

# Prescott Rodeo Master Plan

Prescott, Arizona

## Traffic Study

Lee Engineering Project No. 1320.02

*February 7, 2024*

*Prepared for:*

Prescott Frontier Days, Inc.  
840 Rodeo Drive, Mackin Building #D  
Prescott, AZ 86305

*Prepared by:*

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**LEE ENGINEERING**

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## 1.0 INTRODUCTION

This report documents the results of a traffic study for the rezoning and proposed site improvements associated with the Prescott Rodeo Grounds, a 34.61-acre City-owned property that contains an outdoor arena, on-site buildings, open space for parking, and other facilities used mainly for western themed activities. The property, at 840 Rodeo Drive in Prescott, Arizona, is leased to and operated by Prescott Rodeo Days, Inc., home to the World's Oldest Rodeo, which dates back to July 4, 1888. Today, the yearly Prescott tradition is a week-long event that showcases top professional athletes, competitions, and other activities along with the pageantry of rodeo that attracts thousands of visitors during the multi-day contest. The traditional event, held during the week of July 4, is just one of the many celebrations in Prescott during this time, promoting tourism and economic benefit to the community. During other times throughout the year, the Yavapai County Fair and other smaller special events highlighting agricultural, livestock, or equestrian themed events and exhibitions take place at the rodeo grounds.

Currently, the property has multiple City of Prescott zoning codes, including single-family residential, multi-family residential, and business regional. The site is seeking a zoning change to Specially Planned Community to maintain its traditional and continued use as a recreational activity center while permitting facility upgrades and improved on-site amenities that will continue to attract visitors and be a source of pride for the community for years to come.

The objective of this study, following the guidance outlined in the City of Prescott's *Land Development Code* and as discussed with the City's Traffic Engineering Department, is to evaluate the proposed Prescott Rodeo Master Plan as it relates to the vehicle and pedestrian aspects of the site. The study is to evaluate adjacent intersections, roadway operations, site access and parking conditions, and other site-related aspects to ensure safe and efficient movement of all travel modes, specifically as it relates to the property's largest event, the World's Oldest Rodeo (WOR).

## 2.0 PROPOSED DEVELOPMENT

### 2.1 Site Location and Study Area

The subject ±34.61-acre property is located at the southeast corner of Gail Gardner Way and Fair Street, just west of Miller Valley Road and about 1 mile northwest of the Prescott downtown business district. The site consists of the single Yavapai Assessor Parcel Number (APN) 111-11-148N, bordered by single-family zoned parcels to the south and west and business regional, business general, and industrial light parcels to the north and east. A vicinity map of the area is provided in **Figure 1**.

The study area included as part of this analysis consists of the site-adjacent roadways: Gail Gardner Way, Fair Street, Miller Valley Road, Rodeo Drive and Schemmer Dive. Intersections of importance and within the study area include the following:

- Miller Valley Road and Fair Street
- Miller Valley Road and Rodeo Drive
- Miller Valley Road and Schemmer Drive
- Gail Gardner Way and Fairgrounds Avenue
- Fair Street and Gail Gardner Way
- Fair Street and Sunset Avenue / Main Site Entrance



Vicinity Map, Prescott Area

Enlargement, Prescott Rodeo Grounds



Not to scale

Prescott Rodeo Master Plan - Traffic Study

## 2.2 Zoning

The subject property has three zoning codes: Multi-family High (MF-H), Residential – Single Family 9 (SF-9), and Business Regional (BR). A proposed zoning change to Specially Planned Community (SPC) is being sought to better align the property to its current use while helping to better designate the property to a potential future use, if the property’s lease to the rodeo expires.

Under current zoning, the subject property could be developed with high density residential and/or large-scale business, office or service uses as permitted by each designation. Under current zoning, the 34.6-acre property could be developed with the following characteristics:

- High density multi-family (MF-H): 32 residential dwelling units (DU) per acre, or 1,107 total units.
- Residential – Single Family 9 (SF-9): 4.4 DU’s per acre or 152 total units
- Business Regional (BR): Medical Office Building (no specific intensity identified, minimum and maximum non-residential lot coverage for this zoning code identified as none, maximum building height up to 50 feet or 100 feet with a Special Use Permit.

Assuming the site could be entirely developed under the 3 current individual codes, the number of vehicle trip ends generated by the site for the daily, AM peak hour, and PM peak hour were estimated based on the values presented in the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation* manual, presented in **Table 1**. The results for the higher multi-family development use indicate about 7,170 daily trip ends could be generated by 1,107 dwelling units that could be permitted on the rodeo grounds site. A large-scale business or office use (general office building) would generate fewer daily trip values compared to the multi-family development but potentially larger AM and similar PM peak-hour volumes assuming a 0.20 development intensity for the property, equal to an approximate 301,400 SF building. More trips could be generated if a multi-story building is constructed. Single-family housing would generate the least amount of trips.

**Table 1 – ITE Trip Generation Estimate, Potential Residential Uses**

Rodeo Property (APN 111-11-148N)						
Land Use: (210) Single-Family Detached Housing						
# of Units	Daily		AM Peak Roadway		PM Peak Roadway	
	Enter	Exit	Enter	Exit	Enter	Exit
152						
Dir. Dist.	50%	50%	26%	74%	63%	37%
Trips	742	741	28	81	93	54
	1483		109		147	
Land Use: (220) Multifamily Housing (Low-rise)						
# of Units	Daily		AM Peak Roadway		PM Peak Roadway	
	Enter	Exit	Enter	Exit	Enter	Exit
1,107						
Dir. Dist.	50%	50%	24%	76%	63%	37%
Trips	3586	3585	88	278	313	184
	7171		366		497	
Land Use: (710) General Office Building						
# of Units	Daily		AM Peak Roadway		PM Peak Roadway	
	Enter	Exit	Enter	Exit	Enter	Exit
301.4						
Dir. Dist.	50%	50%	88%	12%	17%	83%
Trips	1515	1515	403	55	74	360
	3030		458		434	

All Units		
	# of Trips	Equation
Daily	1483	$\ln(T) = 0.92 \ln(X) + 2.68$
AM Pk	109	$\ln(T) = 0.91 \ln(X) + 0.12$
PM Pk	147	$\ln(T) = 0.94 \ln(X) + 0.27$

	# of Trips	Equation
Daily	7171	$T = 6.41(X) + 75.31$
AM Pk	366	$T = 0.31(X) + 22.85$
PM Pk	497	$T = 0.43(X) + 20.55$

	# of Trips	Equation
Daily	3030	$\ln(T) = 0.87 \ln(X) + 3.05$
AM Pk	458	$T = 1.52(X) + 0$
PM Pk	434	$T = 1.44(X) + 0$

Source: ITE Trip Generation, 11th Edition

The proposed SPC zoning is a district to permit flexibility of more creative and imaginative designs for residential development and provide a higher level of recreational amenities and facilities, and appropriate civic and business uses, while preserving the natural qualities of open spaces. As proposed, no change to the property's current use and function is being sought. Improvements to on-and off-site features are proposed to better accommodate the special event conditions that occur. No specific traffic volumes are associated with this property, although daily and peak-hour traffic volumes that have been collected under the property's current use are significantly lower than the potential volumes associated with any of the build-out volumes indicated in Table 1 (daily traffic volume equal to about 850 vehicles, which includes non-property traffic volume using Fairgrounds Avenue and Schemmer Drive). However, during the regional events that take place, traffic volumes do exceed the indicated values. The traffic volumes associated with the largest of the special events, the WOR, is presented later in this report.

### **2.3 Existing and Proposed Site Development Details**

The site is proposed for improvements to upgrade the grounds and facilities for the competitors and guests to enhance the experience for all that attend any event. **Figure 2** shows an existing and proposed site layout map of the grounds. The latest proposed plan, in smaller scale, is provided in Appendix A. The existing plan shown in the figure was obtained from the City of Prescott website (Rodeo Grounds Lease Agreement July 2016) which provides excellent identification and description of the on-site buildings and features. The proposed layout, on the bottom half of the figure, highlights the existing buildings and feature areas that are to remain (yellow), new proposed buildings and features (purple), proposed parking layout and open space areas. Major improvements include demolition of Barn B to make room for a new multi-purpose pavilion, museum and gift shop building, improvements and addition to the existing outdoor arena and grandstand area, and the addition of a new multi-use covered (although shown on the layout plan as indoor) arena. Although not indicated on this layout, the major access point into the general visitor and VIP parking area is being relocated to the west side of the property on Gail Gardner Way instead of its existing location on Fair Street, which will be maintained as a contestant entrance.

The changes as they relate to the traffic and vehicle circulation aspects of the site, specifically to the highly attended WOR event, include the following:

- The new covered arena will be mainly used as a staging area for the livestock and contestants. The covered arena is not expected to significantly contribute to increased traffic demand.
- With improvements to the outdoor main grandstand area and attached seating areas (new box seat area, north grandstand, and buckle club area), attendance is expected to increase by only 400 to 500 compared to current conditions. This is due to an offset of some grandstand area seats being removed, wider seat designs, and updated configuration. Assuming a vehicle occupancy of 4 people per vehicle, an additional 100 to 125 vehicles could be anticipated under the proposed design.
- The parking areas are proposed to be improved and reassigned. The on-site visitor parking areas are proposed to be emulsified to provide a semi-hard surface to reduce and eliminate dust, gravel, mud and other debris from the sidewalk and traveled way while the contestant area will remain unpaved to help accommodate animals and other events held on property. The hard surface (required to accommodate Fire Department weight, percolation, and dust requirements) will also permit pavement markings to be maintained throughout the multi-day event so that drive aisles and parking stalls will remain identifiable. Additionally, the visitor and contestant parking areas are to be reversed, placing livestock and contestants closer to their designated areas on the north side of the property while the public and spectator areas will be located more to the south, helping



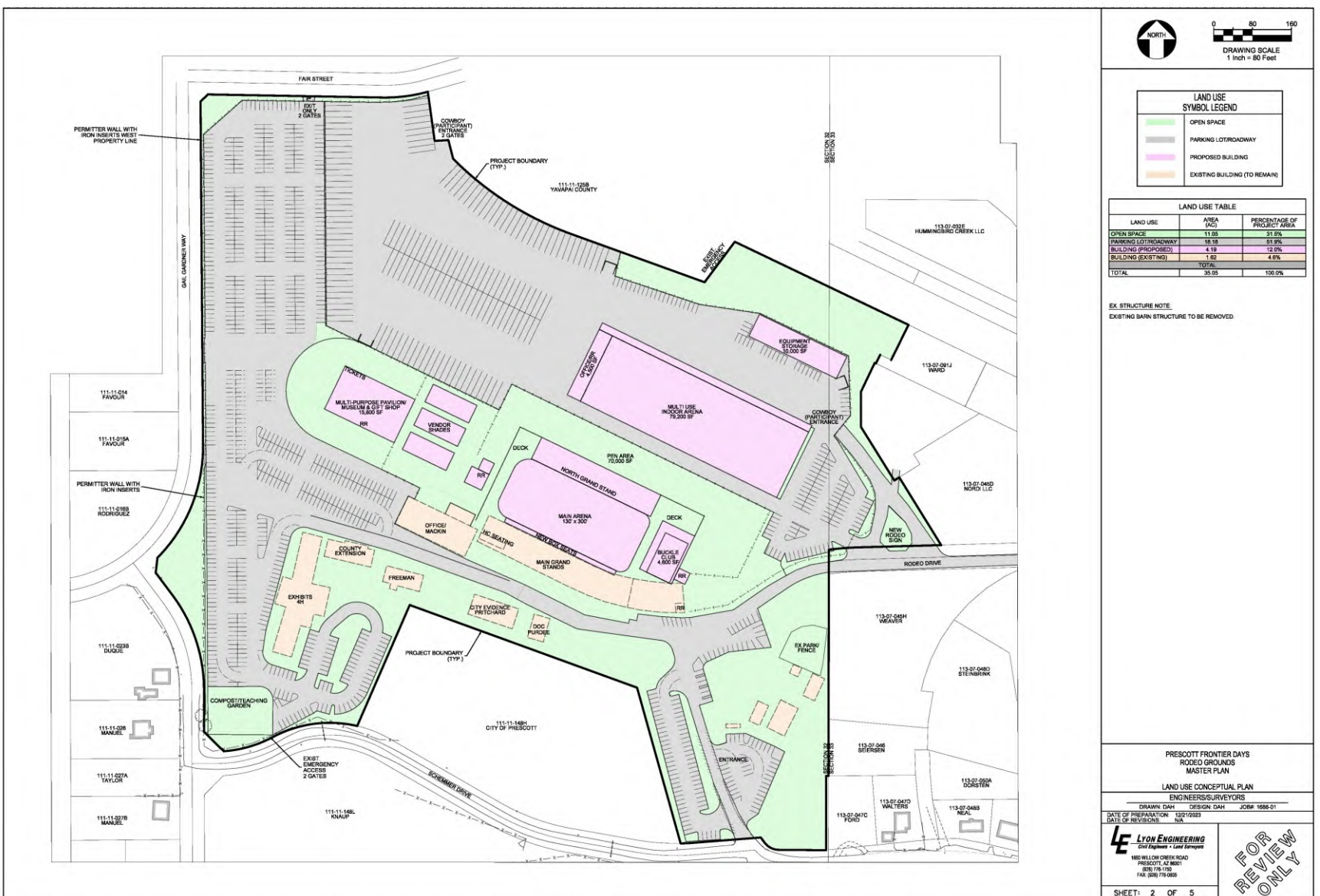
provide a buffer between the two groups. An east/west demarcation between the general and contestant parking areas will be established, but in a non-permanent manner, allowing for an adjustment of the two areas to better accommodate contestant or general admission demand, if needed. A pass-through gate between areas will be provided.

- Vehicle access is proposed to be shifted and separated. Previously, contestant/participant access was mainly located on Gail Gardner Way (as well as Rodeo Drive on the west side of the property which will remain as an emergency access) while the main visitor parking access was located on Fair Street. These will be switched in the future condition. Access and parking modifications are anticipated to reduce the mixing of vehicle types, allowing the larger contestant and delivery vehicles easier ingress and egress throughout the event, helping reduce delays and congestion prior to performance start times.
- Processing vehicles entering the main visitor/VIP parking area off Gail Gardner Way is proposed to be improved. Four lanes are proposed, and the entrance area lengthened compared to current conditions. The individual lanes can also be converted to ingress or egress to better accommodate vehicle flow prior to or after events. Less confusion can also be anticipated as access to the VIP and general parking areas will be combined. Additionally, improved processing time is expected by eliminating the sale of programs as vehicles enter the grounds.
- Although the general parking area will be about the same size as in existing conditions, the parking layout and ability to better define the parking stalls will allow more vehicles to be parked, eliminating or reducing use of off-site overflow areas (dirt area and administrative building parking lot to the north). Additionally, an increase to the VIP parking area (from approximately 150 to 342 spaces) can be used as general parking overflow since these areas will be connected.
- Parking for staff and event volunteers is anticipated to change. Discussions are currently ongoing to permit volunteers use of the adjacent Yavapai County Administrative Services parking area during high-attendance weekend events (times when the administration building is closed) and at near-by off-site locations. This past event, the rodeo had an agreement with 79<sup>th</sup> Street LLC and the property located at 205 W Gurley Street (Casa Sanchez Restaurant site, APN 111-08-038C) that allowed access to approximately 300 parking spaces. A shuttle for the volunteers could be implemented, if logistics and designated on-site or site-adjacent parking is not secured.
- Exiting event traffic from the general and VIP parking areas will be directed to make specific turn movements, helping to minimize delays and driver indecision. General traffic exiting onto Fair Street (northeast corner of general parking lot) will be directed to turn right only toward Miller Valley Road. Drivers exiting onto Gail Gardner Way from the north driveway at the main entrance will be directed to the north (right) and from the south driveway (or Rodeo Drive emergency driveway) to turn south (left). Schemmer Drive/Fairgrounds Avenue will remain open to local traffic only during event days to help reduce cut-through traffic. Although some drivers may be designated to an indirect travel route, all travel paths provide direct access to the major street network and the additional travel distance and duration is minimal.
- Temporary traffic control officers are to be employed at key locations to facilitate traffic operations and pedestrian flow adjacent to the site. Additionally, temporary traffic control devices may also be deployed, as required, to facilitate traffic movements.
- Additionally, the following off-site improvements are being considered:
  - Physical improvements at the northwest corner of Miller Valley Road and Rodeo Drive to improve the angle/turn conditions for southbound-to-westbound traffic.
  - Improvements to Gail Gardner Way to add turn lanes at Fair Street, Fairgrounds Avenue, and at the main parking access.



**Existing Site Map**  
(excerpt from City of Prescott Contract 2017-020, Rodeo Grounds Lease Agreement July 2016)

**Proposed Site Layout Map**



Not to scale

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### 3.0 OFF-STREET PARKING ANALYSIS

A review of the off-street parking conditions associated with the subject property was conducted.

#### 3.1 City of Prescott Parking Requirement

The City of Prescott requires a certain number of off-street parking spaces to be supplied for a property's indicated land use, as presented in Section 6.2 of the Land Development Code (LDC). The city has indicated the major use of the property is geared toward the rodeo and therefore is required to meet the minimum parking supply as outlined in the city code for this use. Per code, if the property can't meet minimum requirements or the demand associated with its use, an alternative parking plan is required.

Other buildings and land uses, not associated with the Rodeo, will remain on property in the future condition. The city has indicated these supplemental uses do not have to be considered, unless the venues operate simultaneously during a rodeo event and require independent parking. The rodeo group has acknowledged the other land uses are not in operation during any large-scale event. Therefore, the other on-site land uses have not been considered as part of the parking requirement for the site.

Per City off-street parking requirements, Table 6.2.3 of the LDC was referenced. The land use type best associated with the property, and acknowledged by the City, is Arena. The minimum parking requirements for an arena land use is based on the number of seats provided, equal to 1 parking space per every 3 seats.

It is noted as part of the future improvement plan, a new covered arena will be constructed. However, as part of the WOR event, both covered and outdoor arenas will not be used simultaneously to host separate or additional spectator seating. The covered area will only be used during a major weather event. The outdoor stadium will accommodate a greater number of seats, and therefore parking will only be based on the seating capacity of the outdoor stadium.

The final seating number has not been determined; however, it has been estimated that the arena will hold no more than 4,500 seats. Based on this value and the City parking requirement of 1 parking space per every 3 arena seats, the number of off-street parking spaces required is equal to 1,500 spaces.

#### City Required Off-Street Parking Calculation

$4,500 \text{ seats} * 1 \text{ parking space per every 3 seats} = 4,500 / 3 = 1,500 \text{ parking spaces.}$

As currently proposed, the site is identified to provide a total of 1,151 parking spaces, consisting of 881 guest parking spaces, 70 spaces currently designated as volunteer/guest parking, and 200 spaces dedicated to contestant parking (passenger vehicles, trailers, and semi-trailers). Based on the above calculation, the property has a City parking requirement deficiency of 349 spaces (1,500 required – 1,151 supplied = 349 space deficiency).

It is understood that the ability to park 100% of site demand during the largest of property events is not possible. The parking supply, outside of the WOR and Yavapai County Fair, is believed to be adequate to accommodate the demands of other smaller events and the everyday traffic demand of the other uses on the site, although no specific demand data has been provided or reviewed.

## 4.0 2023 EVENT AND NON-EVENT TRAFFIC

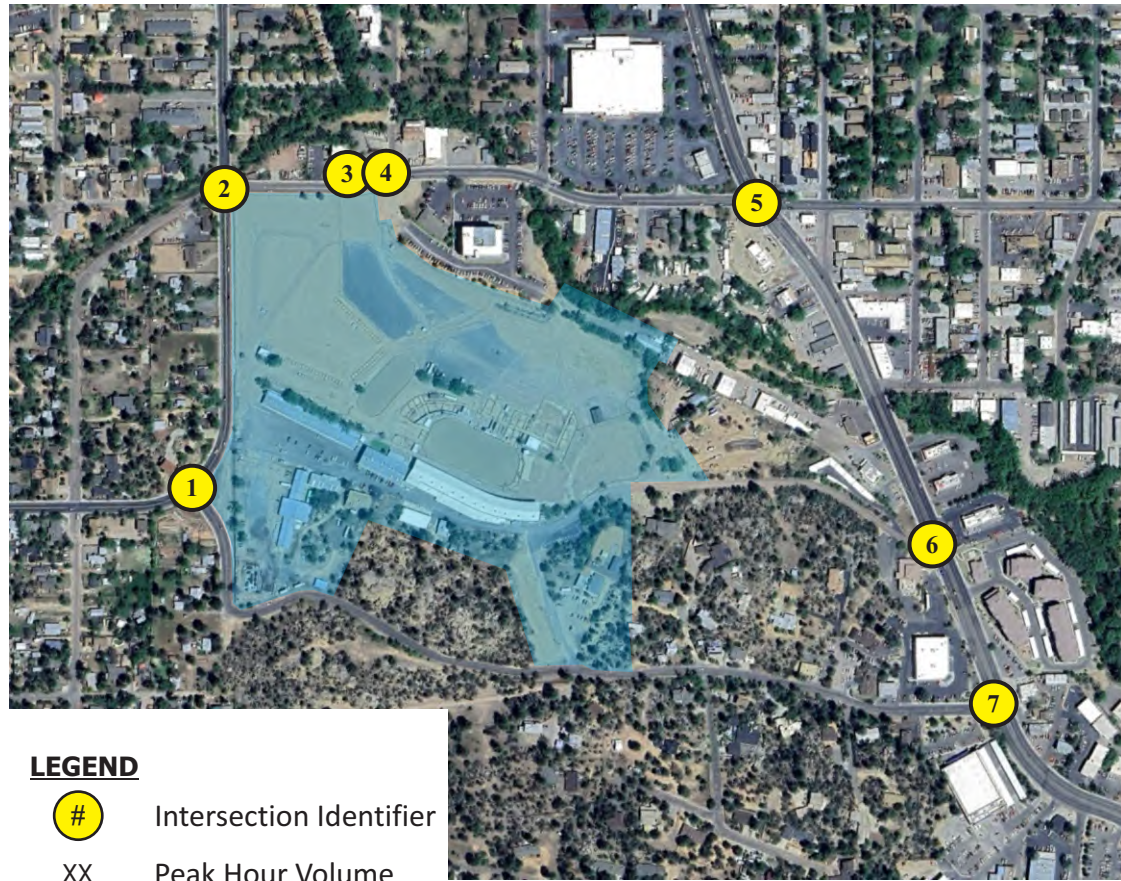
### 4.1 Intersection Count Data

As part of the 2023 WOR event, traffic volumes were collected at site-adjacent intersections to help determine conditions associated with the event. Intersection turning movement counts were conducted during rodeo week on Thursday and Saturday as well as the following Thursday and Saturday to obtain non-event traffic conditions for comparison. Data was collected in 15-minute intervals.

Rodeo-week traffic was collected on Thursday, June 29, from 3:00 to 11:00 PM and on Saturday, July 1, from 7:00 AM to 11:00 PM. Comparison week traffic was collected on Thursday, July 6, and Saturday, July 8, during the same time periods. All raw count data and some figures that were developed as part of the data collection effort are provided in Appendix B. Analysis shows traffic volumes were higher during rodeo week than the following comparison week data. During rodeo week, both peak-hour conditions on Thursday and Saturday occurred outside of the peak arrival or departing times associated with the Rodeo. System-wide peak conditions occurred beginning at 3:00 PM on Thursday and 11:00 AM on Saturday. **Figure 3** is provided as a summary of peak-hour conditions obtained from the higher volume rodeo week.

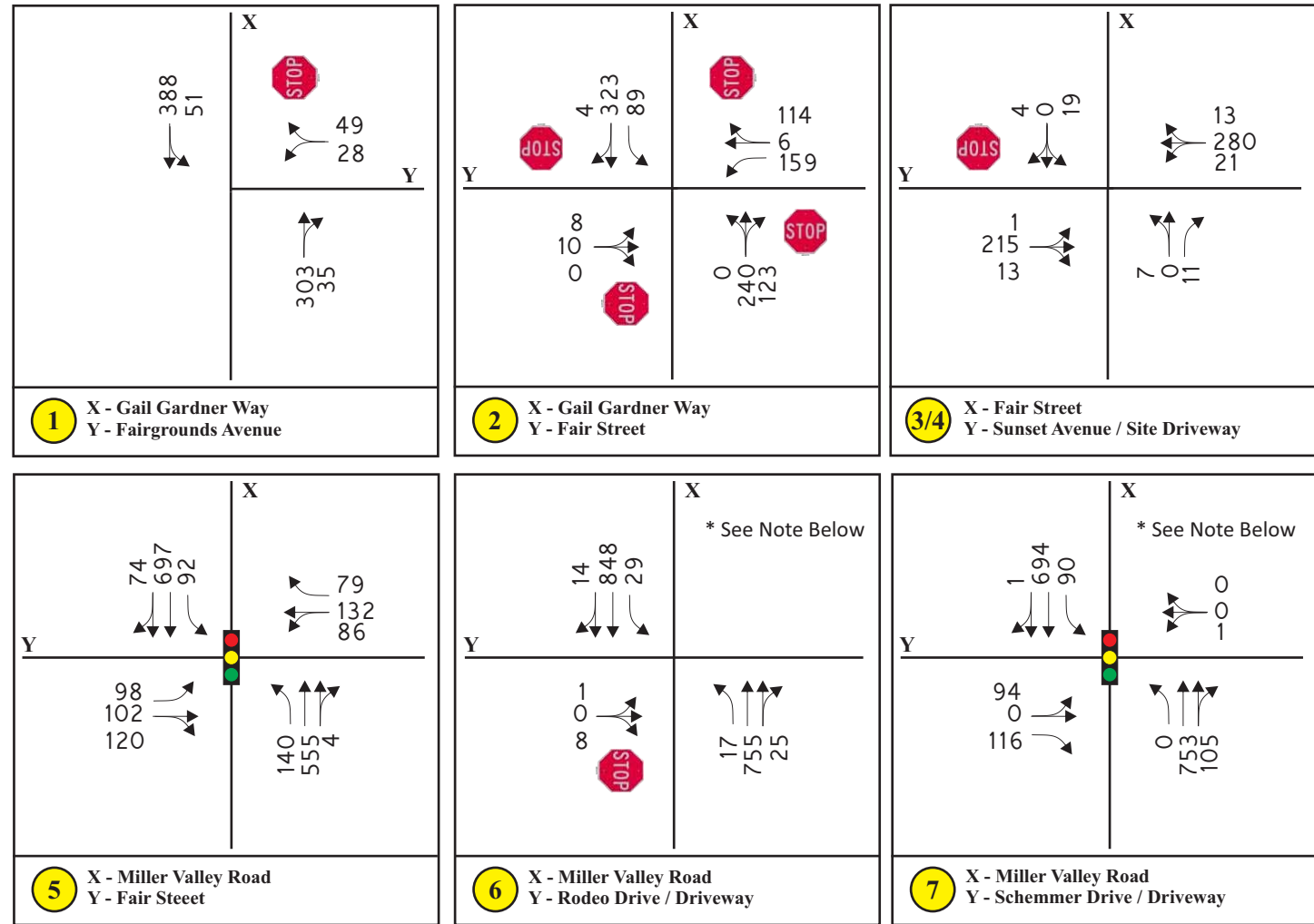
### 4.2 Parking Data and Field Observations

In addition to the intersection counts, parking information for the entire event was received from the Prescott Frontier Day's management while Lee Engineering conducted field observations of the study area during the two-performance Saturday event. Parking data and the entire list of observations are contained in Appendix C. **Figures 4** and **5** show total volume approaching and departing the rodeo grounds for Thursday and Saturday of Rodeo week. It is noted that the volumes shown at Fairgrounds Avenue, Rodeo Drive, and Schemmer Drive include the subtraction of comparison week volumes to help estimate Rodeo-only traffic.



