00
EBLT	1	8/6/2020 2:00
WBT	10	8/6/2020 2:00
WBT	8	8/6/2020 2:00
EBRT	3	8/6/2020 3:00
EBT	8	8/6/2020 3:00
EBT	9	8/6/2020 3:00
EBLT	0	8/6/2020 3:00
WBT	13	8/6/2020 3:00
WBT	8	8/6/2020 3:00
EBRT	2	8/6/2020 4:00
EBT	4	8/6/2020 4:00
EBT	6	8/6/2020 4:00
EBLT	0	8/6/2020 4:00
WBT	15	8/6/2020 4:00
WBT	14	8/6/2020 4:00
EBRT	13	8/6/2020 5:00
EBT	8	8/6/2020 5:00
EBT	21	8/6/2020 5:00
EBLT	0	8/6/2020 5:00
WBT	29	8/6/2020 5:00
WBT	22	8/6/2020 5:00
EBRT	43	8/6/2020 6:00
EBT	27	8/6/2020 6:00
EBT	44	8/6/2020 6:00
EBLT	2	8/6/2020 6:00
WBT	62	8/6/2020 6:00
WBT	69	8/6/2020 6:00
EBRT	96	8/6/2020 7:00
EBT	56	8/6/2020 7:00
EBT	97	8/6/2020 7:00
EBLT	5	8/6/2020 7:00
WBT	159	8/6/2020 7:00
WBT	134	8/6/2020 7:00

EBRT	75		8/6/2020 8:00
EBT	70		8/6/2020 8:00
EBT	104		8/6/2020 8:00
EBLT	10		8/6/2020 8:00
WBT	251		8/6/2020 8:00
WBT	198	19275	8/6/2020 8:00
EBRT	106		8/6/2020 9:00
EBT	87		8/6/2020 9:00
EBT	160		8/6/2020 9:00
EBLT	17		8/6/2020 9:00
WBT	280		8/6/2020 9:00
WBT	283		8/6/2020 9:00
EBRT	100		8/6/2020 10:00
EBT	131		8/6/2020 10:00
EBT	196		8/6/2020 10:00
EBLT	12		8/6/2020 10:00
WBT	352		8/6/2020 10:00
WBT	259		8/6/2020 10:00
EBRT	152		8/6/2020 11:00
EBT	154		8/6/2020 11:00
EBT	267		8/6/2020 11:00
EBLT	23		8/6/2020 11:00
WBT	450		8/6/2020 11:00
WBT	356		8/6/2020 11:00
EBRT	164		8/6/2020 12:00
EBT	209		8/6/2020 12:00
EBT	290		8/6/2020 12:00
EBLT	18		8/6/2020 12:00
WBT	425		8/6/2020 12:00
WBT	314		8/6/2020 12:00
EBRT	172		8/6/2020 13:00
EBT	201		8/6/2020 13:00
EBT	318		8/6/2020 13:00
EBLT	17		8/6/2020 13:00
WBT	436		8/6/2020 13:00
WBT	324		8/6/2020 13:00
EBRT	155		8/6/2020 14:00
EBT	221		8/6/2020 14:00
EBT	332		8/6/2020 14:00
EBLT	16		8/6/2020 14:00
WBT	427		8/6/2020 14:00
WBT	329		8/6/2020 14:00
EBRT	160		8/6/2020 15:00
EBT	195		8/6/2020 15:00
EBT	316		8/6/2020 15:00
EBLT	25		8/6/2020 15:00
WBT	391		8/6/2020 15:00
WBT	286		8/6/2020 15:00
EBRT	163		8/6/2020 16:00
EBT	190		8/6/2020 16:00
EBT	352		8/6/2020 16:00
EBLT	26		8/6/2020 16:00
WBT	391		8/6/2020 16:00
WBT	303		8/6/2020 16:00
EBRT	188		8/6/2020 17:00
EBT	201		8/6/2020 17:00
EBT	328		8/6/2020 17:00
EBLT	14		8/6/2020 17:00
WBT	422		8/6/2020 17:00
WBT	312		8/6/2020 17:00
EBRT	192		8/6/2020 18:00
EBT	216		8/6/2020 18:00
EBT	377		8/6/2020 18:00
EBLT	34		8/6/2020 18:00
WBT	374		8/6/2020 18:00
WBT	288		8/6/2020 18:00
EBRT	188		8/6/2020 19:00
EBT	182		8/6/2020 19:00
EBT	334		8/6/2020 19:00
EBLT	10		8/6/2020 19:00
WBT	282		8/6/2020 19:00
WBT	259		8/6/2020 19:00
EBRT	149		8/6/2020 20:00
EBT	117		8/6/2020 20:00
EBT	248		8/6/2020 20:00
EBLT	6		8/6/2020 20:00

WBT	262		8/6/2020 20:00
WBT	187		8/6/2020 20:00
EBRT	112		8/6/2020 21:00
EBT	100		8/6/2020 21:00
EBT	232		8/6/2020 21:00
EBLT	5		8/6/2020 21:00
WBT	168		8/6/2020 21:00
WBT	171		8/6/2020 21:00
EBRT	70		8/6/2020 22:00
EBT	68		8/6/2020 22:00
EBT	161		8/6/2020 22:00
EBLT	7		8/6/2020 22:00
WBT	163		8/6/2020 22:00
WBT	133		8/6/2020 22:00
EBRT	48		8/6/2020 23:00
EBT	48		8/6/2020 23:00
EBT	80		8/6/2020 23:00
EBLT	3		8/6/2020 23:00
WBT	120		8/6/2020 23:00
WBT	89		8/6/2020 23:00
EBRT	38		8/7/2020 0:00
EBT	22		8/7/2020 0:00
EBT	57		8/7/2020 0:00
EBLT	2		8/7/2020 0:00
WBT	75		8/7/2020 0:00
WBT	49		8/7/2020 0:00
EBRT	13		8/7/2020 1:00
EBT	9		8/7/2020 1:00
EBT	26		8/7/2020 1:00
EBLT	1		8/7/2020 1:00
WBT	33		8/7/2020 1:00
WBT	17		8/7/2020 1:00
EBRT	7		8/7/2020 2:00
EBT	7		8/7/2020 2:00
EBT	15		8/7/2020 2:00
EBLT	0		8/7/2020 2:00
WBT	14		8/7/2020 2:00
WBT	11		8/7/2020 2:00
EBRT	2		8/7/2020 3:00
EBT	8		8/7/2020 3:00
EBT	7		8/7/2020 3:00
EBLT	0		8/7/2020 3:00
WBT	7		8/7/2020 3:00
WBT	7		8/7/2020 3:00
EBRT	5		8/7/2020 4:00
EBT	6		8/7/2020 4:00
EBT	14		8/7/2020 4:00
EBLT	0		8/7/2020 4:00
WBT	9		8/7/2020 4:00
WBT	8		8/7/2020 4:00
EBRT	15		8/7/2020 5:00
EBT	9		8/7/2020 5:00
EBT	20		8/7/2020 5:00
EBLT	1		8/7/2020 5:00
WBT	33		8/7/2020 5:00
WBT	20		8/7/2020 5:00
EBRT	39		8/7/2020 6:00
EBT	33		8/7/2020 6:00
EBT	40		8/7/2020 6:00
EBLT	1		8/7/2020 6:00
WBT	65		8/7/2020 6:00
WBT	68		8/7/2020 6:00
EBRT	89		8/7/2020 7:00
EBT	52		8/7/2020 7:00
EBT	90		8/7/2020 7:00
EBLT	6		8/7/2020 7:00
WBT	132		8/7/2020 7:00
WBT	144		8/7/2020 7:00
EBRT	86		8/7/2020 8:00
EBT	75		8/7/2020 8:00
EBT	135		8/7/2020 8:00
EBLT	3		8/7/2020 8:00
WBT	232		8/7/2020 8:00
WBT	194	19550	8/7/2020 8:00
EBRT	122		8/7/2020 9:00
EBT	78		8/7/2020 9:00

EBT	166	8/7/2020 9:00
EBLT	9	8/7/2020 9:00
WBT	308	8/7/2020 9:00
WBT	274	8/7/2020 9:00
EBRT	128	8/7/2020 10:00
EBT	117	8/7/2020 10:00
EBT	209	8/7/2020 10:00
EBLT	12	8/7/2020 10:00
WBT	360	8/7/2020 10:00
WBT	274	8/7/2020 10:00
EBRT	130	8/7/2020 11:00
EBT	173	8/7/2020 11:00
EBT	267	8/7/2020 11:00
EBLT	21	8/7/2020 11:00
WBT	418	8/7/2020 11:00
WBT	317	8/7/2020 11:00
EBRT	162	8/7/2020 12:00
EBT	195	8/7/2020 12:00
EBT	312	8/7/2020 12:00
EBLT	25	8/7/2020 12:00
WBT	468	8/7/2020 12:00
WBT	368	8/7/2020 12:00
EBRT	165	8/7/2020 13:00
EBT	226	8/7/2020 13:00
EBT	360	8/7/2020 13:00
EBLT	19	8/7/2020 13:00
WBT	433	8/7/2020 13:00
WBT	361	8/7/2020 13:00
EBRT	171	8/7/2020 14:00
EBT	235	8/7/2020 14:00
EBT	353	8/7/2020 14:00
EBLT	20	8/7/2020 14:00
WBT	404	8/7/2020 14:00
WBT	301	8/7/2020 14:00
EBRT	170	8/7/2020 15:00
EBT	252	8/7/2020 15:00
EBT	347	8/7/2020 15:00
EBLT	23	8/7/2020 15:00
WBT	399	8/7/2020 15:00
WBT	331	8/7/2020 15:00
EBRT	147	8/7/2020 16:00
EBT	217	8/7/2020 16:00
EBT	351	8/7/2020 16:00
EBLT	20	8/7/2020 16:00
WBT	399	8/7/2020 16:00
WBT	358	8/7/2020 16:00
EBRT	150	8/7/2020 17:00
EBT	247	8/7/2020 17:00
EBT	357	8/7/2020 17:00
EBLT	27	8/7/2020 17:00
WBT	406	8/7/2020 17:00
WBT	331	8/7/2020 17:00
EBRT	176	8/7/2020 18:00
EBT	195	8/7/2020 18:00
EBT	349	8/7/2020 18:00
EBLT	24	8/7/2020 18:00
WBT	383	8/7/2020 18:00
WBT	312	8/7/2020 18:00
EBRT	143	8/7/2020 19:00
EBT	193	8/7/2020 19:00
EBT	313	8/7/2020 19:00
EBLT	10	8/7/2020 19:00
WBT	345	8/7/2020 19:00
WBT	252	8/7/2020 19:00
EBRT	129	8/7/2020 20:00
EBT	154	8/7/2020 20:00
EBT	297	8/7/2020 20:00
EBLT	19	8/7/2020 20:00
WBT	272	8/7/2020 20:00
WBT	249	8/7/2020 20:00
EBRT	119	8/7/2020 21:00
EBT	142	8/7/2020 21:00
EBT	266	8/7/2020 21:00
EBLT	4	8/7/2020 21:00
WBT	181	8/7/2020 21:00
WBT	193	8/7/2020 21:00

EBRT	91		8/7/2020 22:00
EBT	78		8/7/2020 22:00
EBT	187		8/7/2020 22:00
EBLT	3		8/7/2020 22:00
WBT	166		8/7/2020 22:00
WBT	160		8/7/2020 22:00
EBRT	60		8/7/2020 23:00
EBT	57		8/7/2020 23:00
EBT	102		8/7/2020 23:00
EBLT	4		8/7/2020 23:00
WBT	111		8/7/2020 23:00
WBT	95		8/7/2020 23:00
EBRT	45		8/8/2020 0:00
EBT	42		8/8/2020 0:00
EBT	50		8/8/2020 0:00
EBLT	3		8/8/2020 0:00
WBT	81		8/8/2020 0:00
WBT	73		8/8/2020 0:00
EBRT	25		8/8/2020 1:00
EBT	11		8/8/2020 1:00
EBT	57		8/8/2020 1:00
EBLT	1		8/8/2020 1:00
WBT	38		8/8/2020 1:00
WBT	31		8/8/2020 1:00
EBRT	14		8/8/2020 2:00
EBT	10		8/8/2020 2:00
EBT	28		8/8/2020 2:00
EBLT	1		8/8/2020 2:00
WBT	16		8/8/2020 2:00
WBT	10		8/8/2020 2:00
EBRT	12		8/8/2020 3:00
EBT	16		8/8/2020 3:00
EBT	18		8/8/2020 3:00
EBLT	0		8/8/2020 3:00
WBT	13		8/8/2020 3:00
WBT	9		8/8/2020 3:00
EBRT	2		8/8/2020 4:00
EBT	3		8/8/2020 4:00
EBT	12		8/8/2020 4:00
EBLT	1		8/8/2020 4:00
WBT	13		8/8/2020 4:00
WBT	7		8/8/2020 4:00
EBRT	10		8/8/2020 5:00
EBT	4		8/8/2020 5:00
EBT	12		8/8/2020 5:00
EBLT	0		8/8/2020 5:00
WBT	17		8/8/2020 5:00
WBT	6		8/8/2020 5:00
EBRT	11		8/8/2020 6:00
EBT	13		8/8/2020 6:00
EBT	19		8/8/2020 6:00
EBLT	0		8/8/2020 6:00
WBT	28		8/8/2020 6:00
WBT	28		8/8/2020 6:00
EBRT	40		8/8/2020 7:00
EBT	26		8/8/2020 7:00
EBT	63		8/8/2020 7:00
EBLT	2		8/8/2020 7:00
WBT	58		8/8/2020 7:00
WBT	66		8/8/2020 7:00
EBRT	52		8/8/2020 8:00
EBT	42		8/8/2020 8:00
EBT	104		8/8/2020 8:00
EBLT	5		8/8/2020 8:00
WBT	125		8/8/2020 8:00
WBT	136	19836	8/8/2020 8:00
EBRT	83		8/8/2020 9:00
EBT	85		8/8/2020 9:00
EBT	155		8/8/2020 9:00
EBLT	1		8/8/2020 9:00
WBT	212		8/8/2020 9:00
WBT	169		8/8/2020 9:00
EBRT	118		8/8/2020 10:00
EBT	111		8/8/2020 10:00
EBT	204		8/8/2020 10:00
EBLT	11		8/8/2020 10:00

WBT	343	8/8/2020 10:00
WBT	255	8/8/2020 10:00
EBRT	132	8/8/2020 11:00
EBT	151	8/8/2020 11:00
EBT	268	8/8/2020 11:00
EBLT	9	8/8/2020 11:00
WBT	410	8/8/2020 11:00
WBT	324	8/8/2020 11:00
EBRT	135	8/8/2020 12:00
EBT	186	8/8/2020 12:00
EBT	319	8/8/2020 12:00
EBLT	21	8/8/2020 12:00
WBT	404	8/8/2020 12:00
WBT	354	8/8/2020 12:00
EBRT	157	8/8/2020 13:00
EBT	238	8/8/2020 13:00
EBT	358	8/8/2020 13:00
EBLT	22	8/8/2020 13:00
WBT	412	8/8/2020 13:00
WBT	364	8/8/2020 13:00
EBRT	142	8/8/2020 14:00
EBT	199	8/8/2020 14:00
EBT	346	8/8/2020 14:00
EBLT	24	8/8/2020 14:00
WBT	395	8/8/2020 14:00
WBT	324	8/8/2020 14:00
EBRT	155	8/8/2020 15:00
EBT	204	8/8/2020 15:00
EBT	364	8/8/2020 15:00
EBLT	13	8/8/2020 15:00
WBT	353	8/8/2020 15:00
WBT	303	8/8/2020 15:00
EBRT	160	8/8/2020 16:00
EBT	164	8/8/2020 16:00
EBT	333	8/8/2020 16:00
EBLT	11	8/8/2020 16:00
WBT	377	8/8/2020 16:00
WBT	307	8/8/2020 16:00
EBRT	145	8/8/2020 17:00
EBT	176	8/8/2020 17:00
EBT	326	8/8/2020 17:00
EBLT	18	8/8/2020 17:00
WBT	329	8/8/2020 17:00
WBT	279	8/8/2020 17:00
EBRT	146	8/8/2020 18:00
EBT	185	8/8/2020 18:00
EBT	337	8/8/2020 18:00
EBLT	10	8/8/2020 18:00
WBT	326	8/8/2020 18:00
WBT	280	8/8/2020 18:00
EBRT	140	8/8/2020 19:00
EBT	173	8/8/2020 19:00
EBT	325	8/8/2020 19:00
EBLT	13	8/8/2020 19:00
WBT	276	8/8/2020 19:00
WBT	245	8/8/2020 19:00
EBRT	119	8/8/2020 20:00
EBT	151	8/8/2020 20:00
EBT	289	8/8/2020 20:00
EBLT	6	8/8/2020 20:00
WBT	229	8/8/2020 20:00
WBT	215	8/8/2020 20:00
EBRT	98	8/8/2020 21:00
EBT	121	8/8/2020 21:00
EBT	222	8/8/2020 21:00
EBLT	11	8/8/2020 21:00
WBT	192	8/8/2020 21:00
WBT	183	8/8/2020 21:00
EBRT	76	8/8/2020 22:00
EBT	75	8/8/2020 22:00
EBT	159	8/8/2020 22:00
EBLT	6	8/8/2020 22:00
WBT	154	8/8/2020 22:00
WBT	143	8/8/2020 22:00
EBRT	58	8/8/2020 23:00
EBT	50	8/8/2020 23:00

EBT	111		8/8/2020 23:00
EBLT	9		8/8/2020 23:00
WBT	127		8/8/2020 23:00
WBT	145		8/8/2020 23:00
EBRT	39		8/9/2020 0:00
EBT	34		8/9/2020 0:00
EBT	75		8/9/2020 0:00
EBLT	1		8/9/2020 0:00
WBT	123		8/9/2020 0:00
WBT	91		8/9/2020 0:00
EBRT	29		8/9/2020 1:00
EBT	22		8/9/2020 1:00
EBT	48		8/9/2020 1:00
EBLT	1		8/9/2020 1:00
WBT	44		8/9/2020 1:00
WBT	34		8/9/2020 1:00
EBRT	13		8/9/2020 2:00
EBT	10		8/9/2020 2:00
EBT	21		8/9/2020 2:00
EBLT	0		8/9/2020 2:00
WBT	31		8/9/2020 2:00
WBT	26		8/9/2020 2:00
EBRT	4		8/9/2020 3:00
EBT	10		8/9/2020 3:00
EBT	22		8/9/2020 3:00
EBLT	1		8/9/2020 3:00
WBT	18		8/9/2020 3:00
WBT	18		8/9/2020 3:00
EBRT	5		8/9/2020 4:00
EBT	12		8/9/2020 4:00
EBT	10		8/9/2020 4:00
EBLT	0		8/9/2020 4:00
WBT	6		8/9/2020 4:00
WBT	6		8/9/2020 4:00
EBRT	3		8/9/2020 5:00
EBT	7		8/9/2020 5:00
EBT	16		8/9/2020 5:00
EBLT	1		8/9/2020 5:00
WBT	18		8/9/2020 5:00
WBT	10		8/9/2020 5:00
EBRT	3		8/9/2020 6:00
EBT	6		8/9/2020 6:00
EBT	12		8/9/2020 6:00
EBLT	0		8/9/2020 6:00
WBT	17		8/9/2020 6:00
WBT	24		8/9/2020 6:00
EBRT	12		8/9/2020 7:00
EBT	11		8/9/2020 7:00
EBT	23		8/9/2020 7:00
EBLT	2		8/9/2020 7:00
WBT	38		8/9/2020 7:00
WBT	25		8/9/2020 7:00
EBRT	34		8/9/2020 8:00
EBT	23		8/9/2020 8:00
EBT	43		8/9/2020 8:00
EBLT	2		8/9/2020 8:00
WBT	66		8/9/2020 8:00
WBT	60	18073	8/9/2020 8:00
EBRT	39		8/9/2020 9:00
EBT	61		8/9/2020 9:00
EBT	83		8/9/2020 9:00
EBLT	0		8/9/2020 9:00
WBT	115		8/9/2020 9:00
WBT	98		8/9/2020 9:00
EBRT	49		8/9/2020 10:00
EBT	74		8/9/2020 10:00
EBT	125		8/9/2020 10:00
EBLT	4		8/9/2020 10:00
WBT	193		8/9/2020 10:00
WBT	155		8/9/2020 10:00
EBRT	71		8/9/2020 11:00
EBT	119		8/9/2020 11:00
EBT	173		8/9/2020 11:00
EBLT	9		8/9/2020 11:00
WBT	241		8/9/2020 11:00
WBT	204		8/9/2020 11:00

EBRT	112	8/9/2020 12:00
EBT	119	8/9/2020 12:00
EBT	207	8/9/2020 12:00
EBLT	8	8/9/2020 12:00
WBT	295	8/9/2020 12:00
WBT	252	8/9/2020 12:00
EBRT	97	8/9/2020 13:00
EBT	139	8/9/2020 13:00
EBT	237	8/9/2020 13:00
EBLT	7	8/9/2020 13:00
WBT	269	8/9/2020 13:00
WBT	230	8/9/2020 13:00
EBRT	97	8/9/2020 14:00
EBT	142	8/9/2020 14:00
EBT	244	8/9/2020 14:00
EBLT	6	8/9/2020 14:00
WBT	269	8/9/2020 14:00
WBT	251	8/9/2020 14:00
EBRT	114	8/9/2020 15:00
EBT	145	8/9/2020 15:00
EBT	232	8/9/2020 15:00
EBLT	14	8/9/2020 15:00
WBT	223	8/9/2020 15:00
WBT	200	8/9/2020 15:00
EBRT	94	8/9/2020 16:00
EBT	140	8/9/2020 16:00
EBT	201	8/9/2020 16:00
EBLT	5	8/9/2020 16:00
WBT	260	8/9/2020 16:00
WBT	205	8/9/2020 16:00
EBRT	91	8/9/2020 17:00
EBT	118	8/9/2020 17:00
EBT	196	8/9/2020 17:00
EBLT	7	8/9/2020 17:00
WBT	199	8/9/2020 17:00
WBT	189	8/9/2020 17:00
EBRT	114	8/9/2020 18:00
EBT	124	8/9/2020 18:00
EBT	208	8/9/2020 18:00
EBLT	13	8/9/2020 18:00
WBT	252	8/9/2020 18:00
WBT	209	8/9/2020 18:00
EBRT	84	8/9/2020 19:00
EBT	113	8/9/2020 19:00
EBT	208	8/9/2020 19:00
EBLT	4	8/9/2020 19:00
WBT	196	8/9/2020 19:00
WBT	165	8/9/2020 19:00
EBRT	77	8/9/2020 20:00
EBT	96	8/9/2020 20:00
EBT	174	8/9/2020 20:00
EBLT	5	8/9/2020 20:00
WBT	181	8/9/2020 20:00
WBT	169	8/9/2020 20:00
EBRT	69	8/9/2020 21:00
EBT	84	8/9/2020 21:00
EBT	144	8/9/2020 21:00
EBLT	3	8/9/2020 21:00
WBT	164	8/9/2020 21:00
WBT	161	8/9/2020 21:00
EBRT	74	8/9/2020 22:00
EBT	53	8/9/2020 22:00
EBT	107	8/9/2020 22:00
EBLT	4	8/9/2020 22:00
WBT	122	8/9/2020 22:00
WBT	107	8/9/2020 22:00
EBRT	34	8/9/2020 23:00
EBT	21	8/9/2020 23:00
EBT	70	8/9/2020 23:00
EBLT	1	8/9/2020 23:00
WBT	55	8/9/2020 23:00
WBT	54	8/9/2020 23:00
EBRT	25	8/10/2020 0:00
EBT	22	8/10/2020 0:00
EBT	41	8/10/2020 0:00
EBLT	1	8/10/2020 0:00

WBT	32		8/10/2020 0:00
WBT	26		8/10/2020 0:00
EBRT	9		8/10/2020 1:00
EBT	9		8/10/2020 1:00
EBT	29		8/10/2020 1:00
EBLT	0		8/10/2020 1:00
WBT	18		8/10/2020 1:00
WBT	15		8/10/2020 1:00
EBRT	6		8/10/2020 2:00
EBT	3		8/10/2020 2:00
EBT	5		8/10/2020 2:00
EBLT	0		8/10/2020 2:00
WBT	4		8/10/2020 2:00
WBT	15		8/10/2020 2:00
EBRT	2		8/10/2020 3:00
EBT	4		8/10/2020 3:00
EBT	9		8/10/2020 3:00
EBLT	0		8/10/2020 3:00
WBT	7		8/10/2020 3:00
WBT	3		8/10/2020 3:00
EBRT	1		8/10/2020 4:00
EBT	3		8/10/2020 4:00
EBT	2		8/10/2020 4:00
EBLT	2		8/10/2020 4:00
WBT	8		8/10/2020 4:00
WBT	5		8/10/2020 4:00
EBRT	9		8/10/2020 5:00
EBT	6		8/10/2020 5:00
EBT	20		8/10/2020 5:00
EBLT	0		8/10/2020 5:00
WBT	34		8/10/2020 5:00
WBT	16		8/10/2020 5:00
EBRT	43		8/10/2020 6:00
EBT	24		8/10/2020 6:00
EBT	44		8/10/2020 6:00
EBLT	1		8/10/2020 6:00
WBT	60		8/10/2020 6:00
WBT	82		8/10/2020 6:00
EBRT	98		8/10/2020 7:00
EBT	53		8/10/2020 7:00
EBT	98		8/10/2020 7:00
EBLT	3		8/10/2020 7:00
WBT	137		8/10/2020 7:00
WBT	134		8/10/2020 7:00
EBRT	95		8/10/2020 8:00
EBT	85		8/10/2020 8:00
EBT	142		8/10/2020 8:00
EBLT	2		8/10/2020 8:00
WBT	253		8/10/2020 8:00
WBT	229	13120	8/10/2020 8:00
EBRT	119		8/10/2020 9:00
EBT	101		8/10/2020 9:00
EBT	177		8/10/2020 9:00
EBLT	5		8/10/2020 9:00
WBT	312		8/10/2020 9:00
WBT	268		8/10/2020 9:00
EBRT	100		8/10/2020 10:00
EBT	112		8/10/2020 10:00
EBT	194		8/10/2020 10:00
EBLT	11		8/10/2020 10:00
WBT	360		8/10/2020 10:00
WBT	309		8/10/2020 10:00
EBRT	135		8/10/2020 11:00
EBT	179		8/10/2020 11:00
EBT	279		8/10/2020 11:00
EBLT	15		8/10/2020 11:00
WBT	431		8/10/2020 11:00
WBT	328		8/10/2020 11:00
EBRT	160		8/10/2020 12:00
EBT	190		8/10/2020 12:00
EBT	326		8/10/2020 12:00
EBLT	11		8/10/2020 12:00
WBT	438		8/10/2020 12:00
WBT	351		8/10/2020 12:00
EBRT	176		8/10/2020 13:00
EBT	205		8/10/2020 13:00