**LEGEND**  
 # Intersection Identifier  
 XX Peak Hour Volume  
 Approach Configuration

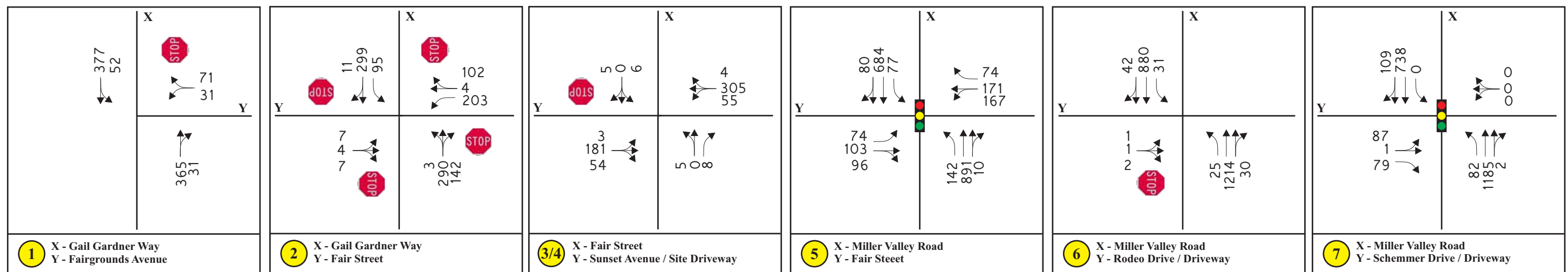
**Thursday Peak-Hour, 3:00 PM**



\* Note: EB Approach is an inbound only driveway to restaurant, outbound only driveway is 80 feet to north.

\* Note: EB Approach Not Signalized. WB Approach Not Marked for Thru Movement.

**Saturday Peak-Hour, 11:00 AM**



Not to scale

Note: Peak Hours occur outside of Rodeo performance times.

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Peak-Hour Count Data - Rodeo Week

Figure 3



Total In/Out Estimate  
 subtracting comparison week  
 traffic at locations 1, 6, and 7

Inbound	Outbound
2,049	1,929

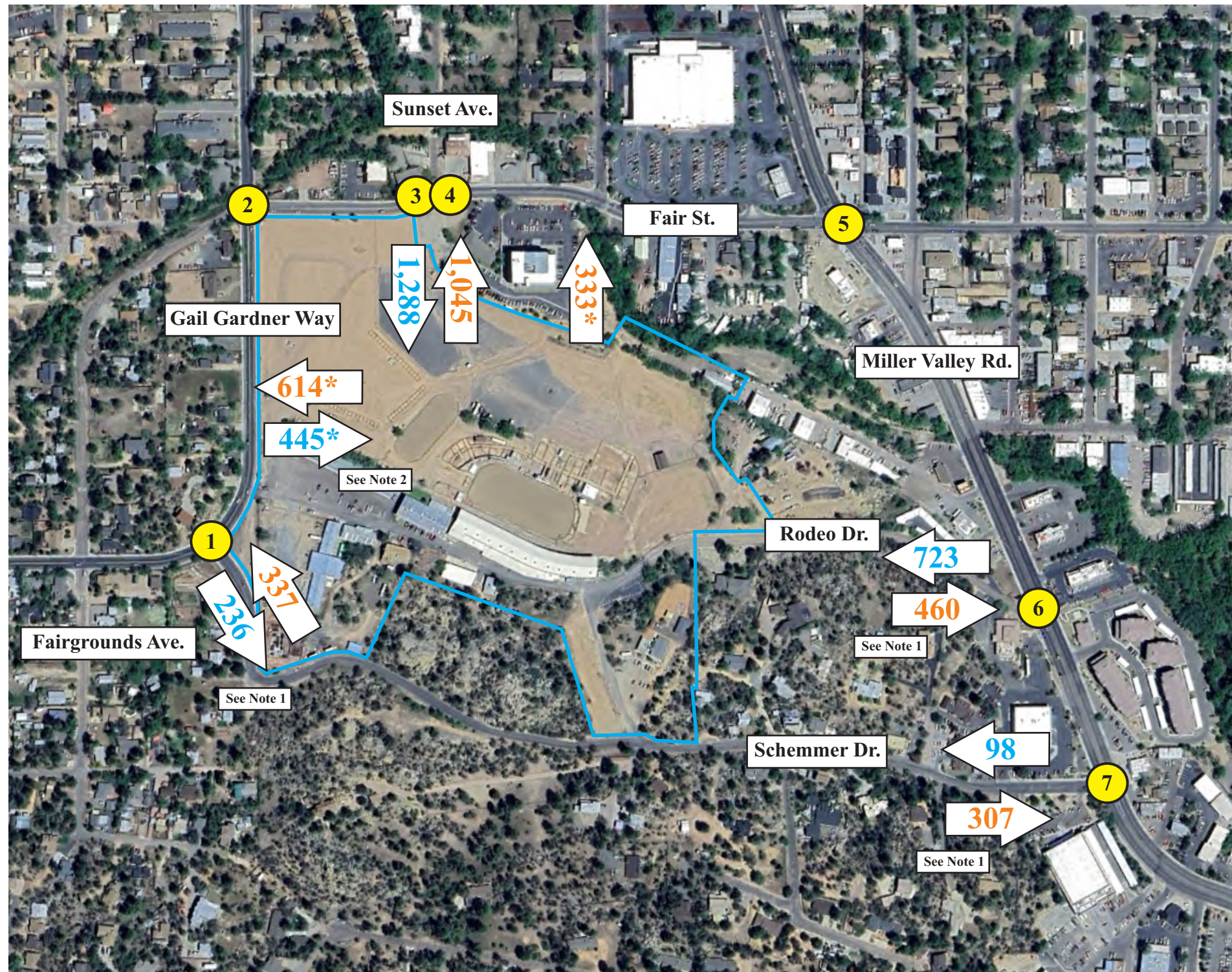
**LEGEND**

- 8 Hr. Inbound Volume
- 8 Hr. Outbound Volume

VIP plus Contestant Access  
 \* Estimated

Notes:  
 1. Estimated volume, includes the subtraction of comparison week traffic.  
 2. VIP entering and exiting vehicles identified to be 150 vehicles, per parking data.

Not to scale



Total In/Out Estimate	
Inbound	Outbound
2,790	3,096

**LEGEND**

- 12 Hr. Inbound Volume
- 12 Hr. Outbound Volume

VIP plus Contestant Access  
 \* Estimated

Notes:  
 1. Estimated volume, includes the subtraction of comparison week traffic.  
 2. VIP entering and exiting vehicles identified to be 291 vehicles, per parking data.

### 4.3 Field Data Analysis

As a brief overview of the intersection count data, parking data, and field observations, the following bullet point items highlight the interpretation of the data:

#### Data Collection and Parking, Thursday

- On Thursday of Rodeo week, 2,049 vehicles entered toward the rodeo grounds over the course of an 8-hour period, from 3 to 11 PM, when subtracting out comparison week volumes from intersections 1, 6, and 7. Similarly, about 1,929 vehicles were estimated to exit. When subtracting outbound from inbound vehicles over the entire 8-hour period, the results provide an approximation to the number of vehicles that remain within the study area (on-site at the rodeo grounds). This calculation indicates the maximum number of on-site vehicles occurred at 8:00 PM at 1,045 vehicles (performance started at 7:30 PM).
- The rodeo parking data indicated 1,021 total vehicles (non-contestant vehicles) were parked on Thursday, including the 70 volunteer/management/staff spaces. This was the highest parked day for the rodeo. Noting the calculated number on-site vehicles from the intersection counts of 1,045 vehicles approximates the rodeo parking count, both data sets are assumed to be relatively accurate.
- Peak Thursday traffic volumes at the study area intersections were identified for the 3:00 PM hour for both rodeo and non-rodeo week conditions. All other hours had less system-wide traffic. During this 60-minute period, volume during rodeo week was 6.7% higher than comparison week traffic.
- When comparing total entering traffic at all intersections, the volume on Thursday of rodeo week was 31.6% higher across the 8-hour period compared to the following week. Noting volumes were only 6.7% higher during peak-hour conditions, the majority of rodeo-related trips occurred during off-peak hours where additional network capacity is available.

#### Data Collection and Parking, Saturday

- The 2-performance Saturday results indicate 2,790 vehicles entered toward the rodeo grounds over the course of a 12-hour period from 11 AM to 11 PM (performances at 1:30 and 7:30 PM) when subtracting out the comparison week volumes from intersections 1, 6, and 7. Similarly, about 3,096 vehicles were estimated to exit. When subtracting outbound from inbound vehicles over the 12-hour period, the maximum number of on-site vehicles occurred at 1:45 PM at 844 vehicles and 1,067 vehicles at 7:45 PM.
- The rodeo parking data indicated 1,877 total vehicles were parked for both performances on Saturday, 912 for the early performance and 965 for the evening performance. Again, both intersection count estimates and parking data are similar, indicating relatively accurate data.
- On Saturday, peak-hour traffic volumes at the study area intersections occurred starting at 11:00 AM during both rodeo and non-rodeo week conditions. All other hours had less system-wide traffic. During this 60-minute period, volume during rodeo week was 40% higher than comparison week traffic.
- When comparing total entering traffic at all intersections, the Saturday of rodeo week was 39.5% higher during the total 15-hour period collected. The 2:00 PM hour showed the lowest increase at 7.5% (while the early performance was on-going). The 10:00 PM hour had the highest volume increase at 244.5%. It is noted that study intersection volumes include pass-by and other holiday weekend traffic not associated with the Rodeo. For comparison, system-wide Saturday peak-hour volumes were 14.4% higher than peak-hour Thursday volume during Rodeo week.



### Saturday Field Observations

- Significant vehicle queue occurred on Fair Street entering the rodeo grounds and remained for 20 minutes beyond the indicated start time of the first rodeo performance. This may have been partially due to understaffing at the main entrance, where only 2 volunteers (when normally there are 6) were simultaneously taking payment for parking and event programs. Vehicle queue at the Fair Street entrance extended west to Gail Gardner Way then south to Fairgrounds Avenue and beyond at its peak. Some vehicle back-up was observed on southbound Gail Gardner Way north of the Fair Street intersection due to entering delays. Queue for westbound entering traffic was observed to extend east of Valley Street but not blocking the adjacent Fry's driveway.
- The cross-section and striping design on Fair Street, Gail Gardner Way, and at their intersection made it difficult for non-event traffic (and guest vehicles using westbound Fair Street to get to the VIP parking area on Gail Gardner Way) to circulate through the area and by-pass vehicles in queue for the rodeo.
- Temporary on-site striping (parking spaces) was nearly non-existent after 3 days of events, leading to disorderly circulation and likely reduced parking supply. Vehicle overflow was directed through the parking area to the Yavapai County Administrative Services parking lot and the dirt area to its east. Surprisingly, very few drivers were observed to park directly in the administrative building lot without first paying the parking fee.
- Some attendees parked outside of the rodeo grounds (adjacent building lots, Fry's) and walked across Fair Street to enter, partially due to entering delays as performance start time approached. Pedestrian foot-traffic did not appear to be substantial prior to or after the rodeo performances. Most were observed to enter through the main vehicle entrance using the sidewalks and marked crosswalk at Valley Street. Post performance, pedestrians followed a more direct route, exiting along the east side of the administrative building before crossing at Valley Street. No pedestrians were observed to cross Miller Valley Road.
- The acute angle of the Rodeo Drive/Miller Valley Road intersection made it difficult for drivers to complete a southbound to westbound right-turn movement toward the rodeo grounds, especially if a vehicle was waiting to enter Miller Valley Road in the opposing lane.
- No significant issues were observed after the performances; all departing operations appeared orderly. No significant delays on Fair Street, Gail Gardner Way, or their intersections were noted. Some expected delays at the Fair Street approach to Miller Valley Road were observed but not excessive and the existing signal timing plan was adequate to accommodate the demand.

#### **4.4 Distribution of Existing Rodeo Traffic, Thursday**

Analysis of the Thursday intersection count data during rodeo week was conducted to estimate how site-related vehicles were distributed on the adjacent roadway network when approaching and departing the rodeo grounds prior to and after its evening performance. The inbound analysis reviewed 2 hours of count data prior to the start of the performance from 5:30 to 7:30 PM while outbound condition reviewed data from 9:00 to 11:00 PM, when the majority of vehicles exited the grounds after the performance. To help isolate the rodeo traffic, the comparison week traffic was subtracted from the rodeo week traffic volumes. The number of vehicles entering the site during this 2-hour time period was estimated to be 1,287 vehicles while 1,444 vehicles were estimated to exit. The distribution of the vehicles is presented in **Figure 6**. A similar exercise was attempted with Saturday's data, but the results were not deemed reasonable and therefore not analyzed. It is noted that some vehicles may have been counted multiple times due to driver confusion, accessing wrong parking gates, use of the roadways (Fairgrounds Avenue, Rodeo/Schemmer

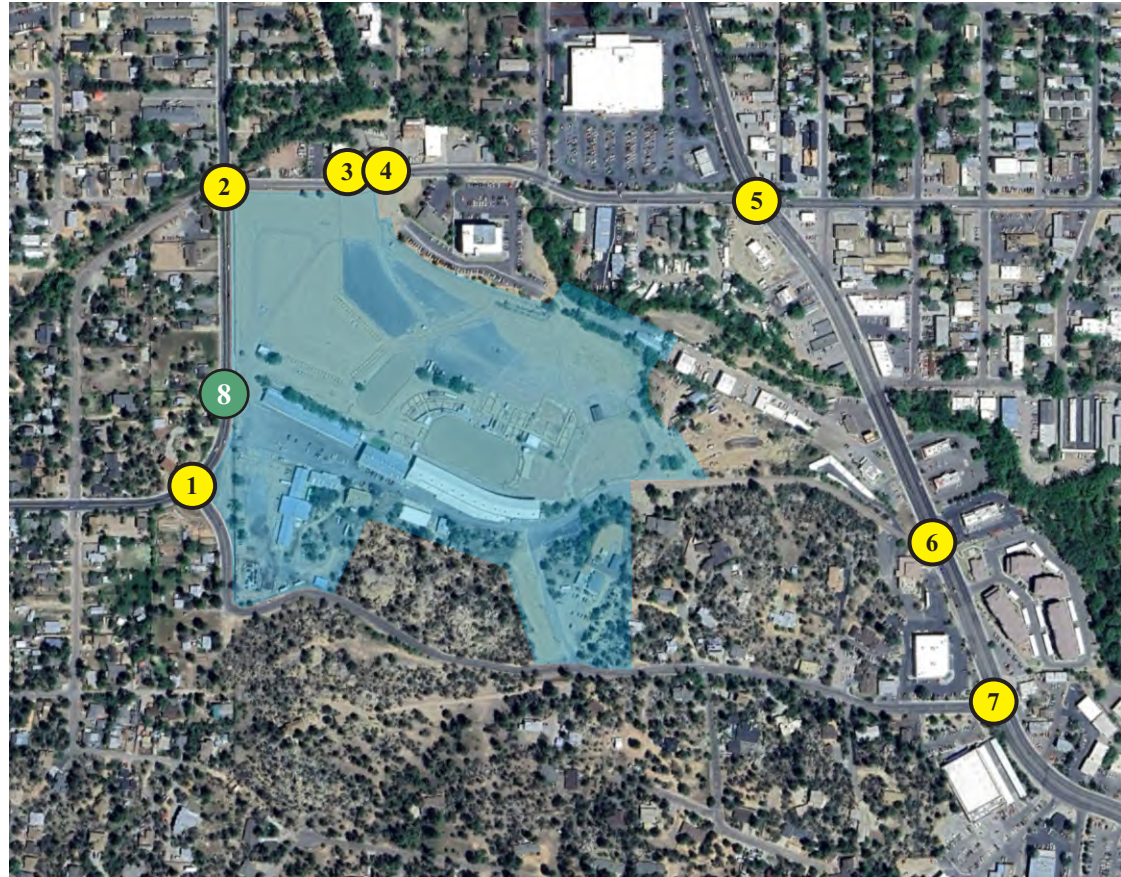
Drives) to bypass queues, or the entering and exiting of contestant or service-related vehicles. Again, these results are comparable to the on-site vehicle calculations and rodeo parking data results.

Overall, the arrival and departure percentages appear to be similar, except at Gail Gardner Way south of the grounds. Here, a 10% change between arrival and departure percentages is noted with 20% of vehicles arriving from the south but only 10% departed toward this direction. The lost 10% of departing vehicles were captured as being mostly destined to the north on Miller Valley Road.

**Figure 7** shows the assignment of the rodeo-related vehicles approaching and departing the study intersections and rodeo gates for each of the 2-hour periods. Based on the volumes, it was estimated that 82 vehicles approaching the grounds from westbound Fair Street parked off-site in adjacent parking areas.



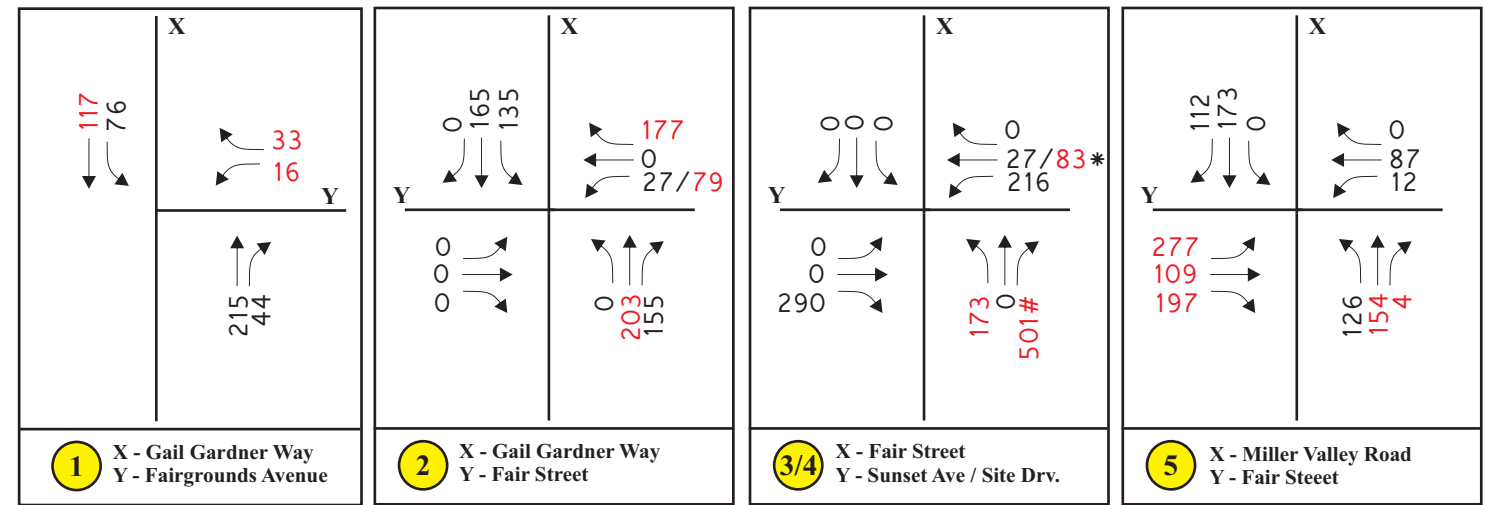
Notes:  
 1. General Admission Access  
 2. Contestant Access  
 3. VIP Access  
 4. All other driveways assumed to be a mix of contestant, buckle club, and employee/volunteer vehicles  
 5. Data reflects 2 hours prior to event start (5:30 to 7:30 PM) and 2 hours after event (9:00 to 11:00 PM)



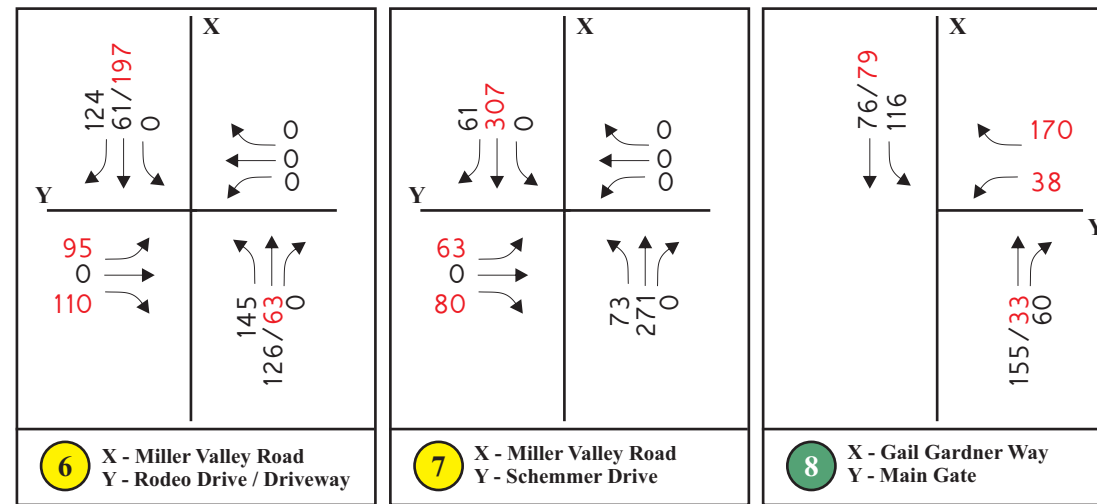
**LEGEND**

- # Intersection Identifier
- XX 2-Hour Volume (Approach / Depart)
- Approach Movement

**Arrivals (5:30 - 7:30 PM), Departures (9:00 - 11:00 PM)**



# Includes volume estimate from overflow lot / admin building. Westbound exiting volumes include 82 off-site parked vehicles.  
 \* Assumed 82 veh. loss due to off-site parking & note # above.



Estimated, Contestant/VIP Access

## **5.0 RODEO CHARACTERISTICS UNDER PROPOSED CONDITIONS**

The following information is provided to document the proposed differences between current and proposed conditions.

### **5.1 Seating**

Under the proposed refurbishment and stadium design, an additional 400 to 500 seats will be added to current conditions. This will increase the maximum single-event attendance from approximately 4,000 people to 4,400 or 4,500.

### **5.2 Vehicle Traffic**

Per parking information provided by the Rodeo for the 2023 event, parking receipts peaked for the Thursday evening sold-out performance with a total of 951 paid guest vehicles (1,021 on-site vehicles minus 70 at the volunteer spaces). When considering some attendees parked off-site and walked in, it can be estimated that each WOR event generates a guest parking demand of approximately 1,000 vehicles. This equates to a vehicle occupancy of approximately 4 people per vehicle, noting a maximum attendance of 4,000 per performance.

With a proposed seating capacity increase of 500 and continued vehicle occupancy of 4 people per vehicle, a demand of 125 more guest vehicles (1,125 total future guest vehicles) can be expected to approach and depart the rodeo grounds under the future condition.

From Figure 6, vehicles arrive to the study area from the 4 approach roadways in a near equal manner along with a small percentage from Fair Street east of Miller Valley Road. Assuming continued equal distribution occurs under future conditions, the additional 125 guest vehicles would result in only 15 additional vehicles per hour, per direction, over the 2-hour arrival period. Similarly, the 125 additional vehicles will depart in approximately the same manner as well, with a slight bias to the north, adding about 30 vehicles to any one direction after any event.

### **5.3 Access Locations and Proposed Rodeo Accommodations**

The site access locations are anticipated to change slightly between the current and proposed conditions. **Table 2** is provided to identify the changes in conditions.

Overall, only 1 new access is being proposed; however, the number of entering/exiting lanes will be increased for rodeo guests from 6 to 8. The increase to the number of ingress lanes is expected to improve processing time for vehicles entering the grounds, helping reduce off-site vehicle queues approaching the site.

**Table 2 – Site Access Locations and Function**

Driveway Locations	General Parking	VIP Parking	Buckle Club	Volunteer / Management	Contestant / Service	Comments
<b>Rodeo Drive</b>						
Existing Condition	X	-	X	X	-	
Future Condition	-	-	X	X	X	No Significant Change
<b>Schemmer Drive</b>						
Existing Condition	-	-	X	X	-	
Future Condition	-	-	X	X	X	No Significant Change
<b>Fair Street Opposite Sunset Avenue</b>						
Existing Condition	X	-	-	-	-	2-Lane Entrance/Exit
Future Condition	-	-	-	-	X	2-Lane Entrance/Exit
<b>Fair Street West of Sunset Ave, Note 1</b>						
Existing Condition	-	-	-	-	-	N/A
Future Condition	X	-	-	-	-	New 1-Lane Exit Only
<b>Gail Gardner Way North Gate, Note 2</b>						
Existing Condition	-	-	-	-	X	1-Lane Entrance/Exit
Future Condition	X	X	-	-	-	4-Lane Entrance/Exit
<b>Gail Gardner Way South Gate (Rodeo Drive)</b>						
Existing Condition	-	X	-	-	-	1-Lane Entrance/Exit
Future Condition	-	X	-	-	-	Emergency Access, 1-Lane Exit for VIP to south

Notes:

- 1 New driveway 270' East of GGW and 240' West of Sunset Ave Driveway
2. Main entrance/exit gate on Gail Gardner Way is to remain as located, widened to 4-lanes

#### 5.4 Parking

A parking supply survey was not conducted for the given event nor are any formal records available for the 2023 layout plan. The parking layout followed similar patterns that were established years prior, performed by experienced volunteers of the rodeo. Without detailed information, the number of on-property parking spaces is unknown.