EBT	320	8/10/2020 13:00
EBLT	19	8/10/2020 13:00
WBT	460	8/10/2020 13:00
WBT	360	8/10/2020 13:00
EBRT	190	8/10/2020 14:00
EBT	209	8/10/2020 14:00
EBT	364	8/10/2020 14:00
EBLT	22	8/10/2020 14:00
WBT	396	8/10/2020 14:00
WBT	338	8/10/2020 14:00
EBRT	146	8/10/2020 15:00
EBT	208	8/10/2020 15:00
EBT	349	8/10/2020 15:00
EBLT	25	8/10/2020 15:00
WBT	430	8/10/2020 15:00
WBT	308	8/10/2020 15:00
EBRT	177	8/10/2020 16:00
EBT	224	8/10/2020 16:00
EBT	349	8/10/2020 16:00
EBLT	25	8/10/2020 16:00
WBT	418	8/10/2020 16:00
WBT	340	8/10/2020 16:00
EBRT	174	8/10/2020 17:00
EBT	206	8/10/2020 17:00
EBT	359	8/10/2020 17:00
EBLT	33	8/10/2020 17:00
WBT	396	8/10/2020 17:00
WBT	321	8/10/2020 17:00
EBRT	212	8/10/2020 18:00
EBT	207	8/10/2020 18:00
EBT	374	8/10/2020 18:00
EBLT	32	8/10/2020 18:00
WBT	400	8/10/2020 18:00
WBT	329	8/10/2020 18:00
EBRT	178	8/10/2020 19:00
EBT	166	8/10/2020 19:00
EBT	312	8/10/2020 19:00
EBLT	17	8/10/2020 19:00
WBT	300	8/10/2020 19:00
WBT	265	8/10/2020 19:00
EBRT	140	8/10/2020 20:00
EBT	127	8/10/2020 20:00
EBT	269	8/10/2020 20:00
EBLT	8	8/10/2020 20:00
WBT	237	8/10/2020 20:00
WBT	219	8/10/2020 20:00
EBRT	112	8/10/2020 21:00
EBT	97	8/10/2020 21:00
EBT	199	8/10/2020 21:00
EBLT	2	8/10/2020 21:00
WBT	184	8/10/2020 21:00
WBT	151	8/10/2020 21:00
EBRT	81	8/10/2020 22:00
EBT	56	8/10/2020 22:00
EBT	124	8/10/2020 22:00
EBLT	2	8/10/2020 22:00
WBT	122	8/10/2020 22:00
WBT	117	8/10/2020 22:00
EBRT	43	8/10/2020 23:00
EBT	33	8/10/2020 23:00
EBT	90	8/10/2020 23:00
EBLT	1	8/10/2020 23:00
WBT	61	8/10/2020 23:00
WBT	58	8/10/2020 23:00
EBRT	25	8/11/2020 0:00
EBT	19	8/11/2020 0:00
EBT	49	8/11/2020 0:00
EBLT	2	8/11/2020 0:00
WBT	40	8/11/2020 0:00
WBT	39	8/11/2020 0:00
EBRT	6	8/11/2020 1:00
EBT	13	8/11/2020 1:00
EBT	20	8/11/2020 1:00
EBLT	0	8/11/2020 1:00
WBT	19	8/11/2020 1:00
WBT	18	8/11/2020 1:00

EBRT	8	8/11/2020 2:00
EBT	11	8/11/2020 2:00
EBT	9	8/11/2020 2:00
EBLT	0	8/11/2020 2:00
WBT	10	8/11/2020 2:00
WBT	8	8/11/2020 2:00
EBRT	4	8/11/2020 3:00
EBT	6	8/11/2020 3:00
EBT	13	8/11/2020 3:00
EBLT	0	8/11/2020 3:00
WBT	11	8/11/2020 3:00
WBT	6	8/11/2020 3:00
EBRT	3	8/11/2020 4:00
EBT	6	8/11/2020 4:00
EBT	12	8/11/2020 4:00
EBLT	0	8/11/2020 4:00
WBT	10	8/11/2020 4:00
WBT	4	8/11/2020 4:00
EBRT	10	8/11/2020 5:00
EBT	5	8/11/2020 5:00
EBT	20	8/11/2020 5:00
EBLT	0	8/11/2020 5:00
WBT	28	8/11/2020 5:00
WBT	17	8/11/2020 5:00
EBRT	44	8/11/2020 6:00
EBT	21	8/11/2020 6:00
EBT	46	8/11/2020 6:00
EBLT	3	8/11/2020 6:00
WBT	68	8/11/2020 6:00
WBT	70	8/11/2020 6:00
EBRT	83	8/11/2020 7:00
EBT	51	8/11/2020 7:00
EBT	106	8/11/2020 7:00
EBLT	1	8/11/2020 7:00
WBT	137	8/11/2020 7:00
WBT	143	8/11/2020 7:00

All ADT	18129
Weekday ADT	19130

Telegraph (inbetween main & 100 W)

LANE/APPROACH NAME	VOLUME	Daily volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	340		7/28/2020 10:00
WBT	404		7/28/2020 10:00
EBT	219		7/28/2020 10:00
EBT	276		7/28/2020 10:00
WBT	377		7/28/2020 11:00
WBT	418		7/28/2020 11:00
EBT	285		7/28/2020 11:00
EBT	302		7/28/2020 11:00
WBT	382		7/28/2020 12:00
WBT	454		7/28/2020 12:00
EBT	353		7/28/2020 12:00
EBT	361		7/28/2020 12:00
WBT	377		7/28/2020 13:00
WBT	475		7/28/2020 13:00
EBT	407		7/28/2020 13:00
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WBT	73	8/3/2020 6:00
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WBT	118	8/3/2020 7:00
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EBT	105	8/3/2020 7:00
WBT	218	8/3/2020 8:00
WBT	224	8/3/2020 8:00
EBT	127	8/3/2020 8:00
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WBT	274	8/3/2020 9:00
WBT	314	8/3/2020 9:00
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EBT	172	8/3/2020 9:00
WBT	358	8/3/2020 10:00
WBT	390	8/3/2020 10:00
EBT	249	8/3/2020 10:00
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WBT	351	8/3/2020 11:00
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EBT	318	8/3/2020 11:00
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EBT	373	8/3/2020 12:00
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WBT	401	8/3/2020 13:00
WBT	443	8/3/2020 13:00
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EBT	425	8/3/2020 13:00
WBT	370	8/3/2020 14:00
WBT	432	8/3/2020 14:00
EBT	357	8/3/2020 14:00
EBT	422	8/3/2020 14:00
WBT	338	8/3/2020 15:00
WBT	405	8/3/2020 15:00
EBT	392	8/3/2020 15:00
EBT	398	8/3/2020 15:00
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WBT	381	8/3/2020 16:00
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EBT	396	8/3/2020 16:00
WBT	338	8/3/2020 17:00
WBT	386	8/3/2020 17:00

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EBT	153		8/4/2020 8:00
EBT	177		8/4/2020 8:00
WBT	278		8/4/2020 9:00
WBT	337		8/4/2020 9:00
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WBT	410		8/4/2020 10:00
EBT	264		8/4/2020 10:00
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WBT	438		8/4/2020 11:00
EBT	273		8/4/2020 11:00
EBT	312		8/4/2020 11:00
WBT	361		8/4/2020 12:00
WBT	455		8/4/2020 12:00

EBT	346	8/4/2020 12:00
EBT	370	8/4/2020 12:00
WBT	395	8/4/2020 13:00
WBT	435	8/4/2020 13:00
EBT	395	8/4/2020 13:00
EBT	392	8/4/2020 13:00
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EBT	397	8/4/2020 14:00
WBT	319	8/4/2020 15:00
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WBT	410	8/4/2020 16:00
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EBT	373	8/4/2020 16:00
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WBT	78	8/5/2020 6:00
EBT	63	8/5/2020 6:00
EBT	71	8/5/2020 6:00
WBT	154	8/5/2020 7:00
WBT	133	8/5/2020 7:00

EBT	115		8/5/2020 7:00
EBT	121		8/5/2020 7:00
WBT	231		8/5/2020 8:00
WBT	252		8/5/2020 8:00
EBT	150		8/5/2020 8:00
EBT	161		8/5/2020 8:00
WBT	255		8/5/2020 9:00
WBT	353		8/5/2020 9:00
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WBT	325		8/5/2020 10:00
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EBT	371		8/5/2020 14:00
WBT	334		8/5/2020 15:00
WBT	379		8/5/2020 15:00
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EBT	447		8/5/2020 18:00
EBT	390		8/5/2020 18:00
WBT	278		8/5/2020 19:00
WBT	330		8/5/2020 19:00
EBT	351		8/5/2020 19:00
EBT	316		8/5/2020 19:00
WBT	242		8/5/2020 20:00
WBT	236		8/5/2020 20:00
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EBT	100		8/5/2020 23:00
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WBT	21		8/6/2020 1:00
EBT	26		8/6/2020 1:00
EBT	25		8/6/2020 1:00
WBT	10		8/6/2020 2:00
WBT	10		8/6/2020 2:00

EBT	19		8/6/2020 2:00
EBT	19		8/6/2020 2:00
WBT	8		8/6/2020 3:00
WBT	14		8/6/2020 3:00
EBT	11		8/6/2020 3:00
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EBT	54		8/6/2020 6:00
EBT	58		8/6/2020 6:00
WBT	143		8/6/2020 7:00
WBT	142		8/6/2020 7:00
EBT	115		8/6/2020 7:00
EBT	130		8/6/2020 7:00
WBT	213		8/6/2020 8:00
WBT	243		8/6/2020 8:00
EBT	120		8/6/2020 8:00
EBT	143		8/6/2020 8:00
WBT	280		8/6/2020 9:00
WBT	309		8/6/2020 9:00
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WBT	274		8/6/2020 10:00
WBT	368		8/6/2020 10:00
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EBT	227		8/6/2020 10:00
WBT	370		8/6/2020 11:00
WBT	461		8/6/2020 11:00
EBT	300		8/6/2020 11:00
EBT	298		8/6/2020 11:00
WBT	359		8/6/2020 12:00
WBT	426		8/6/2020 12:00
EBT	357		8/6/2020 12:00
EBT	375		8/6/2020 12:00
WBT	372		8/6/2020 13:00
WBT	468		8/6/2020 13:00
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EBT	395		8/6/2020 14:00
EBT	359		8/6/2020 14:00
WBT	341		8/6/2020 15:00
WBT	397		8/6/2020 15:00
EBT	384		8/6/2020 15:00
EBT	363		8/6/2020 15:00
WBT	362		8/6/2020 16:00
WBT	392		8/6/2020 16:00
EBT	385		8/6/2020 16:00
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WBT	359		8/6/2020 17:00
WBT	412		8/6/2020 17:00
EBT	403		8/6/2020 17:00
EBT	381		8/6/2020 17:00
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WBT	381		8/6/2020 18:00
EBT	452		8/6/2020 18:00
EBT	415		8/6/2020 18:00
WBT	284		8/6/2020 19:00
WBT	308		8/6/2020 19:00
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WBT	271		8/6/2020 20:00
EBT	286		8/6/2020 20:00
EBT	271		8/6/2020 20:00
WBT	202		8/6/2020 21:00
WBT	168		8/6/2020 21:00

EBT	260		8/6/2020 21:00
EBT	233		8/6/2020 21:00
WBT	142		8/6/2020 22:00
WBT	144		8/6/2020 22:00
EBT	165		8/6/2020 22:00
EBT	154		8/6/2020 22:00
WBT	103		8/6/2020 23:00
WBT	103		8/6/2020 23:00
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EBT	65		8/7/2020 6:00
WBT	127		8/7/2020 7:00
WBT	125		8/7/2020 7:00
EBT	111		8/7/2020 7:00
EBT	117		8/7/2020 7:00
WBT	213		8/7/2020 8:00
WBT	222		8/7/2020 8:00
EBT	147		8/7/2020 8:00
EBT	163		8/7/2020 8:00
WBT	295		8/7/2020 9:00
WBT	309		8/7/2020 9:00
EBT	188		8/7/2020 9:00
EBT	182	20586	8/7/2020 9:00

Weekday ADT 20398

Washington Dam Rd & Washington Fields Rd.

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT	366		1/28/2020 13:00
WBT	368		1/28/2020 13:00
EBT	354		1/28/2020 14:00
WBT	301		1/28/2020 14:00
EBT	329		1/28/2020 15:00
WBT	310		1/28/2020 15:00
EBT	406		1/28/2020 16:00
WBT	450		1/28/2020 16:00
EBT	398		1/28/2020 17:00
WBT	445		1/28/2020 17:00
EBT	405		1/28/2020 18:00
WBT	479		1/28/2020 18:00
EBT	258		1/28/2020 19:00
WBT	326		1/28/2020 19:00
EBT	159		1/28/2020 20:00
WBT	140		1/28/2020 20:00
EBT	104		1/28/2020 21:00
WBT	88		1/28/2020 21:00
EBT	83		1/28/2020 22:00
WBT	56		1/28/2020 22:00
EBT	42		1/28/2020 23:00
WBT	29		1/28/2020 23:00
EBT	24		1/29/2020 0:00
WBT	11		1/29/2020 0:00
EBT	9		1/29/2020 1:00
WBT	8		1/29/2020 1:00
EBT	3		1/29/2020 2:00
WBT	3		1/29/2020 2:00
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WBT	26		1/29/2020 5:00
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WBT	147		1/29/2020 7:00
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WBT	342		1/29/2020 8:00
EBT	414		1/29/2020 9:00
WBT	406		1/29/2020 9:00
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WBT	301		1/29/2020 10:00
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WBT	316		1/29/2020 11:00
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WBT	335	9796	1/29/2020 12:00
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WBT	32		1/29/2020 23:00
EBT	19		1/30/2020 0:00
WBT	11		1/30/2020 0:00
EBT	12		1/30/2020 1:00
WBT	9		1/30/2020 1:00

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WBT	4		1/30/2020 2:00
EBT	9		1/30/2020 3:00
WBT	4		1/30/2020 3:00
EBT	8		1/30/2020 4:00
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EBT	414		1/30/2020 8:00
WBT	378		1/30/2020 8:00
EBT	426		1/30/2020 9:00
WBT	435		1/30/2020 9:00
EBT	248		1/30/2020 10:00
WBT	305		1/30/2020 10:00
EBT	288		1/30/2020 11:00
WBT	299		1/30/2020 11:00
EBT	263		1/30/2020 12:00
WBT	350	9859	1/30/2020 12:00
EBT	360		1/30/2020 13:00
WBT	381		1/30/2020 13:00
EBT	348		1/30/2020 14:00
WBT	296		1/30/2020 14:00
EBT	366		1/30/2020 15:00
WBT	311		1/30/2020 15:00
EBT	440		1/30/2020 16:00
WBT	478		1/30/2020 16:00
EBT	393		1/30/2020 17:00
WBT	469		1/30/2020 17:00
EBT	420		1/30/2020 18:00
WBT	460		1/30/2020 18:00
EBT	304		1/30/2020 19:00
WBT	307		1/30/2020 19:00
EBT	165		1/30/2020 20:00
WBT	168		1/30/2020 20:00
EBT	128		1/30/2020 21:00
WBT	80		1/30/2020 21:00
EBT	79		1/30/2020 22:00
WBT	63		1/30/2020 22:00
EBT	56		1/30/2020 23:00
WBT	34		1/30/2020 23:00
EBT	25		1/31/2020 0:00
WBT	21		1/31/2020 0:00
EBT	13		1/31/2020 1:00
WBT	10		1/31/2020 1:00
EBT	13		1/31/2020 2:00
WBT	3		1/31/2020 2:00
EBT	7		1/31/2020 3:00
WBT	3		1/31/2020 3:00
EBT	4		1/31/2020 4:00
WBT	3		1/31/2020 4:00
EBT	9		1/31/2020 5:00
WBT	31		1/31/2020 5:00
EBT	72		1/31/2020 6:00
WBT	53		1/31/2020 6:00
EBT	207		1/31/2020 7:00
WBT	121		1/31/2020 7:00
EBT	382		1/31/2020 8:00
WBT	329		1/31/2020 8:00
EBT	382		1/31/2020 9:00
WBT	398		1/31/2020 9:00
EBT	269		1/31/2020 10:00
WBT	290		1/31/2020 10:00
EBT	300		1/31/2020 11:00
WBT	319		1/31/2020 11:00
EBT	306		1/31/2020 12:00
WBT	349	10025	1/31/2020 12:00

ADT	9893
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Washington Dam Rd. (city limits)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	96		1/28/2020 12:00
EBT	79		1/28/2020 12:00
WBT	102		1/28/2020 13:00
EBT	103		1/28/2020 13:00
WBT	99		1/28/2020 14:00
EBT	102		1/28/2020 14:00
WBT	92		1/28/2020 15:00
EBT	105		1/28/2020 15:00
WBT	136		1/28/2020 16:00
EBT	149		1/28/2020 16:00
WBT	119		1/28/2020 17:00
EBT	149		1/28/2020 17:00
WBT	120		1/28/2020 18:00
EBT	152		1/28/2020 18:00
WBT	93		1/28/2020 19:00
EBT	74		1/28/2020 19:00
WBT	33		1/28/2020 20:00
EBT	48		1/28/2020 20:00
WBT	24		1/28/2020 21:00
EBT	27		1/28/2020 21:00
WBT	16		1/28/2020 22:00
EBT	24		1/28/2020 22:00
WBT	10		1/28/2020 23:00
EBT	12		1/28/2020 23:00
WBT	7		1/29/2020 0:00
EBT	4		1/29/2020 0:00
WBT	3		1/29/2020 1:00
EBT	2		1/29/2020 1:00
WBT	2		1/29/2020 2:00
EBT	0		1/29/2020 2:00
WBT	1		1/29/2020 3:00
EBT	5		1/29/2020 3:00
WBT	1		1/29/2020 4:00
EBT	3		1/29/2020 4:00
WBT	8		1/29/2020 5:00
EBT	4		1/29/2020 5:00
WBT	39		1/29/2020 6:00
EBT	11		1/29/2020 6:00
WBT	80		1/29/2020 7:00
EBT	39		1/29/2020 7:00
WBT	131		1/29/2020 8:00
EBT	80		1/29/2020 8:00
WBT	109		1/29/2020 9:00
EBT	111		1/29/2020 9:00
WBT	117		1/29/2020 10:00
EBT	84		1/29/2020 10:00
WBT	93		1/29/2020 11:00
EBT	84	2982	1/29/2020 11:00
WBT	110		1/29/2020 12:00
EBT	90		1/29/2020 12:00
WBT	107		1/29/2020 13:00
EBT	120		1/29/2020 13:00
WBT	105		1/29/2020 14:00
EBT	96		1/29/2020 14:00
WBT	97		1/29/2020 15:00
EBT	88		1/29/2020 15:00
WBT	142		1/29/2020 16:00
EBT	155		1/29/2020 16:00
WBT	126		1/29/2020 17:00
EBT	164		1/29/2020 17:00
WBT	134		1/29/2020 18:00
EBT	153		1/29/2020 18:00
WBT	71		1/29/2020 19:00
EBT	104		1/29/2020 19:00
WBT	28		1/29/2020 20:00
EBT	47		1/29/2020 20:00
WBT	21		1/29/2020 21:00
EBT	34		1/29/2020 21:00
WBT	14		1/29/2020 22:00
EBT	22		1/29/2020 22:00
WBT	13		1/29/2020 23:00
EBT	13		1/29/2020 23:00
WBT	6		1/30/2020 0:00
EBT	4		1/30/2020 0:00

WBT	3		1/30/2020 1:00
EBT	0		1/30/2020 1:00
WBT	1		1/30/2020 2:00
EBT	0		1/30/2020 2:00
WBT	0		1/30/2020 3:00
EBT	7		1/30/2020 3:00
WBT	0		1/30/2020 4:00
EBT	0		1/30/2020 4:00
WBT	7		1/30/2020 5:00
EBT	1		1/30/2020 5:00
WBT	35		1/30/2020 6:00
EBT	14		1/30/2020 6:00
WBT	81		1/30/2020 7:00
EBT	36		1/30/2020 7:00
WBT	141		1/30/2020 8:00
EBT	75		1/30/2020 8:00
WBT	119		1/30/2020 9:00
EBT	116		1/30/2020 9:00
WBT	100		1/30/2020 10:00
EBT	76		1/30/2020 10:00
WBT	104		1/30/2020 11:00
EBT	77	3057	1/30/2020 11:00
WBT	111		1/30/2020 12:00
EBT	86		1/30/2020 12:00
WBT	102		1/30/2020 13:00
EBT	109		1/30/2020 13:00
WBT	91		1/30/2020 14:00
EBT	120		1/30/2020 14:00
WBT	99		1/30/2020 15:00
EBT	111		1/30/2020 15:00
WBT	137		1/30/2020 16:00
EBT	157		1/30/2020 16:00
WBT	136		1/30/2020 17:00
EBT	143		1/30/2020 17:00
WBT	127		1/30/2020 18:00
EBT	171		1/30/2020 18:00
WBT	66		1/30/2020 19:00
EBT	99		1/30/2020 19:00
WBT	44		1/30/2020 20:00
EBT	59		1/30/2020 20:00
WBT	20		1/30/2020 21:00
EBT	39		1/30/2020 21:00
WBT	21		1/30/2020 22:00
EBT	24		1/30/2020 22:00
WBT	11		1/30/2020 23:00
EBT	17		1/30/2020 23:00
WBT	5		1/31/2020 0:00
EBT	8		1/31/2020 0:00
WBT	3		1/31/2020 1:00
EBT	4		1/31/2020 1:00
WBT	1		1/31/2020 2:00
EBT	5		1/31/2020 2:00
WBT	1		1/31/2020 3:00
EBT	3		1/31/2020 3:00
WBT	2		1/31/2020 4:00
EBT	1		1/31/2020 4:00
WBT	9		1/31/2020 5:00
EBT	3		1/31/2020 5:00
WBT	40		1/31/2020 6:00
EBT	11		1/31/2020 6:00
WBT	73		1/31/2020 7:00
EBT	38		1/31/2020 7:00
WBT	112		1/31/2020 8:00
EBT	71		1/31/2020 8:00
WBT	120		1/31/2020 9:00
EBT	105		1/31/2020 9:00
WBT	93		1/31/2020 10:00
EBT	83		1/31/2020 10:00
WBT	101		1/31/2020 11:00
EBT	118	3110	1/31/2020 11:00