Under the proposed site layout plan, a total of 1,151 total parking spaces are planned, including 200 contestant spaces (vehicles, trailer, and truck) and 951 general parking spaces, as shown in **Table 3**. The 951 general parking spaces to be supplies is broken down into the following categories:

- General Parking = 339 spaces (northeast area) + 56 temporary spaces = 395 spaces
- VIP Parking = 342 spaces (southwest area)
- Buckle Club Parking = 79 spaces (east area)
- Volunteer Parking / General Parking= 107 standard + 28 ADA = 135 spaces (southeast area)

**Table 3 – Proposed Parking**

Proposed Parking Totals			
Guest/Staff Parking		Typical Parking	ADA Parking
Parking Area Designation	Area	(9' x 19')	(9' x 19')
General Parking - 1	Northwest	339	0
Temporary Parking	West	56	0
VIP Parking	Southwest	342	0
Buckle Club Parking	East	79	0
General Parking - 2	Southeast	107	28
<b>Subtotal</b>		<b>923</b>	<b>28</b>
Contestant Parking		Typical Parking	Rig/Trailer Parking
Parking Area Designation	Area	(9' x 19')	(12' x 55')
Cowboy Parking	Northeast	45	0
Cowboy Rig w/hookups	Northeast	0	55
Cowboy Rig w/o hookups	Northeast	0	100
<b>Subtotal</b>		<b>45</b>	<b>155</b>
Total Event Parking			
Guest / Staff Parking			951
Contestant Parking			200
<b>Total</b>			<b>1151</b>

When analyzing the area dedicated to the larger general and VIP parking areas on the west side of the property, each parking space constitutes about 350 SF of area (259,000 SF / 737 spaces). Under optimal parking lot design conditions, rule-of-thumb values indicate one parking space per 300 SF for the parking space design and drive aisle widths indicated. The approximately 17% increase in parking area at the rodeo can be attributed to a mix of single and dual loaded parking modules, terrain constraints, and irregularly shaped boundaries.

Applying the above 350 SF per parking space ratio to the existing 2023 parking layout condition by estimating the area dedicated to each parking type, an estimated parking supply for each parking category in the current conditions can be estimated.

- General Parking = 206,000 (north area) + 12,300 (southeast area) = 218,300 SF or 624 spaces
- VIP Parking = 81,100 SF (west area) or 231 spaces
- Buckle Club Parking = 40,400 SF (east area) or 115 spaces
- Volunteer Parking = 21,000 SF (southwest area) or 60 spaces

Based on the above assumptions, the total number of existing on-site parking supply of 1,030 spaces is estimated for the general public, prior to any additional reductions, the most probable being deterioration of the temporary pavement markings as the event progresses through the week. The wear of the temporary markings would lead to larger parking spaces, larger drive aisles, and irregular/staggered parking conditions due to reduced visibility, leading to reduced parking efficiency.

The proposed parking layout provides a total of 951 general parking spaces and a calculated need to accommodate 1,125 visitor vehicles plus the continued 70 volunteer/staff parking spaces or 1,195 total parking spaces. Consequently, the future parking supply is estimated to be 244 spaces deficient (per city parking code the site has a parking shortfall of 291 spaces). The additional spaces will have to be provided

at an off-site location, preferably as close to the rodeo grounds as possible. Ideally, the off-site parking area should provide for more than the 244 spaces calculated to account for potential changes (reduction) in vehicle occupancy, additional staff requirements, and other conditions where the on-property parking cannot be parked at 100% capacity. The additional parking spaces, by rule of thumb, is equal to 10% to 15% of the total demand or 1,375 total spaces assuming the higher 15% value. This would require an off-site parking area that could provide 424 parking spaces (1,375 total spaces needed – 951 on-site parking spaces = 424 off-site parking spaces).

In the future condition, it may be prudent to have rodeo guest pre-pay for on-site parking and direct attendees that do not wish to pay for parking to the overflow/secondary lot. Depending upon the secondary lot location, shuttle service may be required. Also, it may be beneficial to incorporate a near-by or on-site pick-up/drop-off area to eliminate the need for all vehicle passengers to walk or if arriving and departing by a 3<sup>rd</sup> party vehicle service. Requiring volunteers or staff to park off-site, potentially at a smaller lot area, may be beneficial as well.

The overall undersupply of spaces for the largest of site events is not unexpected and occurs under current conditions as well.

## **5.5 Parking Lot Design**

In review of Prescott's Land Development Code, the design aspects of the proposed parking layout were reviewed. Below are elements that were analyzed:

- The total number of proposed parking spaces within the general, VIP, and Buckle Club parking areas has been identified to be 951.
- The standard parking spaces dimensions to be provided are 9' by 19'. This matches the City's parking space design standards for perpendicular parking per Table 6.2.5G.
- The proposed parking layout will provide 28 ADA handicap accessible parking spaces. Per Table 6.2.6, only 2% or 19 ADA spaces are required. The number of proposed ADA spaces exceeds the required amount by 9 spaces.
- Drive aisles are identified to be 24 feet wide. This matches the City's minimum drive aisle width per Table 6.2.5A.
- Driveway widths are not identified on the layout plan but have been measured from a CAD drawing provided. All driveways exceed the minimum driveway width of 24 feet per Table 6.2.5H. The larger main entrance on Gail Gardner Way is identified to be 50 feet to accommodate 4 total ingress/egress lanes. It is understood this design may be modified (widened) to add a raised median. A raised median would help separate movements and improve safety for the ticket/parking personnel. Also, during peak arrival and departure times, all lanes could be (and are planned) exclusively for inbound or outbound movements. Under this scenario, the 2 northern lanes would accommodate traffic to/from the north and the 2 southbound lanes for traffic to and from the south.
- Per code, non-frontage perimeters of a parking lot shall be landscaped with a 5-foot-wide landscape strip with plantings, 3 feet in width of a 3-perimeter wall is provided.
- Landscape parking islands are required for lots with more than 50 spaces. The city indicates islands to be a minimum 4-foot wide and contain a minimum 40 SF of landscape area, however, islands may be aggregated into fewer and larger islands. Also, a minimum of 1 tree and 2 shrubs



for every 10 spaces shall be preserved or planted within the parking lot with no space farther than 100 feet from a landscaped area. Because of the dynamic nature of the property and flexibility needed to this property (multiple event use including the County Fair), raised landscaping islands or end cap planters within the parking areas are not appropriate and potentially may hinder other uses. The site is requesting for the ability to redistribute the landscape areas throughout the site.

- A loading space per LDC 6.2.12 is required and may be dual use during events. As planned, emergency access / loading is to be maintained in along Rodeo Drive between building areas (exclusive) while other loading and unloading will be maintained within the unpaved areas dedicated to contestants, accessible from Rodeo Drive and Fair Street (easement area).

## 5.6 Parking Operations

The following changes to the parking operation are proposed:

- No programs will be available for sale during the parking payment process. Programs will only be available at the ticket booth or elsewhere inside the property, improving ingress operations.
- Up to a total of 4 ingress lanes can be provided to the general and VIP parking areas. This is an increase of 1 lane compared to current conditions, increasing inbound capacity by 33%. Also, because both general and VIP parking will occur at the same entrance, less driver confusion is expected.
- Currently, parking receipts at the general parking entrance are taken about 60 feet inside the property, allowing 1 vehicle at the transaction area and 1 vehicle positioned on-site prior to moving up to the transaction area. Under the proposed design and removal of Barn B, the transaction area can be lengthened, allowing drivers more time to secure their method of payment while positioned outside of the travelled way.
- A methodology to separate the general and VIP vehicles prior to or after parking receipt has not been established at this time. However, with the removal of Barn B and more volunteers, a process will be developed and adjusted with time to minimize delays.
- Traffic control officers will be employed and positioned near the main entrance on Gail Garder Way and at the intersection of Gail Gardner Way and Fair Street. Traffic control personnel will help direct drivers when entering and exiting, and to help keep roadways clear for non-event traffic.
- Temporary traffic control devices are also planned for use as part of the ingress and egress process. Traffic cones and signs will be deployed to help position and direct vehicles, allowing for the continuous flow of vehicles and minimizing vehicle queue and roadway blockages.

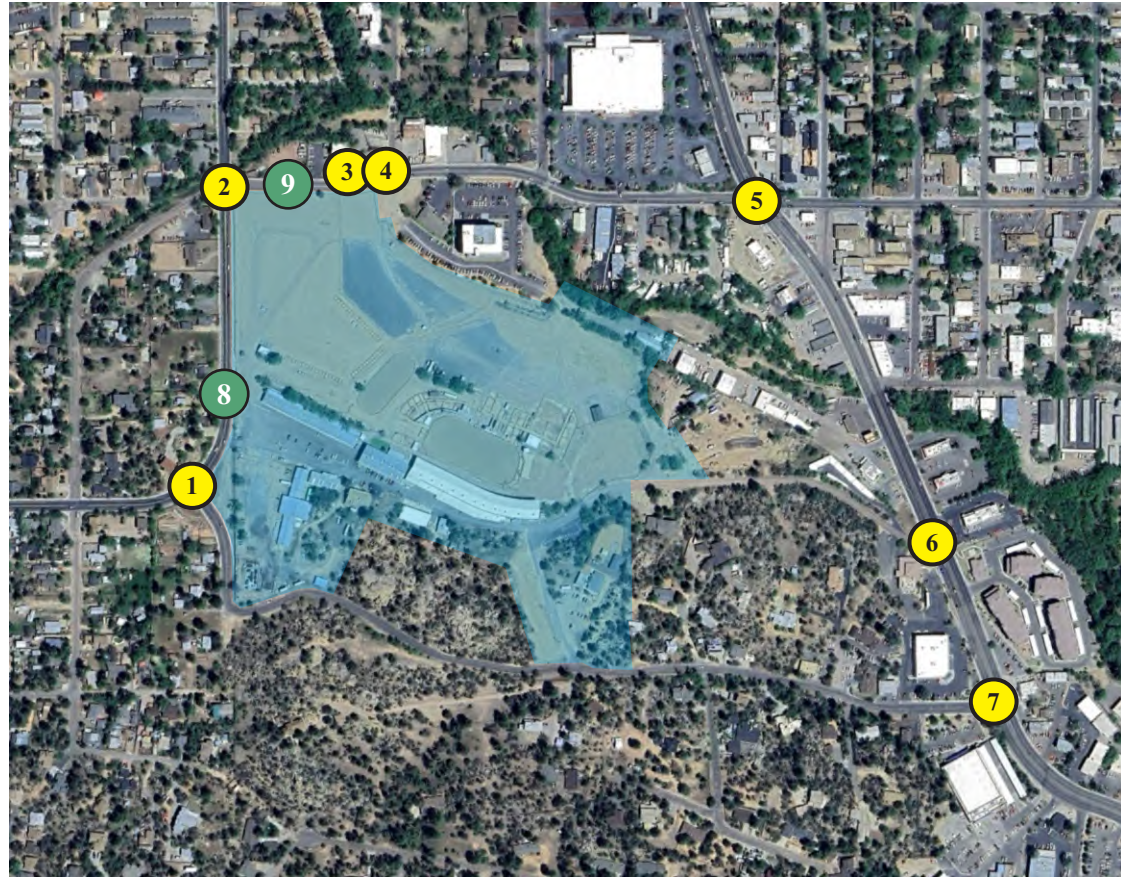
## 6.0 ANALYSIS OF CONDITIONS

### 6.1 Routing and 2-Hour Arrival and Departure Volumes

With the proposed changes to access and parking, it can be anticipated that a change to vehicle routing will occur. The overall distribution will remain the same as in current conditions. **Figure 8** estimates the 2-hour intersection movements for the arriving and departing vehicles due to the proposed changes.

Results indicate the main Rodeo entrance is expected to accommodate a total of 817 vehicles over the course of a 2-hour period prior to the start of an event, or 408 vehicles per hour. Assuming 2-lanes of entering traffic (one from the north and one from the south) that then divide into 2 additional lanes for

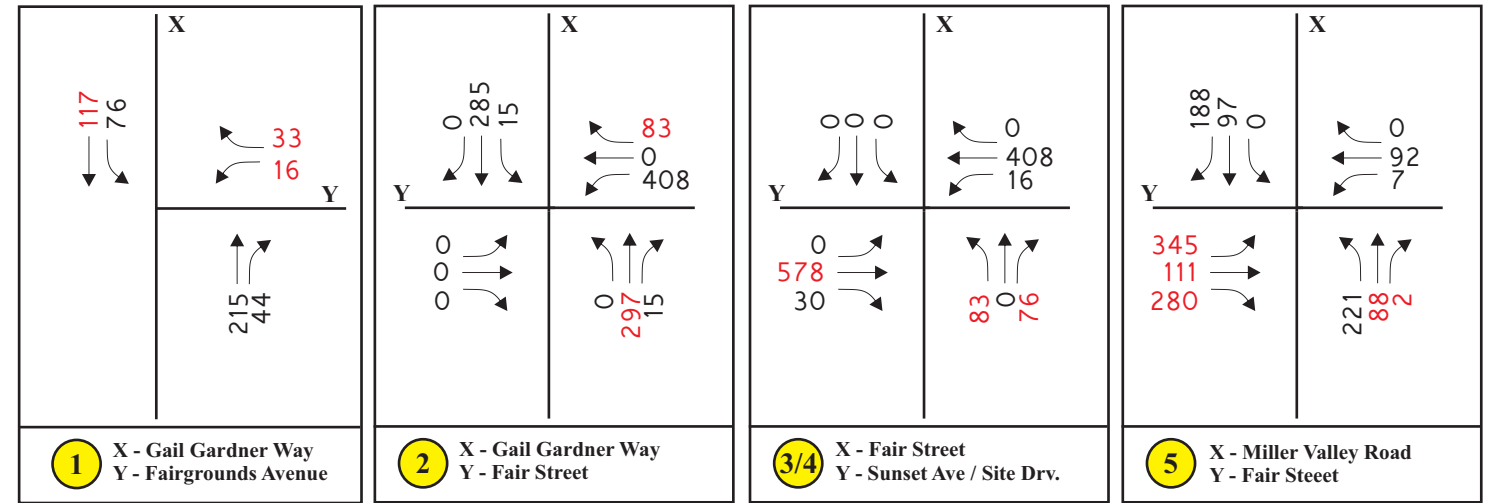
parking validation (4 total ingress parking lanes, 3 dedicated to the 617 southbound approach vehicles, 1 dedicated to the 200 northbound approach vehicles), each lane would have to process about 103 vehicles per hour or 1.7 vehicles per minute (1 vehicle every 35 seconds) to meet demand. Although the proposed processing rate is unknown (estimated for this example to be 30 seconds/vehicle) and assuming poisson arrivals, each of the 4 ingress lanes have a 99% probability of 3 or fewer vehicles in queue [ $P(n) = q/Q^n * e^{(-q/Q)} / n!$ ]. Therefore, if parking validation occurs 75 feet within the site, it is likely there will not be an on-street queue, If a traffic control officer could direct vehicles to an appropriate parking validation lane.



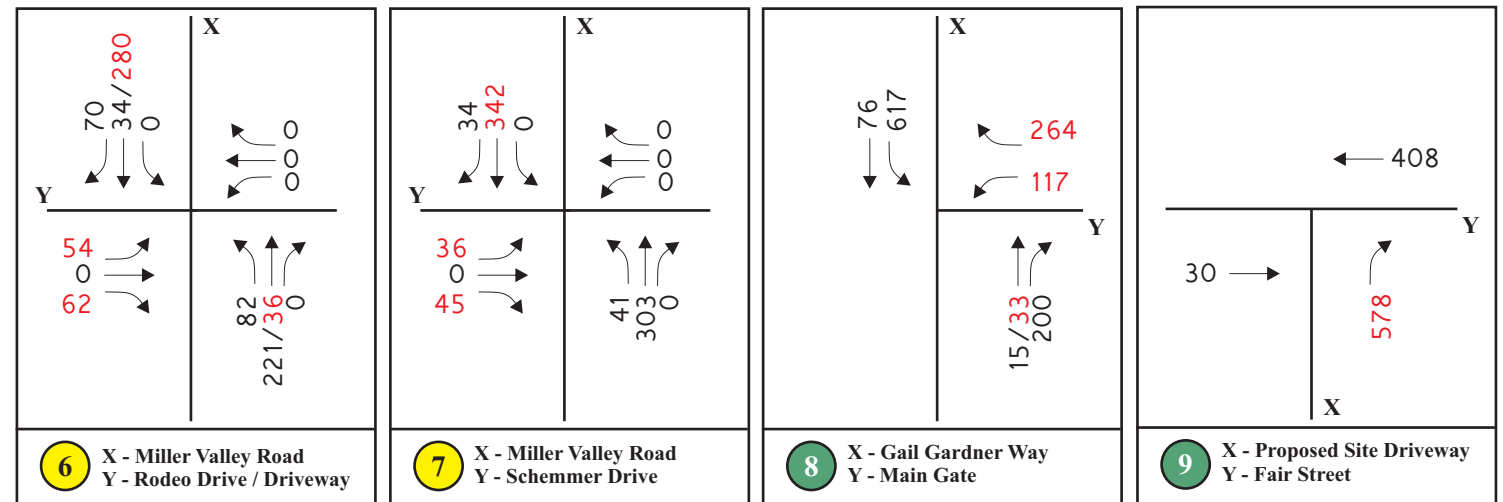
**LEGEND**

- # Intersection Identifier
- XX 2-Hour Volume (Approach / Depart)
- Approach Movement

**Arrivals (5:30 - 7:30 PM), Departures (9:00 - 11:00 PM)**



Westbound exiting volumes include 82 off-site parked vehicles.



## 6.2 Intersection Capacity Analysis

The City requested an analysis of the Gail Gardner Way intersections (Fair Street and Fairgrounds Avenue) to estimate how the intersections are currently performing during typical weekday (non-rodeo Thursday) conditions. It is noted that other intersection locations within the study area typically operate well and are not required for analysis as part of this study. Also, during peak event traffic times, increased delays and a decline in operational performance are expected and therefore not required for analysis. Analysis was based on the methodologies in the *Highway Capacity Manual* 6<sup>th</sup> Edition (HCM6, 2017) and evaluated using the Synchro software package (version 11). To provide an indication of intersection performance, signalized and unsignalized intersections are typically reported in terms of Levels of Service (LOS). The analysis of signalized intersections is based on the approach control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay for all movements. Unsignalized stop-controlled intersection analysis is based on the minor street approach or critical movement, whichever is applicable. The capacity criteria for signalized and unsignalized intersection analysis are presented in **Table 4**.

**Table 4 – Level of Service Criteria for Signalized/Unsignalized Intersections**

Level of Service	Average Control Delay (seconds/vehicle)	
LOS	Signalized	Unsignalized / Roundabout
A	<10.0	<10.0
B	>10.0 and ≤20.0	>10.0 and ≤15.0
C	>20.0 and ≤35.0	>15.0 and ≤25.0
D	>35.0 and ≤55.0	>25.0 and ≤35.0
E	>55.0 and ≤80.0	>35.0 and ≤50.0
F	>80.0	>50.0

Source: Highway Capacity Manual, HCM 6th Edition, Transportation Research Board, 2017

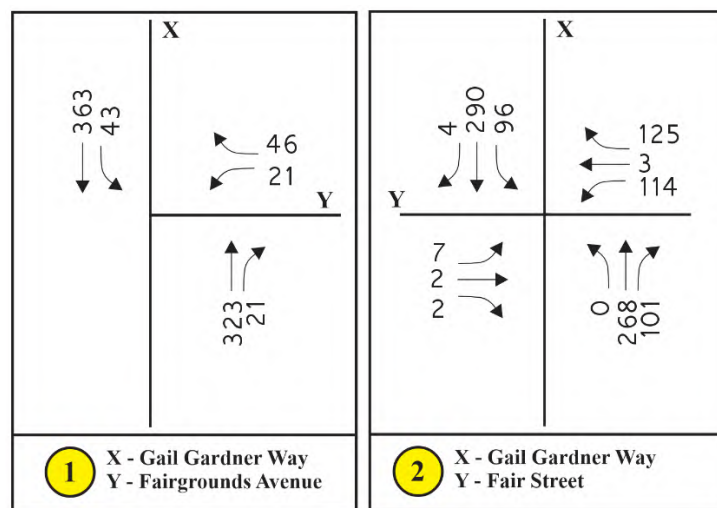
Additional performance measures such as volume to capacity (v/c) ratios and queue lengths also provide an indication of operation. The HCM6 offers the following in Chapter 20:

“For a typical major street with two lanes in each direction and an average traffic volume in the range of 15,000 to 20,000 vehicles/day (roughly equivalent to a peak hour flow rate of 1,500 to 2,000 vehicles/hour), the delay equation will predict greater than 50s of delay (LOS F) for many urban two-way-stop-controlled (TWSC) intersections that allow minor-street left-turn movements. LOS F will be predicted regardless of the volume of minor-street left-turning traffic. Even with a LOS F estimate, most low-volume minor-street approaches would not meet any of the volume or delay warrants for signalization noted in the Manual on Uniform Traffic Control Devices. As a result, analysts who use the HCM LOS thresholds as the sole measure to determine the design accuracy of TWSC intersections should do so with caution. In evaluating the overall performance of TWSC intersections, it is important to consider measures of effectiveness such as volume-to-capacity ratios for individual movements, average queue lengths, and 95<sup>th</sup> percentile queue lengths in addition to considering delay. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor-street left-turn, users may make less effective traffic control decisions.”

For the purposes of this analysis, stop-controlled movements operating at LOS E or F with v/c ratios under 0.80 will be considered as operating at an acceptable level when vehicles queues are not excessive and the side street traffic volumes do not warrant a traffic signal.

Peak-hour factors, based on vehicles per lane and a default 2% truck percentage for all movements was assumed for all roadway approaches.

Typically, both AM and PM peak-hours are analyzed. In this scenario, only the highest 60-minute period was analyzed for the 8-hour period (3 to 11 PM) that the intersection volumes were collected. Based on the data collection, this highest-volume hour started at 3:00. Volumes during this hour are presented in **Figure 9**.



**Figure 9: Existing Peak-Hour Weekday Conditions**

Additionally, a 5-year future analysis (2028) assuming a background traffic growth rate of 1% per year for 5 years (growth factor = 1.051) was conducted using the existing lane configurations and traffic control. A 1% growth rate was considered to be appropriate, noting daily traffic volumes on Gail Gardner Way both north and south of Fair Street have remained similar between the City’s 2012 and 2016 Daily Traffic Count Maps (8,150 and 7,900 vehicles per day, respectively). In addition, a 2022 AADT 2-way traffic count on the ADOT Traffic Data Management website indicated a significantly lower count south of Fair Street of 5,763 vehicles. A 1% growth rate is often used for locations such as the rodeo grounds that are in a built-out area.

**Table 5** summarizes the results of the Synchro analysis for both analysis years. All capacity output sheets are provided in Appendix D.

**Table 5 – Capacity Analysis Summary, Gail Gardner Way Intersections**

Intersection/Movement	Intersection Capacity Analysis Summary							
	2023 Existing				2028 Future			
	LOS	Delay	V/C	Queue	LOS	Delay	V/C	Queue
<b>Int 1. GGW / Fairgrounds Ave (Minor Street Stop)</b>								
WB Approach	B	13.9	0.17	<50	B	14.5	0.19	<50
Southbound Left	A	8.2	0.04	<50	A	8.2	0.04	<50
<b>Int 2. GGW / Fair Street (All-Way Stop)</b>								
EB Approach	B	11.0	0.03	<50	A	11.2	0.03	<50
Westbound Left	B	13.0	0.28	<50	B	13.4	0.29	<50
Westbound Thru/Right	B	11.1	0.26	<50	B	11.4	0.28	<50
WB Approach	B	12.0	--	--	B	12.3	--	--
NB Approach	C	21.0	0.68	133	C	23.5	0.72	153
Southbound Left	B	11.1	0.21	<50	B	11.4	0.22	<50
Southbound Thru/Right	C	17.0	0.58	93	C	17.4	0.59	95
SB Approach	C	15.5	--	--	C	15.9	--	--

Note: Delay in seconds, 95th percentile queue in feet.

The results of the analysis are summarized below:

- Under 2023 Existing conditions, both stop-controlled intersections are operating at an overall acceptable service level (LOS C or better) during the peak hour. Additionally, all individual movements and approaches are also operating in an acceptable manner at LOS C or better. The most delayed movement is at the Gail Gardner Way and Fair Street intersection. The northbound approach movement is estimated to operate with an average delay of 21 seconds of delay per vehicle with a 95<sup>th</sup> percentile queue length of 133 feet (6 cars).
- For the 2028 analysis year, the 5% increase in traffic volumes results in conditions similar to 2023. No change in LOS conditions (LOS C or better) is identified for the overall intersection or individual movements or approaches. All movements are identified to operate in an acceptable manner. The 95<sup>th</sup> percentile queue at the Gail Gardner Way northbound approach to Fair Street is estimated to increase 20 feet to 153 feet.

Overall, no change to the current traffic control or intersection approaches are recommended at this time. Results, based on current and estimated 5-year horizon conditions, indicate typical weekday peak-hour volumes can be accommodated in an acceptable manner (LOS C or better) at the two intersections analyzed.

### 6.3 Signal Warrant Analysis,

A traffic signal needs assessment was requested for the intersection of Gail Gardner Way and Fair Street to determine if the current traffic control is appropriate. The intersection was evaluated for the 2023 Existing and 2028 Horizon years to determine if and when signal installation warrants from the MUTCD may be met. Only the volume-based warrants, Warrants 1A and 1B (Eight-Hour Volume) and Warrant 2 (Four-Hour Volume) were evaluated. Analysis used the 100% threshold values since the posted speed limit on both roadways is below 40 mph and the city has a population greater than 10,000 people.

The MUTCD criteria for each warrant are provided at right. As part of the analysis, no volume reductions were identified to be appropriate at any approach when applying engineering judgment to the conditions.

Because traffic volumes were only collected on Thursday for an 8-hour period, the 4<sup>th</sup>- and 8<sup>th</sup>-highest hour volumes were estimated. The estimate assumed 3:00 PM as the highest hour, then adjusted based on factors found in ADOT TGP 611 to estimate the 4<sup>th</sup> and 8<sup>th</sup> highest hours (highest hour times 0.851 and 0.742, respectively). Analysis was conducted assuming Gail Gardner Way as both a single-lane and 2-lane approach and Fair Street as a 1-lane approach. **Table 6** summarizes the results of the analysis.

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

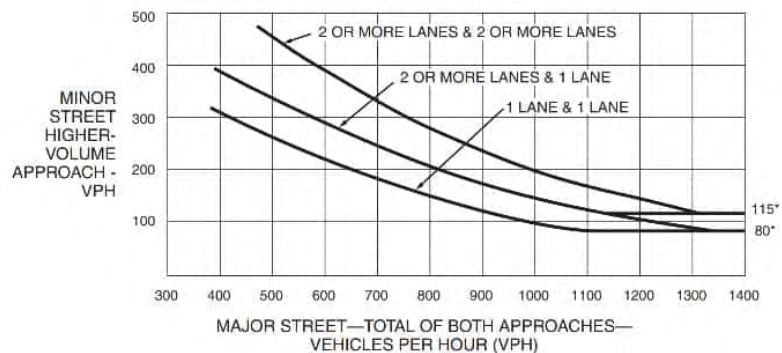
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

**Condition B—Interruption of Continuous Traffic**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

- <sup>a</sup> Basic minimum hourly volume
- <sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures
- <sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
- <sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Table 6 – Signal Warrant Needs Assessment**

Signal Warrant Analysis Summary					
Volume Scenario		Highest Hour	4th Highest	8th Highest	
Gail Gardner Way, Major Roadway		759	646	563	
Fair Street, Minor Roadway		242	206	180	
Lane Configuration					
1-Lane Major and 1-Lane Minor			2-Lane Major and 1-Lane Minor		
Warrant 1A Warranted?	Warrant 1B Warranted?	Warrant 2 Warranted?	Warrant 1A Warranted?	Warrant 1B Warranted?	Warrant 2 Warranted?
YES	NO	YES	NO	NO	NO

In referencing the MUTCD tables above and the estimated volume information in Table 6, analysis indicates if Gail Gardner Way is assumed as a 1-lane approach, Warrants 1A and 2 are met. If Gail Gardner Way is assumed as a 2-lane approach, no warrants are met. Also, if Fair Street was considered a 2-lane minor-street approach, warrants would not be met.