ADT	3050
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Washington Pkwy & Buena Vista Blvd(East Side)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
EBT	8		1/2/2020 0:00
WBT	5		1/2/2020 0:00
EBT	1		1/2/2020 1:00
WBT	2		1/2/2020 1:00
EBT	1		1/2/2020 2:00
WBT	2		1/2/2020 2:00
EBT	1		1/2/2020 3:00
WBT	0		1/2/2020 3:00
EBT	8		1/2/2020 4:00
WBT	2		1/2/2020 4:00
EBT	6		1/2/2020 5:00
WBT	2		1/2/2020 5:00
EBT	14		1/2/2020 6:00
WBT	2		1/2/2020 6:00
EBT	15		1/2/2020 7:00
WBT	15		1/2/2020 7:00
EBT	45		1/2/2020 8:00
WBT	24		1/2/2020 8:00
EBT	53		1/2/2020 9:00
WBT	30		1/2/2020 9:00
EBT	56		1/2/2020 10:00
WBT	58		1/2/2020 10:00
EBT	72		1/2/2020 11:00
WBT	57		1/2/2020 11:00
EBT	72		1/2/2020 12:00
WBT	64		1/2/2020 12:00
EBT	68		1/2/2020 13:00
WBT	60		1/2/2020 13:00
EBT	85		1/2/2020 14:00
WBT	64		1/2/2020 14:00
EBT	79		1/2/2020 15:00
WBT	70		1/2/2020 15:00
EBT	101		1/2/2020 16:00
WBT	96		1/2/2020 16:00
EBT	80		1/2/2020 17:00
WBT	83		1/2/2020 17:00
EBT	80		1/2/2020 18:00
WBT	80		1/2/2020 18:00
EBT	43		1/2/2020 19:00
WBT	45		1/2/2020 19:00
EBT	25		1/2/2020 20:00
WBT	21		1/2/2020 20:00
EBT	21		1/2/2020 21:00
WBT	25		1/2/2020 21:00
EBT	24		1/2/2020 22:00
WBT	20		1/2/2020 22:00
EBT	8		1/2/2020 23:00
WBT	16	1809	1/2/2020 23:00
EBT	7		1/3/2020 0:00
WBT	9		1/3/2020 0:00
EBT	5		1/3/2020 1:00
WBT	10		1/3/2020 1:00
EBT	1		1/3/2020 2:00
WBT	0		1/3/2020 2:00
EBT	1		1/3/2020 3:00
WBT	0		1/3/2020 3:00
EBT	7		1/3/2020 4:00
WBT	0		1/3/2020 4:00
EBT	7		1/3/2020 5:00
WBT	2		1/3/2020 5:00
EBT	12		1/3/2020 6:00
WBT	3		1/3/2020 6:00
EBT	19		1/3/2020 7:00
WBT	13		1/3/2020 7:00
EBT	61		1/3/2020 8:00
WBT	44		1/3/2020 8:00
EBT	66		1/3/2020 9:00
WBT	60		1/3/2020 9:00
EBT	62		1/3/2020 10:00
WBT	39		1/3/2020 10:00
EBT	81		1/3/2020 11:00
WBT	48		1/3/2020 11:00
EBT	76		1/3/2020 12:00
WBT	77		1/3/2020 12:00

EBT	67		1/3/2020 13:00
WBT	65		1/3/2020 13:00
EBT	88		1/3/2020 14:00
WBT	58		1/3/2020 14:00
EBT	75		1/3/2020 15:00
WBT	75		1/3/2020 15:00
EBT	83		1/3/2020 16:00
WBT	92		1/3/2020 16:00
EBT	99		1/3/2020 17:00
WBT	109		1/3/2020 17:00
EBT	93		1/3/2020 18:00
WBT	82		1/3/2020 18:00
EBT	52		1/3/2020 19:00
WBT	60		1/3/2020 19:00
EBT	36		1/3/2020 20:00
WBT	30		1/3/2020 20:00
EBT	18		1/3/2020 21:00
WBT	24		1/3/2020 21:00
EBT	30		1/3/2020 22:00
WBT	27		1/3/2020 22:00
EBT	17		1/3/2020 23:00
WBT	22	2012	1/3/2020 23:00
EBT	3		1/6/2020 0:00
WBT	4		1/6/2020 0:00
EBT	6		1/6/2020 1:00
WBT	2		1/6/2020 1:00
EBT	0		1/6/2020 2:00
WBT	4		1/6/2020 2:00
EBT	2		1/6/2020 3:00
WBT	0		1/6/2020 3:00
EBT	5		1/6/2020 4:00
WBT	0		1/6/2020 4:00
EBT	5		1/6/2020 5:00
WBT	2		1/6/2020 5:00
EBT	13		1/6/2020 6:00
WBT	2		1/6/2020 6:00
EBT	20		1/6/2020 7:00
WBT	19		1/6/2020 7:00
EBT	60		1/6/2020 8:00
WBT	42		1/6/2020 8:00
EBT	71		1/6/2020 9:00
WBT	42		1/6/2020 9:00
EBT	67		1/6/2020 10:00
WBT	50		1/6/2020 10:00
EBT	59		1/6/2020 11:00
WBT	56		1/6/2020 11:00
EBT	74		1/6/2020 12:00
WBT	50		1/6/2020 12:00
EBT	67		1/6/2020 13:00
WBT	70		1/6/2020 13:00
EBT	71		1/6/2020 14:00
WBT	57		1/6/2020 14:00
EBT	84		1/6/2020 15:00
WBT	72		1/6/2020 15:00
EBT	88		1/6/2020 16:00
WBT	59		1/6/2020 16:00
EBT	92		1/6/2020 17:00
WBT	89		1/6/2020 17:00
EBT	77		1/6/2020 18:00
WBT	88		1/6/2020 18:00
EBT	39		1/6/2020 19:00
WBT	33		1/6/2020 19:00
EBT	28		1/6/2020 20:00
WBT	25		1/6/2020 20:00
EBT	15		1/6/2020 21:00
WBT	17		1/6/2020 21:00
EBT	16		1/6/2020 22:00
WBT	12		1/6/2020 22:00
EBT	12		1/6/2020 23:00
WBT	12	1781	1/6/2020 23:00

Washington Pkwy & Green Spring (East Side)

LANE/APPROACH NAME	VOLUME	Daily volumes	SENSOR TIME (MM/dd/yy HH:mm:ss)
EB	25		9/8/2020 10:00
WB2	13		9/8/2020 10:00
WB1	14		9/8/2020 10:00
EB	18		9/8/2020 11:00
WB2	14		9/8/2020 11:00
WB1	10		9/8/2020 11:00
EB	31		9/8/2020 12:00
WB2	14		9/8/2020 12:00
WB1	8		9/8/2020 12:00
EB	22		9/8/2020 13:00
WB2	21		9/8/2020 13:00
WB1	6		9/8/2020 13:00
EB	21		9/8/2020 14:00
WB2	14		9/8/2020 14:00
WB1	6		9/8/2020 14:00
EB	31		9/8/2020 15:00
WB2	18		9/8/2020 15:00
WB1	7		9/8/2020 15:00
EB	18		9/8/2020 16:00
WB2	20		9/8/2020 16:00
WB1	3		9/8/2020 16:00
EB	18		9/8/2020 17:00
WB2	18		9/8/2020 17:00
WB1	6		9/8/2020 17:00
EB	23		9/8/2020 18:00
WB2	16		9/8/2020 18:00
WB1	8		9/8/2020 18:00
EB	12		9/8/2020 19:00
WB2	15		9/8/2020 19:00
WB1	5		9/8/2020 19:00
EB	13		9/8/2020 20:00
WB2	8		9/8/2020 20:00
WB1	7		9/8/2020 20:00
EB	3		9/8/2020 21:00
WB2	10		9/8/2020 21:00
WB1	7		9/8/2020 21:00
EB	7		9/8/2020 22:00
WB2	4		9/8/2020 22:00
WB1	1		9/8/2020 22:00
EB	4		9/8/2020 23:00
WB2	6		9/8/2020 23:00
WB1	2		9/8/2020 23:00
EB	3		9/9/2020 0:00
WB2	3		9/9/2020 0:00
WB1	0		9/9/2020 0:00
EB	0		9/9/2020 1:00
WB2	1		9/9/2020 1:00
WB1	1		9/9/2020 1:00
EB	0		9/9/2020 2:00
WB2	1		9/9/2020 2:00
WB1	0		9/9/2020 2:00
EB	0		9/9/2020 3:00
WB2	0		9/9/2020 3:00
WB1	0		9/9/2020 3:00
EB	2		9/9/2020 4:00
WB2	0		9/9/2020 4:00
WB1	0		9/9/2020 4:00
EB	0		9/9/2020 5:00
WB2	2		9/9/2020 5:00
WB1	0		9/9/2020 5:00
EB	2		9/9/2020 6:00
WB2	0		9/9/2020 6:00
WB1	1		9/9/2020 6:00
EB	7		9/9/2020 7:00
WB2	3		9/9/2020 7:00
WB1	3		9/9/2020 7:00
EB	15		9/9/2020 8:00
WB2	9		9/9/2020 8:00
WB1	2		9/9/2020 8:00
EB	32		9/9/2020 9:00
WB2	6		9/9/2020 9:00
WB1	10		9/9/2020 9:00
EB	13		9/9/2020 10:00
WB2	10		9/9/2020 10:00

WB1	8		9/9/2020 10:00
EB	23		9/9/2020 11:00
WB2	15		9/9/2020 11:00
WB1	11		9/9/2020 11:00
EB	25		9/9/2020 12:00
WB2	15		9/9/2020 12:00
WB1	8		9/9/2020 12:00
EB	20		9/9/2020 13:00
WB2	16		9/9/2020 13:00
WB1	8		9/9/2020 13:00
EB	23		9/9/2020 14:00
WB2	18		9/9/2020 14:00
WB1	9		9/9/2020 14:00
EB	32		9/9/2020 15:00
WB2	22		9/9/2020 15:00
WB1	10		9/9/2020 15:00
EB	23		9/9/2020 16:00
WB2	15		9/9/2020 16:00
WB1	5		9/9/2020 16:00
EB	31		9/9/2020 17:00
WB2	22		9/9/2020 17:00
WB1	7		9/9/2020 17:00
EB	31		9/9/2020 18:00
WB2	14		9/9/2020 18:00
WB1	7		9/9/2020 18:00
EB	17		9/9/2020 19:00
WB2	20		9/9/2020 19:00
WB1	9		9/9/2020 19:00
EB	11		9/9/2020 20:00
WB2	9		9/9/2020 20:00
WB1	8		9/9/2020 20:00
EB	9		9/9/2020 21:00
WB2	7		9/9/2020 21:00
WB1	5		9/9/2020 21:00
EB	6		9/9/2020 22:00
WB2	7		9/9/2020 22:00
WB1	3		9/9/2020 22:00
EB	6		9/9/2020 23:00
WB2	5		9/9/2020 23:00
WB1	2		9/9/2020 23:00
EB	1		9/10/2020 0:00
WB2	5		9/10/2020 0:00
WB1	1		9/10/2020 0:00
EB	0		9/10/2020 1:00
WB2	0		9/10/2020 1:00
WB1	0		9/10/2020 1:00
EB	1		9/10/2020 2:00
WB2	0		9/10/2020 2:00
WB1	0		9/10/2020 2:00
EB	1		9/10/2020 3:00
WB2	0		9/10/2020 3:00
WB1	0		9/10/2020 3:00
EB	2		9/10/2020 4:00
WB2	1		9/10/2020 4:00
WB1	0		9/10/2020 4:00
EB	1		9/10/2020 5:00
WB2	1		9/10/2020 5:00
WB1	0		9/10/2020 5:00
EB	3		9/10/2020 6:00
WB2	0		9/10/2020 6:00
WB1	1		9/10/2020 6:00
EB	12		9/10/2020 7:00
WB2	5		9/10/2020 7:00
WB1	3		9/10/2020 7:00
EB	21		9/10/2020 8:00
WB2	14		9/10/2020 8:00
WB1	6		9/10/2020 8:00
EB	32		9/10/2020 9:00
WB2	10		9/10/2020 9:00
WB1	8	1324	9/10/2020 9:00
EB	24		9/10/2020 10:00
WB2	15		9/10/2020 10:00
WB1	7		9/10/2020 10:00
EB	35		9/10/2020 11:00
WB2	16		9/10/2020 11:00
WB1	12		9/10/2020 11:00

EB	21		9/10/2020 12:00
WB2	25		9/10/2020 12:00
WB1	11		9/10/2020 12:00
EB	26		9/10/2020 13:00
WB2	21		9/10/2020 13:00
WB1	10		9/10/2020 13:00
EB	25		9/10/2020 14:00
WB2	18		9/10/2020 14:00
WB1	6		9/10/2020 14:00
EB	15		9/10/2020 15:00
WB2	10		9/10/2020 15:00
WB1	10		9/10/2020 15:00
EB	26		9/10/2020 16:00
WB2	23		9/10/2020 16:00
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ADT 1339

Washington Pkwy & Sandy Talus

LANE/APPROACH NAME	VOLUME	Daily volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
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NBT2	3		1/14/2020 23:00
SBT2	24		1/14/2020 23:00
SBT1	11	4491	1/14/2020 23:00
NBT1	8		1/15/2020 0:00
NBT2	4		1/15/2020 0:00
SBT2	5		1/15/2020 0:00
SBT1	6		1/15/2020 0:00
NBT1	4		1/15/2020 1:00
NBT2	2		1/15/2020 1:00
SBT2	1		1/15/2020 1:00
SBT1	2		1/15/2020 1:00
NBT1	4		1/15/2020 2:00
NBT2	0		1/15/2020 2:00
SBT2	4		1/15/2020 2:00
SBT1	4		1/15/2020 2:00
NBT1	1		1/15/2020 3:00
NBT2	0		1/15/2020 3:00
SBT2	1		1/15/2020 3:00
SBT1	2		1/15/2020 3:00
NBT1	5		1/15/2020 4:00
NBT2	2		1/15/2020 4:00
SBT2	0		1/15/2020 4:00
SBT1	2		1/15/2020 4:00
NBT1	7		1/15/2020 5:00
NBT2	4		1/15/2020 5:00
SBT2	2		1/15/2020 5:00
SBT1	0		1/15/2020 5:00
NBT1	18		1/15/2020 6:00
NBT2	8		1/15/2020 6:00
SBT2	28		1/15/2020 6:00
SBT1	9		1/15/2020 6:00
NBT1	37		1/15/2020 7:00
NBT2	25		1/15/2020 7:00
SBT2	41		1/15/2020 7:00
SBT1	42		1/15/2020 7:00
NBT1	94		1/15/2020 8:00
NBT2	43		1/15/2020 8:00

SBT2	55		1/15/2020 8:00
SBT1	70		1/15/2020 8:00
NBT1	117		1/15/2020 9:00
NBT2	64		1/15/2020 9:00
SBT2	64		1/15/2020 9:00
SBT1	65		1/15/2020 9:00
NBT1	132		1/15/2020 10:00
NBT2	58		1/15/2020 10:00
SBT2	69		1/15/2020 10:00
SBT1	86		1/15/2020 10:00
NBT1	108		1/15/2020 11:00
NBT2	42		1/15/2020 11:00
SBT2	75		1/15/2020 11:00
SBT1	58		1/15/2020 11:00
NBT1	127		1/15/2020 12:00
NBT2	69		1/15/2020 12:00
SBT2	70		1/15/2020 12:00
SBT1	92		1/15/2020 12:00
NBT1	127		1/15/2020 13:00
NBT2	55		1/15/2020 13:00
SBT2	88		1/15/2020 13:00
SBT1	103		1/15/2020 13:00
NBT1	118		1/15/2020 14:00
NBT2	47		1/15/2020 14:00
SBT2	72		1/15/2020 14:00
SBT1	82		1/15/2020 14:00
NBT1	93		1/15/2020 15:00
NBT2	62		1/15/2020 15:00
SBT2	85		1/15/2020 15:00
SBT1	91		1/15/2020 15:00
NBT1	132		1/15/2020 16:00
NBT2	68		1/15/2020 16:00
SBT2	93		1/15/2020 16:00
SBT1	108		1/15/2020 16:00
NBT1	137		1/15/2020 17:00
NBT2	69		1/15/2020 17:00
SBT2	68		1/15/2020 17:00
SBT1	95		1/15/2020 17:00
NBT1	136		1/15/2020 18:00
NBT2	69		1/15/2020 18:00
SBT2	84		1/15/2020 18:00
SBT1	105		1/15/2020 18:00
NBT1	79		1/15/2020 19:00
NBT2	33		1/15/2020 19:00
SBT2	54		1/15/2020 19:00
SBT1	75		1/15/2020 19:00
NBT1	90		1/15/2020 20:00
NBT2	16		1/15/2020 20:00
SBT2	47		1/15/2020 20:00
SBT1	29		1/15/2020 20:00
NBT1	38		1/15/2020 21:00
NBT2	13		1/15/2020 21:00
SBT2	32		1/15/2020 21:00
SBT1	22		1/15/2020 21:00
NBT1	25		1/15/2020 22:00
NBT2	7		1/15/2020 22:00
SBT2	43		1/15/2020 22:00
SBT1	46		1/15/2020 22:00
NBT1	12		1/15/2020 23:00
NBT2	5		1/15/2020 23:00
SBT2	28		1/15/2020 23:00
SBT1	20	4737	1/15/2020 23:00

ADT 4531

WFR & 2000 S South Side

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
WBT	166		12/3/2019 11:00
EBT	2		12/3/2019 11:00
[LANE_03]	181		12/3/2019 11:00
WBT	200		12/3/2019 12:00
EBT	0		12/3/2019 12:00
[LANE_03]	240		12/3/2019 12:00
WBT	228		12/3/2019 13:00
EBT	1		12/3/2019 13:00
[LANE_03]	253		12/3/2019 13:00
WBT	208		12/3/2019 14:00
EBT	1		12/3/2019 14:00
[LANE_03]	188		12/3/2019 14:00
WBT	253		12/3/2019 15:00
EBT	1		12/3/2019 15:00
[LANE_03]	217		12/3/2019 15:00
WBT	349		12/3/2019 16:00
EBT	0		12/3/2019 16:00
[LANE_03]	334		12/3/2019 16:00
WBT	316		12/3/2019 17:00
EBT	0		12/3/2019 17:00
[LANE_03]	265		12/3/2019 17:00
WBT	309		12/3/2019 18:00
EBT	0		12/3/2019 18:00
[LANE_03]	273		12/3/2019 18:00
WBT	270		12/3/2019 19:00
EBT	1		12/3/2019 19:00
[LANE_03]	184		12/3/2019 19:00
WBT	154		12/3/2019 20:00
EBT	0		12/3/2019 20:00
[LANE_03]	125		12/3/2019 20:00
WBT	144		12/3/2019 21:00
EBT	0		12/3/2019 21:00
[LANE_03]	91		12/3/2019 21:00
WBT	102		12/3/2019 22:00
EBT	1		12/3/2019 22:00
[LANE_03]	44		12/3/2019 22:00
WBT	41		12/3/2019 23:00
EBT	0		12/3/2019 23:00
[LANE_03]	32		12/3/2019 23:00
WBT	34		12/4/2019 0:00
EBT	0		12/4/2019 0:00
[LANE_03]	11		12/4/2019 0:00
WBT	11		12/4/2019 1:00
EBT	0		12/4/2019 1:00
[LANE_03]	17		12/4/2019 1:00
WBT	7		12/4/2019 2:00
EBT	0		12/4/2019 2:00
[LANE_03]	0		12/4/2019 2:00
WBT	3		12/4/2019 3:00
EBT	0		12/4/2019 3:00
[LANE_03]	4		12/4/2019 3:00
WBT	6		12/4/2019 4:00
EBT	0		12/4/2019 4:00
[LANE_03]	8		12/4/2019 4:00
WBT	12		12/4/2019 5:00
EBT	0		12/4/2019 5:00
[LANE_03]	21		12/4/2019 5:00
WBT	23		12/4/2019 6:00
EBT	0		12/4/2019 6:00
[LANE_03]	36		12/4/2019 6:00
WBT	63		12/4/2019 7:00
EBT	1		12/4/2019 7:00
[LANE_03]	101		12/4/2019 7:00
WBT	181		12/4/2019 8:00
EBT	1		12/4/2019 8:00
[LANE_03]	214		12/4/2019 8:00
WBT	276		12/4/2019 9:00
EBT	1		12/4/2019 9:00
[LANE_03]	339		12/4/2019 9:00
WBT	154		12/4/2019 10:00
EBT	0		12/4/2019 10:00
[LANE_03]	251	6949	12/4/2019 10:00
WBT	183		12/4/2019 11:00
EBT	1		12/4/2019 11:00

[LANE_03]	205		12/4/2019 11:00
WBT	223		12/4/2019 12:00
EBT	1		12/4/2019 12:00
[LANE_03]	224		12/4/2019 12:00
WBT	241		12/4/2019 13:00
EBT	3		12/4/2019 13:00
[LANE_03]	262		12/4/2019 13:00
WBT	209		12/4/2019 14:00
EBT	0		12/4/2019 14:00
[LANE_03]	235		12/4/2019 14:00
WBT	274		12/4/2019 15:00
EBT	1		12/4/2019 15:00
[LANE_03]	208		12/4/2019 15:00
WBT	337		12/4/2019 16:00
EBT	3		12/4/2019 16:00
[LANE_03]	394		12/4/2019 16:00
WBT	244		12/4/2019 17:00
EBT	4		12/4/2019 17:00
[LANE_03]	249		12/4/2019 17:00
WBT	331		12/4/2019 18:00
EBT	5		12/4/2019 18:00
[LANE_03]	224		12/4/2019 18:00
WBT	207		12/4/2019 19:00
EBT	1		12/4/2019 19:00
[LANE_03]	186		12/4/2019 19:00
WBT	150		12/4/2019 20:00
EBT	1		12/4/2019 20:00
[LANE_03]	126		12/4/2019 20:00
WBT	136		12/4/2019 21:00
EBT	0		12/4/2019 21:00
[LANE_03]	96		12/4/2019 21:00
WBT	112		12/4/2019 22:00
EBT	1		12/4/2019 22:00
[LANE_03]	53		12/4/2019 22:00
WBT	69		12/4/2019 23:00
EBT	0		12/4/2019 23:00
[LANE_03]	38		12/4/2019 23:00
WBT	29		12/5/2019 0:00
EBT	0		12/5/2019 0:00
[LANE_03]	15		12/5/2019 0:00
WBT	5		12/5/2019 1:00
EBT	0		12/5/2019 1:00
[LANE_03]	3		12/5/2019 1:00
WBT	5		12/5/2019 2:00
EBT	0		12/5/2019 2:00
[LANE_03]	2		12/5/2019 2:00
WBT	3		12/5/2019 3:00
EBT	0		12/5/2019 3:00
[LANE_03]	6		12/5/2019 3:00
WBT	1		12/5/2019 4:00
EBT	0		12/5/2019 4:00
[LANE_03]	4		12/5/2019 4:00
WBT	5		12/5/2019 5:00
EBT	0		12/5/2019 5:00
[LANE_03]	17		12/5/2019 5:00
WBT	29		12/5/2019 6:00
EBT	0		12/5/2019 6:00
[LANE_03]	33		12/5/2019 6:00
WBT	63		12/5/2019 7:00
EBT	0		12/5/2019 7:00
[LANE_03]	96		12/5/2019 7:00
WBT	190		12/5/2019 8:00
EBT	2		12/5/2019 8:00
[LANE_03]	206		12/5/2019 8:00
WBT	257		12/5/2019 9:00
EBT	0		12/5/2019 9:00
[LANE_03]	322		12/5/2019 9:00
WBT	157		12/5/2019 10:00
EBT	0		12/5/2019 10:00
[LANE_03]	212	6899	12/5/2019 10:00
WBT	170		12/5/2019 11:00
EBT	1		12/5/2019 11:00
[LANE_03]	191		12/5/2019 11:00
WBT	175		12/5/2019 12:00
EBT	1		12/5/2019 12:00
[LANE_03]	228		12/5/2019 12:00

WBT	238		12/5/2019 13:00
EBT	1		12/5/2019 13:00
[LANE_03]	207		12/5/2019 13:00
WBT	227		12/5/2019 14:00
EBT	0		12/5/2019 14:00
[LANE_03]	193		12/5/2019 14:00
WBT	247		12/5/2019 15:00
EBT	0		12/5/2019 15:00
[LANE_03]	214		12/5/2019 15:00
WBT	303		12/5/2019 16:00
EBT	1		12/5/2019 16:00
[LANE_03]	380		12/5/2019 16:00
WBT	307		12/5/2019 17:00
EBT	0		12/5/2019 17:00
[LANE_03]	271		12/5/2019 17:00
WBT	328		12/5/2019 18:00
EBT	0		12/5/2019 18:00
[LANE_03]	276		12/5/2019 18:00
WBT	238		12/5/2019 19:00
EBT	1		12/5/2019 19:00
[LANE_03]	185		12/5/2019 19:00
WBT	167		12/5/2019 20:00
EBT	1		12/5/2019 20:00
[LANE_03]	136		12/5/2019 20:00
WBT	131		12/5/2019 21:00
EBT	0		12/5/2019 21:00
[LANE_03]	89		12/5/2019 21:00
WBT	119		12/5/2019 22:00
EBT	1		12/5/2019 22:00
[LANE_03]	52		12/5/2019 22:00
WBT	52		12/5/2019 23:00
EBT	0		12/5/2019 23:00
[LANE_03]	25		12/5/2019 23:00
WBT	18		12/6/2019 0:00
EBT	0		12/6/2019 0:00
[LANE_03]	15		12/6/2019 0:00
WBT	12		12/6/2019 1:00
EBT	0		12/6/2019 1:00
[LANE_03]	7		12/6/2019 1:00
WBT	5		12/6/2019 2:00
EBT	0		12/6/2019 2:00
[LANE_03]	2		12/6/2019 2:00
WBT	3		12/6/2019 3:00
EBT	0		12/6/2019 3:00
[LANE_03]	2		12/6/2019 3:00
WBT	1		12/6/2019 4:00
EBT	0		12/6/2019 4:00
[LANE_03]	8		12/6/2019 4:00
WBT	13		12/6/2019 5:00
EBT	0		12/6/2019 5:00
[LANE_03]	15		12/6/2019 5:00
WBT	33		12/6/2019 6:00
EBT	1		12/6/2019 6:00
[LANE_03]	39		12/6/2019 6:00
WBT	66		12/6/2019 7:00
EBT	0		12/6/2019 7:00
[LANE_03]	96		12/6/2019 7:00
WBT	166		12/6/2019 8:00
EBT	0		12/6/2019 8:00
[LANE_03]	193		12/6/2019 8:00
WBT	277		12/6/2019 9:00
EBT	0		12/6/2019 9:00
[LANE_03]	326		12/6/2019 9:00
WBT	173		12/6/2019 10:00
EBT	0		12/6/2019 10:00
[LANE_03]	263	6890	12/6/2019 10:00