Meeting one or more warrants does not necessitate a traffic signal. Although the volumes may indicate a signal may be justified, the intersection capacity analysis indicates the intersection is operating in an acceptable manner. At this time, it is recommended that this intersection continue to operate under All-Way Stop control.

**6.4 Driveway Access Guidelines**

The City provides access guidelines in their GES in regard to driveway spacing, number of driveways, location limitations, and design guidance when turn movement restrictions are needed. The driveways proposed along Fair Street and Gail Gardner Way have been reviewed in regard to City guidance.

Minimum driveway spacing is based on street classification of the intersecting road and the spacing requirements provided in Table 6-12, as shown below. Both Fair Street and Gail Gardner Way are classified as Collector roadways and therefore are limited to spacing requirements as indicated in a traffic study or as determined by the City Engineer. Per the site layout, 2 driveways are indicated on both Fair Street and Gail Gardner Way, 1 new site access per street.

**TABLE 6-12  
DRIVEWAY SPACING**

Street Classification	Minimum Distance Driveway Spacing (Feet)
Controlled Access Facility	None
Limited Access Facility	TBD by Traffic Impact Analysis
State Highway & Major Arterial	300
Minor Arterial	200
Collectors & Local Streets	As determined by TIA or City Engineer

Per the drawing, the proposed Fair Street exit-only driveway is located about 270 feet east of Gail Gardner Way and 250 feet west of an existing property access within an easement area (centerline to centerline). The easement area access is planned for use by rodeo contestants, trailers, and larger vehicle access as required. On Gail Gardner Way, the proposed Rodeo Grounds main entrance is proposed to be located about 220 feet north Rodeo Drive (driveway to be maintained as an emergency/special use driveway only) and 550 feet south of Fair Street. The newly proposed driveways appear to be appropriately located.



The two driveways identified for each street meets City guidance for higher classified roadways since over 300 feet of property frontage exists on both roadways. Residential Collector roadways permit one driveway, but additional driveways are allowed with City Engineer approval. The two driveways, as proposed, are critical to on-site circulation and ability to accommodate vehicle diversity.

As located, the driveways are a sufficient distance from property and right-of-way lines. Additionally, although the driveways may be used for dedicated movements during ingress and egress operations, it would not be beneficial to install physical driveway diverters. The driveways and their movements, if and when used, could direct traffic via temporary devices, signing, or control officers rather than any permanent limitation.

## **6.5 Gail Gardner Way Improvements**

Although specific improvement details to Gail Gardner Way have not been determined at this time, improvements are being considered as part of the proposed condition. Currently, Gail Gardner Way is classified by the City as a Major Collector roadway, which should, by definition, “...collect and distribute significant amounts of traffic between arterials, minor collectors and local streets at moderate to low operating speeds. Major Collectors provide for more accessibility to adjacent properties than arterials.” Per the Yavapai County Assessor’s webpage, Gail Gardner Way has a 50-foot right-of-way (ROW) width, which is less than the current 60-foot ROW width identified for a Residential Collector or 70-foot ROW width of a Commercial/Industrial Collector roadway (City Detail #603P and #604P, respectively). Additionally, the existing pavement width on Gail Gardner Way is estimated to be 34 feet, which is less than the 38 feet indicated for a Residential Collector.

Noting a widened roadway to meet cross-section design typicals (Appendix E) may not be desired for a number of reasons, including increased speeds or volumes, loss of frontage to adjacent properties, inability to carry the cross-section beyond the rodeo grounds property, a review to improve Gail Gardner Way to better accommodate non-event traffic volumes as well as approaching and departing vehicles to and from the rodeo grounds during event conditions was considered. The City requested a review of turn lanes and the overall cross-section of Gail Gardner Way between Fairgrounds Avenue and Fair Street.

### Auxiliary Turn Lanes

The City of Prescott’s General Engineering Standards (GES) Section 6.4.6 addresses when turn lanes should be considered along with general design considerations.

1. Right-turn lanes are required on roadways where right-turning vehicles create delays or safety problems for other traffic movements. Dedicated right-turn lanes are required at all arterial intersections and may be required by the City Engineer at other intersections and driveway locations. The need for a turn lane at a site access intersection depends on the speed of traffic, volume of right-turning traffic, and through traffic volume in the same direction. Right-turn deceleration lanes shall be required based on ADOT Traffic Engineering Policies, Guidelines and Procedures (PGP), Section 245 and COP Table 6-10, as presented below.
2. Left-turn lanes follow similar City guidance as to where they should be installed and follow similar warranting guidance as found in ADOT TGP Section 245. Warranting criteria for left-turn lanes is based on similar factors as for right-turn lanes. The warranting table for left-turn lanes is provided in COP Table 6-11, as presented below.

**TABLE 6-10  
Right-Turn Lane Warrants**

Peak Hour Traffic Volume on the Highway in Advancing Direction	Minimum Peak Hour Right-turn Traffic Volume				
	# of thru lanes per direction				
	1		2		3
	< 45 MPH Posted Speed	≥ 45 MPH Posted Speed	< 45 MPH Posted Speed	≥ 45 MPH Posted Speed	All Speeds
≤ 200					
201 - 300	-	30	-	-	-
301 - 400	-	19	-	55	-
401 - 500	85	14	-	30	-
501 - 600	58	12	140	25	-
601 - 700	27	9	80	18	-
701 - 800	20	8	53	15	-
801 - 900	12	7	40	12	-
901 - 1000	9	6	30	11	-
1001 - 1100	8	5	23	9	18
1101 - 1200	7	5	18	8	16
1201 - 1300	6	4	14	8	15
1301 - 1400	6	4	11	6	12
1400+	5	3	8	6	10

**TABLE 6-11  
Left-Turn Lane Warrants**

Peak Hour Traffic Volume on the Highway in Advancing Direction	Minimum Peak Hour Left-turn Traffic Volume			
	# of thru lanes per direction			
	1		2 (Undivided)*	
	< 45 MPH Posted Speed	≥ 45 MPH Posted Speed	≤ 45 MPH Posted Speed	≥ 45 MPH Posted Speed
≤ 200	30	15	-	-
201 - 300	12	12	40	30
301 - 400	12	12	30	25
401 - 500	12	12	25	18
501 - 600	12	12	15	12
601 - 1000	12	12	10	8
1000+	12	8	10	8

\* On non-freeway divided highways, left-turn or U-turn lanes should be provided at median breaks.

To determine if right- and left-turn lanes are warranted, the following conditions were analyzed, with the results presented in **Table 7**:

- Gail Gardner Way at Fairgrounds Avenue – Existing non-Rodeo week volumes (Figure 9).
- Gail Gardner Way at Fair Street – Existing non-Rodeo week volumes (Figure 9).
- Gail Gardner Way at Rodeo Main Access – Estimated Rodeo week volumes (Figure 8 + 9).

**Table 7 – Turn Lane Warrant Assessment**

Intersection/Movement	Turn Lane Warrant Summary			
	Number of Lanes	Speed Limit, mph	Pk. Hr. Volume	Meet Warrants
<i>Int 1. GGW / Fairgrounds Avenue</i>				
Northbound Thru	1	30	323	NOT MET
Northbound Right	--		23	
Southbound Thru	1	30	363	MET
Southbound Left	--		43	
<i>Int 2. GGW / Fair Street</i>				
Northbound Thru	1	30	268	NOT MET
Northbound Right	--		101	
Northbound Thru	1	30	268	NOT MET
Northbound Left	--		1	
<i>Int 8. GGW / Rodeo Entrance</i>				
Northbound Thru	1	30	384	MET
Northbound Right	--		200	
Southbound Thru	1	30	439	MET
Southbound Left	--		617	

The results indicate left-turn lanes are warranted on southbound Gail Gardner Way at Fairgrounds Avenue and at the main Rodeo entrance. In the northbound direction, a right-turn lane is warranted at the Rodeo entrance.

Although the results indicate northbound right- and left-turn lanes are not warranted at Fair Street, a potential future traffic signal has been under discussion at this location. If a traffic signal were to be installed, the northbound approach would greatly benefit from both left- and right-turn lanes by minimizing delays and queues and improving safety (specifically for left-turn movements). Therefore, it would be sensible to improve the northbound approach with turn lanes now, as part of the property improvements, rather than delaying potential modifications that may require significant on-site changes that may not be possible in the future at a reasonable cost. It is recommended that improvements be considered to the northbound approach to include both left- and right-turn lanes at this time.

Assuming both northbound left- and right-turn lanes are installed at Fair Street and a southbound left-turn lane at Fairgrounds Avenue, an intersection capacity analysis was performed to identify how the intersections would operate under the modified approach condition and existing traffic control. Using the future 5-year traffic volumes, **Table 8** presents the results of the analysis.

**Table 8 – Intersection Capacity Analysis, Gail Gardner Way Intersections w/Turn Lanes**

Intersection/Movement	Intersection Capacity Analysis Summary			
	2028 Future, Preferred Design			
	LOS	Delay	V/C	Queue
<b>Int 1. GGW / Fairgrounds Ave (Minor Street Stop)</b>				
<i>WB Approach</i>	<i>B</i>	<i>14.4</i>	<i>0.19</i>	<i>&lt;50</i>
Southbound Left	A	8.2	0.04	<50
<b>Int 2. GGW / Fair Street (All-Way Stop)</b>				
<i>EB Approach</i>	<i>B</i>	<i>11.7</i>	<i>0.03</i>	<i>&lt;50</i>
Westbound Left	B	14.3	0.31	<50
Westbound Thru/Right	B	12.4	0.30	<50
<i>WB Approach</i>	<i>B</i>	<i>13.3</i>	<i>--</i>	<i>--</i>
Northbound Left	B	10.3	0.00	<50
Northbound Thru	C	20.3	0.61	103
Northbound Right	B	10.7	0.21	<50
<i>NB Approach</i>	<i>C</i>	<i>17.7</i>	<i>--</i>	<i>--</i>
Southbound Left	B	12.6	0.25	<50
Southbound Thru/Right	C	22.2	0.66	120
<i>SB Approach</i>	<i>C</i>	<i>19.7</i>	<i>--</i>	<i>--</i>

Note: Delay in seconds, 95th percentile queue in feet.

Overall, the peak-hour capacity results remain similar to current conditions as presented in Table 5, although at the Gail Gardner Way/Fair Street intersection some movements show a slight increase in delay due to the additional movements on the northbound approach.

Turn Lane Design

The city provides turn-lane design guidance within their GES. The design guidance indicates the following:

- Turn lanes are to be a minimum 10 feet in width and equal to the width of the through lanes.
- Turn lanes require a minimum taper rate of 8:1 for low-speed conditions.
- Minimum storage length for turn lanes is:
  - 60 feet at unsignalized locations for both right- and left-turn lanes.
  - At signalized locations, 100 feet for right-turn lanes and 150 feet for left-turn lanes.

Although not specifically indicated within the City’s GES, for locations that have a two-way center turn lane, the taper (opening) will be equal to the ADOT indicated gap length based on roadway speed, or 60 feet along Gail Gardner Way.

Based on the above guidance, along with engineering judgment, the following design characteristics of the turn lanes are presented **Table 9** for consideration:

**Table 9 – Turn Lane Design Summary**

Turn Lane Design Summary					
Intersection/Movement	Control Type	Peak Hour Volume	Taper Length, ft	Storage Length, Ft	Comments
<i>Int 1. GGW / Fairgrounds Avenue</i>					
Southbound Left	Unsignalized	43	60	60	None
<i>Int 2. GGW / Fair Street</i>					
Northbound Left	Potential Signal	1	60	60	Additional storage available in proposed TWLTL Storage length to extend beyond through movement 95th %-ile queue
Northbound Right	Potential Signal	101	90	125	
<i>Int 8. GGW / Rodeo Entrance</i>					
Southbound Left	Unsignalized	N/A	N/A	N/A	Maximum storage in TWLTL equal to 580 feet
Northbound Right	Unsignalized	N/A	90	80	Storage to eliminate taper in curve section.

Notes:

1. Peak Hour volume based on existing weekday volumes.
2. Taper length equal to gap length if two-way left turn lane provided.

### Roadway Cross-Section

A review of the existing Gail Gardner Way cross-section was conducted in regard to current and proposed operations as well as to assess the installation of the turn lanes within the study area. The following information is identified regarding the general area:

- The existing roadway ROW width is 50 feet, 10 feet less than a residential collector and 20 feet less than a commercial collector.
- The existing roadway pavement width is estimated to be 34 feet wide, consisting of 5-foot bike/shoulder area and a 12-foot travel lane in both directions. This is 4 feet less than the typical residential collector roadway cross-section (COP Standard Detail #603P).
- Roadway limitations include a rock outcropping and residential property south and west of Fairgrounds Avenue, underground utilities at the northeast corner of Fairgrounds Avenue, residential properties on the west side of the roadway between Fairgrounds Avenue and Fair Street, and residential properties on both sides of the roadway north of Fair Street.
- Storm drain facilities exist on the east and west sides of the roadway.
- Overhead utilities are present on the west side of the roadway.

Taking into account the above information, a preferred cross-section design should consist of the following:

- Widen on the east side of the roadway.
- Maintain the existing bike/shoulder area.
- Reduce the travel lane widths to 11 feet from current and city typical 12-foot lanes.
- Add an 11-foot center turn lane from Fairgrounds Avenue to Fair Street to account for warranted left-turn lanes, eliminating need for multiple transition areas. This would require the existing east curb line to be moved about 9 feet farther to the east.
- Add an 11-foot northbound right-turn lane at the rodeo’s main entrance at Fair Street.
- Construct the northbound approach at Fair Street with left- and right-turn lanes to account for a potential future traffic signal. The subject design would eliminate the need to reconfigure the internal Rodeo Grounds property in the future and help with event traffic operations.

Under near-term conditions and prior to any roadway improvements, it may be possible to restripe the existing pavement to better accommodate Rodeo traffic. A temporary special event traffic control design could be implemented to help accommodate Rodeo Grounds traffic. A potential design would eliminate the bike/shoulder area, provide 12-foot travel lanes and a 10-foot center turn lane from Fairgrounds Avenue to Fair Street. North of the rodeo entrance the center lane would provide storage for drivers approaching the site from the north. South of the rodeo entrance, the center turn lane, north of a 60-foot left-turn lane toward Fairgrounds Avenue, could be used as a northbound through lane while the curb lane used for vehicle storage into the rodeo. Northbound through vehicles would transition over into the normal through lane after the rodeo entrance, monitored by a control officer, to manage the conflicting through and entering left-turn movements.

**Figure 10** is provided as a schematic of the special event operation under existing conditions and the Gail Gardner Way cross-section under the preferred design. As illustrated in the figure, the potential cross-section design would require 9 feet of widening to the east plus an additional 11 feet where right-turn lanes are added.



Existing X-Section and Striping



WITHOUT ROADWAY WIDENING

PRIOR TO EVENT

1. Temporarily close Bike Lanes.
2. Without roadway widening, event traffic control could allow for a 10' center turn lane from Fairgrounds Ave. to Fair Street. This would provide about 350' SB LT storage at Rodeo entrance, 60' LT at Fairgrounds Ave. and 175' NB RT storage at Rodeo entrance.
3. Permits 12' continuous NB and SB Gail Gardner Way through movements.
4. Requires traffic control officer to manage rodeo entrance.

AFTER START OF EVENT

1. Temporary control can be removed.

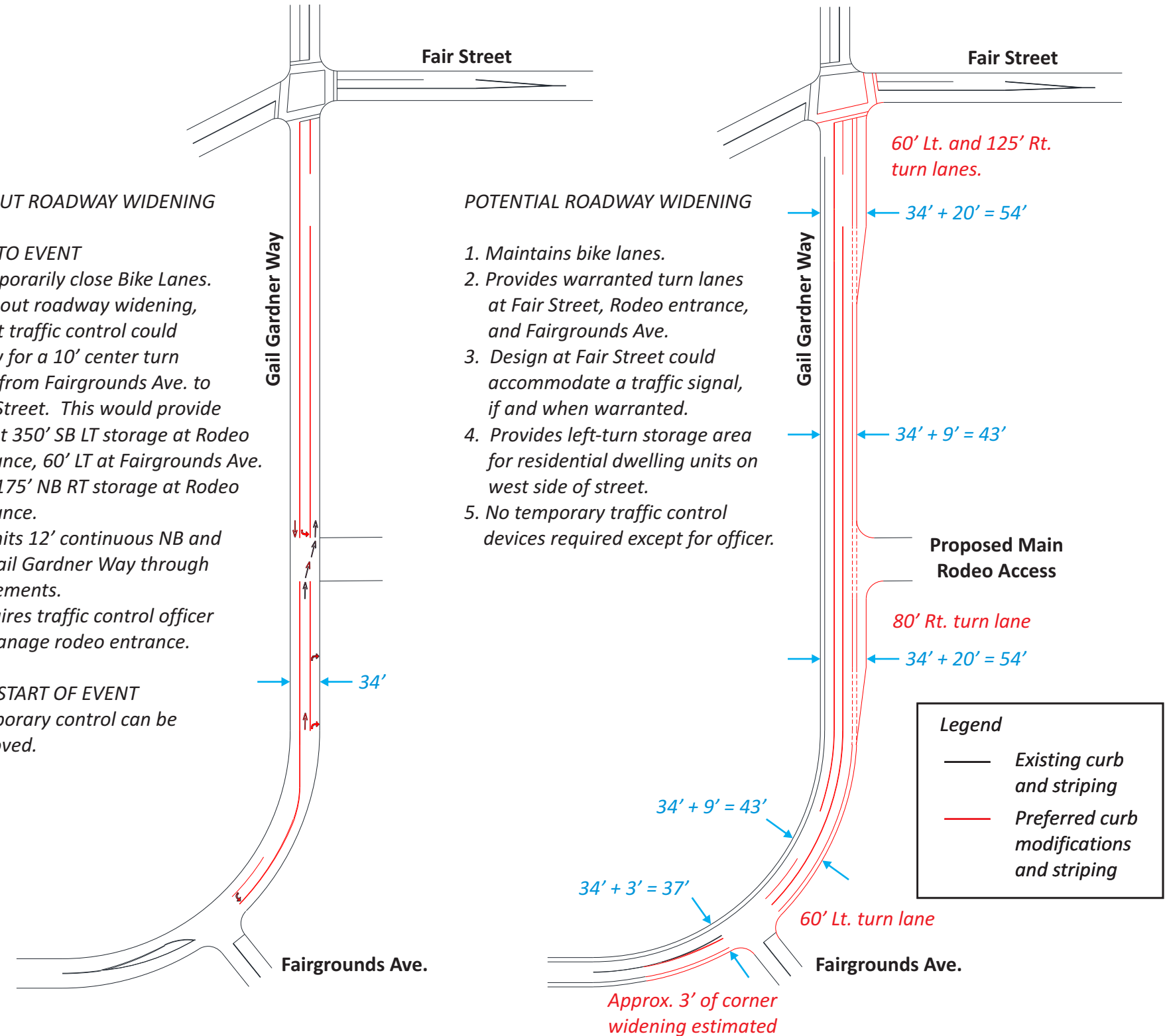
Existing X-Section and Special Event Traffic Control



POTENTIAL ROADWAY WIDENING

1. Maintains bike lanes.
2. Provides warranted turn lanes at Fair Street, Rodeo entrance, and Fairgrounds Ave.
3. Design at Fair Street could accommodate a traffic signal, if and when warranted.
4. Provides left-turn storage area for residential dwelling units on west side of street.
5. No temporary traffic control devices required except for officer.

Potential X-Section and Striping



Not to scale

## 6.6 Intersection Sight Distance

Adequate sight visibility to approaching vehicles is needed at all intersections and site access locations such that drivers can safely complete a left- or right-turn movement to or from the major roadway.

Minimum ISD for right- and left-turns for a passenger vehicle can be calculated based on *A Policy on Geometric Design of Highways and Streets*, 7<sup>th</sup> edition, published by the American Association of State Highway and Transportation Officials (AASHTO). The ISD is based on the speed of the major roadway ( $V_{\text{major}}$ ) multiplied by the appropriate time gap ( $t_g$ ) needed to enter the major road from a preferred driver-eye decision point located 14.5 feet from the edge of travelled way. Using an estimated design speed of 35 mph (posted speed of 30 mph plus 5 mph) on Gail Gardner Way and Fair Street and an assumed major-roadway approach grade of 3% or less, the minimum ISD for a passenger vehicle from a stopped condition (Case B) at site driveways and intersections can be calculated, as indicated below:

### Right Turn from Site Driveway or Side Street

$$\text{ISD} = 1.47 * V_{\text{major}} * t_g$$

$$\text{ISD} = 1.47 * 35 \text{ mph} * 6.5 \text{ seconds} = 334.4 \text{ or } \underline{335 \text{ feet}}$$

### Left Turn from Site Driveway or Side Street

$$\text{ISD} = 1.47 * V_{\text{major}} * t_g$$

$$\text{ISD} = 1.47 * 35 \text{ mph} * (7.5 + 0.5) \text{ seconds} = 411.6 \text{ or } \underline{415 \text{ feet}}$$

At the most site's most restrictive driveway location (Rodeo driveway), about 380 feet of sight visibility can be provided to drivers when looking to the south (left), exceeding the recommended minimum distance of 335 feet for drivers to safely turn right onto Gail Gardner Way.

At the existing Fairgrounds Avenue approach to Gail Gardner Way, it is estimated only 280 feet of visibility is provided when looking to the north, where 385 feet of ISD ( $1.47 * 35 * 7.5 = 384.9$  feet) is required when looking right (north). It is noted that for a 35 mph design speed, AASHTO and the City of Prescott (residential collector) indicate 250 feet of stopping sight distance for the approaching vehicle on the major street consisting of a brake reaction time (2.5 seconds, 129 feet) and then braking distance to a stop condition on a level roadway surface (117 feet). The available stopping sight distance helps mitigate the ISD shortfall for left-turning vehicles on Fairgrounds Avenue at the Gail Gardner Way approach.

## 6.7 Corner Setbacks / Intersection Sight Visibility Triangle Easements

In addition to the intersection sight visibility needed at all locations, minimum corner setbacks (intersection sight visibility triangles) are required as well. Per the City's *Land Development Code* Section 6.3.10, street-to-street corner locations require a 40-foot by 40-foot triangular area (measured from the back of curb extensions) to be free any obstruction of that may obscure visibility to approaching vehicles, while at street-to-driveway locations, a 40-foot by 20-foot triangular area is required.

## 6.8 Crash Analysis

An intersection crash analysis was performed for the three Gail Gardner Way intersections (Fair Street, Rodeo Drive, Fairgrounds Avenue) for the latest 3-year period available from the ADOT Safety Data Mart. Crash data was compiled from January 1, 2020, to December 31, 2022, within 300 feet of each intersection. A crash summary is provided in **Table 10**.



**Table 10 – 3-Year Crash Summary (2020 to 2022)**

No.	Incident ID	Incident Date	Incident Time	Incident Year	Onroad	Crossing Feature	Offset	Injury Severity	Collision Manner	Light Condition	Weather
<b>Gail Gardner Way and Fair Street</b>											
1	38333152	11/12/2021	11:51	2021	GAIL GARDNER	Fair St	127	POSSIBLE_INJURY	HEAD_ON	DAYLIGHT	CLEAR
<b>Gail Gardner Way and Rodeo Drive</b>											
2	3748576	3/28/2021	13:38	2021	GAIL GARDNER	Rodeo Dr	0	NO_INJURY	SINGLE_VEHICLE	DAYLIGHT	CLEAR
3	3781029	6/17/2021	22:21	2021	GAIL GARDNER	Rodeo Dr	70	NO_INJURY	REAR_END	DARK_LIGHTED	CLEAR
<b>Gail Gardner Way and Fairgrounds Avenue</b>											
4	3812836	9/16/2021	8:19	2021	GAIL GARDNER	Fairgrounds Ave	0	NO_INJURY	ANGLE (OTLT)	DAYLIGHT	CLEAR
5	3883243	3/23/2022	18:03	2022	GAIL GARDNER	Fairgrounds Ave	0	NO_INJURY	ANGLE (OTLT)	DAYLIGHT	CLEAR
6	3907246	5/23/2022	16:16	2022	GAIL GARDNER	Fairgrounds Ave	35	NO_INJURY	REAR_END	DAYLIGHT	CLEAR

The results indicate a total of 6 crashes occurred at or near the 3 locations with no crashes occurring in 2020. The head-on crash at the Fair Street intersection (127 feet north of the intersection) indicated one of the vehicles being driverless. One crash was a single northbound vehicle that ran off the road, 2 were rear-end crashes, potentially a by-product of no turn lane, and the remaining 2 crashes were angle crashes other than left turn that occurred at the Fairgrounds intersection.

Based on the above crash data, roadway geometrics, and sight visibility conditions, the addition of a two-way center turn lane along Gail Gardner Way between Fairgrounds Avenue and Fair Street is believed to be a safety improvement.

### 6.9 Analysis of Other Site Elements

In review of other aspects associated with the site, the following commentary is provided:

- Driveway locations are not opposite residential units to cause headlight glare during times of vehicle exiting from the main Rodeo driveway or proposed exit-only driveway on Fair Street.
- A non-monolithic perimeter fence/wall is proposed for the site and specifically for the roadway frontages. The fence/wall is to have a western-themed aesthetic that will provide sections of open area via vertical rails. The perimeter wall height is unknown, however, city criteria indicates a 3-foot structure height is needed. Wall and rail sections will be located to prevent headlight glare into opposing residential/business windows. The rail sections are anticipated to provide “see-through” areas to eliminate an enclosed, separated impact. The fence/wall is to be set-back in such a manner as not to create a visual obstruction (set outside sight triangles) to exiting motorists.

### 6.10 Other Study Area Considerations

#### Miller Valley Road and Rodeo Drive Intersection

As part of the site visit, difficult southbound-to-westbound right-turn movements were observed at the intersection of Miller Valley Road and Rodeo Drive due to the acute angle (33 degrees) of the intersection as well as Rodeo Drive’s overall pavement width. Using vehicle turning software, a passenger vehicle attempting to complete the southbound-to-westbound right turn would extend about 5 feet into the opposing eastbound lane to complete its movement. Without encroaching into the opposing lane, the northwest corner would have to be cut-back about 8’ (corner radius from 10 feet to 15 feet) for the turn vehicle to avoid the opposing vehicle. **Figure 11** is provided to present the above conditions graphically. If the turn vehicle is destined to the rodeo, potentially a pick-up truck towing a trailer, a channelized lane

could be provided. It is noted that there are utilities and topography differences that will make improvements challenging at this location. In addition, based on the Yavapai County Assessors website, this corner appears to be under private ownership, adding to the improvement challenges. It would be beneficial for the Rodeo to direct contestant vehicles, originating from the north, to use the Fair Street access.