ADT 6913

WFR & 3090 s South side

WFR&3090s South side LANE/APPROACH NAME	12/3/2019 11:10:00 AM VOLUME	Sum 9 to 9 24 hrs	SENSOR TIME (MM/dd/yy HH:mm:ss)
SBT	136		12/03/19 12:00:00
NBT	181		12/03/19 12:00:00
SBT	122		12/03/19 13:00:00
NBT	160		12/03/19 13:00:00
SBT	114		12/03/19 14:00:00
NBT	132		12/03/19 14:00:00
SBT	147		12/03/19 15:00:00
NBT	159		12/03/19 15:00:00
SBT	230		12/03/19 16:00:00
NBT	254		12/03/19 16:00:00
SBT	177		12/03/19 17:00:00
NBT	159		12/03/19 17:00:00
SBT	162		12/03/19 18:00:00
NBT	164		12/03/19 18:00:00
SBT	132		12/03/19 19:00:00
NBT	101		12/03/19 19:00:00
SBT	70		12/03/19 20:00:00
NBT	88		12/03/19 20:00:00
SBT	78		12/03/19 21:00:00
NBT	60		12/03/19 21:00:00
SBT	49		12/03/19 22:00:00
NBT	44		12/03/19 22:00:00
SBT	25		12/03/19 23:00:00
NBT	22		12/03/19 23:00:00
SBT	23		12/04/19 0:00:00
NBT	15		12/04/19 0:00:00
SBT	6		12/04/19 1:00:00
NBT	10		12/04/19 1:00:00
SBT	2		12/04/19 2:00:00
NBT	2		12/04/19 2:00:00
SBT	1		12/04/19 3:00:00
NBT	2		12/04/19 3:00:00
SBT	6		12/04/19 4:00:00
NBT	5		12/04/19 4:00:00
SBT	12		12/04/19 5:00:00
NBT	10		12/04/19 5:00:00
SBT	21		12/04/19 6:00:00
NBT	11		12/04/19 6:00:00
SBT	36		12/04/19 7:00:00
NBT	50		12/04/19 7:00:00
SBT	171		12/04/19 8:00:00
NBT	121		12/04/19 8:00:00
SBT	271		12/04/19 9:00:00
NBT	317		12/04/19 9:00:00
SBT	89		12/04/19 10:00:00
NBT	124		12/04/19 10:00:00
SBT	104		12/04/19 11:00:00
NBT	112		12/04/19 11:00:00
SBT	137		12/04/19 12:00:00
NBT	178		12/04/19 12:00:00
SBT	135		12/04/19 13:00:00
NBT	162		12/04/19 13:00:00
SBT	121		12/04/19 14:00:00
NBT	145		12/04/19 14:00:00
SBT	161		12/04/19 15:00:00
NBT	173		12/04/19 15:00:00
SBT	240		12/04/19 16:00:00
NBT	282		12/04/19 16:00:00
SBT	133		12/04/19 17:00:00
NBT	151		12/04/19 17:00:00
SBT	183		12/04/19 18:00:00
NBT	165		12/04/19 18:00:00
SBT	150		12/04/19 19:00:00
NBT	102		12/04/19 19:00:00
SBT	100		12/04/19 20:00:00
NBT	97		12/04/19 20:00:00
SBT	72		12/04/19 21:00:00
NBT	117		12/04/19 21:00:00
SBT	54		12/04/19 22:00:00
NBT	57		12/04/19 22:00:00
SBT	38		12/04/19 23:00:00
NBT	37		12/04/19 23:00:00
SBT	13		12/05/19 0:00:00
NBT	13		12/05/19 0:00:00
SBT	4		12/05/19 1:00:00
NBT	5		12/05/19 1:00:00
SBT	0		12/05/19 2:00:00
NBT	1		12/05/19 2:00:00
SBT	1		12/05/19 3:00:00
NBT	2		12/05/19 3:00:00
SBT	1		12/05/19 4:00:00
NBT	4		12/05/19 4:00:00
SBT	6		12/05/19 5:00:00
NBT	8		12/05/19 5:00:00
SBT	31		12/05/19 6:00:00
NBT	12		12/05/19 6:00:00
SBT	50		12/05/19 7:00:00
NBT	45		12/05/19 7:00:00
SBT	172		12/05/19 8:00:00

NBT	136	12/05/19 8:00:00
SBT	228	12/05/19 9:00:00
NBT	287	12/05/19 9:00:00
SBT	122	12/05/19 10:00:00
NBT	102	12/05/19 10:00:00
SBT	104	12/05/19 11:00:00
NBT	91	12/05/19 11:00:00
SBT	95	12/05/19 12:00:00
NBT	150	12/05/19 12:00:00
SBT	144	12/05/19 13:00:00
NBT	133	12/05/19 13:00:00
SBT	129	12/05/19 14:00:00
NBT	106	12/05/19 14:00:00
SBT	147	12/05/19 15:00:00
NBT	196	12/05/19 15:00:00
SBT	211	12/05/19 16:00:00
NBT	281	12/05/19 16:00:00
SBT	171	12/05/19 17:00:00
NBT	149	12/05/19 17:00:00
SBT	164	12/05/19 18:00:00
NBT	151	12/05/19 18:00:00
SBT	88	12/05/19 19:00:00
NBT	96	12/05/19 19:00:00
SBT	88	12/05/19 20:00:00
NBT	92	12/05/19 20:00:00
SBT	52	12/05/19 21:00:00
NBT	74	12/05/19 21:00:00
SBT	49	12/05/19 22:00:00
NBT	38	12/05/19 22:00:00
SBT	31	12/05/19 23:00:00
NBT	25	12/05/19 23:00:00
SBT	9	12/06/19 0:00:00
NBT	19	12/06/19 0:00:00
SBT	9	12/06/19 1:00:00
NBT	5	12/06/19 1:00:00
SBT	1	12/06/19 2:00:00
NBT	0	12/06/19 2:00:00
SBT	1	12/06/19 3:00:00
NBT	0	12/06/19 3:00:00
SBT	1	12/06/19 4:00:00
NBT	4	12/06/19 4:00:00
SBT	10	12/06/19 5:00:00
NBT	4	12/06/19 5:00:00
SBT	43	12/06/19 6:00:00
NBT	18	12/06/19 6:00:00
SBT	46	12/06/19 7:00:00
NBT	41	12/06/19 7:00:00
SBT	162	12/06/19 8:00:00
NBT	118	12/06/19 8:00:00
SBT	263	12/06/19 9:00:00
NBT	307	12/06/19 9:00:00
SBT	118	12/06/19 10:00:00
NBT	102	12/06/19 10:00:00
SBT	125	12/06/19 11:00:00
NBT	129	12/06/19 11:00:00
SBT	153	12/06/19 12:00:00
NBT	171	12/06/19 12:00:00
SBT	119	12/06/19 13:00:00
NBT	155	12/06/19 13:00:00
SBT	234	12/06/19 14:00:00
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NBT	4	12/07/19 4:00:00
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NBT	3	12/07/19 5:00:00
SBT	8	12/07/19 6:00:00

NBT	8	12/07/19 6:00:00
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NBT	5	12/09/19 2:00:00
SBT	4	12/09/19 3:00:00
NBT	4	12/09/19 3:00:00
SBT	2	12/09/19 4:00:00

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NBT	24		12/09/19 6:00:00
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NBT	121		12/10/19 8:00:00
SBT	258		12/10/19 9:00:00
NBT	307	4429	12/10/19 9:00:00
Total Bins: 166	26,818	4,429	
ADT Totals	3,877	738	

Sum Total divided by total hrs * 24 Sum from 9 to 9 then divided by 6 days, drops first 22 hours

WFR (south of bridge)

LANE/APPROACH NAME	VOLUME	Daily Volume	SENSOR TIME (MM/dd/yy HH:mm:ss)
NBT	197		8/11/2020 9:00
NBT	369		8/11/2020 9:00
SBT	286		8/11/2020 9:00
SBT	209		8/11/2020 9:00
NBT	155		8/11/2020 10:00
NBT	322		8/11/2020 10:00
SBT	222		8/11/2020 10:00
SBT	181		8/11/2020 10:00
NBT	183		8/11/2020 11:00
NBT	323		8/11/2020 11:00
SBT	266		8/11/2020 11:00
SBT	230		8/11/2020 11:00
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NBT	409		8/11/2020 12:00
SBT	279		8/11/2020 12:00
SBT	218		8/11/2020 12:00
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NBT	430		8/11/2020 13:00
SBT	328		8/11/2020 13:00
SBT	266		8/11/2020 13:00
NBT	179		8/11/2020 14:00
NBT	362		8/11/2020 14:00
SBT	314		8/11/2020 14:00
SBT	298		8/11/2020 14:00
NBT	193		8/11/2020 15:00
NBT	367		8/11/2020 15:00
SBT	330		8/11/2020 15:00
SBT	234		8/11/2020 15:00
NBT	259		8/11/2020 16:00
NBT	440		8/11/2020 16:00
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NBT	9		8/12/2020 2:00
SBT	14		8/12/2020 2:00
SBT	6		8/12/2020 2:00
NBT	4		8/12/2020 3:00
NBT	15		8/12/2020 3:00

SBT	8		8/12/2020 3:00
SBT	6		8/12/2020 3:00
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SBT	152		8/12/2020 7:00
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SBT	227		8/12/2020 9:00
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SBT	235		8/12/2020 10:00
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SBT	209		8/12/2020 11:00
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NBT	379		8/12/2020 12:00
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SBT	294		8/12/2020 14:00
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SBT	372		8/12/2020 15:00
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SBT	121		8/12/2020 22:00
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SBT	67		8/12/2020 23:00
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SBT	181		8/13/2020 7:00
SBT	154		8/13/2020 7:00
NBT	176		8/13/2020 8:00
NBT	348		8/13/2020 8:00
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NBT	475		8/13/2020 16:00
SBT	369		8/13/2020 16:00
SBT	323		8/13/2020 16:00
NBT	227		8/13/2020 17:00
NBT	448		8/13/2020 17:00

SBT	340		8/13/2020 17:00
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NBT	253		8/13/2020 18:00
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SBT	169		8/14/2020 7:00
SBT	136		8/14/2020 7:00
NBT	169		8/14/2020 8:00
NBT	346		8/14/2020 8:00
SBT	238		8/14/2020 8:00
SBT	214	17265	8/14/2020 8:00
	ADT	17283	



APPENDIX F:

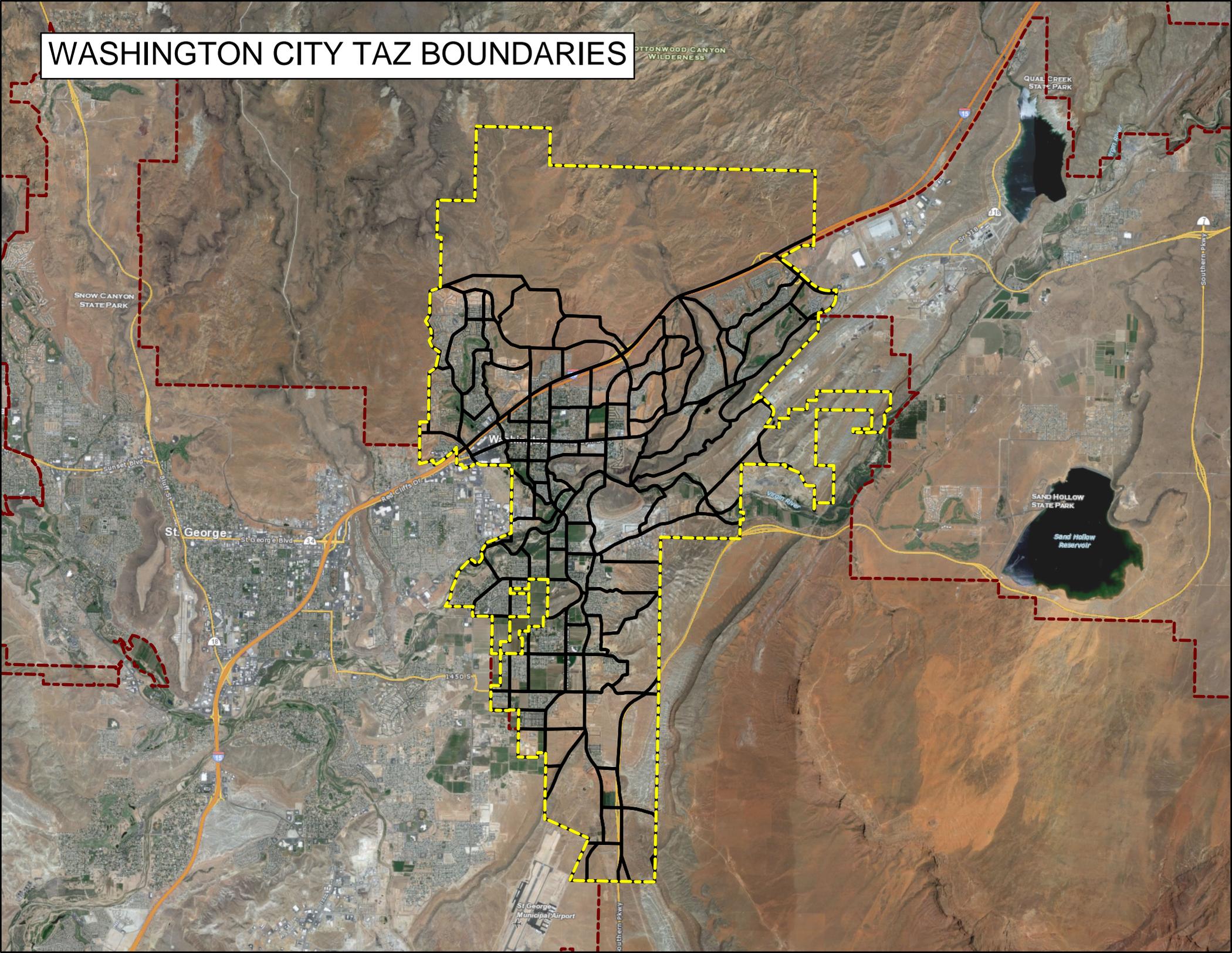
Washington Urbanized Area 2050 Model Output



APPENDIX G:

Washington Urbanized Area Traffic Analysis Zones

WASHINGTON CITY TAZ BOUNDARIES





APPENDIX H:

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

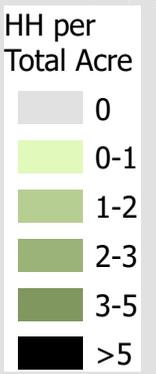
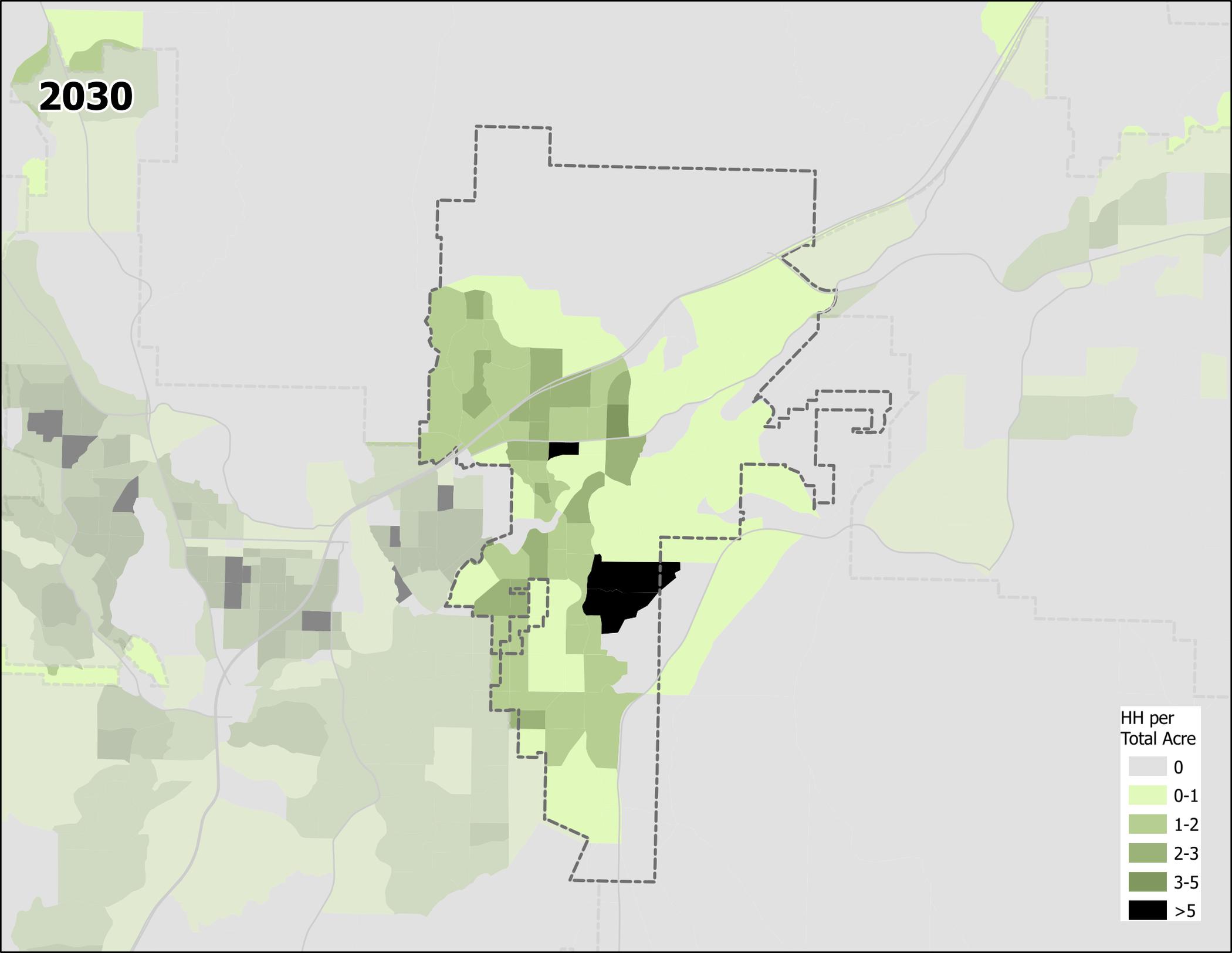
8 Lane				8 Lane				8 Lane			
	Freeway	Arterial	Collector		Freeway	Arterial	Collector		Freeway	Arterial	Collector
LOS A	66,500	NA	NA	LOS A	NA	NA	NA	LOS A	78,000	NA	NA
LOS B	95,500	NA	NA	LOS B	NA	NA	NA	LOS B	105,000	NA	NA
LOS C	126,000	NA	NA	LOS C	NA	NA	NA	LOS C	133,000	NA	NA
LOS D	146,000	NA	NA	LOS D	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 I:
2030 Household Density Map

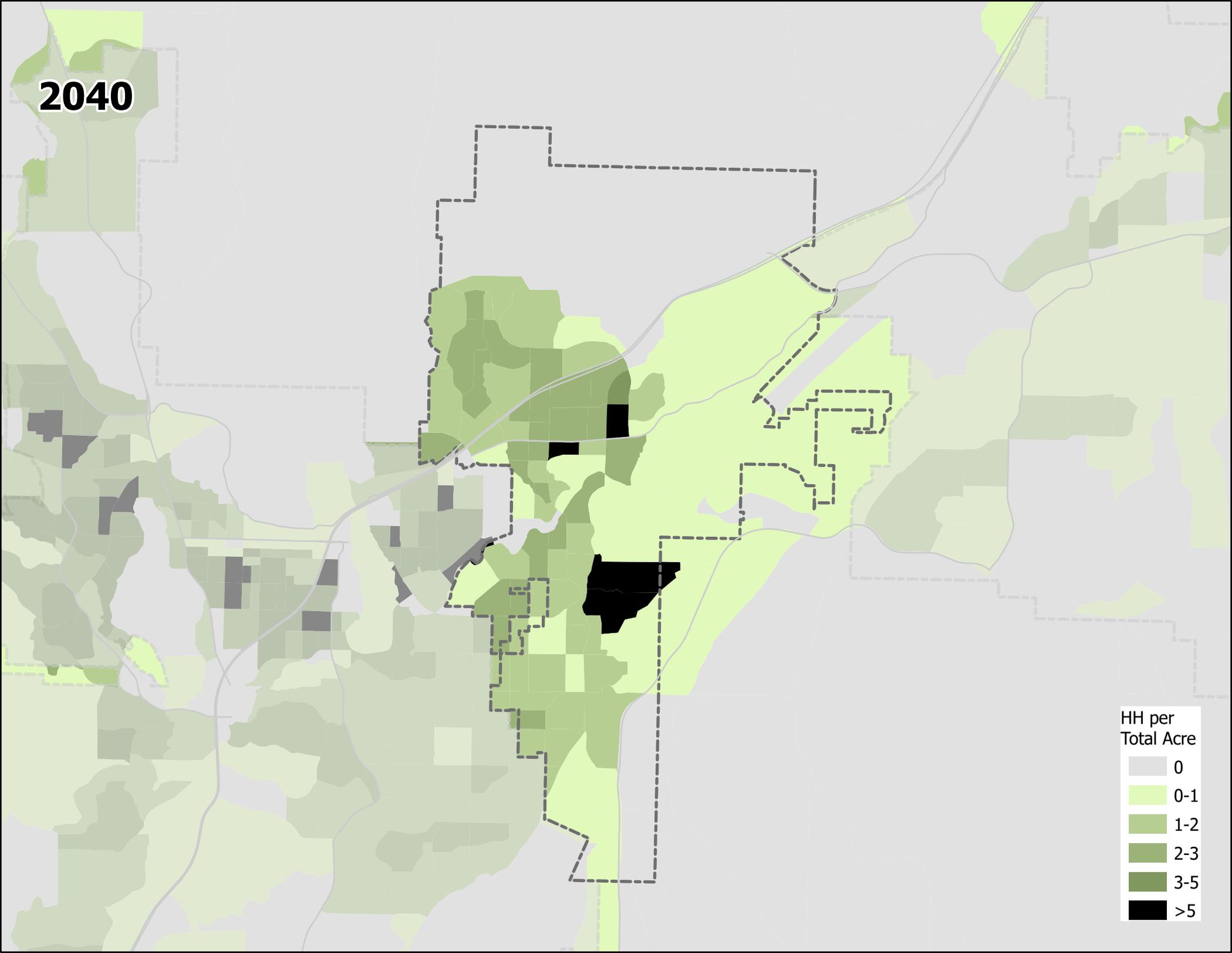
2030





APPENDIX J:
2040 Household Density Map

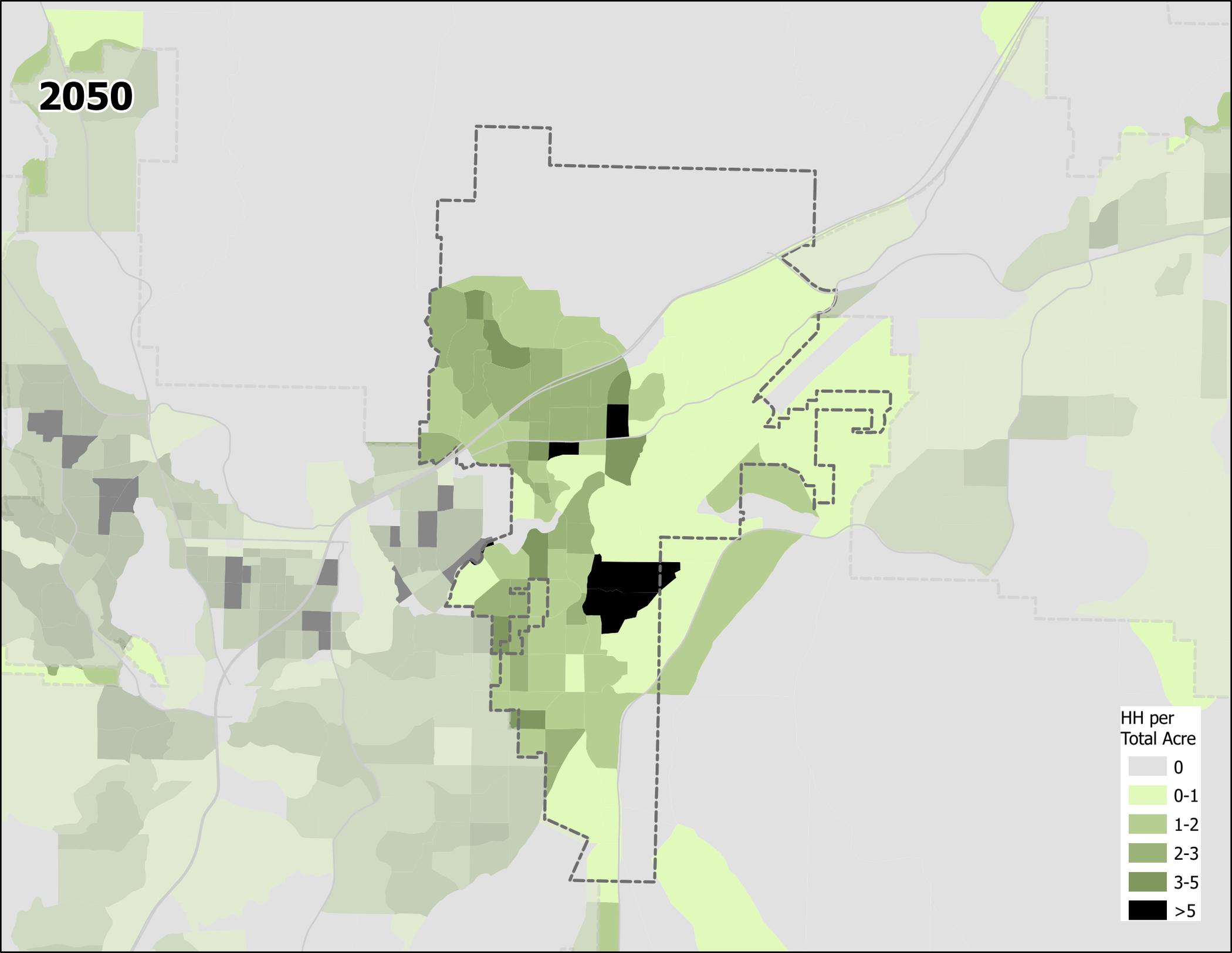
2040





APPENDIX K:
2050 Household Density Map

2050



HH per
Total Acre

- 0
- 0-1
- 1-2
- 2-3
- 3-5
- >5



APPENDIX L:
Numetrics Crash Data Report 2015-2019

New Crash Query

Created on June 25, 2020

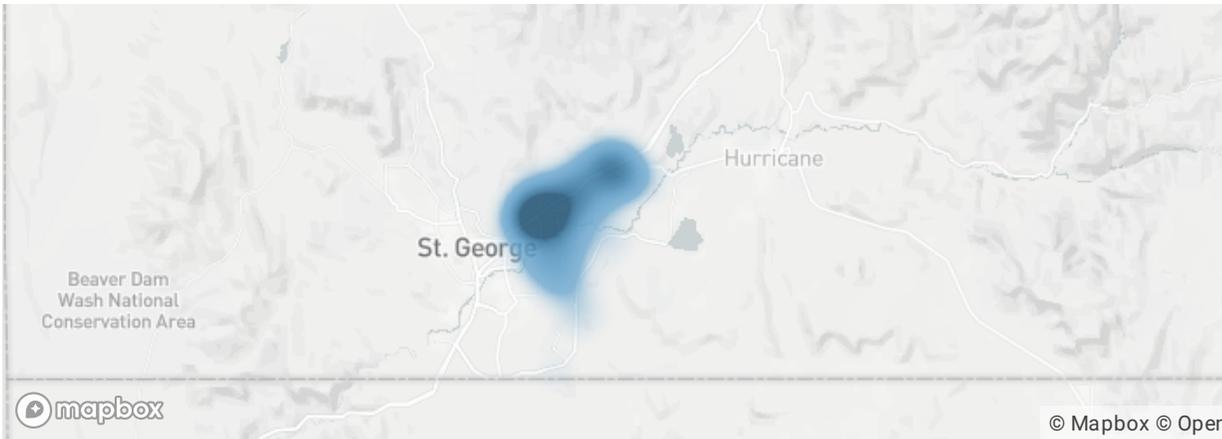
Created by Emily Andrus

Data extents: January 1, 2010 to December 31, 2019



Applied Filters

City = WASHINGTON Year > 2014



© Mapbox © OpenStreetMap

Total Crashes	1,678	Fatal Crashes	8
---------------	-------	---------------	---

Summary

Total Crashes	1,678
Fatal Crashes	8
Alcohol Related Crashes	64
CMV Crashes	116
Fixed Object Crashes	226
Pedestrian Crashes	8
Cyclist Crashes	3
Motorcycle Crashes	49
Wild Animal Crashes	11

Severity

No injury/PDO	1,253	74.67%
Possible Injury	266	15.85%
Suspected Minor Injury	117	6.97%
Suspected Serious Injury	34	2.03%
Fatal	8	0.48%

Manner of Collision		
Front to Rear	512	30.51%
Single Vehicle	370	22.05%
Angle	351	20.92%
Sideswipe Same Direction	238	14.18%
Parked Vehicle	91	5.42%
Head On (front-to-front)	54	3.22%
Sideswipe Opposite Direction	45	2.68%
Rear to Side	10	0.60%
Rear to Rear	5	0.30%
Unknown	2	0.12%
Not Provided Other	0	0.00%

Crash Date Time (Year)		
2015	294	17.52%
2016	320	19.07%
2017	340	20.26%
2018	313	18.65%
2019	411	24.49%

Most Harmful Events		
Other Motor Vehicle in Transport	1,264	75.33%
Parked Motor Vehicle (off roadway)	100	5.96%
Overturn/Rollover	45	2.68%
Other Non-Fixed Object*	38	2.26%
Concrete Barrier	30	1.79%
Vehicle Cargo, Part, or Object in Motion	29	1.73%
Cargo/Equipment Loss or Shift	24	1.43%
Embankment	24	1.43%
Guardrail	24	1.43%
Other Fixed Object	22	1.31%
Other Non-Collision*	21	1.25%
Cable Barrier	17	1.01%
Fence	17	1.01%
Utility Pole/Light Support	17	1.01%
Thrown or Fallen Object	16	0.95%
Traffic Sign Support	16	0.95%

Animal - Wild	11	0.66%
Tree/Shrubbery	10	0.60%
Fire/Explosion	9	0.54%
Ditch	8	0.48%
Culvert	7	0.42%
Other Post, Pole or Support	7	0.42%
Fell/Jumped From Motor Vehicle	6	0.36%
Mailbox/Fire Hydrant	6	0.36%
Pedestrian	5	0.30%
Work Zone/Maintenance Equipment	5	0.30%
Delineator Post	4	0.24%
Pedalcycle	4	0.24%
Animal - Domestic	2	0.12%
Not Provided	2	0.12%
Bridge Pier or Support	1	0.06%
Bridge Rail	1	0.06%
Crash Cushion	1	0.06%
Guardrail End Section	1	0.06%
Immersion	1	0.06%
Jackknife	1	0.06%
Light Rail	1	0.06%
Traffic Signal Support	1	0.06%
Access Control Cable	0	0.00%
Bridge Overhead Structure		
Building		
Cable Barrier End Section		
Concrete Sloped End Section		
Curb		
Fire Hydrant		
Freight Rail		
Invalid		
Mailbox		
No Damage or Injury, This Vehicle		
Not Applicable		
Other Traffic Barrier		
Passenger Heavy Rail		
Skates, Scooters, Skateboards		
Snow Bank		
Utility Box		

Roadway Surface Condition

Dry	1,538	91.66%
Wet	112	6.67%
Sand, Dirt, Gravel	10	0.60%

Snow	6	0.36%
Slush	5	0.30%
Ice	3	0.18%
Water (standing,moving)	3	0.18%
Other	1	0.06%
10	0	0.00%
11		
12		
Dirt		
Gravel		
Mud		
Not Provided		
Oil		
Sand		
Unknown		

Weather Condition

Clear	1,379	82.18%
Cloudy	190	11.32%
Rain	89	5.30%
Snowing	11	0.66%
Fog, Smog	4	0.24%
Sleet, Hail	3	0.18%
Unknown	2	0.12%
Blowing Sand, Soil, Dirt	0	0.00%
Blowing Snow		
Not Provided		
Severe Crosswinds		

Light Condition

Daylight	1,325	78.96%
Dark - Lighted	165	9.83%
Dark - Not Lighted	133	7.93%
Dusk	28	1.67%
Dawn	16	0.95%
Dark - Unknown Lighting	9	0.54%
Unknown	2	0.12%
Not Provided	0	0.00%

Powered by





APPENDIX M:
Short-Term (5-Year) Project Estimates

Asphalt	\$90.00 ton
Base Course	\$40.00 cu yd
Granular Borrow	\$38.00 cu yd
5' Wide Sidewalk	\$10.00 sq ft
30" High Back Curb & Gutter	\$27.00 ft
Right - of - Way	\$90,000.00 acre

AC per Square Foot

2	\$1.11
2.5	\$1.39
3	\$1.67

315

0.006167 tons per sq ft. 1 inch thick

Washington City

2021 Capital Facilities Plan Update
1. 3650 South and SR-7 Interchange

Minor Arterial

(0.00 Miles)

Description	Unit	Unit Cost	Quantity	Total
			-	\$0.00
			-	\$0.00
			-	\$0.00
Estimate from Mainline Engineering, T. Ricks	Lump Sum	\$7,985,000.00	1	\$7,985,000.00
			-	\$0.00
			-	\$0.00
			0.00	\$0.00
SUBTOTAL				\$7,985,000.00

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

Existing Conditions

Assumptions

Refer to estimate for assumptions

Washington City

2021 Capital Facilities Plan Update
 2. 3650 South from 240 West to 515 West

Minor Arterial

(0.27 Miles)

Description	Unit	Unit Cost	Quantity	Total
			-	\$0.00
			-	\$0.00
			-	\$0.00
Estimate from Mainline Engineering, T. Ricks	Lump Sum	\$7,466,746.00	1	\$7,466,746.00
			-	\$0.00
			-	\$0.00
			0.00	\$0.00
			SUBTOTAL	\$7,466,746.00

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

Existing Conditions

Assumptions

Refer to estimate for assumptions

Washington City

2021 Capital Facilities Plan Update

3. Telegraph St and Green Springs Rd Intersection Improvements

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Raised median Widened approaches to the intersection Existing driveway access removals Road connection from Harbor Freight to 850 North	\$ 1,500,000	35%	\$ 525,000

Washington City

**2021 Capital Facilities Plan Update
4. I-15 Exit 10 Hook Ramp and Signal**

Minor Arterial

(0.22 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	700	\$63,000.00
Base Course (8.0 inches)	cu yd	\$40.00	2,000	\$80,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	2,900	\$110,200.00
0' Wide Sidewalk	sq ft	\$10.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$27.00	-	\$0.00
Traffic Signal	Lump Sum	\$500,000.00	1	\$500,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$753,200.00

Impact Fee Quantity	Impact Fee Total	
0	\$0.00	
0	\$0.00	
0	\$0.00	
0	\$0.00	
0	\$0.00	
0.75	\$375,000.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$375,000.00

	SUBTOTAL	\$753,200.00
	Drainage (10%)	\$75,320.00
	Mobilization (10%)	\$75,320.00
	Traffic Control (10%)	\$75,320.00
	Subtotal	\$979,160.00
<u>Existing Conditions</u>	Construction Contingency (20%)	\$195,832.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
0 tons of Roadway Asphalt	Subtotal	\$1,174,992.00
0 ft Curb & Gutter Length	Engineering (20%)	\$195,832.00
0 ft Sidewalk Length	GRAND TOTAL	\$1,370,824.00

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

	IMPACT FEE SUBTOTAL	\$375,000.00
	Drainage (10%)	\$37,500.00
	Mobilization (10%)	\$37,500.00
	Traffic Control (10%)	\$37,500.00
	Subtotal	\$487,500.00
	Construction Contingency (20%)	\$97,500.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$585,000.00
	Engineering (20%)	\$97,500.00
	IMPACT FEE TOTAL	\$682,500.00

IMPACT FEE % of GRAND TOTAL 50%

Washington City

2021 Capital Facilities Plan Update

5. Buena Vista Boulevard from Green Springs Dr to Cactus Lane

Minor Arterial

(0.00 Miles)

Description	Unit	Unit Cost	Quantity	Total
			-	\$0.00
			-	\$0.00
			-	\$0.00
Estimate from Mainline Engineering	Lump Sum	\$1,042,591.00	1	\$1,042,591.00
			-	\$0.00
			-	\$0.00
			-	\$0.00
			SUBTOTAL	\$1,042,591.00

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

Existing Conditions

Assumptions

Refer to estimate for assumptions

Washington City

2021 Capital Facilities Plan Update

6. Buena Vista Boulevard from Mill Creek Wash to Main Street

Minor Arterial

(0.55 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	5,100	\$459,000.00
Base Course (8.0 inches)	cu yd	\$40.00	1,600	\$64,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	4,800	\$182,400.00
6' Wide Sidewalk	sq ft	\$10.00	20,300	\$203,000.00
30" High Back Curb & Gutter	ft	\$27.00	2,900	\$78,300.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$986,700.00

Impact Fee Quantity	Impact Fee Total	
1,200	\$108,000.00	
1,600	\$64,000.00	
2,300	\$87,400.00	
0	\$0.00	
0	\$0.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$259,400.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 2,641 tons of Roadway Asphalt
 2,900 ft Curb & Gutter Length
 2,900 ft Sidewalk Length

SUBTOTAL	\$986,700.00
Drainage (10%)	\$98,670.00
Mobilization (10%)	\$98,670.00
Traffic Control (10%)	\$98,670.00
Subtotal	\$1,282,710.00
Construction Contingency (20%)	\$256,542.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,539,252.00
Engineering (20%)	\$256,542.00
GRAND TOTAL	\$1,795,794.00

IMPACT FEE SUBTOTAL	\$259,400.00
Drainage (10%)	\$25,940.00
Mobilization (10%)	\$25,940.00
Traffic Control (10%)	\$25,940.00
Subtotal	\$337,220.00
Construction Contingency (20%)	\$67,444.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$404,664.00
Engineering (20%)	\$67,444.00
IMPACT FEE TOTAL	\$472,108.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 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 % of GRAND TOTAL 26%

Washington City

2021 Capital Facilities Plan Update

7. Buena Vista Boulevard from Main Street to Washington Parkway

Minor Arterial

(1.28 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	13,700	\$1,233,000.00
Base Course (8.0 inches)	cu yd	\$40.00	7,000	\$280,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	13,700	\$520,600.00
6' Wide Sidewalk	sq ft	\$10.00	79,300	\$793,000.00
30" High Back Curb & Gutter	ft	\$27.00	13,200	\$356,400.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$3,183,000.00

Impact Fee Quantity	Impact Fee Total	
5,000	\$450,000.00	
6,400	\$256,000.00	
9,500	\$361,000.00	
0	\$0.00	
0	\$0.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$1,067,000.00

	SUBTOTAL	\$3,183,000.00
	SUBTOTAL	\$3,183,000.00
	Drainage (10%)	\$318,300.00
	Mobilization (10%)	\$318,300.00
	Traffic Control (10%)	\$318,300.00
	Subtotal	\$4,137,900.00
	Construction Contingency (20%)	\$827,580.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$4,965,480.00
	Engineering (20%)	\$827,580.00
	GRAND TOTAL	\$5,793,060.00

Existing Conditions
 Assume 3 inch Thick of Existing Asphalt
 3,457 tons of Roadway Asphalt
 320 ft Curb & Gutter Length
 320 ft Sidewalk Length

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 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 SUBTOTAL	\$1,067,000.00
	IMPACT FEE SUBTOTAL	\$1,067,000.00
	Drainage (10%)	\$106,700.00
	Mobilization (10%)	\$106,700.00
	Traffic Control (10%)	\$106,700.00
	Subtotal	\$1,387,100.00
	Construction Contingency (20%)	\$277,420.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,664,520.00
	Engineering (20%)	\$277,420.00
	IMPACT FEE TOTAL	\$1,941,940.00

IMPACT FEE % of GRAND TOTAL 34%

Washington City

2021 Capital Facilities Plan Update

8. Buena Vista Boulevard from St. George City Limits to Green Springs Dr

Minor Arterial

(0.42 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	3,400	\$306,000.00
Base Course (8.0 inches)	cu yd	\$40.00	600	\$24,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	3,300	\$125,400.00
6' Wide Sidewalk	sq ft	\$10.00	16,200	\$162,000.00
30" High Back Curb & Gutter	ft	\$27.00	2,200	\$59,400.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$676,800.00

Impact Fee Quantity	Impact Fee Total	
1,000	\$90,000.00	
1,300	\$52,000.00	
1,900	\$72,200.00	
14,100	\$141,000.00	
2,200	\$59,400.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$414,600.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 2,430 tons of Roadway Asphalt
 2,227 ft Curb & Gutter Length
 2,050 ft Sidewalk Length

SUBTOTAL	\$676,800.00
Drainage (10%)	\$67,680.00
Mobilization (10%)	\$67,680.00
Traffic Control (10%)	\$67,680.00
Subtotal	\$879,840.00
Construction Contingency (20%)	\$175,968.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,055,808.00
Engineering (20%)	\$175,968.00
GRAND TOTAL	\$1,231,776.00

IMPACT FEE SUBTOTAL	\$414,600.00
Drainage (10%)	\$41,460.00
Mobilization (10%)	\$41,460.00
Traffic Control (10%)	\$41,460.00
Subtotal	\$538,980.00
Construction Contingency (20%)	\$107,796.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$646,776.00
Engineering (20%)	\$107,796.00
IMPACT FEE TOTAL	\$754,572.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 Widen toward I-15

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

IMPACT FEE % of GRAND TOTAL 61%

Washington City

2021 Capital Facilities Plan Update

9. Washington Fields Road and Washington Dam Road Intersection Improvements

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Turn lane widening for dual left turns and right turns Utility relocations Drainage Right-of-way	\$ 350,000	18%	\$ 63,000

Impact Fee is calculated by estimating the percentage of future growth minus the existing volume of the intersection. The 2019 two-way volumes for Washington Fields Road and Washington Dam Road, respectively, are 13,400 and 5,100 vpd. The 2025 volumes are forecasted to increase 16.4% on Washington Fields Road (15,600 vpd) and 19.6% on Washington Dam Road (6,100 vpd). Therefore, an impact fee of 18% is applied.

Washington City

2021 Capital Facilities Plan Update

10. South Frontage Road (Merit Way) from Bluff View to 1100 East

Minor Arterial

(0.55 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,400	\$216,000.00
Base Course (8.0 inches)	cu yd	\$40.00	3,100	\$124,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	6,000	\$228,000.00
6' Wide Sidewalk	sq ft	\$10.00	30,200	\$302,000.00
30" High Back Curb & Gutter	ft	\$27.00	4,900	\$132,300.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$1,002,300.00

Impact Fee Quantity	Impact Fee Total	
2,400	\$216,000.00	
3,100	\$124,000.00	
4,600	\$174,800.00	
29,300	\$293,000.00	
4,900	\$132,300.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$940,100.00

	SUBTOTAL	\$1,002,300.00
	Drainage (10%)	\$100,230.00
	Mobilization (10%)	\$100,230.00
	Traffic Control (10%)	\$100,230.00
	Subtotal	\$1,302,990.00
	Construction Contingency (20%)	\$260,598.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,563,588.00
	Engineering (20%)	\$260,598.00
	GRAND TOTAL	\$1,824,186.00

Existing Conditions
 Assume 3 inch Thick of Existing Asphalt
 1,461 tons of Roadway Asphalt
 932 ft Curb & Gutter Length
 932 ft Sidewalk Length

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

New roadway with sidewalk, c&g on both sides

	IMPACT FEE SUBTOTAL	\$940,100.00
	Drainage (10%)	\$94,010.00
	Mobilization (10%)	\$94,010.00
	Traffic Control (10%)	\$94,010.00
	Subtotal	\$1,222,130.00
	Construction Contingency (20%)	\$244,426.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,466,556.00
	Engineering (20%)	\$244,426.00
	IMPACT FEE TOTAL	\$1,710,982.00

IMPACT FEE % of GRAND TOTAL 94%

Washington City

2021 Capital Facilities Plan Update

11. Foothill Drive from St. George City Limits (850 North) to 100 East

Major Collector

(0.39 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,100	\$189,000.00
Base Course (8.0 inches)	cu yd	\$40.00	2,600	\$104,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	3,900	\$148,200.00
5' Wide Sidewalk	sq ft	\$10.00	20,500	\$205,000.00
30" High Back Curb & Gutter	ft	\$27.00	4,100	\$110,700.00
Bridge	sq ft	\$200.00	14,000	\$2,800,000.00
Right - of - Way	acre	\$90,000.00	3.2	\$288,000.00
SUBTOTAL				\$3,844,900.00

Impact Fee Quantity	Impact Fee Total	
1,700	\$153,000.00	
2,100	\$84,000.00	
3,200	\$121,600.00	
20,500	\$205,000.00	
4,100	\$110,700.00	
10,000	\$2,000,000.00	
3.2	\$288,000.00	
IMPACT FEE SUBTOTAL		\$2,962,300.00

	SUBTOTAL	\$3,844,900.00
	Drainage (10%)	\$384,490.00
	Mobilization (10%)	\$384,490.00
	Traffic Control (10%)	\$384,490.00
	Subtotal	\$4,998,370.00
<u>Existing Conditions</u>	Construction Contingency (20%)	\$999,674.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
0 tons of Roadway Asphalt	Subtotal	\$5,998,044.00
0 ft Curb & Gutter Length	Engineering (20%)	\$999,674.00
0 ft Sidewalk Length	GRAND TOTAL	\$6,997,718.00

	IMPACT FEE SUBTOTAL	\$2,962,300.00
	Drainage (10%)	\$296,230.00
	Mobilization (10%)	\$296,230.00
	Traffic Control (10%)	\$296,230.00
	Subtotal	\$3,850,990.00
<u>Existing Conditions</u>	Construction Contingency (20%)	\$770,198.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
0 tons of Roadway Asphalt	Subtotal	\$4,621,188.00
0 ft Curb & Gutter Length	Engineering (20%)	\$770,198.00
0 ft Sidewalk Length	IMPACT FEE TOTAL	\$5,391,386.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 Bridge across Mill Creek, 200 feet long
 3-Lane w/ C & G, and Sidewalk

IMPACT FEE % of GRAND TOTAL 77%

Washington City

2021 Capital Facilities Plan Update

12. Main Street from Telegraph Road to Foothill Drive

Minor Arterial

(0.58 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	5,100	\$459,000.00
Base Course (8.0 inches)	cu yd	\$40.00	3,300	\$132,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	6,300	\$239,400.00
6' Wide Sidewalk	sq ft	\$10.00	34,500	\$345,000.00
30" High Back Curb & Gutter	ft	\$27.00	5,300	\$143,100.00
Right - of - Way	acre	\$90,000.00	2	\$207,000.00
SUBTOTAL				\$1,525,500.00

Impact Fee Quantity	Impact Fee Total	
1,200	\$108,000.00	
1,500	\$60,000.00	
2,200	\$83,600.00	
14,000	\$140,000.00	
2,400	\$64,800.00	
2.3	\$207,000.00	
IMPACT FEE SUBTOTAL		\$663,400.00

	SUBTOTAL	\$1,525,500.00
	Drainage (10%)	\$152,550.00
	Mobilization (10%)	\$152,550.00
	Traffic Control (10%)	\$152,550.00
	Subtotal	\$1,983,150.00
	Construction Contingency (20%)	\$396,630.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$2,379,780.00
	Engineering (20%)	\$396,630.00
	GRAND TOTAL	\$2,776,410.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 1,486 tons of Roadway Asphalt
 800 ft Curb & Gutter Length
 433 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface

	IMPACT FEE SUBTOTAL	\$663,400.00
	Drainage (10%)	\$66,340.00
	Mobilization (10%)	\$66,340.00
	Traffic Control (10%)	\$66,340.00
	Subtotal	\$862,420.00
	Construction Contingency (20%)	\$172,484.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,034,904.00
	Engineering (20%)	\$172,484.00
	IMPACT FEE TOTAL	\$1,207,388.00

IMPACT FEE % of GRAND TOTAL 43%

Washington City

2021 Capital Facilities Plan Update
13. Telegraph St and 1100 East Intersection and Signal

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway for left and right turn lanes State Furnished Materials Utility Relocations	\$ 700,000	75%	\$ 525,000

Washington City

**2021 Capital Facilities Plan Update
14. Telegraph St and 500 West Signal**

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway for right turn lane State Furnished Materials Utility Relocations	\$ 550,000	75%	\$ 412,500

Washington City

**2021 Capital Facilities Plan Update
15. Telegraph St and Bella Vista Signal**

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway and ROW for right turn lanes State Furnished Materials Utility Relocations	\$ 750,000	75%	\$ 562,500

Washington City

2021 Capital Facilities Plan Update

16. Washington Fields Road and 3650 South Signal

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway for left and right turn lanes State Furnished Materials Utility Relocations	\$ 750,000	75%	\$ 562,500

Washington City

2021 Capital Facilities Plan Update
17. Washington Fields Road and Merrill Road Signal

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway for left and right turn lanes State Furnished Materials Utility Relocations	\$ 650,000	75%	\$ 487,500

Washington City

2021 Capital Facilities Plan Update

18. Washington Fields Road and 3090 South Signal

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Localized roadway widening State Furnished Materials Utility Relocations	\$ 550,000	75%	\$ 412,500

Washington City

2021 Capital Facilities Plan Update

19. Washington Fields Road and Warner Valley Road Signal

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Traffic Signal System Roadway for left and right turn lanes State Furnished Materials Utility Relocations	\$ 750,000	75%	\$ 562,500

Washington City

2021 Capital Facilities Plan Update

20. Washington City Traffic Control Center (TCC)

Description	Total	Impact Fee Percentage	Impact Fee Total
Improvements in the area may include a combination of: Tenant Improvements to accommodate hardware Network hardware, hub, connections Office furniture, desks Utility accommodations Includes fiber from Washington Fields Road	\$ 350,000	50%	\$ 175,000

Washington City

2021 Capital Facilities Plan Update

21. Washington Fields Road from Industrial Road to Washington Dam Road, Signal Connection

Description	Total	Impact Fee Percentage	Impact Fee Total
Estimate taken from Dixie ITS Communications Plan Includes; 3,090 feet of 1D conduit, 72 single-mode fiber optic conductor, connections on both ends	\$ 100,000	50%	\$ 50,000