#### Pedestrian Flows

Sidewalks and marked crosswalks are to be maintained along Miller Valley Road, Fair Street and Gail Gardner Way. Pedestrians will be able to walk from off-site parking areas across Fair Street to the rodeo entrance in the same manner as before, although they may not be permitted through the contestant area as before. It may be beneficial to permit pedestrians to enter via the new exit only gate on Fair Street, helping to separate vehicle and pedestrian traffic as they are directed toward the ticketing area on the western side of the property.

#### Main Entrance Location

When considering other possible locations for the main rodeo access point, the following pros and cons are provided for the entrance on Gail Gardner Way, Fair Street, and Rodeo/Schemmer Drives. It is noted that the below list is not exhaustive.

##### Located on Gail Gardner Way

###### Pros

1. Keeps passenger vehicles on Gail Gardner Way opposed to larger contestant and vender vehicle types.
2. Turn lanes and roadway widening can be accomplished by shifting only rodeo grounds property.
3. Provides good separation of contestant and guest vehicles.
4. Minimizes congestion/volumes on higher speed Miller Valley Road.

###### Cons

1. Places higher volumes adjacent to more residential properties.
2. Concentrates the majority of all guest parking to arrive at a single access point.

##### Located on Fair Street

###### Pros

1. Maintains current distribution and arrival patterns.
2. Vehicle queue is divided between Gail Gardner Way and Fair Street.

###### Cons

1. Requires a new inbound driveway on Fair Street to separate guest and contestant parking.
2. Inadequate frontage to add new driveway and lengthy turn/storage lanes, likely resulting in queue extending to and beyond the Gail Gardner Way/Fair Street intersection.
3. May impact pedestrian crossings of Fair Street.
4. Concentrates the majority of all guest parking to arrive at a single access point.
5. Potential loss of guest parking to accommodate drive aisle to areas south.

Located on Rodeo/Schemmer Drives

Pros

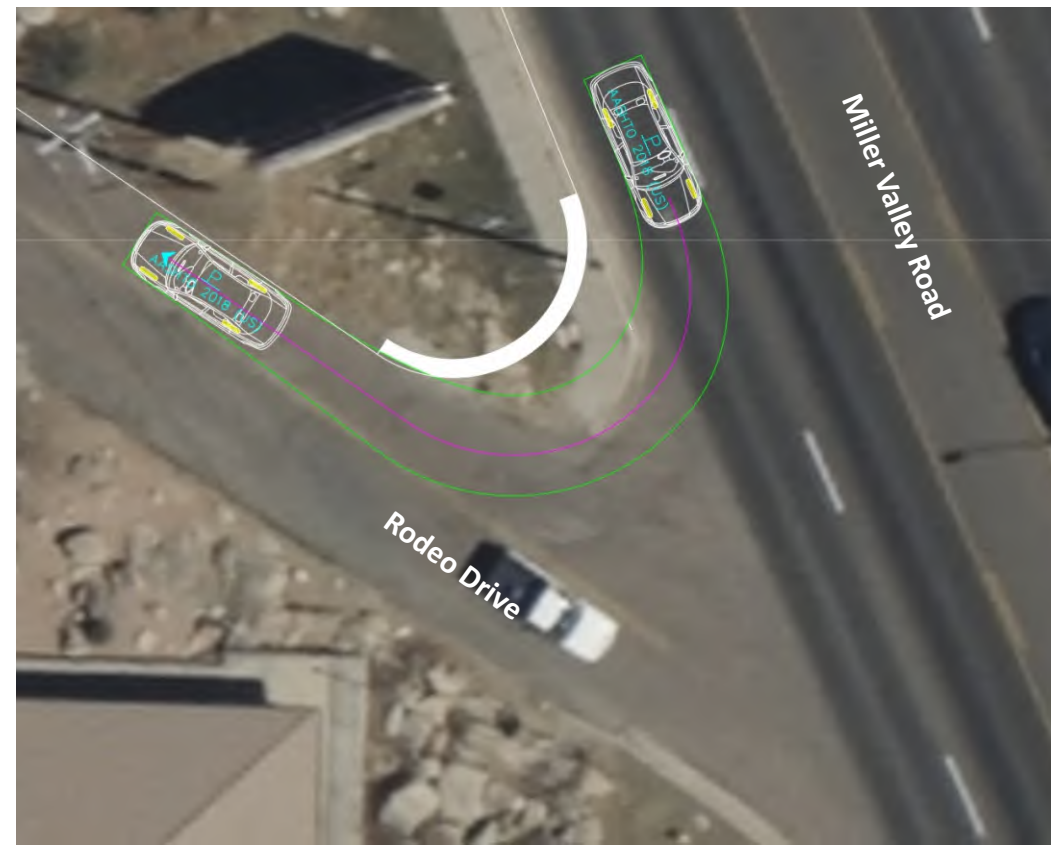
1. Provides long queue area to accommodate inbound guest traffic.
2. Reduces vehicle volume and queue along Gail Gardner Way and Fair Street.

Cons

1. Diverts larger contestant vehicles to use Fair Street or Gail Gardner Way.
2. Requires guest vehicles to travel tight area between buildings, offices, and grandstand area when on-site, potentially mixing with staff and other foot traffic.



Passenger design vehicle turn path without encroachment into opposing lane. Path requires inside tires to ride up across corner curb.



To accommodate passenger vehicles, a corner radius change from 10 feet to 15 feet needed.



Passenger design vehicle turn path without encroaching into opposing lane. Path keeps inside tires off corner curb.



To accommodate a passenger vehicle towing a trailer, a channelized lane could be installed.

Existing Conditions with Passenger Vehicle Turn Path

Potential Improvement Options



Not to scale

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

### 7.1 Conclusions

Based on the analysis conducted within this report, the following conclusions are presented:

#### Zoning

- Prescott Frontier Days is seeking to rezone the Rodeo Grounds property to Specially Planned Community (SPC) from a multi-zoned coding to better align the property to its current recreational use.

#### Proposed Site Characteristics

Improvements are being sought to upgrade on-site and site-adjacent facilities to improve the experience of competitors, vendors, and visitors that may attend any event. The following is a list of improvements proposed for the site.

- Updated seating to the existing outdoor arena, maximum seating = 4,500 people
- New covered arena
- New main access on Gail Gardner Way
- New paved parking area and event operations.
- Improvements to Gail Gardner Way cross-section to accommodate event traffic and other on and off-site improvements.

#### Parking Analysis

- Maximum seating capacity at the proposed outdoor arena is estimated to be 4,500 people (final seat total not finalized at this time). City parking code requires 1 parking space per every 3 seats resulting in the need to accommodate 1,500 parking spaces.
- The proposed site layout plan is shown to accommodate a total of 1,151 parking spaces (standard parking, trailer parking, and tractor-trailer parking). This is equal to a parking deficiency of 349 parking spaces per City parking code.
- When calculating peak parking demand based on guest attendance for a recent sold-out WOR performance, a demand of 1,195 vehicles was estimated. Noting 951 general parking/visitor parking spaces are to be provided on-site, a secondary lot will be required to accommodate overflow. Using an engineering rule-of-thumb, a parking supply of 10% to 15% above the estimated demand total or 1,375 spaces should be available off-site to comfortably accommodate peak demand at the higher 15% value. This would require a secondary lot or lots, to have the capacity of providing 424 spaces.
- The parking supply, outside of the WOR and Yavapai County Fair, is believed to be adequate to accommodate the demands of other smaller events and the everyday traffic demand of the other uses on the site, although no specific demand data has been provided or reviewed.

#### Parking Operations under Proposed Conditions

- Ingress. It is estimated that guest traffic arrives to the rodeo grounds beginning 2 hours prior to an event (when the parking lot opens). Under proposed conditions, 817 vehicles are estimated to enter at the new main entrance on Gail Gardner Way, 617 from the north, 200 from the south (the remaining guest vehicles would continue to enter from Miller Valley Road at Rodeo Drive or Schemmer Drive). Under simple poisson arrival assuming a processing rate of 30 seconds and 4 parking validation lanes, there is a 99% probability of 3 or less vehicles in queue at any time for

any inbound lane. Therefore, parking validation should take place 75 feet inside the property to minimize on-street vehicle queue.

- Egress. A total of 3 exit locations (lanes) are proposed, 1 at the northwest corner of the general parking area, 1 at the Gail Gardner Way main access (north driveway), and 1 at the Gail Gardner Way main access (south driveway). Each location will direct vehicles to exit to only 1 direction, eliminating driver confusion and indecision.

#### Intersection Capacity Analysis, Gail Gardner Way with Fair Street and Fairgrounds Avenue

Under non-rodeo weekday conditions, the two intersections are estimated to operate at acceptable service levels (LOS C or better) under existing lane configurations and traffic control. Assuming a 1% per year growth rate, the intersections will continue to operate at LOS C or better in 5 years.

#### Signal Warrant Analysis, Gail Gardner Way and Fair Street

A review of the MUTCD volume-related signal warrants (Warrants 1A, 1B, and 2) indicate the intersection, assuming the southbound Gail Gardner Way approach can be analyzed as a single-lane approach, would meet signal installation Warrants 1A and 2. If assumed as a 2-lane approach, no warrants are met. It is noted that meeting one or more installation warrants does not necessitate the installation of a traffic signal. In fact, it is recommended that its currently All-Way stop-control condition be maintained.

#### Auxiliary Turn Lanes, Gail Gardner Way

Analysis indicates turn lanes are warranted on Gail Gardner Way in the northbound direction at the main entrance (right-turn lane) and in the southbound direction at the main entrance (left-turn lane) and at Fairgrounds Avenue (left-turn lane). Although right- and left-turn lanes are not currently warranted in the northbound direction at Fair Street, if a traffic signal were to ever be installed at this location, turn lanes should be considered at this time.

#### Gail Gardner Way Cross-Section

Analysis indicates the current right-of-way width of this Collector roadway is 10 feet less than the typical cross-section width of a Residential Collector and 20 feet less than a Commercial Collector. The existing roadway pavement width is estimated to be 34 feet wide. To maintain the current design and to add a two-way center turn lane that would transition to left-turn lanes at Fair Street, the Rodeo main entrance, and Fairgrounds Avenue, the east curb could be shifted 9 feet into the site property. The additional 9 feet of pavement width (43 total feet) would:

- Maintain the bike/shoulder areas and permit 11-foot travel lanes and two-way center turn lane.
- Permit orderly flow and storage for event traffic.

In addition, adding right-turn lanes at the rodeo ground entrance and at Fair Street would eliminate the need for future site reconfiguration.

#### Other Study Area Consideration

- Driveway locations appear to be properly positioned to meet City criteria.
- A decorative western-themed perimeter fence/wall is proposed, that will shield headlight glare from residential adjacent property windows while also allowing “see-through” areas to eliminate an enclosed, separated impact. The fence/wall should be positioned not to impact the sight visibility of drivers exiting the site.

- The intersection of Miller Valley Road and Rodeo Drive is at an acute angle that makes it difficult for passenger vehicles and larger-type vehicles to complete a southbound-to-westbound right turn without encroaching into the opposing lane. To mitigate, the northwest corner radius could be increased or a channelized right-turn lane considered. It is noted that this area is under private ownership.
- During large-scale special events, traffic control officers should be stationed at the rodeo main entrance and the intersection of Gail Gardner Way and Fair Street to help control operations at these two locations during peak arrival times. After the event, the control offices could help direct exiting vehicles to the appropriate routing directions.
- Not all areas of parking are proposed to be paved. The paved areas should meet City requirements to accommodate vehicle weight recommendations, percolation, and dust requirements. The non-paved parking areas, for contestant and livestock, are proposed to best accommodate these users and needs.

## **7.2 Recommendations**

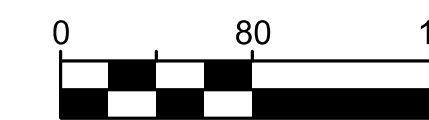
The following recommendations are presented based on the analysis and conclusions of this study:

- The proposed zoning of the property is in-line with current site operations.
- Under current and proposed conditions, the on-site parking supply does not meet City minimum parking requirements. However, the parking requirement is based on arena seats, which is only anticipated to be at capacity during special events, including the WOR and Yavapai County Fair. During all other events and typical weekday conditions, the site is adequately parked.
- During special events, an off-site parking area(s) able to accommodate 424 vehicles should be secured. The on-site parking should be limited to pre-paid admission while other attendees should be directed to the overflow lot.
- The parking design of the property under existing or proposed conditions does not meet City guidance in terms of landscaping requirements. Due to the dynamic nature of the property and flexibility needed for this property (multiple event use including the County Fair), raised landscaping islands or end cap planters within the parking areas are not appropriate and potentially may hinder other uses. The site should be permitted to redistribute the landscape areas throughout the site, as permitted by code.
- Gail Gardner Way, if improved, should be widened to the east a minimum of 9 feet and auxiliary turn lanes installed, as warranted.
- During large-scale special events, traffic control officers should be deployed at appropriate locations to help direct motorists and minimize operational concerns.

## APPENDIX



**APPENDIX A**  
**SITE LAYOUT PLANS**



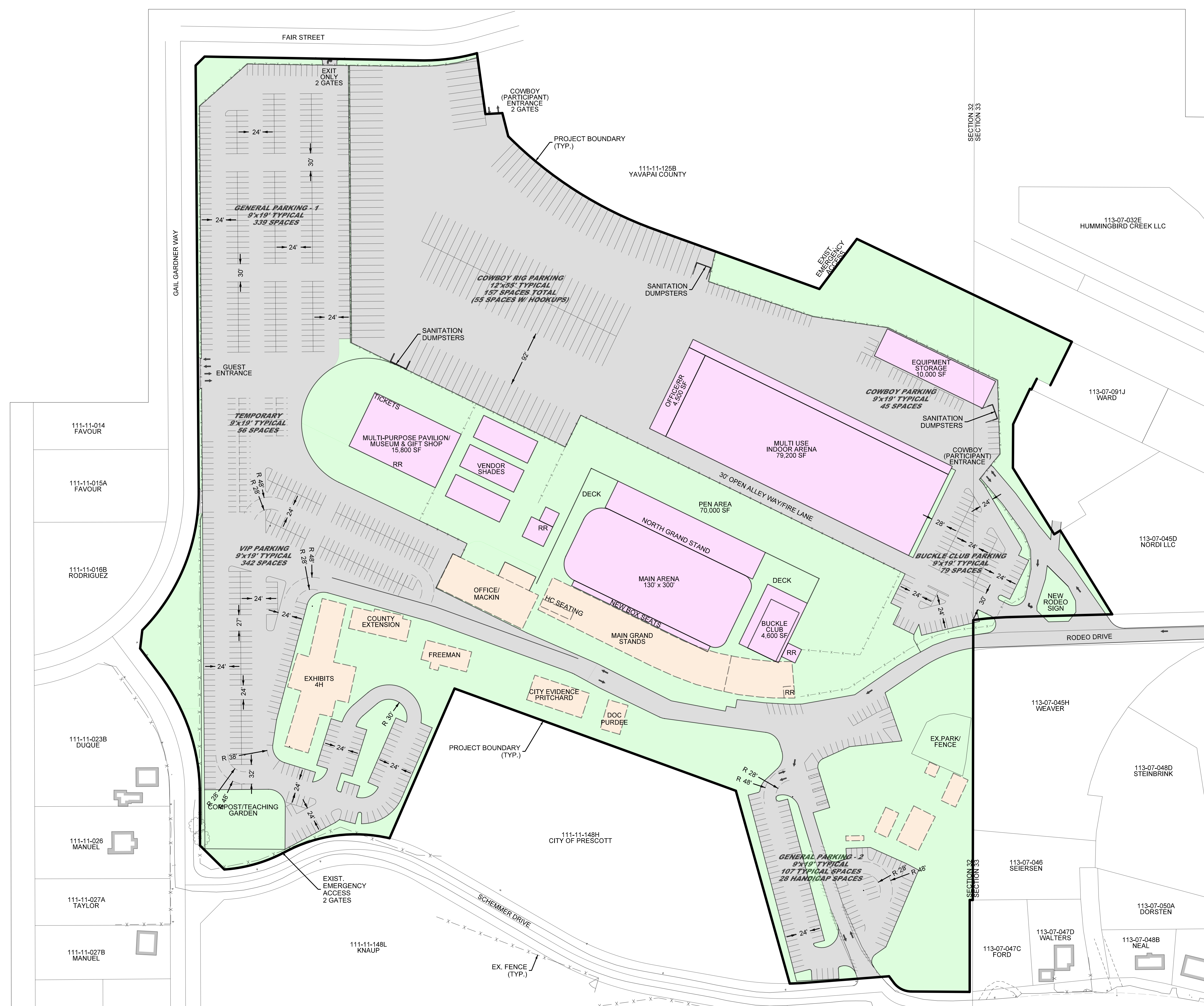
DRAWING SCALE  
1 Inch = 80 Feet

**PARKING TOTALS**

PARKING AREA	TYPICAL PARKING (9'x19')	HANDICAP PARKING (9'x19')
GENERAL PARKING - 1	339	0
GENERAL PARKING - 2	107	28
VIP PARKING	342	0
BUCKLE CLUB PARKING	79	0
COWBOY PARKING	45	0
TEMPORARY PARKING	56	0
<b>TOTAL</b>	<b>968</b>	<b>28</b>
PERMANENT PARKING	968	28
TEMPORARY PARKING	56	0

**COWBOY RIG PARKING TOTALS**

PARKING AREA	WITH HOOKUPS (12'x55')	WITHOUT HOOKUPS (12'x55')
COWBOY RIG PARKING	55	102
<b>TOTAL</b>	<b>55</b>	<b>102</b>
COWBOY RIG PARKING	55	102
COMBINED		157



PRESCOTT FRONTIER DAYS  
RODEO GROUNDS  
MASTER PLAN

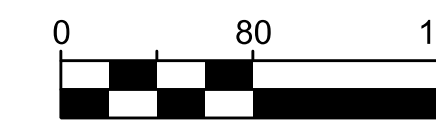
TRAFFIC AND PARKING CONCEPTUAL PLAN  
ENGINEERS/SURVEYORS

DRAWN: DAH DESIGN: DAH JOB#: 1686-01

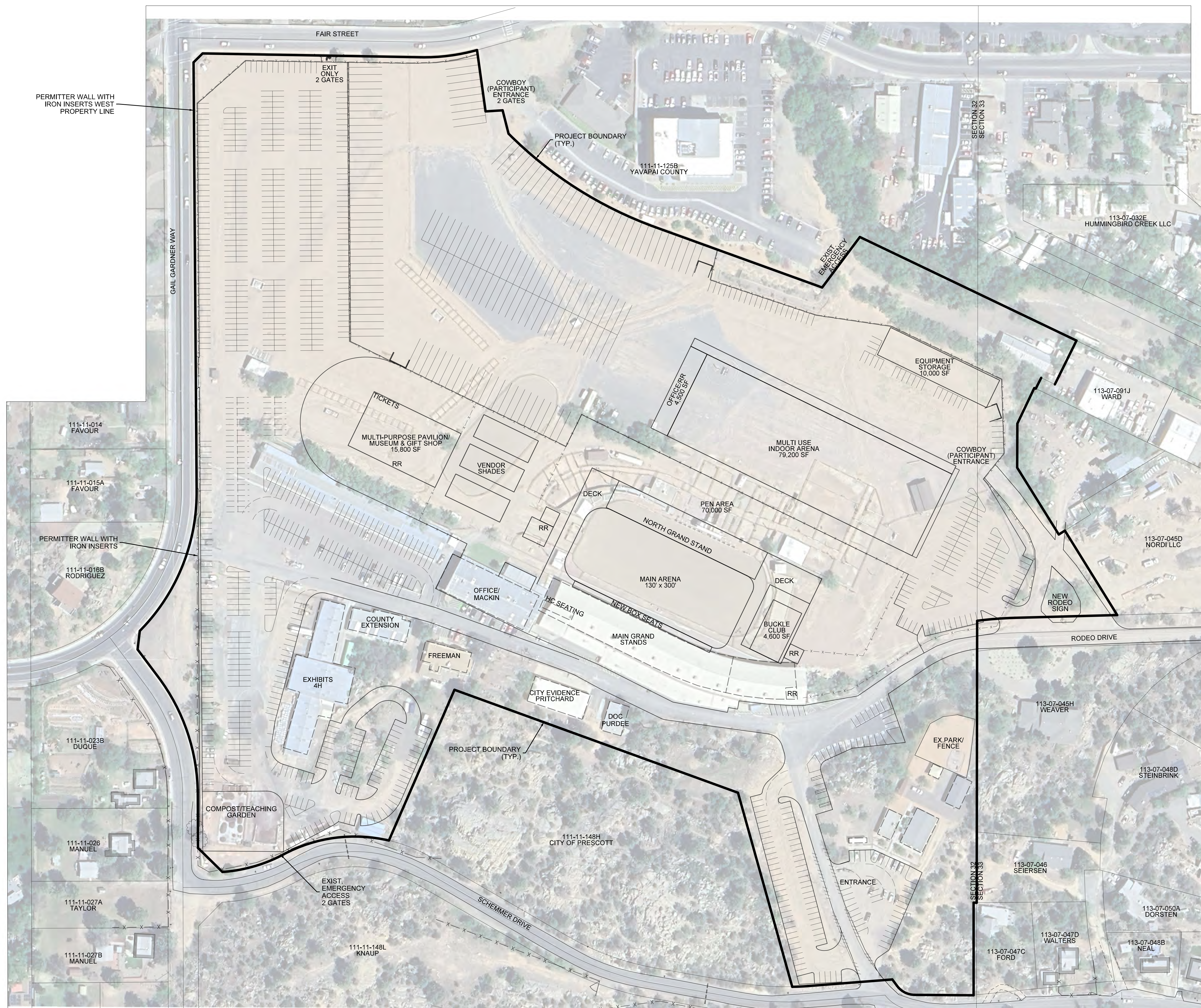
DATE OF PREPARATION: 12/21/2023  
DATE OF REVISIONS: N/A



FOR  
REVIEW  
ONLY



DRAWING SCALE  
1 Inch = 80 Feet



PRESCOTT FRONTIER DAYS  
RODEO GROUNDS  
MASTER PLAN

AERIAL OVERVIEW VICINITY MAP  
ENGINEERS/SURVEYORS

DRAWN: DAH DESIGN: DAH JOB#: 1686-01

DATE OF PREPARATION: 12/21/2023  
DATE OF REVISIONS: N/A

**LE LYON ENGINEERING**  
Civil Engineers • Land Surveyors  
1650 WILLOW CREEK ROAD  
PRESCOTT, AZ 86301  
(928) 776-1750  
FAX: (928) 776-0605

FOR  
REVIEW  
ONLY

SHEET: 5 OF 5

**APPENDIX B**

**TRAFFIC COUNTS**

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Gail Gardner Way

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	0	1	1	0	0	1	0	1	1	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	55	31	10	74	1	3	3	0	44	2	27	250
3:15 PM	0	55	32	24	78	0	3	2	0	49	2	18	263
3:30 PM	0	70	33	33	86	1	0	4	0	24	0	32	283
3:45 PM	0	60	27	22	85	2	2	1	0	42	2	37	280
4:00 PM	1	68	31	22	74	0	2	1	0	29	0	20	248
4:15 PM	0	70	31	15	75	2	1	2	1	34	1	24	256
4:30 PM	0	75	27	26	86	3	2	0	0	48	3	34	304
4:45 PM	0	51	28	31	83	2	0	2	0	31	1	27	256
5:00 PM	0	53	28	35	89	0	0	2	0	45	2	33	287
5:15 PM	0	48	31	27	81	1	0	0	0	40	0	19	247
5:30 PM	0	47	40	39	62	4	0	0	0	29	1	23	245
5:45 PM	0	44	29	37	72	1	1	0	0	36	1	14	235
6:00 PM	1	30	36	39	57	1	1	0	1	23	0	18	207
6:15 PM	0	42	49	33	68	1	0	0	0	31	2	14	240
6:30 PM	0	34	21	26	64	7	1	1	0	12	0	10	176
6:45 PM	0	14	20	19	37	3	3	1	0	15	0	3	115
7:00 PM	0	21	16	20	20	5	2	1	0	12	0	6	103
7:15 PM	0	17	40	17	60	6	9	0	0	14	1	23	187
7:30 PM	0	40	27	15	30	2	4	1	0	23	2	11	155
7:45 PM	0	26	10	8	25	0	0	0	0	20	2	12	103
8:00 PM	0	26	20	10	21	1	0	3	0	11	2	13	107
8:15 PM	0	27	13	13	24	0	0	0	0	17	0	13	107
8:30 PM	0	25	22	9	15	1	1	0	0	11	0	19	103
8:45 PM	0	25	16	5	22	0	0	0	0	12	0	12	92
9:00 PM	0	27	8	5	30	0	0	0	0	17	1	17	105
9:15 PM	0	27	6	5	19	0	1	0	0	10	0	24	92
9:30 PM	0	14	12	5	14	1	2	1	0	10	0	25	84
9:45 PM	0	28	11	3	14	0	0	0	0	15	0	24	95
10:00 PM	0	74	15	5	13	0	3	2	0	24	1	46	183
10:15 PM	0	53	17	4	19	1	2	1	0	32	0	56	185
10:30 PM	0	26	8	5	11	0	2	0	1	5	1	9	68
10:45 PM	0	17	7	1	8	0	0	0	0	6	0	3	42
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2	1289	742	568	1516	46	45	28	3	771	27	666	5703
Approach %	0.10	63.40	36.50	26.67	71.17	2.16	59.21	36.84	3.95	52.66	1.84	45.49	
App/Depart	2033	/	2000	2130	/	2290	76	/	1338	1464	/	75	

Peak Hr Begins at: 415 PM

**PEAK**

Volumes	0	249	114	107	333	7	3	6	1	158	7	118	1103
Approach %	0.00	68.60	31.40	23.94	74.50	1.57	30.00	60.00	10.00	55.83	2.47	41.70	

**PEAK HR.**

FACTOR:		0.890		0.901			0.625			0.832		0.907	
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CONTROL: 4-Way Stop

COMMENT 1:

GPS: 34.553324, -112.486692

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-002a

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	1	0	3	0	0	0	0	48	1	6	71	0	130
3:15 PM	0	0	2	0	0	0	0	54	3	7	77	0	143
3:30 PM	2	0	2	0	0	0	0	64	4	5	55	0	132
3:45 PM	4	0	2	0	0	0	0	49	5	2	77	0	139
4:00 PM	2	0	3	0	0	0	0	51	5	7	53	0	121
4:15 PM	2	0	1	0	0	0	0	38	11	7	57	0	116
4:30 PM	0	0	1	0	0	0	0	57	5	6	79	0	148
4:45 PM	1	0	1	0	0	0	0	48	12	3	59	0	124
5:00 PM	6	0	2	0	0	0	0	46	13	19	77	0	163
5:15 PM	3	0	1	0	0	0	0	44	22	15	56	0	141
5:30 PM	0	0	4	0	0	0	0	45	28	20	58	0	155
5:45 PM	1	0	0	0	0	0	0	42	29	18	53	0	143
6:00 PM	2	0	0	0	0	0	0	38	43	25	45	0	153
6:15 PM	0	0	1	0	0	0	0	26	43	30	48	0	148
6:30 PM	0	0	0	0	0	0	0	3	34	37	24	0	98
6:45 PM	0	0	0	0	0	0	0	2	25	40	15	0	82
7:00 PM	2	0	0	0	0	0	0	4	33	29	18	0	86
7:15 PM	2	0	0	0	0	0	0	2	53	12	31	0	100
7:30 PM	1	0	1	0	0	0	0	27	32	5	43	0	109
7:45 PM	2	0	0	0	0	0	0	16	5	8	32	0	63
8:00 PM	1	0	3	0	0	0	0	27	8	5	28	0	72
8:15 PM	3	0	5	0	0	0	0	24	3	1	23	0	59
8:30 PM	0	0	7	0	0	0	0	23	5	1	33	0	69
8:45 PM	3	0	18	0	0	0	0	25	1	2	20	0	69
9:00 PM	11	0	15	0	0	0	0	16	0	0	24	0	66
9:15 PM	17	0	34	0	0	0	0	8	1	1	15	0	76
9:30 PM	23	0	39	0	0	0	0	13	2	4	15	0	96
9:45 PM	16	0	22	0	0	0	0	12	2	0	22	0	74
10:00 PM	33	0	43	0	0	0	0	20	0	0	21	0	117
10:15 PM	56	0	76	0	0	0	0	20	0	0	29	0	181
10:30 PM	9	0	20	0	0	0	0	16	0	0	10	0	55
10:45 PM	3	0	7	0	0	0	0	5	1	1	5	0	22
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	206	0	313	0	0	0	0	913	429	316	1273	0	3450
Approach %	39.69	0.00	60.31	####	####	####	0.00	68.03	31.97	19.89	80.11	0.00	
App/Depart	519	/	0	0	/	745	1342	/	1226	1589	/	1479	

Peak Hr Begins at: 500 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	10	0	7	0	0	0	0	177	92	72	244	0	602
Approach %	58.82	0.00	41.18	####	####	####	0.00	65.80	34.20	22.78	77.22	0.00	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.531			0.000			0.921			0.823		0.923

CONTROL: 2-Way Stop (NB & SB)  
COMMENT 1:  
GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-002b

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	0	0	3	0	1	0	51	0	1	76	4	136
3:15 PM	0	0	2	6	0	1	0	56	0	0	83	3	151
3:30 PM	0	0	0	9	0	0	0	66	0	0	60	4	139
3:45 PM	0	0	0	1	0	2	1	50	0	0	77	2	133
4:00 PM	0	0	0	3	0	1	1	53	0	0	59	3	120
4:15 PM	0	0	0	5	0	0	0	38	1	0	64	5	113
4:30 PM	0	0	0	4	0	1	1	57	0	0	84	1	148
4:45 PM	0	0	1	4	0	3	0	49	0	0	59	3	119
5:00 PM	0	0	2	4	0	2	0	48	0	0	94	3	153
5:15 PM	0	0	1	6	0	1	1	44	0	0	70	4	127
5:30 PM	0	0	0	3	0	4	1	47	1	0	74	1	131
5:45 PM	0	0	1	1	0	2	0	42	0	0	69	2	117
6:00 PM	1	0	1	2	0	0	0	37	1	0	69	1	112
6:15 PM	1	0	1	0	0	0	0	27	0	1	77	1	108
6:30 PM	1	0	1	2	0	0	0	3	0	3	60	0	70
6:45 PM	0	0	1	1	0	0	0	2	0	0	55	2	61
7:00 PM	0	0	2	0	0	3	0	4	0	0	44	3	56
7:15 PM	0	0	2	2	0	0	0	2	0	1	43	1	51
7:30 PM	2	0	0	1	0	1	0	28	0	0	45	5	82
7:45 PM	1	0	1	0	0	1	1	15	0	1	38	2	60
8:00 PM	0	0	0	2	0	0	0	30	0	0	33	1	66
8:15 PM	1	0	1	1	0	0	0	29	0	1	23	4	60
8:30 PM	0	0	0	0	0	1	0	30	0	0	33	1	65
8:45 PM	0	0	0	0	0	0	0	43	0	0	22	1	66
9:00 PM	0	0	1	1	0	0	0	31	0	0	24	1	58
9:15 PM	0	0	1	0	0	0	0	42	0	0	16	0	59
9:30 PM	1	0	0	0	0	0	0	52	0	0	18	1	72
9:45 PM	0	0	2	1	0	0	0	34	0	0	22	1	60
10:00 PM	2	0	7	0	0	0	1	62	0	0	19	1	92
10:15 PM	2	0	11	0	0	0	0	96	0	0	27	0	136
10:30 PM	0	0	0	0	0	0	0	36	0	0	10	0	46
10:45 PM	0	0	0	0	0	0	0	12	0	1	6	1	20
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	12	0	39	62	0	24	7	1216	3	9	1553	62	2987
Approach %	23.53	0.00	76.47	72.09	0.00	27.91	0.57	99.18	0.24	0.55	95.63	3.82	
App/Depart	51	/	69	86	/	12	1226	/	1317	1624	/	1589	

Peak Hr Begins at: 300 PM

**PEAK**

Volumes	0	0	2	19	0	4	1	223	0	1	296	13	559
Approach %	0.00	0.00	100.00	82.61	0.00	17.39	0.45	99.55	0.00	0.32	95.48	4.19	

**PEAK HR.**

FACTOR:		0.250		0.639		0.848		0.901		0.925			
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CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 34.553436, -112.484791

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	41	164	0	22	185	22	21	20	24	22	27	24	572
3:15 PM	35	135	1	29	159	19	29	26	34	19	34	16	536
3:30 PM	29	134	2	15	183	16	18	29	34	24	34	19	537
3:45 PM	35	122	1	26	170	17	30	27	28	21	37	20	534
4:00 PM	40	141	4	26	170	9	30	17	40	24	27	17	545
4:15 PM	41	133	2	25	149	19	25	13	25	15	28	9	484
4:30 PM	34	139	0	20	163	10	29	20	28	17	44	17	521
4:45 PM	38	138	0	27	178	11	18	21	32	18	25	19	525
5:00 PM	39	127	1	22	166	12	26	39	30	29	38	27	556
5:15 PM	35	121	1	19	171	14	18	28	35	16	30	18	506
5:30 PM	45	116	1	13	151	19	17	9	27	13	30	16	457
5:45 PM	35	94	1	11	132	15	17	14	22	15	35	12	403
6:00 PM	33	98	0	13	112	14	24	19	23	12	26	9	383
6:15 PM	37	91	2	11	122	27	5	17	19	10	24	9	374
6:30 PM	42	88	0	13	106	24	6	6	7	19	26	16	353
6:45 PM	37	95	2	15	211	25	7	7	13	9	28	5	454
7:00 PM	26	73	2	8	102	25	6	5	19	6	29	5	306
7:15 PM	33	89	0	6	97	12	3	4	16	11	25	5	301
7:30 PM	23	68	1	14	77	11	9	8	17	5	29	9	271
7:45 PM	21	72	1	16	66	14	3	6	13	12	21	5	250
8:00 PM	17	59	1	6	54	6	7	15	17	5	10	3	200
8:15 PM	17	69	0	10	57	6	6	13	15	8	6	4	211
8:30 PM	16	56	0	5	52	4	13	12	12	4	8	6	188
8:45 PM	11	68	0	4	38	4	20	9	23	4	7	2	190
9:00 PM	10	57	0	3	35	4	18	13	20	4	7	0	171
9:15 PM	6	53	1	5	38	1	31	11	17	4	2	3	172
9:30 PM	14	39	0	1	31	2	31	11	22	2	2	3	158
9:45 PM	11	39	0	4	36	4	22	15	15	2	7	2	157
10:00 PM	6	70	1	1	24	3	73	23	52	5	3	1	262
10:15 PM	4	84	2	7	28	3	93	47	70	9	3	3	353
10:30 PM	2	36	2	2	22	5	26	18	27	2	0	2	144
10:45 PM	3	40	0	4	27	2	8	4	3	2	5	5	103
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	816	2908	29	403	3312	379	689	526	779	368	657	311	11177
Approach %	21.74	77.48	0.77	9.84	80.90	9.26	34.55	26.38	39.07	27.54	49.18	23.28	
App/Depart	3753	/	3908	4094	/	4459	1994	/	958	1336	/	1852	

Peak Hr Begins at: 300 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	140	555	4	92	697	74	98	102	120	86	132	79	2179
Approach %	20.03	79.40	0.57	10.66	80.76	8.57	30.63	31.88	37.50	28.96	44.44	26.60	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.852			0.942			0.899			0.952		0.952

CONTROL: Signal

COMMENT 1:

GPS: 34.553217, -112.480797



**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Fairgrounds Ave

DAY: THURSDAY

PROJECT# 23-1325-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	71	5	10	91	0	0	0	0	5	0	10	192
3:15 PM	0	67	15	11	108	0	0	0	0	7	0	18	226
3:30 PM	0	90	7	12	96	0	0	0	0	8	0	11	224
3:45 PM	0	75	8	18	93	0	0	0	0	8	0	10	212
4:00 PM	0	86	7	13	78	0	0	0	0	6	0	15	205
4:15 PM	0	81	6	17	89	0	0	0	0	6	0	19	218
4:30 PM	0	89	11	14	112	0	0	0	0	7	0	13	246
4:45 PM	0	63	3	13	93	0	0	0	0	8	0	18	198
5:00 PM	0	72	7	14	102	0	0	0	0	5	0	10	210
5:15 PM	0	70	2	11	88	0	0	0	0	9	0	10	190
5:30 PM	0	69	4	11	73	0	0	0	0	6	0	19	182
5:45 PM	0	61	3	14	71	0	0	0	0	7	0	12	168
6:00 PM	0	60	3	16	51	0	0	0	0	4	0	17	151
6:15 PM	0	82	2	12	61	0	0	0	0	7	0	23	187
6:30 PM	0	59	8	20	37	0	0	0	0	5	0	22	151
6:45 PM	0	38	12	11	30	0	0	0	0	13	0	19	123
7:00 PM	0	40	8	10	21	0	0	0	0	10	0	25	114
7:15 PM	0	24	17	8	49	0	0	0	0	9	0	23	130
7:30 PM	0	43	3	5	39	0	0	0	0	2	0	13	105
7:45 PM	0	28	5	4	41	0	0	0	0	9	0	6	93
8:00 PM	0	35	2	5	26	0	0	0	0	5	0	6	79
8:15 PM	0	31	4	5	32	0	0	0	0	3	0	9	84
8:30 PM	0	29	1	3	28	0	0	0	0	2	0	10	73
8:45 PM	0	26	2	2	33	0	0	0	0	2	0	11	76
9:00 PM	0	23	2	0	49	0	0	0	0	5	0	2	81
9:15 PM	0	13	0	6	27	0	0	0	0	2	0	6	54
9:30 PM	0	12	1	2	22	0	0	0	0	3	0	2	42
9:45 PM	0	13	0	5	32	0	0	0	0	3	0	7	60
10:00 PM	0	16	1	16	56	0	0	0	0	4	0	6	99
10:15 PM	0	21	1	8	46	0	0	0	0	4	0	7	87
10:30 PM	0	9	1	2	18	0	0	0	0	1	0	7	38
10:45 PM	0	10	0	2	12	0	0	0	0	2	0	2	28
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1506	151	300	1804	0	0	0	0	177	0	388	4326
Approach %	0.00	90.89	9.11	14.26	85.74	0.00	####	####	####	31.33	0.00	68.67	
App/Depart	1657	/	1894	2104	/	1981	0	/	451	565	/	0	

Peak Hr Begins at: 345 PM

PEAK

Volumes	0	331	32	62	372	0	0	0	0	27	0	57	881
Approach %	0.00	91.18	8.82	14.29	85.71	0.00	####	####	####	32.14	0.00	67.86	

PEAK HR.

FACTOR:		0.908		0.861		0.000		0.840		0.895			
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CONTROL: 1-Way Stop (WB)

COMMENT 1:

GPS: 34.550613, -112.487040

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Rodeo Dr

DAY: THURSDAY

PROJECT# 23-1325-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	2	0	0	2	0	0	1	0	0	1	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	5	219	6	8	213	4	1	0	3	4	0	5	468
3:15 PM	2	187	7	6	202	2	0	0	0	12	0	9	427
3:30 PM	3	180	6	5	221	4	0	0	2	3	0	5	429
3:45 PM	7	169	6	10	212	4	0	0	3	3	0	9	423
4:00 PM	4	183	1	5	223	7	2	0	1	3	0	6	435
4:15 PM	10	177	6	4	187	12	0	0	0	0	0	7	403
4:30 PM	11	184	6	3	207	9	0	0	0	5	0	4	429
4:45 PM	13	194	8	6	213	14	1	0	0	5	0	8	462
5:00 PM	15	172	6	11	193	9	0	0	0	8	2	5	421
5:15 PM	12	178	9	8	196	8	0	0	0	5	0	10	426
5:30 PM	8	173	3	8	184	12	0	0	0	4	0	11	403
5:45 PM	21	141	5	0	146	15	0	0	0	4	0	3	335
6:00 PM	16	138	6	3	148	15	0	0	0	2	0	5	333
6:15 PM	13	120	5	7	115	13	0	0	0	5	0	6	284
6:30 PM	21	139	5	6	118	25	0	0	0	7	0	7	328
6:45 PM	35	147	2	3	115	22	0	0	0	2	0	1	327
7:00 PM	23	95	5	5	134	8	1	0	0	2	0	7	280
7:15 PM	9	133	3	8	111	16	0	0	0	4	0	5	289
7:30 PM	7	82	1	3	88	3	0	0	0	4	0	6	194
7:45 PM	3	83	4	8	78	1	0	0	0	3	0	6	186
8:00 PM	2	69	5	8	71	3	1	0	3	6	0	3	171
8:15 PM	2	80	2	0	77	2	1	0	1	4	0	6	175
8:30 PM	0	79	3	6	58	2	1	0	4	1	0	5	159
8:45 PM	0	82	4	2	72	2	3	0	4	4	0	5	178
9:00 PM	1	61	3	4	61	1	1	0	2	1	0	7	142
9:15 PM	2	63	3	7	48	0	5	0	9	4	0	4	145
9:30 PM	1	45	3	4	57	1	5	0	6	2	0	3	127
9:45 PM	2	42	2	3	56	0	6	0	9	0	0	5	125
10:00 PM	0	42	3	5	84	0	27	1	28	2	0	8	200
10:15 PM	1	45	2	6	111	0	33	1	38	1	0	6	244
10:30 PM	0	29	2	2	49	3	12	1	13	5	0	3	119
10:45 PM	0	38	0	1	33	0	6	0	5	0	0	3	86
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	249	3769	132	165	4081	217	106	3	131	115	2	183	9153
Approach %	6.00	90.82	3.18	3.70	91.44	4.86	44.17	1.25	54.58	38.33	0.67	61.00	
App/Depart	4150	/	4058	4463	/	4327	240	/	300	300	/	468	

Peak Hr Begins at: 300 PM

**PEAK**

Volumes	17	755	25	29	848	14	1	0	8	22	0	28	1747
Approach %	2.13	94.73	3.14	3.25	95.17	1.57	11.11	0.00	88.89	44.00	0.00	56.00	

**PEAK HR.**

FACTOR:		0.866		0.968		0.563		0.595		0.933			
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CONTROL: 1-Way Stop (EB)

COMMENT 1: East Leg is McDonalds Driveway

GPS: 34.549982, -112.478757

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 06/29/23

LOCATION: Prescott

E-W STREET: Schemmer Dr

DAY: THURSDAY

PROJECT# 23-1325-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	0	1	0	1	0	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	17	200	1	0	190	28	20	0	25	0	0	0	481
3:15 PM	33	163	0	0	187	23	28	0	22	1	0	0	457
3:30 PM	22	169	0	0	192	30	26	0	34	0	0	0	473
3:45 PM	18	162	0	0	184	24	20	0	35	0	0	0	443
4:00 PM	32	167	0	0	197	21	18	0	26	0	0	0	461
4:15 PM	29	176	0	0	169	21	19	0	26	0	0	0	440
4:30 PM	26	168	1	0	170	30	27	0	21	0	0	0	443
4:45 PM	27	188	1	0	192	31	24	0	28	1	0	0	492
5:00 PM	20	169	0	0	172	20	20	0	22	0	0	1	424
5:15 PM	20	172	0	0	184	12	22	0	11	0	0	0	421
5:30 PM	13	171	0	0	162	14	9	0	24	0	0	0	393
5:45 PM	19	144	1	0	133	11	14	0	17	0	0	0	339
6:00 PM	17	146	0	1	130	15	15	0	17	0	0	1	342
6:15 PM	21	124	0	0	107	15	11	0	12	0	0	0	290
6:30 PM	23	141	0	0	103	12	12	0	16	0	0	0	307
6:45 PM	21	155	2	0	94	18	28	0	14	0	0	0	332
7:00 PM	19	95	0	0	118	22	24	0	4	0	0	0	282
7:15 PM	16	118	0	0	91	21	22	0	10	0	0	0	278
7:30 PM	6	88	0	0	83	4	4	0	5	0	0	0	190
7:45 PM	14	78	0	0	78	3	11	0	5	0	0	0	189
8:00 PM	14	73	0	0	74	3	4	0	7	0	0	0	175
8:15 PM	5	73	0	1	76	3	8	0	9	0	0	0	175
8:30 PM	5	72	0	0	66	2	8	0	3	0	0	0	156
8:45 PM	4	79	0	0	69	6	5	0	9	0	0	0	172
9:00 PM	9	58	0	0	61	2	4	0	8	0	0	0	142
9:15 PM	3	57	0	0	50	3	2	0	6	0	0	0	121
9:30 PM	3	46	0	0	65	1	5	0	8	0	0	0	128
9:45 PM	3	43	0	0	62	5	5	0	5	0	0	0	123
10:00 PM	2	33	0	0	104	1	15	0	25	0	0	0	180
10:15 PM	3	25	0	0	152	3	24	0	23	0	0	0	230
10:30 PM	2	30	0	1	68	1	4	0	8	0	0	0	114
10:45 PM	0	25	0	0	36	0	9	0	3	0	0	0	73
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	466	3608	6	3	3819	405	467	0	488	2	0	2	9266
Approach %	11.42	88.43	0.15	0.07	90.35	9.58	48.90	0.00	51.10	50.00	0.00	50.00	
App/Depart	4080	/	4077	4227	/	4309	955	/	9	4	/	871	

Peak Hr Begins at: 300 PM

**PEAK**

Volumes	90	694	1	0	753	105	94	0	116	1	0	0	1854
Approach %	11.46	88.41	0.13	0.00	87.76	12.24	44.76	0.00	55.24	100.00	0.00	0.00	

**PEAK HR.**

FACTOR:		0.900		0.966		0.875		0.250		0.964			
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CONTROL: Signal

COMMENT 1:

GPS: 34.548620, -112.478114

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way      DATE: 07/01/23      LOCATION: Prescott  
E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	14	5	1	3	0	0	0	0	7	0	0	30
12:15 AM	0	8	4	0	3	0	0	0	0	2	0	2	19
12:30 AM	0	3	3	1	4	0	0	0	0	2	0	1	14
12:45 AM	0	5	0	0	5	0	0	0	0	2	0	0	12
1:00 AM	0	2	2	0	1	0	0	0	0	0	0	2	7
1:15 AM	0	2	1	0	0	0	0	0	0	1	1	0	5
1:30 AM	0	2	0	0	1	0	0	0	0	1	0	0	4
1:45 AM	0	0	2	0	4	0	0	0	0	1	0	1	8
2:00 AM	0	5	1	1	1	0	0	0	1	3	0	1	13
2:15 AM	0	0	2	0	1	0	0	0	0	2	0	1	6
2:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
2:45 AM	0	2	0	0	2	0	0	0	0	1	0	1	6
3:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	6
3:15 AM	0	1	0	0	1	0	0	0	0	1	0	1	4
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	1	4	1	0	0	0	0	0	0	0	0	6
4:30 AM	0	3	2	0	2	0	0	0	0	1	0	0	8
4:45 AM	0	4	2	0	2	0	0	0	0	1	0	0	9
5:00 AM	0	2	2	0	2	0	0	0	0	1	0	1	8
5:15 AM	0	4	3	3	7	0	0	0	0	0	0	0	17
5:30 AM	0	9	4	3	9	0	0	0	0	1	0	3	29
5:45 AM	0	7	10	2	5	0	0	0	0	5	0	2	31
6:00 AM	0	9	8	2	15	0	0	0	0	4	0	4	42
6:15 AM	0	16	7	7	17	0	1	0	0	4	0	5	57
6:30 AM	0	17	13	10	18	0	0	0	0	4	0	4	66
6:45 AM	0	23	9	11	31	0	0	0	0	5	0	7	86
7:00 AM	0	21	9	11	18	0	0	0	0	11	0	8	78
7:15 AM	0	28	18	16	27	0	0	1	0	12	0	7	109
7:30 AM	0	54	17	13	32	1	1	1	0	12	1	5	137
7:45 AM	1	44	19	17	46	1	1	1	1	17	2	10	160
8:00 AM	0	52	18	14	40	0	0	1	0	11	2	16	154
8:15 AM	1	45	24	11	41	1	1	0	0	24	1	8	157
8:30 AM	0	55	25	20	52	1	0	1	0	27	1	18	200
8:45 AM	0	58	35	25	62	0	1	0	0	23	0	19	223
9:00 AM	1	72	24	21	46	2	1	1	1	34	1	16	220
9:15 AM	1	51	36	20	67	0	0	0	1	28	2	22	228
9:30 AM	0	70	35	15	68	1	2	2	0	30	0	21	244
9:45 AM	1	75	32	23	72	1	1	1	0	52	0	30	288
10:00 AM	1	56	32	17	78	1	3	0	1	35	0	17	241
10:15 AM	1	55	24	12	89	4	0	1	1	31	0	20	238
10:30 AM	0	71	33	23	62	0	0	0	0	27	1	15	232
10:45 AM	0	70	34	15	79	1	1	2	2	55	0	20	279
11:00 AM	1	70	36	29	74	2	0	0	3	54	1	26	296
11:15 AM	0	81	32	28	68	1	1	2	1	58	0	30	302
11:30 AM	1	85	32	19	67	7	2	1	1	60	3	22	300
11:45 AM	1	54	42	19	90	1	4	1	2	31	0	24	269
12:00 PM	2	59	41	31	78	3	2	1	3	50	1	26	297
12:15 PM	1	60	48	30	90	5	1	0	2	27	1	26	291
12:30 PM	2	38	22	24	71	6	8	0	1	19	0	6	197
12:45 PM	0	25	21	20	75	11	34	3	1	7	1	5	203
1:00 PM	0	10	14	14	27	3	30	2	1	11	2	12	126
1:15 PM	0	7	25	24	34	4	25	2	0	41	2	17	181
1:30 PM	0	8	22	21	54	12	24	2	2	18	2	23	188
1:45 PM	0	47	67	15	66	4	16	1	0	18	1	33	268
2:00 PM	0	59	23	21	54	1	0	0	0	26	0	19	203
2:15 PM	0	58	27	14	57	0	1	1	0	19	2	29	208
2:30 PM	0	41	20	16	49	4	2	1	0	25	0	20	178
2:45 PM	0	49	20	13	47	0	0	0	0	25	4	22	180
3:00 PM	0	47	22	15	45	0	0	0	0	25	0	14	168
3:15 PM	0	52	24	9	61	0	1	1	0	20	1	14	183
3:30 PM	0	56	33	19	43	0	0	0	0	27	1	19	198
3:45 PM	0	41	23	13	56	0	0	1	0	28	0	19	181
4:00 PM	0	64	27	21	52	0	3	1	1	21	3	46	239
4:15 PM	0	80	44	18	51	2	4	1	1	46	2	85	334
4:30 PM	0	61	27	21	55	2	3	1	0	42	0	48	260
4:45 PM	2	42	34	16	51	0	0	0	0	23	2	26	196
5:00 PM	0	58	24	23	53	0	1	2	0	27	1	18	207
5:15 PM	0	42	36	20	47	1	1	1	0	29	1	15	193
5:30 PM	0	41	29	23	56	1	1	0	0	32	2	15	200
5:45 PM	0	44	35	23	54	1	0	3	0	27	4	10	201
6:00 PM	0	43	44	33	47	0	1	0	0	31	0	10	209
6:15 PM	0	31	23	25	54	7	1	1	0	17	1	9	169
6:30 PM	2	22	16	16	50	5	10	3	0	19	0	3	146
6:45 PM	1	6	17	14	13	7	28	4	1	6	0	1	98
7:00 PM	0	5	16	15	29	5	13	2	1	12	1	2	101
7:15 PM	0	1	19	18	29	6	22	8	0	19	3	3	128
7:30 PM	3	27	44	17	23	1	12	2	1	11	3	10	154
7:45 PM	1	32	20	17	19	1	1	2	1	16	1	7	118
8:00 PM	0	29	24	10	34	0	1	0	0	25	0	9	132
8:15 PM	0	32	16	5	25	0	0	0	0	11	0	11	100
8:30 PM	0	29	12	7	26	0	0	0	0	14	0	7	95
8:45 PM	0	31	13	4	25	0	1	1	0	15	0	9	99
9:00 PM	0	26	13	2	19	0	1	1	0	12	0	8	82
9:15 PM	0	26	22	8	23	0	2	3	0	14	0	9	107
9:30 PM	0	18	12	1	23	0	0	0	0	9	0	20	83
9:45 PM	1	56	28	3	42	2	5	3	1	29	2	52	224
10:00 PM	0	75	27	2	43	4	3	2	4	42	1	44	247
10:15 PM	0	39	12	5	42	0	2	0	1	19	0	27	147
10:30 PM	0	24	12	3	17	0	0	0	0	8	0	11	75
10:45 PM	0	15	3	8	16	1	0	0	0	4	0	5	52
11:00 PM	0	17	2	5	13	0	0	0	0	4	0	7	48
11:15 PM	0	8	6	1	5	0	0	0	0	5	0	4	29
11:30 PM	0	11	0	2	6	0	0	0	0	2	0	2	23
11:45 PM	0	8	1	1	2	1	0	0	0	3	0	3	19

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	25	3012	1754	1096	3271	125	280	72	37	1661	61	1230	12624
Approach %	0.52	62.87	36.61	24.40	72.82	2.78	71.98	18.51	9.51	56.27	2.07	41.67	
App/Depart	4791	/	4522	4492	/	4969	389	/	2922	2952	/	211	

Peak Hr Begins at: 1045 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2	306	134	91	288	11	4	5	7	227	4	98	1177
Approach %	0.45	69.23	30.32	23.33	73.85	2.82	25.00	31.25	43.75	69.00	1.22	29.79	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.936			0.929			0.800			0.935		0.974