Washington City

2021 Capital Facilities Plan Update

22. Washington Fields Road from 2000 South to 3650 South, Signal Connection

Description	Total	Impact Fee Percentage	Impact Fee Total
Estimate taken from Dixie ITS Communications Plan Includes; 6,695 feet of 1D conduit, 72 single-mode fiber optic conductor, connections on both ends	\$ 550,000	50%	\$ 275,000

Washington City

2021 Capital Facilities Plan Update
23. Telegraph Road Signal Connection

Description	Total	Impact Fee Percentage	Impact Fee Total
Estimate taken from Dixie ITS Communications Plan Includes; 25,235 feet of 1D conduit, 144 single-mode fiber optic conductor, connections at 300 East and SR-9	\$ 2,050,000	50%	\$ 1,025,000

Washington City

2021 Capital Facilities Plan Update

24. I-15 Milepost 11 Interchange

Minor Arterial

(1.08 Miles)

Description	Unit	Unit Cost	Quantity	Total	Impact Fee Quantity	Impact Fee Total
Asphalt (3.0 inches)	ton	\$90.00	-	\$0.00	0	\$0.00
Base Course (8.0 inches)	cu yd	\$40.00	-	\$0.00	0	\$0.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	-	\$0.00	0	\$0.00
6' Wide Sidewalk	sq ft	\$10.00	-	\$0.00	0	\$0.00
30" High Back Curb & Gutter	ft	\$27.00	-	\$0.00	0	\$0.00
Right - of - Way	acre	\$90,000.00	-	\$0.00	0	\$0.00
SUBTOTAL				\$0.00	IMPACT FEE SUBTOTAL	\$0.00
SUBTOTAL				\$0.00	IMPACT FEE SUBTOTAL	\$0.00
Drainage (10%)				\$0.00	Drainage (10%)	\$0.00
Mobilization (10%)				\$0.00	Mobilization (10%)	\$0.00
Traffic Control (10%)				\$0.00	Traffic Control (10%)	\$0.00
Subtotal				\$0.00	Subtotal	\$0.00
Construction Contingency (20%)				\$0.00	Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)				\$0.00	Bid-Contingency (0%)	\$0.00
Subtotal				\$0.00	Subtotal	\$0.00
Engineering (20%)				\$0.00	Engineering (20%)	\$0.00
GRAND TOTAL				\$0.00	IMPACT FEE TOTAL	\$0.00

Existing Conditions

Assumptions

IMPACT FEE % of GRAND TOTAL 20%

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

Washington City will participate with \$2 million in impact fees

Washington City

2021 Capital Facilities Plan Update

26. Washington Dam Road from 1900 East to MP 12 Interchange

Minor Arterial

(1.56 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	6,900	\$621,000.00
Base Course (8.0 inches)	cu yd	\$40.00	8,800	\$352,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	17,000	\$646,000.00
6' Wide Sidewalk	sq ft	\$10.00	98,700	\$987,000.00
30" High Back Curb & Gutter	ft	\$27.00	16,500	\$445,500.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$3,051,500.00

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

	SUBTOTAL	\$3,051,500.00
	Drainage (10%)	\$305,150.00
	Mobilization (10%)	\$305,150.00
	Traffic Control (10%)	\$305,150.00
	Subtotal	\$3,966,950.00
<u>Existing Conditions</u>	Construction Contingency (20%)	\$793,390.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
3,984 tons of Roadway Asphalt	Subtotal	\$4,760,340.00
0 ft Curb & Gutter Length	Engineering (20%)	\$793,390.00
0 ft Sidewalk Length	GRAND TOTAL	\$5,553,730.00

	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

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 5 Lanes to Country Way, 3 lanes to MP 12
 Curb and gutter and sidewalk on both sides

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

27. 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	\$90.00	8,200	\$738,000.00
Base Course (8.0 inches)	cu yd	\$40.00	3,400	\$136,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	7,900	\$300,200.00
6' Wide Sidewalk	sq ft	\$10.00	34,200	\$342,000.00
30" High Back Curb & Gutter	ft	\$27.00	5,000	\$135,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$1,651,200.00

Impact Fee Quantity	Impact Fee Total	
1,800	\$162,000.00	
2,300	\$92,000.00	
3,500	\$133,000.00	
4,700	\$47,000.00	
800	\$21,600.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$455,600.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 2,898 tons of Roadway Asphalt
 3,427 ft Curb & Gutter Length
 3,250 ft Sidewalk Length

SUBTOTAL	\$1,651,200.00
Drainage (10%)	\$165,120.00
Mobilization (10%)	\$165,120.00
Traffic Control (10%)	\$165,120.00
Subtotal	\$2,146,560.00
Construction Contingency (20%)	\$429,312.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,575,872.00
Engineering (20%)	\$429,312.00
GRAND TOTAL	\$3,005,184.00

IMPACT FEE SUBTOTAL	\$455,600.00
Drainage (10%)	\$45,560.00
Mobilization (10%)	\$45,560.00
Traffic Control (10%)	\$45,560.00
Subtotal	\$592,280.00
Construction Contingency (20%)	\$118,456.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$710,736.00
Engineering (20%)	\$118,456.00
IMPACT FEE TOTAL	\$829,192.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 106.00 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 28%

Washington City

2021 Capital Facilities Plan Update

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

Minor Arterial

(1.08 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	9,400	\$846,000.00
Base Course (8.0 inches)	cu yd	\$40.00	2,400	\$96,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	9,000	\$342,000.00
6' Wide Sidewalk	sq ft	\$10.00	26,000	\$260,000.00
30" High Back Curb & Gutter	ft	\$27.00	2,400	\$64,800.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$1,608,800.00

Impact Fee Quantity	Impact Fee Total	
2,600	\$234,000.00	
3,300	\$132,000.00	
4,900	\$186,200.00	
17,500	\$175,000.00	
2,400	\$64,800.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$792,000.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 5,632 tons of Roadway Asphalt
 9,045 ft Curb & Gutter Length
 8,490 ft Sidewalk Length

SUBTOTAL	\$1,608,800.00
Drainage (10%)	\$160,880.00
Mobilization (10%)	\$160,880.00
Traffic Control (10%)	\$160,880.00
Subtotal	\$2,091,440.00
Construction Contingency (20%)	\$418,288.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,509,728.00
Engineering (20%)	\$418,288.00
GRAND TOTAL	\$2,928,016.00

IMPACT FEE SUBTOTAL	\$792,000.00
Drainage (10%)	\$79,200.00
Mobilization (10%)	\$79,200.00
Traffic Control (10%)	\$79,200.00
Subtotal	\$1,029,600.00
Construction Contingency (20%)	\$205,920.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$1,235,520.00
Engineering (20%)	\$205,920.00
IMPACT FEE TOTAL	\$1,441,440.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

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

IMPACT FEE % of GRAND TOTAL 49%

Washington City

2021 Capital Facilities Plan Update

29. 240 West from Merrill Road to Southern City limit

Minor Arterial

(1.25 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	5,700	\$513,000.00
Base Course (8.0 inches)	cu yd	\$40.00	7,300	\$292,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	13,800	\$524,400.00
6' Wide Sidewalk	sq ft	\$10.00	46,800	\$468,000.00
30" High Back Curb & Gutter	ft	\$27.00	6,200	\$167,400.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$1,964,800.00

Impact Fee Quantity	Impact Fee Total	
4,700	\$423,000.00	
5,900	\$236,000.00	
8,900	\$338,200.00	
40,400	\$404,000.00	
6,200	\$167,400.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$1,568,600.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 3,012 tons of Roadway Asphalt
 7,010 ft Curb & Gutter Length
 6,480 ft Sidewalk Length

SUBTOTAL	\$1,964,800.00
Drainage (10%)	\$196,480.00
Mobilization (10%)	\$196,480.00
Traffic Control (10%)	\$196,480.00
Subtotal	\$2,554,240.00
Construction Contingency (20%)	\$510,848.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$3,065,088.00
Engineering (20%)	\$510,848.00
GRAND TOTAL	\$3,575,936.00

IMPACT FEE SUBTOTAL	\$1,568,600.00
Drainage (10%)	\$156,860.00
Mobilization (10%)	\$156,860.00
Traffic Control (10%)	\$156,860.00
Subtotal	\$2,039,180.00
Construction Contingency (20%)	\$407,836.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,447,016.00
Engineering (20%)	\$407,836.00
IMPACT FEE TOTAL	\$2,854,852.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 Sidewalk and Curb & Gutter

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

IMPACT FEE % of GRAND TOTAL 80%

Washington City

**2021 Capital Facilities Plan Update
30. 20 East from Merrill Road to 3650 South**

Major Collector (0.81 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	1,700	\$153,000.00
Base Course (8.0 inches)	cu yd	\$40.00	2,200	\$88,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	5,700	\$216,600.00
5' Wide Sidewalk	sq ft	\$10.00	25,900	\$259,000.00
30" High Back Curb & Gutter	ft	\$27.00	5,200	\$140,400.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$857,000.00

Impact Fee Quantity	Impact Fee Total	
1,700	\$153,000.00	
2,200	\$88,000.00	
3,200	\$121,600.00	
25,900	\$259,000.00	
5,200	\$140,400.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$762,000.00

	SUBTOTAL	\$857,000.00
	Drainage (10%)	\$85,700.00
	Mobilization (10%)	\$85,700.00
	Traffic Control (10%)	\$85,700.00
	Subtotal	\$1,114,100.00
	Construction Contingency (20%)	\$222,820.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,336,920.00
	Engineering (20%)	\$222,820.00
	GRAND TOTAL	\$1,559,740.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
2,534 tons of Roadway Asphalt
3,355 ft Curb & Gutter Length
3,355 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
Pavement Width of 51.00 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 SUBTOTAL	\$762,000.00
	Drainage (10%)	\$76,200.00
	Mobilization (10%)	\$76,200.00
	Traffic Control (10%)	\$76,200.00
	Subtotal	\$990,600.00
	Construction Contingency (20%)	\$198,120.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,188,720.00
	Engineering (20%)	\$198,120.00
	IMPACT FEE TOTAL	\$1,386,840.00

IMPACT FEE % of GRAND TOTAL 89%

Washington City

2021 Capital Facilities Plan Update

31. 300 East from Merrill Road to 3650 South

Major Collector

(0.87 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,100	\$189,000.00
Base Course (8.0 inches)	cu yd	\$40.00	2,700	\$108,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	6,400	\$243,200.00
5' Wide Sidewalk	sq ft	\$10.00	35,300	\$353,000.00
30" High Back Curb & Gutter	ft	\$27.00	3,200	\$86,400.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$979,600.00

Impact Fee Quantity	Impact Fee Total	
800	\$72,000.00	
1,000	\$40,000.00	
1,400	\$53,200.00	
19,300	\$193,000.00	
3,900	\$105,300.00	
0	\$0.00	
IMPACT FEE SUBTOTAL		\$463,500.00

	SUBTOTAL	\$979,600.00
	Drainage (10%)	\$97,960.00
	Mobilization (10%)	\$97,960.00
	Traffic Control (10%)	\$97,960.00
	Subtotal	\$1,273,480.00
<u>Existing Conditions</u>	Construction Contingency (20%)	\$254,696.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
2,499 tons of Roadway Asphalt	Subtotal	\$1,528,176.00
6,000 ft Curb & Gutter Length	Engineering (20%)	\$254,696.00
2,150 ft Sidewalk Length	GRAND TOTAL	\$1,782,872.00

	IMPACT FEE SUBTOTAL	\$463,500.00
	Drainage (10%)	\$46,350.00
	Mobilization (10%)	\$46,350.00
	Traffic Control (10%)	\$46,350.00
	Subtotal	\$602,550.00
	Construction Contingency (20%)	\$120,510.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$723,060.00
	Engineering (20%)	\$120,510.00
	IMPACT FEE TOTAL	\$843,570.00

Assumptions

3.00 inch Thick Asphalt	2-lane to 3-lane road
Pavement Width of 51.00 ft	1,600 feet of new road
Right-Of-Way of 66.00 ft	
8.00 inch Thick Base Course	
6.00 inch Thick Granular Borrow	
Includes C & G and Sidewalk	

IMPACT FEE % of GRAND TOTAL 47%

Washington City

2021 Capital Facilities Plan Update

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

Major Collector

(0.34 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	1,100	\$99,000.00
Base Course (8.0 inches)	cu yd	\$40.00	1,400	\$56,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	2,800	\$106,400.00
5' Wide Sidewalk	sq ft	\$10.00	11,700	\$117,000.00
30" High Back Curb & Gutter	ft	\$27.00	2,400	\$64,800.00
Right - of - Way	acre	\$90,000.00	0.78	\$70,200.00
SUBTOTAL				\$513,400.00

Impact Fee Quantity	Impact Fee Total	
900	\$81,000.00	
1,100	\$44,000.00	
1,600	\$60,800.00	
11,500	\$115,000.00	
2,300	\$62,100.00	
0.78	\$70,200.00	
IMPACT FEE SUBTOTAL		\$433,100.00

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 689 tons of Roadway Asphalt
 1,270 ft Curb & Gutter Length
 1,270 ft Sidewalk Length

SUBTOTAL	\$513,400.00
Drainage (10%)	\$51,340.00
Mobilization (10%)	\$51,340.00
Traffic Control (10%)	\$51,340.00
Subtotal	\$667,420.00
Construction Contingency (20%)	\$133,484.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$800,904.00
Engineering (20%)	\$133,484.00
GRAND TOTAL	\$934,388.00

IMPACT FEE SUBTOTAL	\$433,100.00
Drainage (10%)	\$43,310.00
Mobilization (10%)	\$43,310.00
Traffic Control (10%)	\$43,310.00
Subtotal	\$563,030.00
Construction Contingency (20%)	\$112,606.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$675,636.00
Engineering (20%)	\$112,606.00
IMPACT FEE TOTAL	\$788,242.00

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 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 84%



APPENDIX N:
Long-Term (6-20 Year) Project Estimates

Washington City

2021 Capital Facilities Plan Update

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

Minor Arterial

(0.89 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	6,200	\$558,000.00
Base Course (8.0 inches)	cu yd	\$45.00	7,900	\$355,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	11,900	\$452,200.00
6' Wide Sidewalk	sq ft	\$12.00	56,400	\$676,800.00
30" High Back Curb & Gutter	ft	\$35.00	9,400	\$329,000.00
Right - of - Way	acre	\$90,000.00	0.00	\$0.00
SUBTOTAL				\$2,371,500.00

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	\$2,371,500.00
	Drainage (10%)	\$237,150.00
	Mobilization (10%)	\$237,150.00
	Traffic Control (10%)	\$237,150.00
	Subtotal	\$3,082,950.00
	Construction Contingency (20%)	\$616,590.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$3,699,540.00
	Engineering (20%)	\$616,590.00
	GRAND TOTAL	\$4,316,130.00

	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 68.00 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
 Developer funded, ROW not included

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

2. Washington Fields Rd from Warner Valley Rd to Southern City Limit

Major Arterial

(0.97 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	6,800	\$612,000.00
Base Course (8.0 inches)	cu yd	\$45.00	8,600	\$387,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	12,900	\$490,200.00
6' Wide Sidewalk	sq ft	\$12.00	61,200	\$734,400.00
30" High Back Curb & Gutter	ft	\$35.00	10,200	\$357,000.00
Right - of - Way	acre	\$90,000.00	12.41	\$1,116,942.15
SUBTOTAL				\$3,697,542.15

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	\$3,697,542.15
	Drainage (10%)	\$369,755.00
	Mobilization (10%)	\$369,755.00
	Traffic Control (10%)	\$369,755.00
	Subtotal	\$4,806,807.15
	Construction Contingency (20%)	\$961,362.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$5,768,169.15
	Engineering (20%)	\$961,362.00
	GRAND TOTAL	\$6,729,531.15

	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 68.00 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
 ROW included due to capacity needs

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

3. South Frontage Road/Merit Way from 300 East to Bluff View

Minor Arterial

(0.30 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,200	\$198,000.00
Base Course (8.0 inches)	cu yd	\$45.00	2,700	\$121,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	4,100	\$155,800.00
6' Wide Sidewalk	sq ft	\$12.00	19,200	\$230,400.00
30" High Back Curb & Gutter	ft	\$35.00	3,200	\$112,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$817,700.00

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	\$817,700.00
	Drainage (10%)	\$81,770.00
	Mobilization (10%)	\$81,770.00
	Traffic Control (10%)	\$81,770.00
	Subtotal	\$1,063,010.00
	Construction Contingency (20%)	\$212,602.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,275,612.00
	Engineering (20%)	\$212,602.00
	GRAND TOTAL	\$1,488,214.00

	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
 0 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 85.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Additional 3 inches of asphalt added to entire surface
 City owned property, ROW already acquired
 New road includes curb, gutter, and sidewalk

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

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

Major Arterial

(1.27 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	7,700	\$693,000.00
Base Course (8.0 inches)	cu yd	\$45.00	9,800	\$441,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	15,800	\$600,400.00
6' Wide Sidewalk	sq ft	\$12.00	80,400	\$964,800.00
30" High Back Curb & Gutter	ft	\$35.00	13,400	\$469,000.00
Right - of - Way	acre	\$90,000.00	16.30	\$1,467,355.37
			SUBTOTAL	\$4,635,555.37

Impact Fee Quantity	Impact Fee Total	
0	\$0.00	
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	\$4,635,555.37
	Drainage (10%)	\$463,556.00
	Mobilization (10%)	\$463,556.00
	Traffic Control (10%)	\$463,556.00
	Subtotal	\$6,026,223.37
	Construction Contingency (20%)	\$1,205,245.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$7,231,468.37
	Engineering (20%)	\$1,205,245.00
	GRAND TOTAL	\$8,436,713.37

	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
 1,192 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 106.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

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

Major Collector

(0.32 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	1,700	\$153,000.00
Base Course (8.0 inches)	cu yd	\$45.00	2,200	\$99,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	3,300	\$125,400.00
5' Wide Sidewalk	sq ft	\$12.00	17,000	\$204,000.00
30" High Back Curb & Gutter	ft	\$35.00	3,400	\$119,000.00
Right - of - Way	acre	\$90,000.00	2.58	\$231,818.18
SUBTOTAL				\$932,218.18

Impact Fee Quantity	Impact Fee Total
0	\$0.00
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	\$932,218.18
	Drainage (10%)	\$93,222.00
	Mobilization (10%)	\$93,222.00
	Traffic Control (10%)	\$93,222.00
	Subtotal	\$1,211,884.18
	Construction Contingency (20%)	\$242,377.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,454,261.18
	Engineering (20%)	\$242,377.00
	GRAND TOTAL	\$1,696,638.18

	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 51.00 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 0%

Washington City

2021 Capital Facilities Plan Update

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

Residential Collector

(0.25 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	1,200	\$108,000.00
Base Course (8.0 inches)	cu yd	\$45.00	1,500	\$67,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	2,200	\$83,600.00
5' Wide Sidewalk	sq ft	\$12.00	13,000	\$156,000.00
30" High Back Curb & Gutter	ft	\$35.00	2,600	\$91,000.00
Right - of - Way	acre	\$90,000.00	1.79	\$161,157.02
SUBTOTAL				\$667,257.02

Impact Fee Quantity	Impact Fee Total
0	\$0.00
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		\$667,257.02
Drainage (10%)		\$66,726.00
Mobilization (10%)		\$66,726.00
Traffic Control (10%)		\$66,726.00
Subtotal		\$867,435.02
Construction Contingency (20%)		\$173,488.00
Bid-Contingency (0%)		\$0.00
Subtotal		\$1,040,923.02
Engineering (20%)		\$173,488.00
GRAND TOTAL		\$1,214,411.02

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
 0 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 45.00 ft
 Right-Of-Way of 60.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 1,160 feet of new 3 Lane Road w/ C & G and Sidewalk

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

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

Minor Arterial

(5.11 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	35,600	\$3,204,000.00
Base Course (8.0 inches)	cu yd	\$45.00	45,400	\$2,043,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	68,100	\$2,587,800.00
6' Wide Sidewalk	sq ft	\$12.00	324,000	\$3,888,000.00
30" High Back Curb & Gutter	ft	\$35.00	54,000	\$1,890,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$13,612,800.00

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	\$13,612,800.00
	Drainage (10%)	\$1,361,280.00
	Mobilization (10%)	\$1,361,280.00
	Traffic Control (10%)	\$1,361,280.00
	Subtotal	\$17,696,640.00
	Construction Contingency (20%)	\$3,539,328.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$21,235,968.00
	Engineering (20%)	\$3,539,328.00
	GRAND TOTAL	\$24,775,296.00

	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 68.00 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
 1,160 feet of new 3 Lane Road w/ C & G and Sidewalk
 Road needed for development, ROW not included

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

8. Purgatory Road

Major Arterial

(1.52 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	10,600	\$954,000.00
Base Course (8.0 inches)	cu yd	\$45.00	13,500	\$607,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	20,200	\$767,600.00
6' Wide Sidewalk	sq ft	\$12.00	96,000	\$1,152,000.00
30" High Back Curb & Gutter	ft	\$35.00	16,000	\$560,000.00
Right - of - Way	acre	\$90,000.00	19.47	\$1,752,066.12
			SUBTOTAL	\$5,793,166.12

Impact Fee Quantity	Impact Fee Total
0	\$0.00
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	\$5,793,166.12
	Drainage (10%)	\$579,317.00
	Mobilization (10%)	\$579,317.00
	Traffic Control (10%)	\$579,317.00
	Subtotal	\$7,531,117.12
	Construction Contingency (20%)	\$1,506,224.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$9,037,341.12
	Engineering (20%)	\$1,506,224.00
	GRAND TOTAL	\$10,543,565.12

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

Bridge over the Virgin River

Does not include portion in Washington County

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

9. 515 West from Merrill Road to Southern City Limit

Residential Collector

(1.33 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	5,000	\$450,000.00
Base Course (8.0 inches)	cu yd	\$45.00	6,400	\$288,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	10,700	\$406,600.00
5' Wide Sidewalk	sq ft	\$12.00	59,900	\$718,800.00
30" High Back Curb & Gutter	ft	\$35.00	11,600	\$406,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
			SUBTOTAL	\$2,269,400.00

Impact Fee Quantity	Impact Fee Total	
0	\$0.00	
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	\$2,269,400.00
	Drainage (10%)	\$226,940.00
	Mobilization (10%)	\$226,940.00
	Traffic Control (10%)	\$226,940.00
	Subtotal	\$2,950,220.00
	Construction Contingency (20%)	\$590,044.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$3,540,264.00
	Engineering (20%)	\$590,044.00
	GRAND TOTAL	\$4,130,308.00

	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
 1,113 tons of Roadway Asphalt
 2,485 ft Curb & Gutter Length
 2,030 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt	3 Lane Road w/ C & G and Sidewalk
Pavement Width of 45.00 ft	Contains 4845 feet of new road
Right-Of-Way of 60.00 ft	Contains 2155 feet of road widening
8.00 inch Thick Base Course	Developer funded, ROW not included
6.00 inch Thick Granular Borrow	

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

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

Major Arterial

(2.84 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	10,800	\$972,000.00
Base Course (8.0 inches)	cu yd	\$45.00	15,200	\$684,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	30,300	\$1,151,400.00
6' Wide Sidewalk	sq ft	\$12.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$35.00	30,000	\$1,050,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
			SUBTOTAL	\$3,857,400.00

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	\$3,857,400.00
	Drainage (10%)	\$385,740.00
	Mobilization (10%)	\$385,740.00
	Traffic Control (10%)	\$385,740.00
	Subtotal	\$5,014,620.00
	Construction Contingency (20%)	\$1,002,924.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$6,017,544.00
	Engineering (20%)	\$1,002,924.00
	GRAND TOTAL	\$7,020,468.00

	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
 7,847 tons of Roadway Asphalt
 30,000 ft Curb & Gutter Length
 15,000 ft Sidewalk Length
 Sidewalk, curb and gutter, two lanes, one side of median curb

Engineering (20%)

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 106.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Includes C & G and trail on remaining side
 Includes remaining median curb

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

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

Major Arterial

(2.84 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	4,100	\$369,000.00
Base Course (8.0 inches)	cu yd	\$45.00	5,200	\$234,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	22,800	\$866,400.00
6' Wide Sidewalk	sq ft	\$12.00	-	\$0.00
30" High Back Curb & Gutter	ft	\$35.00	30,000	\$1,050,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
			SUBTOTAL	\$2,519,400.00

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		\$2,519,400.00
Drainage (10%)		\$251,940.00
Mobilization (10%)		\$251,940.00
Traffic Control (10%)		\$251,940.00
Subtotal		\$3,275,220.00
Construction Contingency (20%)		\$655,044.00
Bid-Contingency (0%)		\$0.00
Subtotal		\$3,930,264.00
Engineering (20%)		\$655,044.00
GRAND TOTAL		\$4,585,308.00

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
 15,694 tons of Roadway Asphalt
 30,000 ft Curb & Gutter Length
 15,000 ft Sidewalk Length
 Sidewalk, trail, four travel lanes, medians, curb and gutter

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 ft
 Right-Of-Way of 106.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow
 Removal and replacement of outside curb and gutter
 Addition of two lanes

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

12. Weatherby Way from Western City Limit to Washington Fields Road

Major Collector

(0.76 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	4,000	\$360,000.00
Base Course (8.0 inches)	cu yd	\$45.00	5,100	\$229,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	7,600	\$288,800.00
5' Wide Sidewalk	sq ft	\$12.00	40,000	\$480,000.00
30" High Back Curb & Gutter	ft	\$35.00	88,000	\$3,080,000.00
Right - of - Way	acre	\$90,000.00	-	\$0.00
SUBTOTAL				\$4,438,300.00

Impact Fee Quantity	Impact Fee Total
0	\$0.00
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	\$4,438,300.00
	Drainage (10%)	\$443,830.00
	Mobilization (10%)	\$443,830.00
	Traffic Control (10%)	\$443,830.00
	Subtotal	\$5,769,790.00
	Construction Contingency (20%)	\$1,153,958.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$6,923,748.00
	Engineering (20%)	\$1,153,958.00
	GRAND TOTAL	\$8,077,706.00

	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
 0 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Developer driven, ROW not included

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

13. Southern Parkway Exit 9 Connection to Washington Fields Road

Minor Arterial

(0.28 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,000	\$180,000.00
Base Course (8.0 inches)	cu yd	\$45.00	2,600	\$117,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	3,800	\$144,400.00
6' Wide Sidewalk	sq ft	\$12.00	18,000	\$216,000.00
30" High Back Curb & Gutter	ft	\$35.00	3,000	\$105,000.00
Right - of - Way	acre	\$90,000.00	2.93	\$263,429.75
			SUBTOTAL	\$1,025,829.75

Impact Fee Quantity	Impact Fee Total	
0	\$0.00	
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	\$1,025,829.75
	Drainage (10%)	\$102,583.00
	Mobilization (10%)	\$102,583.00
	Traffic Control (10%)	\$102,583.00
	Subtotal	\$1,333,578.75
<u>Existing Conditions</u>	Construction Contingency (20%)	\$266,716.00
Assume 3 inch Thick of Existing Asphalt	Bid-Contingency (0%)	\$0.00
0 tons of Roadway Asphalt	Subtotal	\$1,600,294.75
0 ft Curb & Gutter Length	Engineering (20%)	\$266,716.00
0 ft Sidewalk Length	GRAND TOTAL	\$1,867,010.75

	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

Assumptions
 3.00 inch Thick Asphalt
 Pavement Width of 68.00 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 0%

Washington City

2021 Capital Facilities Plan Update

14. 3090 South Widening from West City Limits to Washignton Fields Road

Minor Arterial

(0.76 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	2,300	\$207,000.00
Base Course (8.0 inches)	cu yd	\$45.00	3,000	\$135,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	7,300	\$277,400.00
6' Wide Sidewalk	sq ft	\$12.00	19,600	\$235,200.00
30" High Back Curb & Gutter	ft	\$35.00	2,400	\$84,000.00
Right - of - Way	acre	\$90,000.00	7.81	\$702,479.34
SUBTOTAL				\$1,641,079.34

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

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 2,983 tons of Roadway Asphalt
 5,680 ft Curb & Gutter Length
 5,680 ft Sidewalk Length

SUBTOTAL	\$1,641,079.34
Drainage (10%)	\$164,108.00
Mobilization (10%)	\$164,108.00
Traffic Control (10%)	\$164,108.00
Subtotal	\$2,133,403.34
Construction Contingency (20%)	\$426,681.00
Bid-Contingency (0%)	\$0.00
Subtotal	\$2,560,084.34
Engineering (20%)	\$426,681.00
GRAND TOTAL	\$2,986,765.34

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

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 68.00 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 0%

Washington City

2021 Capital Facilities Plan Update

15. Industrial Road-West Side Widening

Major Collector

(0.32 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	200	\$18,000.00
Base Course (8.0 inches)	cu yd	\$45.00	300	\$13,500.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	1,800	\$68,400.00
5' Wide Sidewalk	sq ft	\$12.00	17,000	\$204,000.00
30" High Back Curb & Gutter	ft	\$35.00	3,400	\$119,000.00
Right - of - Way	acre	\$90,000.00	2.58	\$231,818.18
SUBTOTAL				\$654,718.18

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		\$654,718.18
Drainage (10%)		\$65,472.00
Mobilization (10%)		\$65,472.00
Traffic Control (10%)		\$65,472.00
Subtotal		\$851,134.18
Construction Contingency (20%)		\$170,227.00
Bid-Contingency (0%)		\$0.00
Subtotal		\$1,021,361.18
Engineering (20%)		\$170,227.00
GRAND TOTAL		\$1,191,588.18

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
 1,482 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Removal and replacement of curb, gutter, and sidewalk

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

15a. Industrial Road-East Side Widening

Major Collector

(0.42 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	300	\$27,000.00
Base Course (8.0 inches)	cu yd	\$45.00	400	\$18,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	2,400	\$91,200.00
5' Wide Sidewalk	sq ft	\$12.00	22,000	\$264,000.00
30" High Back Curb & Gutter	ft	\$35.00	4,400	\$154,000.00
Right - of - Way	acre	\$90,000.00	3.33	\$300,000.00
SUBTOTAL				\$854,200.00

Impact Fee Quantity	Impact Fee Total	
0	\$0.00	
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	\$854,200.00
	Drainage (10%)	\$85,420.00
	Mobilization (10%)	\$85,420.00
	Traffic Control (10%)	\$85,420.00
	Subtotal	\$1,110,460.00
	Construction Contingency (20%)	\$222,092.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$1,332,552.00
	Engineering (20%)	\$222,092.00
	GRAND TOTAL	\$1,554,644.00

	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
 1,918 tons of Roadway Asphalt
 0 ft Curb & Gutter Length
 0 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Removal and replacement of curb, gutter, and sidewalk

IMPACT FEE % of GRAND TOTAL 0%

Washington City

2021 Capital Facilities Plan Update

16. Sandia Road Re-Striping

Major Collector

(1.01 Miles)

Description	Unit	Unit Cost	Quantity	Total	Impact Fee Quantity	Impact Fee Total
Asphalt (3.0 inches)	ton	\$90.00	8,200	\$738,000.00	0	\$0.00
Base Course (8.0 inches)	cu yd	\$45.00	100	\$4,500.00	0	\$0.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	5,100	\$193,800.00	0	\$0.00
5' Wide Sidewalk	sq ft	\$12.00	1,300	\$15,600.00	0	\$0.00
30" High Back Curb & Gutter	ft	\$35.00	300	\$10,500.00	0	\$0.00
Right - of - Way	acre	\$90,000.00	-	\$0.00	0.00	\$0.00
SUBTOTAL				\$962,400.00		\$0.00
SUBTOTAL				\$962,400.00	IMPACT FEE SUBTOTAL	\$0.00
Drainage (10%)				\$96,240.00	Drainage (10%)	\$0.00
Mobilization (10%)				\$96,240.00	Mobilization (10%)	\$0.00
Traffic Control (10%)				\$96,240.00	Traffic Control (10%)	\$0.00
Subtotal				\$1,251,120.00	Subtotal	\$0.00
Construction Contingency (20%)				\$250,224.00	Construction Contingency (20%)	\$0.00
Bid-Contingency (0%)				\$0.00	Bid-Contingency (0%)	\$0.00
Subtotal				\$1,501,344.00	Subtotal	\$0.00
Engineering (20%)				\$250,224.00	Engineering (20%)	\$0.00
GRAND TOTAL				\$1,751,568.00	IMPACT FEE TOTAL	\$0.00
IMPACT FEE % of GRAND TOTAL					0%	

Existing Conditions

Assume 3 inch Thick of Existing Asphalt
 5,286 tons of Roadway Asphalt
 10,450 ft Curb & Gutter Length
 10,450 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

No widening, re-striping only
 3" Asphalt Overlay
 Finish curb, gutter, and sidewalk

Washington City

2021 Capital Facilities Plan Update

17. Telegraph Street Widening at Green Springs Drive

Major Arterial

(0.41 Miles)

Description	Unit	Unit Cost	Quantity	Total
			-	\$0.00
			-	\$0.00
			-	\$0.00
Estimate from Horrocks Engineers	Lump Sum	\$13,608,000.00	1	\$13,608,000.00
			-	\$0.00
			-	\$0.00
			0.00	\$0.00
			SUBTOTAL	\$13,608,000.00

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

Assumptions

Refer to estimate for assumptions

IMPACT FEE % of GRAND TOTAL

0%

Washington City

2021 Capital Facilities Plan Update

18. 2000 South Widening

Major Collector

(0.55 Miles)

Description	Unit	Unit Cost	Quantity	Total
Asphalt (3.0 inches)	ton	\$90.00	8,800	\$792,000.00
Base Course (8.0 inches)	cu yd	\$45.00	800	\$36,000.00
Granular Borrow (6.0 inches)	cu yd	\$38.00	3,400	\$129,200.00
5' Wide Sidewalk	sq ft	\$12.00	27,900	\$334,800.00
30" High Back Curb & Gutter	ft	\$35.00	5,600	\$196,000.00
Right - of - Way	acre	\$90,000.00	4.39	\$395,454.55
SUBTOTAL				\$1,883,454.55

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	\$1,883,454.55
	Drainage (10%)	\$188,346.00
	Mobilization (10%)	\$188,346.00
	Traffic Control (10%)	\$188,346.00
	Subtotal	\$2,448,492.55
	Construction Contingency (20%)	\$489,699.00
	Bid-Contingency (0%)	\$0.00
	Subtotal	\$2,938,191.55
	Engineering (20%)	\$489,699.00
	GRAND TOTAL	\$3,427,890.55

	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
 2,248 tons of Roadway Asphalt
 225 ft Curb & Gutter Length
 225 ft Sidewalk Length

Assumptions

3.00 inch Thick Asphalt
 Pavement Width of 51.00 ft
 Right-Of-Way of 66.00 ft
 8.00 inch Thick Base Course
 6.00 inch Thick Granular Borrow

Finish curb, gutter, and sidewalk

IMPACT FEE % of GRAND TOTAL 0%



APPENDIX O:
Impact Fee Facilities Plan

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Executive Summary

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- ❖ *The existing level of service*
- ❖ *A proposed level of service*
- ❖ *Any excess capacity to accommodate future growth at the proposed level of service*
- ❖ *The demands placed on existing public facilities by new development*
- ❖ *A proposed means by which the local political subdivision will meet those demands*
- ❖ *A general consideration of all potential revenue sources to finance the impacts on system improvements*

Level of Service is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not.

There are many ways to quantify the impact of new growth on the transportation system in Washington City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the CFP and then eliminate the cost of those improvements that are necessary to correct existing deficiencies. This study used a history of building permits and projected the number of Single-Family Equivalent (SFE) permits to be expected in the next six years to determine what pressures will be placed on the transportation system due to development. Based upon the methodology described in this study it is projected that Washington City will experience approximately 6,038 SFE units of growth over the next six years, as shown in [Table 3](#).

The projects required to maintain the desired level of service for the roadway network in 2040 were outlined in the TMP. These projects will need to be constructed at various times from the present through 2040. However, for the purposes of this IFFP, only projects that will be completed within the next six years will be considered. [Table](#) shows the projects that are forecasted to be needed in the next six years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the [% Impact Fee](#) and [Eligible for Impact Fees](#) columns. Level of Service capacity of roadways and intersections has been calculated in the TMP and have indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Potential revenue sources that could be used to fund transportation needs as a result of new development is discussed.

Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- ❖ *The existing level of service*
- ❖ *A proposed level of service*
- ❖ *Any excess capacity to accommodate future growth at the proposed level of service*
- ❖ *The demands placed on existing public facilities by new development*
- ❖ *A proposed means by which the local political subdivision will meet those demands*
- ❖ *A general consideration of all potential revenue sources to finance the impacts on system improvements*

This analysis incorporates the information provided in the Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable LOS. Reference should be made to the TMP for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next six years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase as a result of additional development.

Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service is defined as "the defined performance standard or unit of demand for each capital component of a public facility within a service area." The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS C for roadways is the acceptable LOS for Washington City. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS C means that vehicles should not have to wait more than one cycle to proceed through the intersection and experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. [Table 1](#) below summarizes the maximum capacities used by Washington City.

Table 1: LOS C Capacity Criteria in Vehicles per Day

Lanes	Arterial	Collector
2	NA	5,000
3	11,500	10,000
5	26,500	NA
7	40,000	NA

Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. In Washington City, intersections can have no control, be stop controlled, roundabouts, or be controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary in order to maintain the desired level of service. Planning ahead, by coordinating the placement of intersection features, such as right-of-way for roundabouts, with roadway construction before the placement of the actual roundabout and other elements, is a way to mitigate the costs of these intersection improvements. The cost of these intersection improvements has been included in the roadway network cost estimates included in [Table 2](#).

The total costs for the full installation of these intersection improvements may be postponed depending on the specific needs of the intersections in the future based on on-going analysis.

Trips

The unit of demand for transportation impact is the PM peak hour trip. A PM peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the PM peak hour. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual (currently 10th edition). This publication uses national data studied over decades to assist traffic engineering professionals to determine the likely impact of new development on transportation infrastructure.

There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modelling used in the Washington City TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of 2 trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one half.

System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and expressways such as the Southern Parkway. Washington City classifies street facilities based on the relative amounts of through- and land-access service they provide. Local streets primarily serve land-access functions, while expressways are primarily meant for mobility. Each classification may have a variable number of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered “system improvements” according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements include anything from back of curb to back of curb, including curb and gutter, asphalt, road base, and sub-surface storm water drain utilities, as well as lighting, signing, and noise walls for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service
2. Exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
3. Establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

This IFFP will not make any changes to the existing level of service, and LOS C will be the standard by which future growth will be evaluated.

Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

There are many ways to quantify the impact of new growth on the transportation system in Washington City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the CFP and then eliminate the cost of those improvements that are necessary to correct existing deficiencies.

To determine the amount of development that will occur in Washington City over the next six years the following steps were followed:

- Obtain the record of permits issued for various developments from January 2018 to May 2021. Impact fee studies will often establish a future growth trend based on the recent history of issued building permits. The past 3 years, the City has experienced high levels of residential and commercial growth during this period. It has been recognized that there has been exceptionally

high residential growth for the past year so recent growth trends have been lowered to reflect more typical residential growth. Building permit information is shown in Table 3.

- Determine the PM peak hour trip generation rate for each land-use type using the ITE TRIP GENERATION MANUAL 10th Edition.
- Adjust the trip generation rate in terms of heavy vehicles percentage (it was assumed that 1 heavy vehicle would be equivalent to 2 passenger vehicles based on information obtained from the Transportation Research Board's Highway Capacity Manual) and primary trips. The primary trip adjustment eliminates trips to various land-uses that are pass-by trips or diverted trips. A typical trip that is not adjusted with an adjustment factor assumes that a trip is made from one destination to another, with the intent that the destination is the reason for the trip. In an adjusted trip, an intermediate stop is made before the final destination is reached, such as a bank, post office, fast food, gasoline, etc. These adjustments are called by-pass trip adjustments and are represented in the primary trip adjustment. The primary trip adjustment also contains internal capture adjustments. Primary trip percentages were taken from the Institute of Transportation Engineers' Trip Generation Handbook.
- To compare how vehicle trips from each land use impact the roadway system, each land use is measured next to a single-family home to determine how many effective single-family homes equate to a given type of land use. For instance, the trips generated by a 5,000 sq. ft. medical building is equivalent to the trips generated by 18 single family homes. Therefore, we calculate a demand index factor for each land use based on the single-family unit as the base factor by dividing the effective trip end for the land-use by the single-family unit effective trip end, which is 0.99 per single family home, according to the Trip Generation Handbook, cited above. This produces the Single-Family Equivalent unit, or SFE unit.
- Multiply the demand index for each land-use by the number of permits issued on an average year for the land use. The sum of the SFE units for the various land-uses is then multiplied by six to determine the projected number of SFE units expected over the next six years in Washington City when calculating the cost for six years of projects. The fee calculated using these local primary trip adjustments produce the recommended fee.

Based upon the methodology used above it is projected that Washington City will experience approximately 6,038 SFE units of growth over the next six years.

Table 2: Single Family Equivalent (SFE) Demand Index

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (PM peak Hour)	Heavy Vehicle %	Heavy Vehicle Adjustment*	Primary Trip Adjustment	Effective Trip Ends per Unit	Demand Index (single family equivalent)
Residential	Single Family Detached	Dwelling Units	210	0.99	0%	1	1	0.99	0.99
	Multifamily Housing (Low Rise)	Dwelling Units	220	0.56	0%	1	1	0.56	0.56
	Assisted Living Center	Beds	254	0.48	0%	1	1	0.48	0.48
Office	General Office Building	1,000 sq. ft.	710	1.15	5%	1.05	1	1.21	1.21
	Medical-Dental Office Building	1,000 sq. ft.	720	3.46	0%	1	1	3.46	3.46
Retail	Less Intensive Retail	1,000 sq. ft.	890	0.52	5%	1.05	0.34	0.19	0.19
	Intensive Retail	1,000 sq. ft.	820	3.81	5%	1.05	0.5	2.00	2.00
	Automobile Sales (New)	1,000 sq. ft.	840	2.43	5%	1.05	1	2.55	2.55
Services	Quality Restaurant	1,000 sq. ft.	931	7.80	5%	1.05	0.3	2.46	2.46
	Fast Food	1,000 sq. ft.	934	32.67	5%	1.05	0.2	6.86	6.86
	Convenience Market w/ Gas Pumps	Pump Stations	945	88.35	5%	1.05	0.15	13.92	13.92
	Pharmacy with Drive-Through Window	1,000 sq. ft.	881	10.29	5%	1.05	0.32	3.46	3.46
	Drive-In Bank	1,000 sq. ft.	912	20.45	0%	1	0.53	10.84	10.84
Industrial	General Light Industrial	1,000 sq. ft.	110	0.63	50%	1.5	1	0.95	0.95
	Manufacturing	1,000 sq. ft.	140	0.67	50%	1.5	1	1.01	1.01
	Mini-Warehouse	1,000 sq. ft.	151	0.17	50%	1.5	1	0.26	0.26
	Warehousing	1,000 sq. ft.	150	0.19	50%	1.5	1	0.29	0.29
Institutional	Elementary School	Students	520	1.89	0%	1	1	1.89	1.89
	Middle/Junior School	Students	522	0.17	0%	1	1	0.17	0.17
	High School	Students	530	0.14	0%	1	1	0.14	0.14
	Private School (K-8)	Students	534	0.26	0%	1	1	0.26	0.26
	Private School (K-12)	Students	536	0.17	0%	1	1	0.17	0.17
	Day Care	1,000 sq. ft.	565	11.12	0%	1	0.2	2.22	2.22
	Junior/Community College	1,000 sq. ft.	540	1.86	0%	1	1	1.86	1.86
	Library	1,000 sq. ft.	590	8.16	0%	1	1	8.16	8.16
	Campground/RV Park	Occupied Sites	416	0.27	0%	1	1	0.27	0.27
Church	1,000 sq. ft.	560	0.49	0%	1	1	0.49	0.49	
Lodge	Hotel	Rooms	310	0.60	5%	1.05	1	0.63	0.63

Table 3: Future Growth in Washington City

Category	Land Use	Unit	Demand Index (single family equivalent)	# of Units for Permits Issued *	Average # of Units/Year	Average # of SFE Units/Year
Residential	Single Family Detached	Dwelling Units	0.99	2035	599	593
	Multifamily Housing (Low Rise)	Dwelling Units	0.56	769	226	127
	Assisted Living Center	Beds	0.48	321	94	45
Office	General Office Building	1,000 sq. ft.	1.21	0	0	0
	Medical-Dental Office Building	1,000 sq. ft.	3.46	0	0	0
Retail	Less Intensive Retail	1,000 sq. ft.	0.19	62	18	3
	Intensive Retail	1,000 sq. ft.	2.00	10	3	6
	Automobile Sales (New)	1,000 sq. ft.	2.55	0	0	0
Services	Quality Restaurant	1,000 sq. ft.	2.46	0	0	0
	Fast Food	1,000 sq. ft.	6.86	3	1	6
	Convenience Market w/ Gas Pumps	Pump Stations	13.92	36	11	147
	Pharmacy with Drive-Through Window	1,000 sq. ft.	3.46	0	0	0
	Drive-In Bank	1,000 sq. ft.	10.84	0	0	0
Industrial	General Light Industrial	1,000 sq. ft.	0.95	90	26	25
	Manufacturing	1,000 sq. ft.	1.01	0	0	0
	Mini-Warehouse	1,000 sq. ft.	0.26	52.5	15	4
	Warehousing	1,000 sq. ft.	0.29	20	6	2
Institutional	Elementary School	Students	1.89	0	0	0
	Middle/Junior School	Students	0.17	0	0	0
	High School	Students	0.14	0	0	0
	Private School (K-8)	Students	0.26	0	0	0
	Private School (K-12)	Students	0.17	0	0	0
	Day Care	1,000 sq. ft.	2.22	0	0	0
	Junior/Community College	1,000 sq. ft.	1.86	0	0	0
	Library	1,000 sq. ft.	8.16	0	0	0
	Campground/RV Park	Occupied Sites	0.27	203	60	16
	Church	1,000 sq. ft.	0.49	0	0	0
Lodg ^g	Hotel	Rooms	0.63	175	51	32
Total # of Single Family Equivalent Units/Year						1,006
Total # of Single Family Equivalent Units Over the Next 6 Years						6,038

* Residential and commercial permits from January 2018 to May 2021.

Units per year obtained by dividing by 3 years and 5 months.

Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law to “identify demands placed upon existing public facilities by new development activity at the proposed level of service” and “identify the means by

which the political subdivision or private entity will meet those growth demands”, the following steps were completed:

1. **Existing Demand-** The traffic demand at the present time was estimated using traffic counts and population data.
2. **Existing Capacity-** The capacity of the current roadway network was estimated using the calculated LOS.
3. **Existing Deficiencies-** The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
4. **Future Demand-** The future demand on the network was estimated using development projections.
5. **Future Deficiencies-** The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard.
6. **Recommended Improvements-** Recommendations that will help meet future demands were made.

These steps were the basis for the TMP and are detailed in the report.

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Dixie Metropolitan Planning Organization Travel Demand Model. The inputs to the model consist of socio-economic and land use data provided by the DMPO and the City. The outputs from the model include peak hour trips and daily traffic volumes on each of the roadways in the network.

Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

6-Year Improvement Plan

The projects required to maintain the desired level of service for the roadway network in 2040 were outlined in the TMP. These projects will need to be constructed at various times from the present through 2040. However, for the purposes of this IFFP, only projects that will be completed within the next six years will be considered. [Table](#) shows the projects that are forecasted to be needed in the next six years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the [% Impact Fee](#) and [Eligible for Impact Fees](#) columns.

Project Cost Attributable to Future Growth

[Table](#) shows the project costs attributable to new growth as a percentage of the total project costs as defined in the previous section. Each project in [Table](#) exists due to future growth but the cost that should be shared by new development through the assessment of impact fees varies depending on the owner of the road, the funding available, and the roadway classification. Where the project is likely to be completed using MPO funding, the Washington City impact fee eligible portion of the project is only the amount of money the City will need to find as their required “matching funds”. Road widening projects are considered 100% impact fee eligible as any work on these roads will only be needed as volumes increase as a result of new development. Cost participation for city-owned roads are variable depending on the road classification and development yet to occur. The cost attributable to new growth and potentially impact fee eligible is defined as the portion of the roadway cross section in

excess of the standards for a local road. This is based on the premise that a local road cross section serves the needs of the localized development which directly access the new road. It was assumed, based on City practices, that developers will typically pay for improvements on the outside twenty-six feet of right-of-way on each side of the road (one lane of asphalt plus curb, gutter, and sidewalk) while the City would be responsible for the remainder. This portion will be paid for by the individual development, which accesses the new road. Any improvements beyond the local street cross section would be considered a capacity improvement for the entire city as a whole and is therefore impact fee eligible. The City responsibility cost for each new road is determined as the percentage of the total project cost beyond a local street classification.