CONTROL: 4-Way Stop  
COMMENT 1:  
GPS: 34.553324, -112.486692

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave      DATE: 07/01/23      LOCATION: Prescott  
E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-002a

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
12:00 AM	1	0	7	0	0	0	0	6	0	0	7	0	21
12:15 AM	0	0	3	0	0	0	0	5	0	1	4	0	13
12:30 AM	1	0	0	0	0	0	0	2	0	0	3	0	6
12:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
1:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
1:15 AM	0	0	1	0	0	0	0	1	1	1	2	0	6
1:30 AM	0	0	1	0	0	0	0	0	0	1	1	0	3
1:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
2:00 AM	0	0	0	0	0	0	0	3	0	0	5	0	8
2:15 AM	1	0	1	0	0	0	0	2	0	0	1	0	5
2:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	0	5	0	0	0	0	6
4:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:15 AM	0	0	1	0	0	0	0	6	0	0	0	0	7
5:30 AM	0	0	0	0	0	0	0	8	0	0	4	0	12
5:45 AM	0	0	3	0	0	0	0	9	0	0	6	0	18
6:00 AM	0	0	0	0	0	0	0	11	1	0	6	0	18
6:15 AM	1	0	1	0	0	0	0	14	1	0	11	0	28
6:30 AM	1	0	1	0	0	0	0	19	0	2	6	0	29
6:45 AM	1	0	1	0	0	0	0	18	0	2	11	0	33
7:00 AM	1	0	2	0	0	0	0	27	1	3	18	0	52
7:15 AM	0	0	1	0	0	0	0	29	1	1	18	0	50
7:30 AM	0	0	1	0	0	0	0	30	0	4	20	0	55
7:45 AM	1	0	3	0	0	0	0	31	0	0	23	0	58
8:00 AM	0	0	1	0	0	0	0	41	0	1	30	0	73
8:15 AM	2	0	1	0	0	0	0	33	1	0	31	0	68
8:30 AM	0	0	1	0	0	0	0	42	1	0	44	0	88
8:45 AM	3	0	4	0	0	0	0	61	0	0	38	0	106
9:00 AM	2	0	1	0	0	0	0	42	1	0	46	0	92
9:15 AM	3	0	1	0	0	0	0	53	1	2	52	0	112
9:30 AM	1	0	1	0	0	0	0	49	3	3	50	0	107
9:45 AM	3	0	2	0	0	0	0	60	1	5	80	0	151
10:00 AM	4	0	0	0	0	0	0	45	1	1	47	0	98
10:15 AM	0	0	2	0	0	0	0	33	4	5	51	0	95
10:30 AM	1	0	2	0	0	0	0	51	4	6	42	0	106
10:45 AM	1	0	4	0	0	0	0	48	7	17	68	0	145
11:00 AM	1	0	1	0	0	0	0	51	9	8	72	0	142
11:15 AM	2	0	2	0	0	0	0	41	18	18	91	0	172
11:30 AM	1	0	1	0	0	0	0	42	12	11	88	0	155
11:45 AM	1	0	0	0	0	0	0	47	13	18	54	0	133
12:00 PM	7	0	1	0	0	0	0	43	28	19	67	0	165
12:15 PM	1	0	1	0	0	0	0	37	31	33	57	0	160
12:30 PM	0	0	0	0	0	0	0	16	30	37	21	0	104
12:45 PM	0	0	0	0	0	0	0	7	27	30	18	0	82
1:00 PM	0	0	0	0	0	0	0	2	21	31	25	0	79
1:15 PM	0	0	0	0	0	0	0	1	52	12	61	0	126
1:30 PM	1	0	0	0	0	0	0	3	38	11	47	0	100
1:45 PM	1	0	0	0	0	0	0	24	70	14	48	0	157
2:00 PM	7	0	7	0	0	0	0	34	10	3	34	0	95
2:15 PM	2	0	8	0	0	0	0	37	5	5	52	0	109
2:30 PM	2	0	4	0	0	0	0	34	6	3	43	0	92
2:45 PM	4	0	4	0	0	0	0	33	2	0	49	0	92
3:00 PM	3	0	11	0	0	0	0	31	3	3	38	0	89
3:15 PM	3	0	12	0	0	0	0	33	5	1	30	0	84
3:30 PM	10	0	18	0	0	0	0	47	6	1	37	0	119
3:45 PM	7	0	21	0	0	0	0	33	3	3	39	0	106
4:00 PM	17	0	35	0	0	0	0	39	7	2	49	0	149
4:15 PM	64	0	55	0	0	0	0	38	4	1	49	0	211
4:30 PM	34	0	57	0	0	0	0	46	12	8	51	0	208
4:45 PM	7	0	8	0	0	0	0	39	6	7	39	0	106
5:00 PM	2	0	4	0	0	0	0	38	16	9	50	0	119
5:15 PM	1	0	1	0	0	0	0	42	13	13	49	0	119
5:30 PM	0	0	1	0	0	0	0	29	22	17	42	0	111
5:45 PM	1	0	3	0	0	0	0	34	30	18	44	0	130
6:00 PM	5	0	0	0	0	0	0	32	35	24	42	0	138
6:15 PM	0	0	0	0	0	0	0	11	17	30	28	0	86
6:30 PM	2	0	1	0	0	0	0	1	13	35	16	0	68
6:45 PM	2	0	0	0	0	0	0	0	11	32	6	0	51
7:00 PM	2	0	0	0	0	0	0	0	13	25	9	0	49
7:15 PM	2	0	0	0	0	0	0	2	34	17	30	0	85
7:30 PM	1	0	1	0	0	0	0	3	65	4	21	0	95
7:45 PM	0	0	4	0	0	0	0	33	11	8	26	0	82
8:00 PM	4	0	6	0	0	0	0	27	6	6	29	0	78
8:15 PM	2	0	7	0	0	0	0	17	5	1	15	0	47
8:30 PM	5	0	6	0	0	0	0	16	5	4	21	0	57
8:45 PM	8	0	9	0	0	0	0	14	1	5	16	0	53
9:00 PM	6	0	14	0	0	0	0	14	0	0	14	0	48
9:15 PM	6	0	22	0	0	0	0	33	0	2	17	0	80
9:30 PM	15	0	32	0	0	0	0	15	1	1	16	0	80
9:45 PM	28	0	80	0	0	0	0	26	2	0	38	0	174
10:00 PM	41	0	84	0	0	0	0	33	0	0	33	0	191
10:15 PM	25	0	36	0	0	0	0	19	1	0	22	0	103
10:30 PM	7	0	14	0	0	0	0	14	0	2	11	0	48
10:45 PM	3	0	9	0	0	0	0	11	2	3	5	0	33
11:00 PM	4	0	8	0	0	0	0	7	0	0	5	0	24
11:15 PM	2	0	0	0	0	0	0	6	0	0	10	0	18
11:30 PM	0	0	1	0	0	0	0	1	1	0	4	0	7
11:45 PM	1	0	4	0	0	0	0	2	0	1	4	0	12

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	379	0	641	0	0	0	0	2034	751	591	2520	0	6916
Approach %	37.16	0.00	62.84	###	###	###	0.00	73.03	26.97	19.00	81.00	0.00	
App/Depart	1020	/	0	0	/	1342	2785	/	2675	3111	/	2899	

Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	122	0	155	0	0	0	0	162	29	18	188	0	674
Approach %	44.04	0.00	55.96	###	###	###	0.00	84.82	15.18	8.74	91.26	0.00	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
	0.582			0.000			0.823			0.873		0.799

CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave                      DATE: 07/01/23                      LOCATION: Prescott  
E-W STREET: Fair St                              DAY: SATURDAY                      PROJECT# 23-1325-002b

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	0	0	0	1	12	0	0	7	0	20
12:15 AM	0	0	0	0	0	0	1	7	0	0	5	0	13
12:30 AM	0	0	0	1	0	0	0	2	0	0	3	0	6
12:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
1:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
1:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
1:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
1:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
2:00 AM	0	0	0	0	0	0	0	3	0	0	5	0	8
2:15 AM	0	0	0	1	0	0	0	3	0	0	1	1	6
2:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
2:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
3:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
4:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:15 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
5:30 AM	0	0	0	0	0	0	0	8	0	0	4	0	12
5:45 AM	0	0	0	1	0	0	0	12	0	0	6	2	21
6:00 AM	0	0	0	2	0	0	0	11	0	0	6	2	21
6:15 AM	0	0	0	0	0	0	0	15	0	0	11	0	26
6:30 AM	0	0	0	0	0	0	0	20	0	0	8	0	28
6:45 AM	0	0	1	0	0	0	0	19	0	0	13	1	34
7:00 AM	0	0	0	1	0	0	0	29	0	0	21	0	51
7:15 AM	0	0	0	1	0	0	0	30	0	1	19	0	51
7:30 AM	0	0	0	2	0	0	0	31	0	0	24	1	58
7:45 AM	0	0	0	2	0	1	0	34	0	0	22	0	59
8:00 AM	0	0	0	3	0	1	0	42	0	0	30	1	77
8:15 AM	0	0	0	2	0	1	0	34	0	0	30	2	69
8:30 AM	1	0	0	0	0	1	0	43	0	0	42	1	88
8:45 AM	0	0	0	2	0	0	1	64	0	0	38	1	106
9:00 AM	0	0	0	1	0	2	0	43	0	0	44	0	90
9:15 AM	0	0	0	2	0	1	1	53	0	0	53	0	110
9:30 AM	0	0	1	2	0	0	1	49	0	0	53	0	106
9:45 AM	0	0	0	0	0	1	0	61	1	0	84	0	147
10:00 AM	0	0	0	1	0	1	0	45	0	0	47	2	96
10:15 AM	0	0	0	4	0	1	1	34	0	0	55	1	96
10:30 AM	0	0	0	1	0	1	0	53	0	0	47	4	106
10:45 AM	0	0	1	1	0	3	1	51	0	0	82	4	143
11:00 AM	0	0	0	2	0	1	0	52	0	0	79	0	134
11:15 AM	0	0	1	1	0	4	2	41	0	0	105	0	154
11:30 AM	0	0	0	2	0	0	0	42	1	0	99	1	145
11:45 AM	0	0	3	1	0	0	1	45	1	0	72	3	126
12:00 PM	1	0	0	1	0	0	0	43	1	0	85	0	131
12:15 PM	0	0	1	3	0	0	0	37	1	0	90	1	133
12:30 PM	0	0	3	3	0	1	0	16	0	1	57	0	81
12:45 PM	0	0	0	1	0	3	0	7	0	0	45	1	57
1:00 PM	0	0	1	2	0	4	0	2	0	0	52	4	65
1:15 PM	1	0	4	1	0	3	0	1	0	1	69	1	81
1:30 PM	0	0	4	2	0	1	0	3	0	0	57	6	73
1:45 PM	1	0	3	2	0	1	1	23	0	2	60	8	101
2:00 PM	0	0	2	1	0	0	0	41	0	0	37	2	83
2:15 PM	0	0	0	1	0	0	0	45	0	0	57	1	104
2:30 PM	0	0	0	1	0	1	1	37	0	0	45	4	89
2:45 PM	0	0	0	0	0	2	0	37	0	0	47	3	89
3:00 PM	0	0	0	1	0	0	1	41	0	0	41	1	85
3:15 PM	0	0	0	1	0	0	0	45	0	0	31	2	79
3:30 PM	0	0	1	1	0	1	0	65	0	0	37	2	107
3:45 PM	0	0	1	1	0	1	0	53	1	0	41	2	100
4:00 PM	1	0	0	1	0	0	0	74	0	0	50	1	127
4:15 PM	2	0	12	0	0	1	12	81	0	1	47	3	159
4:30 PM	2	0	5	0	0	1	8	95	0	0	56	2	169
4:45 PM	0	0	0	0	0	0	1	46	0	0	46	0	93
5:00 PM	0	0	5	0	0	2	0	42	0	0	57	1	107
5:15 PM	0	0	0	4	0	2	1	42	0	0	60	2	111
5:30 PM	0	0	1	2	0	1	0	29	1	0	58	1	93
5:45 PM	0	0	0	2	0	1	0	37	0	0	61	1	102
6:00 PM	1	0	0	2	0	0	0	32	0	1	65	3	104
6:15 PM	0	0	3	3	0	0	0	11	0	1	58	2	78
6:30 PM	0	0	2	0	0	0	0	2	0	3	51	3	61
6:45 PM	0	0	4	0	0	0	0	0	0	3	38	1	46
7:00 PM	0	0	1	1	0	0	0	0	0	2	34	0	38
7:15 PM	0	0	5	1	0	2	0	2	0	2	45	0	57
7:30 PM	0	0	0	3	0	0	0	4	0	1	25	3	36
7:45 PM	1	0	0	2	0	3	1	35	1	1	30	2	76
8:00 PM	0	0	3	1	0	0	0	33	0	0	35	2	74
8:15 PM	1	0	1	1	0	0	0	24	0	1	15	1	44
8:30 PM	0	0	0	2	0	0	1	21	0	0	25	2	51
8:45 PM	0	0	1	1	0	0	0	22	1	0	21	0	46
9:00 PM	0	0	0	1	0	0	0	28	0	0	14	2	45
9:15 PM	1	0	1	1	0	0	0	55	0	1	18	2	79
9:30 PM	0	0	1	2	0	0	0	47	0	0	17	0	67
9:45 PM	1	0	13	0	0	0	3	102	1	0	37	0	157
10:00 PM	3	0	8	1	0	1	6	111	0	0	29	4	163
10:15 PM	0	0	3	0	0	0	0	55	0	0	22	1	81
10:30 PM	0	0	0	1	0	0	0	27	1	0	13	2	44
10:45 PM	0	0	0	0	0	0	0	20	0	0	8	0	28
11:00 PM	0	0	1	0	0	0	0	15	0	1	5	0	22
11:15 PM	0	0	0	0	0	0	0	6	0	0	10	1	17
11:30 PM	0	0	0	0	0	0	0	2	0	0	4	1	7
11:45 PM	0	0	0	0	0	0	0	6	0	0	5	0	11

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	17	0	97	92	0	51	46	2618	11	23	3043	111	6109
Approach %	14.91	0.00	85.09	64.34	0.00	35.66	1.72	97.87	0.41	0.72	95.78	3.49	
App/Depart	114	/	157	143	/	34	2675	/	2807	3177	/	3111	

Peak Hr Begins at: 1045 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	2	6	0	8	3	186	1	0	365	5	576
Approach %	0.00	0.00	100.00	42.86	0.00	57.14	1.58	97.89	0.53	0.00	98.65	1.35	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.500			0.700		0.913			0.881			0.935

CONTROL: 2-Way Stop (NB & SB)  
COMMENT 1:  
GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Miller Valley Rd      DATE: 07/01/23      LOCATION: Prescott  
 E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
12:00 AM	1	24	0	0	15	0	2	0	8	0	1	0	51
12:15 AM	6	20	0	0	12	2	2	2	4	0	2	1	51
12:30 AM	0	20	0	1	12	2	1	1	2	0	1	1	41
12:45 AM	1	14	0	1	6	2	0	0	3	0	1	1	29
1:00 AM	3	13	0	2	11	1	1	0	1	0	0	0	32
1:15 AM	1	14	0	2	3	2	2	2	0	0	0	0	26
1:30 AM	0	10	0	1	6	0	1	0	0	1	2	0	21
1:45 AM	1	11	0	0	5	0	0	0	1	0	1	0	19
2:00 AM	0	8	0	0	6	1	2	1	0	0	2	1	21
2:15 AM	1	9	0	0	0	2	1	2	1	1	0	0	17
2:30 AM	1	6	0	2	0	0	0	0	0	0	0	1	10
2:45 AM	2	8	0	0	3	1	1	0	0	0	0	0	15
3:00 AM	1	2	0	0	6	0	0	0	1	1	0	1	12
3:15 AM	0	2	0	2	0	1	0	2	0	0	1	1	9
3:30 AM	0	10	0	0	6	0	0	1	0	0	0	0	17
3:45 AM	1	2	0	0	3	0	0	0	1	0	0	0	7
4:00 AM	1	5	0	0	3	0	0	1	0	0	0	2	12
4:15 AM	1	1	0	0	6	0	2	2	2	0	0	1	15
4:30 AM	0	6	0	0	7	1	2	0	0	0	0	0	16
4:45 AM	0	10	0	0	4	1	1	1	2	0	0	2	21
5:00 AM	5	7	0	0	11	0	2	1	0	0	0	5	31
5:15 AM	1	9	0	1	8	0	4	2	3	1	0	2	31
5:30 AM	3	15	0	2	15	1	4	2	2	5	3	1	53
5:45 AM	6	24	0	4	23	4	7	5	2	2	4	0	81
6:00 AM	3	23	0	1	27	2	2	3	6	3	4	3	77
6:15 AM	2	25	2	3	35	1	3	10	8	7	9	5	110
6:30 AM	4	47	3	2	43	2	4	9	15	11	13	4	157
6:45 AM	9	49	3	6	85	0	6	7	14	19	9	2	209
7:00 AM	18	41	4	3	87	3	1	15	8	19	13	6	218
7:15 AM	10	44	4	6	77	8	13	7	15	10	9	8	211
7:30 AM	8	85	0	7	99	6	4	14	14	21	20	8	286
7:45 AM	13	87	1	6	163	6	14	24	17	22	10	7	370
8:00 AM	12	86	3	10	170	3	17	18	19	32	14	10	394
8:15 AM	18	90	8	13	207	6	10	9	14	40	19	13	447
8:30 AM	30	95	2	8	180	8	11	16	17	43	24	11	445
8:45 AM	12	117	5	12	180	5	21	25	27	33	23	7	467
9:00 AM	18	108	3	15	153	7	19	8	16	26	19	13	405
9:15 AM	21	110	5	12	136	14	12	23	18	28	20	7	406
9:30 AM	24	119	5	18	166	10	20	27	18	29	22	11	469
9:45 AM	22	134	4	17	160	16	22	28	20	24	39	17	503
10:00 AM	18	140	3	18	167	10	21	18	23	35	45	15	513
10:15 AM	20	168	6	15	156	13	12	26	14	34	24	13	501
10:30 AM	26	185	6	23	188	15	16	23	18	34	29	11	574
10:45 AM	32	156	2	27	182	19	17	23	23	49	49	17	596
11:00 AM	31	190	3	24	174	22	17	24	27	49	44	20	625
11:15 AM	27	267	2	15	183	29	17	24	22	49	44	19	698
11:30 AM	44	259	5	19	164	19	21	29	24	45	48	19	696
11:45 AM	40	175	0	19	163	10	19	26	23	24	35	16	550
12:00 PM	42	164	1	22	186	21	22	22	19	21	37	12	569
12:15 PM	32	168	6	21	166	24	24	20	23	22	40	14	560
12:30 PM	43	202	4	17	163	20	22	16	23	20	43	16	589
12:45 PM	41	183	2	16	175	29	21	11	19	16	39	18	570
1:00 PM	46	167	0	16	188	18	12	10	21	19	30	16	543
1:15 PM	39	191	1	14	206	24	8	9	10	20	36	11	569
1:30 PM	44	154	2	12	168	15	7	7	13	17	32	12	483
1:45 PM	52	159	1	19	152	12	8	11	16	17	25	23	495
2:00 PM	22	149	1	15	119	10	20	20	22	7	21	12	418
2:15 PM	38	143	0	21	129	9	15	21	24	15	26	11	452
2:30 PM	25	125	0	13	130	12	17	16	17	13	30	16	414
2:45 PM	25	110	4	13	115	4	18	12	29	11	11	14	366
3:00 PM	34	115	1	15	109	14	17	12	39	13	18	6	393
3:15 PM	29	105	3	12	99	7	18	22	21	9	23	5	353
3:30 PM	23	95	3	13	117	7	19	36	21	16	23	9	382
3:45 PM	24	91	0	11	125	5	16	28	33	7	19	8	367
4:00 PM	31	122	1	18	132	8	31	24	33	20	27	10	457
4:15 PM	31	171	0	16	130	9	42	29	57	12	20	5	522
4:30 PM	43	145	0	18	152	6	54	35	47	7	20	11	538
4:45 PM	26	116	2	14	142	10	23	28	27	8	25	11	432
5:00 PM	39	90	0	9	132	17	18	18	31	16	17	5	392
5:15 PM	32	97	2	8	121	13	15	13	28	10	23	14	376
5:30 PM	24	94	1	8	117	21	9	22	26	5	27	6	360
5:45 PM	35	80	2	8	105	15	11	20	23	10	24	3	336
6:00 PM	41	127	1	6	94	19	13	16	25	13	34	9	398
6:15 PM	48	89	2	8	89	14	10	2	18	11	29	6	326
6:30 PM	38	93	0	12	117	23	14	7	7	13	29	3	356
6:45 PM	31	82	0	8	102	21	10	6	14	10	34	8	326
7:00 PM	37	68	2	10	116	16	6	5	10	12	21	7	310
7:15 PM	27	89	1	8	99	6	5	10	6	8	16	8	283
7:30 PM	28	65	1	11	73	6	3	8	7	10	17	12	241
7:45 PM	12	90	0	4	79	14	8	18	19	3	14	8	269
8:00 PM	14	85	1	5	70	8	16	15	13	7	11	9	254
8:15 PM	8	69	2	6	51	2	7	12	11	5	10	6	189
8:30 PM	10	62	3	5	52	5	9	11	16	7	12	6	198
8:45 PM	14	65	1	1	44	6	8	11	18	2	5	5	180
9:00 PM	11	45	0	5	45	5	17	9	20	5	3	6	171
9:15 PM	8	48	1	1	55	7	14	14	16	4	5	6	179
9:30 PM	7	46	1	6	63	3	17	17	18	1	7	3	189
9:45 PM	18	59	1	7	80	3	41	33	47	11	8	0	308
10:00 PM	8	80	1	17	77	2	66	65	64	6	10	2	398
10:15 PM	6	88	1	12	65	1	37	39	30	1	7	4	291
10:30 PM	5	45	1	4	53	3	12	9	18	2	7	2	161
10:45 PM	3	28	0	0	26	4	7	5	11	5	2	1	92
11:00 PM	1	30	2	2	27	4	5	7	6	0	2	2	88
11:15 PM	5	33	0	3	31	2	3	0	4	1	3	1	86
11:30 PM	2	21	0	3	19	2	0	1	0	0	2	2	52
11:45 PM	0	14	0	2	15	1	4	3	2	0	4	3	48

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1700	7807	138	812	8436	762	1153	1246	1475	1165	1531	669	26894
Approach %	17.63	80.94	1.43	8.11	84.28	7.61	29.76	32.16	38.07	34.62	45.50	19.88	
App/Depart	9645	/	9629	10010	/	11076	3874	/	2196	3365	/	3993	

Peak Hr Begins at: 1045 AM

PEAK	Volumes	Approach %
PEAK	134 872 12 85 703 89 72 100 96 192 185 75 2615	13.16 85.66 1.18 9.69 80.16 10.15 26.87 37.31 35.82 42.48 40.93 16.59

PEAK HR. FACTOR:
0.826   0.962   0.905   0.983   0.937

CONTROL: Signal  
 COMMENT 1:  
 GPS: 34.553217, -112.480797

**Intersection Turning Movement**  
**Prepared by:**



N-S STREET: Gail Gardner Way      DATE: 07/01/23      LOCATION: Prescott  
E-W STREET: Fairgrounds Ave      DAY: SATURDAY      PROJECT# 23-1325-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
12:00 AM	0	8	1	2	10	0	0	0	0	1	0	0	22
12:15 AM	0	6	0	0	4	0	0	0	0	0	0	1	11
12:30 AM	0	5	0	0	3	0	0	0	0	1	0	0	9
12:45 AM	0	4	1	0	8	0	0	0	0	1	0	0	14
1:00 AM	0	3	0	0	1	0	0	0	0	1	0	1	6
1:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
1:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
1:45 AM	0	2	0	0	5	0	0	0	0	0	0	0	7
2:00 AM	0	4	0	0	4	0	0	0	0	1	0	0	9
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	1	0	0	2	0	0	0	0	1	0	0	4
2:45 AM	0	2	0	1	2	0	0	0	0	0	0	0	5
3:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
3:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	3
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	4	0	0	3	0	0	0	0	0	0	0	7
4:45 AM	0	5	0	0	2	0	0	0	0	0	0	0	7
5:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	5	0	1	1	0	0	0	0	0	0	1	8
5:30 AM	0	12	1	0	9	0	0	0	0	0	0	0	22
5:45 AM	0	17	0	0	7	0	0	0	0	2	0	1	27
6:00 AM	0	12	1	0	15	0	0	0	0	0	0	1	29
6:15 AM	0	19	0	2	21	0	0	0	0	1	0	1	44
6:30 AM	0	24	2	1	19	0	0	0	0	0	0	1	47
6:45 AM	0	31	3	6	29	0	0	0	0	0	0	2	71
7:00 AM	0	25	2	1	24	0	0	0	0	2	0	1	55
7:15 AM	0	42	5	4	28	0	0	0	0	0	0	2	81
7:30 AM	0	60	5	3	43	0	0	0	0	0	0	3	114
7:45 AM	0	62	3	9	49	0	0	0	0	0	0	4	127
8:00 AM	0	60	3	9	43	0	0	0	0	1	0	3	119
8:15 AM	0	69	3	5	55	0	0	0	0	1	0	3	136
8:30 AM	0	74	6	9	69	0	0	0	0	4	0	4	166
8:45 AM	0	77	5	15	61	0	0	0	0	4	0	3	165
9:00 AM	0	85	6	6	72	0	0	0	0	1	0	8	178
9:15 AM	0	84	6	8	79	0	0	0	0	2	0	8	187
9:30 AM	0	89	2	13	81	0	0	0	0	1	0	10	196
9:45 AM	0	104	7	7	100	0	0	0	0	4	0	6	228
10:00 AM	0	76	8	6	95	0	0	0	0	3	0	11	199
10:15 AM	0	67	6	15	99	0	0	0	0	8	0	6	201
10:30 AM	0	90	10	6	71	0	0	0	0	5	0	12	194
10:45 AM	0	86	4	11	100	0	0	0	0	13	0	14	228
11:00 AM	0	82	9	12	100	0	0	0	0	6	0	20	229
11:15 AM	0	103	7	13	89	0	0	0	0	9	0	11	232
11:30 AM	0	96	5	13	102	0	0	0	0	9	0	20	245
11:45 AM	0	84	10	14	86	0	0	0	0	7	0	20	221
12:00 PM	0	80	8	24	74	0	0	0	0	4	0	20	210
12:15 PM	0	80	8	23	75	0	0	0	0	7	0	33	226
12:30 PM	0	74	13	8	67	0	0	0	0	9	0	21	192
12:45 PM	0	41	21	12	66	0	0	0	0	10	0	17	167
1:00 PM	0	20	17	6	21	0	0	0	0	7	0	19	90
1:15 PM	0	18	11	3	48	0	0	0	0	0	0	17	97
1:30 PM	0	18	15	7	67	0	0	0	0	0	0	19	126
1:45 PM	0	49	13	15	64	0	0	0	0	8	0	30	179
2:00 PM	0	65	3	8	64	0	0	0	0	10	0	13	163
2:15 PM	0	71	5	6	68	0	0	0	0	6	0	9	165
2:30 PM	0	47	7	9	56	0	0	0	0	6	0	8	133
2:45 PM	0	55	3	11	60	0	0	0	0	7	0	4	140
3:00 PM	0	57	1	9	61	0	0	0	0	4	0	6	138
3:15 PM	0	54	2	12	64	0	0	0	0	2	0	12	146
3:30 PM	0	64	7	7	60	0	0	0	0	5	0	10	153
3:45 PM	0	54	3	12	66	0	0	0	0	6	0	2	143
4:00 PM	0	51	4	10	66	0	0	0	0	10	0	9	150
4:15 PM	0	47	2	28	78	0	0	0	0	6	0	14	175
4:30 PM	0	54	4	22	67	0	0	0	0	7	0	9	163
4:45 PM	0	55	3	16	55	0	0	0	0	4	0	16	149
5:00 PM	0	56	1	7	66	0	0	0	0	3	0	14	147
5:15 PM	0	70	5	7	52	0	0	0	0	5	0	10	149
5:30 PM	0	52	2	7	71	0	0	0	0	5	0	14	151
5:45 PM	0	63	4	10	48	0	0	0	0	6	0	11	142
6:00 PM	0	71	7	5	47	0	0	0	0	8	0	16	154
6:15 PM	0	62	8	12	30	0	0	0	0	2	0	23	137
6:30 PM	0	41	16	15	41	0	0	0	0	4	0	21	138
6:45 PM	0	14	10	6	12	0	0	0	0	5	0	14	61
7:00 PM	0	9	7	7	14	0	0	0	0	1	0	11	49
7:15 PM	0	19	3	3	27	0	0	0	0	0	0	19	71
7:30 PM	0	33	12	3	30	0	0	0	0	8	0	20	106
7:45 PM	0	29	1	9	24	0	0	0	0	3	0	9	75
8:00 PM	0	38	1	8	47	0	0	0	0	4	0	10	108
8:15 PM	0	37	0	1	34	0	0	0	0	2	0	7	81
8:30 PM	0	31	0	2	35	0	0	0	0	1	0	6	75
8:45 PM	0	30	1	1	31	0	0	0	0	2	0	3	68
9:00 PM	0	18	1	4	33	0	0	0	0	2	0	7	65
9:15 PM	0	18	0	4	35	0	0	0	0	5	0	6	68
9:30 PM	0	13	2	4	27	0	0	0	0	1	0	1	48
9:45 PM	0	16	2	21	86	0	0	0	0	4	0	6	135
10:00 PM	0	20	6	22	94	0	0	0	0	8	0	18	168
10:15 PM	0	29	1	5	59	0	0	0	0	2	0	13	109
10:30 PM	0	15	0	4	19	0	0	0	0	4	0	7	49
10:45 PM	0	6	0	6	20	0	0	0	0	2	0	3	37
11:00 PM	0	10	0	1	14	0	0	0	0	2	0	1	28
11:15 PM	0	9	1	3	13	0	0	0	0	1	0	1	28
11:30 PM	0	10	0	1	6	0	0	0	0	2	0	1	20
11:45 PM	0	16	0	2	9	0	0	0	0	2	0	1	30