Table 4: Impact Fee Facilities Plan, 0 to 5 years

Location	Current Cost	% Impact Fee	Eligible for Impact Fees
1-5 Year Improvements			
1. 3650 South and SR-7 Interchange	\$7,985,000	12%	\$985,000
2. 3650 South from 240 West to 515 West	\$7,466,746	10%	\$746,675
3. Telegraph St. and Green Springs Rd. Median Improvements	\$150,000	100%	\$150,000
4. I-15 Exit 10 Hook Ramp and Signal	\$1,389,024	49%	\$680,622
5. Buena Vista Blvd. from Green Spring Dr. to Cactus Ln.	\$1,042,591	25%	\$260,648
6. Buena Vista Blvd. from Mill Creek Wash to Main St.	\$2,439,710	0%	\$0
7. Buena Vista Blvd. from Main St. to 1000 East	\$6,337,604	32%	\$2,000,180
8. Buena Vista Blvd. from St. George City Limits to Green Springs Dr.	\$1,328,236	64%	\$849,758
9. Washington Fields Rd. and Washington Dam Rd. Intersection Improvements	\$350,000	100%	\$350,000
10. South Frontage Road (Merit Way) from Bluff View to 1100 East	\$2,033,668	94%	\$1,917,188
11. Foothill Dr. from City Limits (St. George 850 North) to 100 East	\$5,881,694	11%	\$663,754
12. Main St. from Telegraph Rd. to Foothill Dr.	\$3,009,188	87%	\$2,717,133
13. Telegraph St. and 1100 East Intersection and Signal	\$400,000	100%	\$400,000
14. Telegraph St. and 500 West Signal	\$400,000	100%	\$400,000
15. Telegraph St. and Bella Vista Dr. Signal	\$400,000	100%	\$400,000
16. Washington Fields Rd. and 3650 South Signal	\$400,000	100%	\$400,000
17. Washington Fields Rd. and Merrill Rd. Signal	\$400,000	100%	\$400,000
18. Washington Fields Rd. and 3090 South Signal	\$400,000	100%	\$400,000
19. Washington Fields Rd. and Warner Valley Rd. Signal	\$400,000	100%	\$400,000
20. Washington City TOC	\$350,000	0%	\$0
21. Washington Fields Rd. from Industrial Rd. to Washington Dam Rd. Signal Connection	\$100,000	0%	\$0
22. Washington Fields Rd. from 2000 South to 3650 South Signal Connection	\$550,000	0%	\$0
23. Telegraph St. Signal Connection	\$2,050,000	0%	\$0
24. Milepost 11 Interchange	\$25,000,000	5%	\$2,000,000
25. Long Valley Road	\$14,685,034	0%	\$0
26. Washington Dam Rd. from 1900 East to East City Limits	\$6,233,318	10%	\$648,466
27. Washington Fields Rd. from 3650 South to Stucki Farms, Phase 5B	\$3,233,412	0%	\$0
28. Washington Fields Rd. from Stucki Farms to Warner Valley Rd. Phase 6B	\$2,607,696	0%	\$0
29. 240 West from Merrill Rd. to Southern City Limit	\$3,902,990	25%	\$988,422
30. 20 East from Merrill Rd. to Southern City Limit	\$1,749,748	0%	\$0
31. 300 East from Merrill Rd. to 3650 South	\$1,982,526	0%	\$0
32. Tortoise Rock Rd. from Buena Vista Blvd. to Washington Pkwy.	\$1,024,660	0%	\$0
1-5 Year Improvement Totals	\$105,682,845	17%	\$17,757,845

Project Cost Attributable to 6-Year Growth

Using the travel demand model mentioned previously it is possible to estimate the number of PM trips originating or terminating in Washington City for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development.

Level of Service capacity of roadways and intersections has been calculated in the TMP and have indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated.

Proposed Means to Meet Demands of New Development (11-36a-302.2)

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State Government or UDOT, or DMPO. The City will need to continue to partner and work with these other jurisdictions to ensure the adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Washington City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

The DMPO accepts applications for federal funds every November through local and regional government jurisdictions. The DMPO Technical Advisory Committee and Transportation Executive Committee select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- ❖ *Congestion Relief – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas*
- ❖ *Mode Choice – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles*
- ❖ *Safety – improvements to vehicular, pedestrian, and bicyclist safety*

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver's license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005 the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found at the following link www.udot.utah.gov/public/ucon and also provided in the appendix of this report. Currently, Washington City uses Class C funding for their transportation projects and could use COG funds to acquire right-of-way needed for future projects.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements, which are not impact fee eligible is a recommended practice to fund transportation projects should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or exactions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

Necessity of Improvements to Maintain Level of Service

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only projects that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.



APPENDIX P:

Impact Fee Analysis

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EXECUTIVE SUMMARY

The purpose of this report is to present the impact fee calculation methodology for the roadway facilities. The proposed impact fee was calculated based upon the future roadway improvements identified in the Washington City Transportation Master Plan (TMP) that can be attributed to projected future development over the next six years. The projected future development growth was determined by evaluating issued residential and commercial building permits. The permits for the various developments were converted to a single-family equivalent (SFE) in terms of trips generated in the PM peak hour (see Table 3 for further details). For purposes of this study it was assumed that Washington will continue to experience similar type growth over the next six years as development continues.

The SFE impact fee was calculated by dividing the city responsible roadway improvement costs by the projected future SFE development units over the next six years.

The following table identifies the recommended impact fee schedule for various land-uses:

Table 1: Proposed Land Use Impact Fees

Category	Land Use	Unit	Applicable ITE Code(s)	Demand Index (single family equivalent)	Impact Fee Cost Per Unit
Residential	Single Family Detached	Dwelling Units	210	0.99	\$2,941
	Multi-Family Housing (Low-Rise)	Dwelling Units	220	0.56	\$1,647
	Assisted Living Center	Beds	254	0.48	\$1,412
Office	Office Building	1,000 sq. ft.	710	1.21	\$3,551
	Medical Office Building	1,000 sq. ft.	720	3.46	\$10,176
Retail	Less Intensive Retail	1,000 sq. ft.	890	0.19	\$546
	Intensive Retail	1,000 sq. ft.	820	2.00	\$5,883
	Automobile Sales (New)	1,000 sq. ft.	840	2.55	\$7,504
Services	Quality Restaurant	1,000 sq. ft.	931	2.46	\$7,226
	Fast Food	1,000 sq. ft.	934	6.86	\$20,177
	Convenience Market w/ Gas Pumps	Pump Stations	945	13.92	\$40,924
	Pharmacy with Drive-Through Window	1,000 sq. ft.	881	3.46	\$10,168
	Bank	1,000 sq. ft.	912	10.84	\$31,876
Industrial	Industrial	1,000 sq. ft.	110	0.95	\$2,779
	Manufacturing	1,000 sq. ft.	140	1.01	\$2,956
	Mini-Warehouse	1,000 sq. ft.	151	0.26	\$750
	Warehousing	1,000 sq. ft.	150	0.29	\$838
Institutional	Elementary School	Students	520	1.89	\$5,558
	Middle/Junior High School	Students	522	0.17	\$500
	High School	Students	530	0.14	\$412
	Private School (K-8)	Students	534	0.26	\$765
	Private School (K-12)	Students	536	0.17	\$500
	Day Care	1,000 sq. ft.	565	2.22	\$6,541
	Junior/Community College	1,000 sq. ft.	540	1.86	\$5,470
	Library	1,000 sq. ft.	590	8.16	\$23,999
	Campground/RV Park	Occupied Sites	416	0.27	\$794
	Church	1,000 sq. ft.	560	0.49	\$1,441
Lodge	Hotel/Motel	Rooms	310/320	0.63	\$1,853

The recommended single family detached housing impact fee of \$3,159 represents a 18% increase from the recommended impact fee from the 2010 Washington City Impact Fee Study.

INTRODUCTION

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements that are needed to serve new growth. The premise behind impact fees is that if no new development was allowed, the existing infrastructure would adequately serve the existing level of development in the city. Therefore, new development should pay for the fraction of improvements that are required because of new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community such as roads, sewer, water, parks and trails.

According to state law, impact fees cannot be used to correct existing deficiencies in a system, only to fund growth-related capital improvements.

There are many ways to quantify the impact of new growth on the transportation system in Washington City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the Transportation Master Plan (TMP) and then eliminate the cost of those improvements that are necessary to correct existing deficiencies.

Washington City presently assesses transportation impact fees from new development. This allows transportation related costs to be assessed to new development based on the proportional impact of new development.

In calculating the impact fees, the PM peak hour is used as it typically includes larger background/commuter traffic volumes. The typical residential unit is then assigned as a base factor for the other types of development. During the average PM peak hour it will account for approximately one trip on the roadway network.

PROJECTED FUTURE GROWTH

To determine the amount of development that will occur in Washington City over the next six years the following steps were followed:

- Obtain the record of permits issued for various developments from January 2018 to May 2021. Impact fee studies will often establish a future growth trend based on the recent history of issued building permits. The City has experienced high levels of residential and commercial growth during this period. It has been recognized that there has been exceptionally high residential growth for the past year so recent growth trends have been lowered to reflect more typical residential growth. This building permit information is shown in Table 3.
- Determine the PM peak hour trip generation rate for each land-use type using the ITE TRIP GENERATION MANUAL 10th Edition.
- Adjust the trip generation rate in terms of heavy vehicles percentage (it was assumed that 1 heavy vehicle would be equivalent to 2 passenger vehicles based on information obtained from the Transportation Research Board's Highway Capacity Manual) and primary trips. The primary trip adjustment eliminates trips to various land-uses that are

pass-by trips or diverted trips. A typical trip that is not adjusted with an adjustment factor assumes that a trip is made from one destination to another, with the intent that the destination is the reason for the trip. In an adjusted trip, an intermediate stop is made before the final destination is reached, such as a bank, post office, fast food, gasoline, etc. These adjustments are called by-pass trip adjustments and are represented in the primary trip adjustment. The primary trip adjustment also contains internal capture adjustments. Retail trips in Washington City have a significant number of internally captured trips, which are trips that are made at the same central location such as Home Depot, then going to the bank, going shopping at Wal-Mart, and stopping at a specialty retail store all in the same shopping center complex. Primary trip percentages were taken from the Institute of Transportation Engineers' Trip Generation Handbook.

- To compare how vehicle trips from each land use impact the roadway system, each land use is measured next to a single-family home to determine how many effective single-family homes equate to a given type of land use. For instance, the trips generated by a 5,000 sq. ft. medical building is equivalent to the trips generated by 18 single family homes. Therefore, we calculate a demand index factor for each land use based on the single-family unit as the base factor by dividing the effective trip end for the land-use by the single-family unit effective trip end, which is 0.99 per single family home, according to the Trip Generation Handbook, cited above. This produces the Single-Family Equivalent unit, or SFE unit.
- Multiply the demand index for each land-use by the number of permits issued on an average year for the land use. The sum of the SFE units for the various land-uses is then multiplied by six to determine the projected number of SFE units expected over the next six years in Washington City when calculating the cost for six years of projects.

Based upon the methodology used above it is projected that Washington City will experience approximately 6,038 SFE units of growth over the next 6 years.

ROADWAY IMPROVEMENT PROJECTS

A list of roadway improvement projects was taken from the Washington City Transportation Master Plan completed in July 2021. Recommended improvements are separated into 0 to 5-year improvements and 6 to 20-year improvements. A detailed cost estimate for each project was performed and can be found in the appendix of the Transportation Master Plan. In this study, these projects were subdivided into which projects would likely be constructed in the 6 to 10-year time frame so projects are divided up into 0 to 5-year projects, and 6 to 20-year projects. Each project was evaluated to determine what portion or percentage would be eligible for impact fees.

Table 2: SINGLE FAMILY EQUIVALENT (SFE) DEMAND INDEX

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (PM peak Hour)	Heavy Vehicle %	Heavy Vehicle Adjustment*	Primary Trip Adjustment	Effective Trip Ends per Unit	Demand Index (single family equivalent)
Residential	Single Family Detached	Dwelling Units	210	0.99	0%	1	1	0.99	0.99
	Multifamily Housing (Low Rise)	Dwelling Units	220	0.56	0%	1	1	0.56	0.56
	Assisted Living Center	Beds	254	0.48	0%	1	1	0.48	0.48
Office	General Office Building	1,000 sq. ft.	710	1.15	5%	1.05	1	1.21	1.21
	Medical-Dental Office Building	1,000 sq. ft.	720	3.46	0%	1	1	3.46	3.46
Retail	Less Intensive Retail	1,000 sq. ft.	890	0.52	5%	1.05	0.34	0.19	0.19
	Intensive Retail	1,000 sq. ft.	820	3.81	5%	1.05	0.5	2.00	2.00
	Automobile Sales (New)	1,000 sq. ft.	840	2.43	5%	1.05	1	2.55	2.55
Services	Quality Restaurant	1,000 sq. ft.	931	7.80	5%	1.05	0.3	2.46	2.46
	Fast Food	1,000 sq. ft.	934	32.67	5%	1.05	0.2	6.86	6.86
	Convenience Market w/ Gas Pumps	Pump Stations	945	88.35	5%	1.05	0.15	13.92	13.92
	Pharmacy with Drive-Through Window	1,000 sq. ft.	881	10.29	5%	1.05	0.32	3.46	3.46
	Drive-In Bank	1,000 sq. ft.	912	20.45	0%	1	0.53	10.84	10.84
Industrial	General Light Industrial	1,000 sq. ft.	110	0.63	50%	1.5	1	0.95	0.95
	Manufacturing	1,000 sq. ft.	140	0.67	50%	1.5	1	1.01	1.01
	Mini-Warehouse	1,000 sq. ft.	151	0.17	50%	1.5	1	0.26	0.26
	Warehousing	1,000 sq. ft.	150	0.19	50%	1.5	1	0.29	0.29
Institutional	Elementary School	Students	520	1.89	0%	1	1	1.89	1.89
	Middle/Junior School	Students	522	0.17	0%	1	1	0.17	0.17
	High School	Students	530	0.14	0%	1	1	0.14	0.14
	Private School (K-8)	Students	534	0.26	0%	1	1	0.26	0.26
	Private School (K-12)	Students	536	0.17	0%	1	1	0.17	0.17
	Day Care	1,000 sq. ft.	565	11.12	0%	1	0.2	2.22	2.22
	Junior/Community College	1,000 sq. ft.	540	1.86	0%	1	1	1.86	1.86
	Library	1,000 sq. ft.	590	8.16	0%	1	1	8.16	8.16
	Campground/RV Park	Occupied Sites	416	0.27	0%	1	1	0.27	0.27
	Church	1,000 sq. ft.	560	0.49	0%	1	1	0.49	0.49
Lodge	Hotel	Rooms	310	0.60	5%	1.05	1	0.63	0.63

It was assumed, based on City practices, that developers will typically pay for improvements on the outside 25 feet of right-of-way on each side of the road (one lane of asphalt plus curb, gutter, and sidewalk) while the City would be responsible for the remainder. Based upon the cost estimate it is anticipated that the cost to complete the projected roadway improvements over the next six years is \$105,682,845 with \$17,757,845 (17%) being eligible for impact fees. The current State impact fee law only allows the collection of impact fees for the projects that are anticipated to be built during the next six years, so these eligible costs will be spread among the SFE's that are projected for the next six years.

Table 3: FUTURE GROWTH IN WASHINGTON CITY

Category	Land Use	Unit	Demand Index (single family equivalent)	# of Units for Permits Issued *	Average # of Units/Year	Average # of SFE Units/Year
Residential	Single Family Detached	Dwelling Units	0.99	2035	599	593
	Multifamily Housing (Low Rise)	Dwelling Units	0.56	769	226	127
	Assisted Living Center	Beds	0.48	321	94	45
Office	General Office Building	1,000 sq. ft.	1.21	0	0	0
	Medical-Dental Office Building	1,000 sq. ft.	3.46	0	0	0
Retail	Less Intensive Retail	1,000 sq. ft.	0.19	62	18	3
	Intensive Retail	1,000 sq. ft.	2.00	10	3	6
Services	Quality Restaurant	1,000 sq. ft.	2.46	0	0	0
	Fast Food	1,000 sq. ft.	6.86	3	1	6
	Convenience Market w/ Gas Pumps	Pump Stations	13.92	36	11	147
	Pharmacy with Drive-Through Window	1,000 sq. ft.	3.46	0	0	0
	Drive-In Bank	1,000 sq. ft.	10.84	0	0	0
Industrial	General Light Industrial	1,000 sq. ft.	0.95	90	26	25
	Manufacturing	1,000 sq. ft.	1.01	0	0	0
	Mini-Warehouse	1,000 sq. ft.	0.26	52.5	15	4
	Warehousing	1,000 sq. ft.	0.29	20	6	2
Institutional	Elementary School	Students	1.89	0	0	0
	Middle/Junior School	Students	0.17	0	0	0
	High School	Students	0.14	0	0	0
	Private School (K-8)	Students	0.26	0	0	0
	Private School (K-12)	Students	0.17	0	0	0
	Day Care	1,000 sq. ft.	2.22	0	0	0
	Junior/Community College	1,000 sq. ft.	1.86	0	0	0
	Library	1,000 sq. ft.	8.16	0	0	0
	Campground/RV Park	Occupied Sites	0.27	203	60	16
Church	1,000 sq. ft.	0.49	0	0	0	
Lodge	Hotel	Rooms	0.63	175	51	32
Total # of Single Family Equivalent Units/Year						1,006
Total # of Single Family Equivalent Units Over the Next 6 Years						6,038

* Residential permits from January 2018 to May 2021
Commercial permits from January 2018 to May 2021
Units per year obtained by dividing by 3 years and 5 months.

POTENTIAL FUNDING SOURCES

Funding sources for transportation are essential if the Washington City recommended projects are to be built. Presently there are three main sources of revenue available to Washington City. These funding sources include: (1) State Funding through Class B and C funds; (2) Local General Funds; and (3) Private and Innovative Sources. The following paragraphs further describe these various transportation funding sources available to the City.

Class B and C Funds

The State of Utah makes funds available for highway construction from several sources. These sources include sales tax, motor fuel and special fuel taxes, vehicle control fees, motor vehicle registration fees, proportional registration, temporary permits, special transportation permits, highway use tax, safety inspections and miscellaneous fees. In the 1998 fiscal year, the gas tax was raised to 24.5 cents per gallon. The special fuel tax and motor registration fees were also raised in 1998. In addition, the State Legislature has programmed state general funds to support UDOT projects. Presently UDOT keeps about 75 percent of these funds and makes the remaining 25 percent available to counties and cities in the State Class B and C Program.

Presently Class B and C funds are allocated on a ratio of population and road miles for counties and municipalities. Type B funds are distributed to the counties and C funds to the cities. These funds are primarily for new construction, maintenance, or preservation at the discretion of the counties and cities.

Local General Funds

Municipalities and the county program a significant amount of local general funds for roadway maintenance and improvement. Future revenues are projected based on current and past general fund spending on roads and highways by the county and municipalities.

Private and Innovative Sources

With local expenditures increasing, municipalities will need to consider other forms of innovative highway funding programs in the future. Transportation impact fees on new developments is one type of innovative funding that many local governments use presently. In addition, developers are a source of funding for major projects that benefit their development. These and other innovative sources will assist in funding local highway projects over the next twenty years.

Table 4: 0 to 20 Year Roadway Projects Cost Estimate

Location	Current Cost	% Impact Fee	Eligible for Impact Fees
1-5 Year Improvements			
1. 3650 South and SR-7 Interchange	\$7,985,000	12%	\$985,000
2. 3650 South from 240 West to 515 West	\$7,466,746	10%	\$746,675
3. Telegraph St. and Green Springs Rd. Median Improvements	\$150,000	100%	\$150,000
4. I-15 Exit 10 Hook Ramp and Signal	\$1,389,024	49%	\$680,622
5. Buena Vista Blvd. from Green Spring Dr. to Cactus Ln.	\$1,042,591	25%	\$260,648
6. Buena Vista Blvd. from Mill Creek Wash to Main St.	\$2,439,710	0%	\$0
7. Buena Vista Blvd. from Main St. to 1000 East	\$6,337,604	32%	\$2,000,180
8. Buena Vista Blvd. from St. George City Limits to Green Springs Dr.	\$1,328,236	64%	\$849,758
9. Washington Fields Rd. and Washington Dam Rd. Intersection Improvements	\$350,000	100%	\$350,000
10. South Frontage Road (Merit Way) from Bluff View to 1100 East	\$2,033,668	94%	\$1,917,188
11. Foothill Dr. from City Limits (St. George 850 North) to 100 East	\$5,881,694	11%	\$663,754
12. Main St. from Telegraph Rd. to Foothill Dr.	\$3,009,188	87%	\$2,717,133
13. Telegraph St. and 1100 East Intersection and Signal	\$400,000	100%	\$400,000
14. Telegraph St. and 500 West Signal	\$400,000	100%	\$400,000
15. Telegraph St. and Bella Vista Dr. Signal	\$400,000	100%	\$400,000
16. Washington Fields Rd. and 3650 South Signal	\$400,000	100%	\$400,000
17. Washington Fields Rd. and Merrill Rd. Signal	\$400,000	100%	\$400,000
18. Washington Fields Rd. and 3090 South Signal	\$400,000	100%	\$400,000
19. Washington Fields Rd. and Warner Valley Rd. Signal	\$400,000	100%	\$400,000
20. Washington City TOC	\$350,000	0%	\$0
21. Washington Fields Rd. from Industrial Rd. to Washington Dam Rd. Signal Connection	\$100,000	0%	\$0
22. Washington Fields Rd. from 2000 South to 3650 South Signal Connection	\$550,000	0%	\$0
23. Telegraph St. Signal Connection	\$2,050,000	0%	\$0
24. Milepost 11 Interchange	\$25,000,000	5%	\$2,000,000
25. Long Valley Road	\$14,685,034	0%	\$0
26. Washington Dam Rd. from 1900 East to East City Limits	\$6,233,318	10%	\$648,466
27. Washington Fields Rd. from 3650 South to Stucki Farms, Phase 5B	\$3,233,412	0%	\$0
28. Washington Fields Rd. from Stucki Farms to Warner Valley Rd. Phase 6B	\$2,607,696	0%	\$0
29. 240 West from Merrill Rd. to Southern City Limit	\$3,902,990	25%	\$988,422
30. 20 East from Merrill Rd. to Southern City Limit	\$1,749,748	0%	\$0
31. 300 East from Merrill Rd. to 3650 South	\$1,982,526	0%	\$0
32. Tortoise Rock Rd. from Buena Vista Blvd. to Washington Pkwy.	\$1,024,660	0%	\$0
1-5 Year Improvement Totals	\$105,682,845	17%	\$17,757,845
6-20 Year Improvements			
1. 4750 South from Western City Limit to Washington Fields Rd.	\$4,316,130	0%	\$0
2. Washington Fields Rd. from Warner Valley Rd. to the South City Limit and Airport	\$6,729,531	0%	\$0
3. South Frontage Rd. (Merit Way) from 300 East to Bluff View Ln.	\$1,488,214	0%	\$0
4. Warner Valley Rd. from Southern Parkway to the Road through Warner Valley	\$8,436,713	0%	\$0
5. Extend Main St. to 100 East, south of 400 South	\$1,696,638	0%	\$0
6. Bulloch St. from 1100 East to Bluegrass St.	\$1,214,411	0%	\$0
7. Roadway through Warney Valley from Warner Valley Rd. to Southern Pkwy.	\$24,775,296	0%	\$0
8. Purgatory Rd.	\$10,543,656	0%	\$0
9. 515 West from Merrill Rd. to Southern City Limit	\$4,130,308	0%	\$0
10. Washington Pkwy. from MP 13 Interchange to Western City Limit, Phase 2	\$7,020,468	0%	\$0
11. Washington Pkwy. from MP 13 Interchange to Western City Limit, Phase 3	\$4,585,308	0%	\$0
12. Weatherby Way from Western City Limit to Washington Fields Rd.	\$4,438,300	0%	\$0
13. Southern Pkwy. Exit 9 Connection to Washington Fields Rd.	\$1,867,010	0%	\$0
14. 3090 South Widening	\$2,986,765	0%	\$0
15. Industrial Rd. West Side Widening	\$1,191,588	0%	\$0
15a. Industrial Rd. East Side Widening	\$1,554,644	0%	\$0
16. Sandia Rd. Re-Striping	\$1,751,568	0%	\$0
17. Telegraph St. Widening at Green Springs Dr.	\$13,608,000	0%	\$0
18. 2000 South Widening	\$34,278,890	0%	\$0
6-20 Year Improvement Totals	\$136,613,438	0%	\$0
Roadway Total Costs	\$242,296,283	7%	\$17,757,845

PROPOSED IMPACT FEE POLICY

In calculating the SFE impact fee, all 0 to 5-year impact fee eligible roadway costs are divided by the projected SFE units over the next six years. The fee is derived by using SFE's calculated by ITE rates and primary trip adjustments as stated in the ITE Trip Generation Manual.

Table 5 summarizes the result of this calculation.

Table 5: Impact Fee Cost Alternatives

Impact Fee Alternatives	Impact Fee Eligible Amount	SFE's	Impact Fee
All Projects in the 0 to 5-year timeframe, divided by adjusted SFE rates	\$17,757,845	6,038	\$2,941

This fee represents the maximum SFE impact fee that can be charged. However, the actual fee assessment may be set at a lower rate, as determined by the City Council.

COMPARISON OF OLD FEES TO PROPOSED FEES

The following list shows the historical trend of the Washington Transportation Impact Fee:

- October 2007 \$2,983 per single family equivalent
- April 2010 \$2,670 per SFE
- September 2014 \$3,159 per SFE
- September 2021 \$2,941 per SFE

EXAMPLE CALCULATION

The following equation is to be used in calculating the impact fee:

Number of Land Use Units * Impact Fee Cost per Unit (taken from Table 1: Proposed Land Use Impact Fees) = Assessed Transportation Impact Fee

For example, the transportation impact fee for a 3,890 sq. ft. office building would be calculated in the following way:

$$3.890 * \$3,551 = \$13,813$$

CONCLUSION

Washington City presently assesses transportation impact fees from new development. This allows transportation related costs to be assessed to the new development based on the proportional impact. It is important that the assessed impact fees are regularly updated to ensure that the required roadway improvement costs attributed to growth and development can be met.

The recommended SFE impact fee of \$2,941 will fully fund the City portion of roadway projects attributed to growth. However, it is appropriate to charge impact fees to correspond to what is decided to be funded.

CERTIFICATION OF IMPACT FEE ANALYSIS (11-36a-306)

According to state law, this report has been prepared in accordance with Utah Code Title 11 Chapter 36 titled “Impact Fees Act”. This report relies upon the planning, engineering, land use and other source data provided by the City and their designees and all results and projections are founded upon this information.

In accordance with Utah Code Annotate, 11-36a-306(2), Horrocks Engineers, certifies that this impact fee analysis:

1. Includes only the cost of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. Costs of operation and maintenance of public facilities
 - b. Cost for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
2. If any portion of the IFA is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFA is assumed to be complete and correct, including any information received from the City of other outside sources.