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	3592	363	620	3872	0	0	0	0	302	0	739	9488
Approach %	0.00	90.82	9.18	13.80	86.20	0.00	###	###	###	29.01	0.00	70.99	
App/Depart	3955	/	4331	4492	/	4174	0	/	983	1041	/	0	

Peak Hr Begins at: 1045 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	367	25	49	391	0	0	0	0	37	0	65	934
Approach %	0.00	93.62	6.38	11.14	88.86	0.00	###	###	###	36.27	0.00	63.73	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.891			0.957			0.000			0.879		0.953

CONTROL: 1-Way Stop (WB)  
COMMENT 1:  
GPS: 34.550613, -112.487040



**Intersection Turning Movement**  
Prepared by:



N-S STREET: Miller Valley Rd      DATE: 07/01/23      LOCATION: Prescott  
E-W STREET: Rodeo Dr      DAY: SATURDAY      PROJECT# 23-1325-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	1	21	1	0	22	0	4	0	7	0	0	0	56
12:15 AM	1	24	1	0	18	0	0	0	1	0	0	0	45
12:30 AM	0	19	1	1	12	0	0	0	0	0	0	0	33
12:45 AM	0	17	0	0	9	0	0	0	0	0	0	0	26
1:00 AM	0	18	1	0	13	0	0	0	0	0	0	0	32
1:15 AM	0	12	0	0	3	0	0	0	0	0	0	0	15
1:30 AM	1	9	0	0	7	0	0	0	0	0	0	0	17
1:45 AM	1	11	0	0	7	0	0	0	0	0	0	0	19
2:00 AM	0	10	0	0	6	0	0	0	0	0	0	0	16
2:15 AM	0	12	0	0	2	0	0	0	0	0	0	0	14
2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	10
2:45 AM	0	9	0	0	3	0	0	0	0	0	0	0	12
3:00 AM	0	3	0	0	9	0	0	0	0	0	0	0	12
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	10	0	0	8	0	0	0	0	0	0	0	18
3:45 AM	0	5	0	0	3	0	0	0	0	0	0	0	8
4:00 AM	0	6	0	0	3	0	0	0	0	0	0	0	9
4:15 AM	0	2	1	3	5	0	0	0	0	0	0	0	11
4:30 AM	0	7	0	0	8	0	0	0	0	0	0	0	15
4:45 AM	0	10	0	0	6	0	0	0	1	0	0	0	17
5:00 AM	0	13	1	0	10	0	0	0	0	0	0	0	24
5:15 AM	0	9	0	1	11	0	0	0	0	0	0	0	21
5:30 AM	1	17	1	1	23	1	0	0	0	0	0	0	44
5:45 AM	1	30	0	2	27	0	0	0	5	0	0	0	65
6:00 AM	0	31	3	4	39	0	0	0	1	0	0	0	78
6:15 AM	0	35	7	8	52	0	0	0	0	0	0	1	103
6:30 AM	0	59	4	8	72	0	0	0	0	0	0	0	143
6:45 AM	2	63	4	7	116	2	1	2	0	0	0	0	197
7:00 AM	0	69	5	9	109	5	1	0	0	0	0	0	198
7:15 AM	0	77	6	6	125	0	0	0	1	0	0	0	215
7:30 AM	0	105	7	7	149	1	0	1	2	0	0	0	272
7:45 AM	1	124	9	15	226	1	0	1	0	0	0	0	377
8:00 AM	0	123	3	16	206	1	1	0	2	0	0	0	352
8:15 AM	0	120	6	14	265	0	1	0	0	0	0	0	406
8:30 AM	1	136	12	16	242	2	1	0	0	0	0	0	410
8:45 AM	0	157	4	7	243	1	0	0	0	0	0	0	412
9:00 AM	0	146	6	8	186	1	0	1	2	0	0	0	350
9:15 AM	1	141	9	14	175	0	0	0	0	0	0	0	340
9:30 AM	1	161	8	3	211	4	0	0	1	0	0	0	389
9:45 AM	2	168	8	6	185	7	1	0	1	0	0	0	378
10:00 AM	2	195	10	10	218	8	2	1	3	0	0	0	449
10:15 AM	0	219	6	8	194	8	1	0	0	0	0	0	436
10:30 AM	5	235	4	10	213	8	1	0	2	0	0	0	478
10:45 AM	3	213	5	13	247	17	0	0	5	0	0	0	503
11:00 AM	4	286	5	9	243	10	0	0	1	0	0	0	558
11:15 AM	5	352	5	10	244	8	0	0	1	0	0	0	625
11:30 AM	5	349	10	8	209	11	0	0	0	0	0	0	592
11:45 AM	11	227	10	4	184	13	1	1	0	0	0	0	451
12:00 PM	11	217	13	5	202	15	1	0	0	0	0	0	464
12:15 PM	19	220	6	11	204	19	0	0	1	0	0	0	480
12:30 PM	26	262	7	3	179	19	0	0	1	0	0	0	497
12:45 PM	20	250	5	8	204	20	0	0	2	0	0	0	509
1:00 PM	19	231	10	7	210	20	0	0	1	0	0	0	498
1:15 PM	16	228	9	8	212	14	0	0	0	0	0	0	487
1:30 PM	8	195	8	16	180	8	0	0	1	0	0	0	416
1:45 PM	4	211	12	9	170	1	0	0	1	0	0	0	408
2:00 PM	8	168	8	2	144	5	1	0	5	0	0	0	341
2:15 PM	1	184	7	6	160	1	3	0	1	0	0	0	363
2:30 PM	1	147	5	7	149	4	0	0	4	0	0	0	317
2:45 PM	5	139	4	9	155	2	1	0	2	0	0	0	317
3:00 PM	0	168	2	4	158	2	0	0	3	0	0	0	337
3:15 PM	1	140	10	3	130	6	2	0	4	0	0	0	296
3:30 PM	2	119	2	3	146	2	1	0	3	0	0	0	278
3:45 PM	3	121	4	9	157	2	4	0	6	0	0	0	306
4:00 PM	7	144	6	2	184	6	8	0	18	0	0	0	375
4:15 PM	3	163	6	7	210	1	29	0	56	0	0	0	475
4:30 PM	4	174	6	6	217	3	13	0	25	0	0	0	448
4:45 PM	13	153	4	3	174	8	6	0	13	0	0	0	374
5:00 PM	9	138	3	10	159	7	1	0	2	0	0	0	329
5:15 PM	12	120	7	6	134	10	0	0	0	0	0	0	289
5:30 PM	17	112	6	5	119	11	0	0	0	0	0	0	270
5:45 PM	12	126	5	1	128	12	0	0	1	0	0	0	285
6:00 PM	20	200	10	1	117	16	0	0	0	0	0	0	364
6:15 PM	27	136	9	3	116	19	0	0	0	0	0	0	310
6:30 PM	23	138	2	5	126	20	0	0	0	0	0	0	314
6:45 PM	25	129	3	6	120	19	0	0	1	1	0	0	304
7:00 PM	19	106	5	2	143	18	0	0	1	0	0	0	294
7:15 PM	21	115	1	6	110	11	0	0	0	0	0	0	264
7:30 PM	14	96	3	1	84	4	0	0	1	0	0	0	203
7:45 PM	3	101	3	3	101	5	0	0	1	0	0	0	217
8:00 PM	2	93	6	4	80	1	1	0	1	0	0	0	188
8:15 PM	3	85	2	2	67	2	2	0	2	0	0	0	165
8:30 PM	1	76	2	4	76	1	0	0	3	0	0	0	163
8:45 PM	1	78	4	5	69	1	5	0	3	0	0	0	166
9:00 PM	1	48	3	5	70	1	1	0	5	0	0	0	134
9:15 PM	3	40	4	5	84	1	3	0	9	0	0	0	149
9:30 PM	3	50	3	3	83	2	1	0	6	0	0	0	151
9:45 PM	2	69	8	6	165	1	17	0	31	0	0	1	300
10:00 PM	6	78	6	11	186	2	27	0	58	0	0	0	374
10:15 PM	2	71	2	7	115	1	27	0	37	0	0	0	262
10:30 PM	1	37	3	6	88	0	10	0	14	0	0	0	159
10:45 PM	1	27	4	5	45	0	6	0	4	0	0	0	92
11:00 PM	0	22	1	4	43	0	2	0	0	0	0	0	72
11:15 PM	1	30	0	1	37	0	5	0	2	0	0	0	76
11:30 PM	0	21	0	0	20	0	1	0	0	0	0	0	42
11:45 PM	0	13	0	1	17	0	1	0	0	0	0	0	32

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	449	10067	402	474	10815	432	194	7	365	1	0	2	23208
Approach %	4.11	92.21	3.68	4.04	92.27	3.69	34.28	1.24	64.49	33.33	0.00	66.67	
App/Depart	10918	/	10263	11721	/	11181	566	/	883	3	/	881	

Peak Hr Begins at: 1045 AM

PEAK  
 Volumes | 17 | 1200 | 25 | 40 | 943 | 46 | 0 | 0 | 7 | 0 | 0 | 0 | 2278  
 Approach % | 1.37 | 96.62 | 2.01 | 3.89 | 91.64 | 4.47 | 0.00 | 0.00 | 100.00 | #### | #### | ####

PEAK HR.  
 FACTOR: | 0.853 | 0.929 | 0.350 | 0.000 | 0.911

CONTROL: 1-Way Stop (EB)  
 COMMENT 1:  
 GPS: 34.549982, -112.478757

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Miller Valley Rd      DATE: 07/01/23      LOCATION: Prescott  
 E-W STREET: Schemmer Dr      DAY: SATURDAY      PROJECT# 23-1325-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 0	ER 1	WL 0	WT 1	WR 0	
12:00 AM	2	23	0	0	30	0	0	0	2	0	0	0	57
12:15 AM	0	27	0	0	19	0	0	0	2	0	0	0	48
12:30 AM	3	19	0	0	12	0	0	0	1	0	0	0	35
12:45 AM	2	18	0	0	9	0	0	0	1	0	0	0	30
1:00 AM	2	21	0	0	15	0	0	0	1	0	0	0	39
1:15 AM	1	11	0	0	4	0	1	0	1	0	0	0	18
1:30 AM	0	10	0	0	7	0	0	0	0	0	0	0	17
1:45 AM	0	12	0	0	6	0	0	0	0	0	0	0	18
2:00 AM	1	9	0	0	7	0	0	0	1	0	0	0	18
2:15 AM	0	12	0	0	2	0	0	0	0	0	0	0	14
2:30 AM	1	10	0	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	9	0	0	3	0	0	0	0	0	0	0	12
3:00 AM	1	2	0	0	9	0	1	0	0	0	0	0	13
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	10	0	0	7	0	0	0	0	0	0	0	17
3:45 AM	2	4	0	0	4	0	0	0	0	0	0	0	10
4:00 AM	0	5	0	0	2	0	0	0	0	0	0	0	7
4:15 AM	0	4	0	0	4	0	0	0	1	0	0	0	9
4:30 AM	0	7	0	0	8	1	0	0	1	0	0	0	17
4:45 AM	0	10	0	0	7	0	0	0	0	0	0	0	17
5:00 AM	2	12	0	0	8	0	0	0	2	0	0	0	24
5:15 AM	0	10	0	0	11	0	0	0	1	0	0	0	22
5:30 AM	0	18	0	0	22	1	0	0	3	0	0	0	44
5:45 AM	0	29	0	0	28	3	0	0	6	0	0	0	66
6:00 AM	2	31	1	0	37	0	2	0	1	0	0	0	74
6:15 AM	1	37	1	1	52	0	1	0	1	0	0	0	94
6:30 AM	1	60	0	0	66	4	1	0	4	0	0	1	137
6:45 AM	2	67	0	0	116	0	2	0	7	0	0	0	194
7:00 AM	4	72	0	0	106	5	1	0	6	0	0	0	194
7:15 AM	1	79	0	0	123	2	3	0	9	0	0	0	217
7:30 AM	3	105	1	1	139	3	5	0	6	0	0	0	263
7:45 AM	4	125	0	0	213	3	6	0	4	0	0	0	355
8:00 AM	4	114	1	0	203	6	7	0	16	0	0	0	351
8:15 AM	4	121	0	0	252	14	5	0	12	0	0	0	408
8:30 AM	6	139	0	1	234	4	9	0	10	0	0	1	404
8:45 AM	4	152	0	0	221	13	9	0	19	0	0	0	418
9:00 AM	11	136	1	0	173	12	11	0	14	0	0	0	358
9:15 AM	2	141	0	0	159	12	8	0	15	0	0	0	337
9:30 AM	13	154	0	0	184	12	15	0	6	0	0	0	384
9:45 AM	10	162	1	0	156	20	12	0	12	0	0	0	373
10:00 AM	8	186	0	0	195	23	21	0	16	0	0	0	449
10:15 AM	11	198	0	0	174	23	30	0	10	0	0	0	446
10:30 AM	12	233	0	0	171	29	13	0	12	0	0	1	471
10:45 AM	17	196	0	0	209	32	22	0	15	0	0	0	491
11:00 AM	20	270	1	0	194	31	25	1	17	0	0	0	559
11:15 AM	16	346	0	0	210	27	21	0	22	0	0	0	642
11:30 AM	26	345	0	0	188	20	22	0	16	0	0	0	617
11:45 AM	20	224	1	0	146	31	19	0	24	0	0	0	465
12:00 PM	28	218	1	0	175	17	23	0	29	0	0	1	492
12:15 PM	33	211	0	0	181	24	26	0	29	0	0	1	505
12:30 PM	34	274	0	0	151	20	25	0	18	0	0	0	522
12:45 PM	38	232	0	0	161	31	34	0	25	0	0	0	521
1:00 PM	44	220	0	0	172	42	38	0	25	0	0	1	542
1:15 PM	37	201	0	1	171	27	36	0	22	0	0	1	496
1:30 PM	32	172	0	1	146	22	44	0	29	0	0	1	447
1:45 PM	20	179	0	0	156	16	32	0	25	0	0	1	429
2:00 PM	12	160	0	0	132	15	18	0	10	0	0	0	347
2:15 PM	14	171	0	0	145	11	17	0	12	0	0	0	370
2:30 PM	11	137	0	0	146	6	12	0	20	0	0	0	332
2:45 PM	8	139	1	0	137	17	8	0	19	0	0	0	329
3:00 PM	10	152	0	0	143	5	12	0	14	0	0	0	336
3:15 PM	11	135	0	0	123	11	9	0	15	0	0	0	304
3:30 PM	16	113	0	0	127	12	15	0	16	0	0	2	301
3:45 PM	18	110	0	0	148	11	12	0	18	0	0	0	317
4:00 PM	14	140	0	0	172	16	14	0	20	0	0	0	376
4:15 PM	22	152	0	0	257	12	14	0	52	0	0	0	509
4:30 PM	23	170	1	0	232	8	9	0	30	0	0	0	473
4:45 PM	18	148	0	0	177	7	15	0	30	0	0	0	395
5:00 PM	14	145	0	0	146	13	4	0	9	0	0	0	331
5:15 PM	4	120	0	0	116	11	17	0	11	0	0	0	279
5:30 PM	20	119	1	0	104	10	9	0	8	0	0	0	271
5:45 PM	12	130	0	0	116	15	10	0	11	0	0	0	294
6:00 PM	18	217	1	0	96	11	14	0	15	0	0	0	372
6:15 PM	15	157	0	0	103	12	11	0	17	0	0	0	315
6:30 PM	25	131	0	0	110	9	25	0	13	0	0	0	313
6:45 PM	35	132	0	0	113	10	27	0	12	0	0	0	329
7:00 PM	16	114	0	0	125	12	16	1	22	0	0	0	306
7:15 PM	13	114	2	0	105	8	19	0	13	0	0	0	274
7:30 PM	21	98	0	0	78	11	20	0	12	0	0	0	240
7:45 PM	9	105	0	0	92	7	1	0	15	0	0	0	229
8:00 PM	9	86	0	0	70	5	10	0	5	0	0	0	185
8:15 PM	8	84	0	0	71	3	2	0	3	0	0	0	171
8:30 PM	3	68	0	0	76	5	9	0	1	0	0	0	162
8:45 PM	4	72	0	0	73	2	10	0	7	0	0	0	168
9:00 PM	5	45	0	0	70	1	6	0	7	0	0	0	134
9:15 PM	3	43	0	0	82	3	3	0	10	0	0	0	144
9:30 PM	1	51	0	0	89	3	6	0	10	0	0	0	160
9:45 PM	6	69	0	0	187	4	11	0	25	0	0	0	302
10:00 PM	5	62	0	0	233	6	19	0	47	0	0	0	372
10:15 PM	6	62	0	0	149	3	14	0	17	0	0	0	251
10:30 PM	2	38	0	0	103	0	5	0	4	0	0	0	152
10:45 PM	1	31	0	0	41	1	1	0	8	0	0	0	83
11:00 PM	1	22	0	0	46	1	1	0	4	0	0	0	75
11:15 PM	2	29	0	0	35	2	1	0	2	0	0	0	71
11:30 PM	3	18	0	1	16	1	1	0	3	0	0	0	43
11:45 PM	0	15	0	0	17	0	0	0	1	0	0	0	33

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	923	9799	15	6	10059	830	957	2	1067	0	0	11	23669
Approach %	8.60	91.26	0.14	0.06	92.33	7.62	47.24	0.10	52.67	0.00	0.00	100.00	
App/Depart	10737	/	10767	10895	/	11126	2026	/	23	11	/	1753	

Peak Hr Begins at: 1045 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	79	1157	1	0	801	110	90	1	70	0	0	0	2309
Approach %	6.39	93.53	0.08	0.00	87.93	12.07	55.90	0.62	43.48	####	####	####	

PEAK HR. FACTOR:	0.834	0.945	0.936	0.000	0.899
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CONTROL: Signal  
 COMMENT 1:  
 GPS: 34.548620, -112.478114

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1	1	0	0	1	0	1	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	70	18	23	76	0	1	0	0	27	0	40	255
3:15 PM	0	57	22	25	77	1	1	0	0	30	0	29	242
3:30 PM	0	74	35	23	68	1	2	2	1	39	2	34	281
3:45 PM	0	67	26	25	69	2	3	0	1	18	1	22	234
4:00 PM	0	72	18	31	66	1	3	0	0	41	0	28	260
4:15 PM	0	67	20	20	59	0	2	0	0	26	1	40	235
4:30 PM	0	64	18	15	56	0	0	1	0	28	0	28	210
4:45 PM	0	52	23	15	64	0	1	2	0	33	0	35	225
5:00 PM	0	70	25	19	64	0	0	0	0	31	1	35	245
5:15 PM	0	67	19	18	74	1	0	0	0	20	0	22	221
5:30 PM	0	58	23	12	50	2	0	1	0	23	1	20	190
5:45 PM	0	44	13	13	29	1	0	1	0	24	0	11	136
6:00 PM	0	38	13	16	39	0	0	0	0	24	1	13	144
6:15 PM	0	23	10	11	39	0	1	0	0	14	1	18	117
6:30 PM	0	33	7	10	34	0	0	1	0	16	1	16	118
6:45 PM	0	30	9	10	37	1	2	0	0	17	1	15	122
7:00 PM	0	29	6	12	30	1	0	2	0	15	0	8	103
7:15 PM	0	31	11	11	17	1	0	1	0	12	2	14	100
7:30 PM	0	32	16	7	30	0	0	0	0	21	1	6	113
7:45 PM	0	31	6	9	20	0	0	0	0	12	1	11	90
8:00 PM	0	25	9	3	24	0	0	1	0	13	1	10	86
8:15 PM	0	20	7	5	23	0	1	0	0	8	1	10	75
8:30 PM	0	25	4	3	20	0	1	0	0	9	1	7	70
8:45 PM	0	28	3	3	19	2	0	0	0	8	0	8	71
9:00 PM	0	7	4	9	23	1	1	1	0	9	0	7	62
9:15 PM	0	16	1	6	12	0	0	0	0	5	0	7	47
9:30 PM	1	6	2	6	14	0	0	0	0	3	0	6	38
9:45 PM	0	13	3	7	15	0	0	0	0	10	0	1	49
10:00 PM	0	3	4	3	12	0	0	0	0	5	1	3	31
10:15 PM	0	9	3	5	6	0	0	0	0	2	0	1	26
10:30 PM	0	9	4	5	15	0	0	0	0	2	0	1	36
10:45 PM	0	0	0	1	7	0	0	0	0	4	0	1	13
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	1170	382	381	1188	15	19	13	2	549	18	507	4245
Approach %	0.06	75.34	24.60	24.05	75.00	0.95	55.88	38.24	5.88	51.12	1.68	47.21	
App/Depart	1553	/	1696	1584	/	1739	34	/	776	1074	/	34	

Peak Hr Begins at: 315 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	270	101	104	280	5	9	2	2	128	3	113	1017
Approach %	0.00	72.78	27.22	26.74	71.98	1.29	69.23	15.38	15.38	52.46	1.23	46.31	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.851			0.944			0.650			0.813		0.905

CONTROL: 4-Way Stop

COMMENT 1:

GPS: 34.553324, -112.486692

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-002a

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	0	1	0	0	0	0	41	0	0	67	0	109
3:15 PM	0	0	0	0	0	0	0	47	0	0	59	0	106
3:30 PM	0	0	1	0	0	0	0	60	0	1	75	0	137
3:45 PM	1	0	0	0	0	0	0	51	0	0	40	0	92
4:00 PM	1	0	2	0	0	0	0	48	1	0	68	0	120
4:15 PM	0	0	0	0	0	0	0	40	0	0	67	0	107
4:30 PM	2	0	0	0	0	0	0	34	0	0	54	0	90
4:45 PM	2	0	0	0	0	0	0	40	0	0	66	0	108
5:00 PM	5	0	2	0	0	0	0	44	0	0	62	0	113
5:15 PM	0	0	1	0	0	0	0	36	0	0	42	0	79
5:30 PM	0	0	0	0	0	0	0	36	0	0	44	0	80
5:45 PM	2	0	0	0	0	0	0	26	1	0	32	0	61
6:00 PM	0	0	0	0	0	0	0	29	0	0	38	0	67
6:15 PM	0	0	0	0	0	0	0	21	0	0	33	0	54
6:30 PM	0	0	0	0	0	0	0	17	0	0	33	0	50
6:45 PM	0	0	0	0	0	0	0	19	0	0	32	0	51
7:00 PM	0	0	0	0	0	0	0	20	0	0	23	0	43
7:15 PM	0	0	0	0	0	0	0	23	0	0	28	0	51
7:30 PM	0	0	0	0	0	0	0	22	0	0	27	0	49
7:45 PM	0	0	0	0	0	0	0	15	0	0	24	0	39
8:00 PM	0	0	0	0	0	0	0	13	0	0	24	0	37
8:15 PM	0	0	0	0	0	0	0	12	0	0	19	0	31
8:30 PM	0	0	0	0	0	0	0	8	0	0	18	0	26
8:45 PM	0	0	0	0	0	0	0	6	0	0	16	0	22
9:00 PM	0	0	0	0	0	0	0	13	0	0	16	0	29
9:15 PM	0	0	0	0	0	0	0	7	0	0	12	0	19
9:30 PM	0	0	0	0	0	0	0	8	0	0	10	0	18
9:45 PM	0	0	0	0	0	0	0	10	0	0	11	0	21
10:00 PM	0	0	0	0	0	0	0	7	0	0	9	0	16
10:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
10:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
10:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	13	0	7	0	0	0	0	771	2	1	1060	0	1854
Approach %	65.00	0.00	35.00	####	####	####	0.00	99.74	0.26	0.09	99.91	0.00	
App/Depart	20	/	0	0	/	3	773	/	778	1061	/	1073	

Peak Hr Begins at: 330 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2	0	3	0	0	0	0	199	1	1	250	0	456
Approach %	40.00	0.00	60.00	####	####	####	0.00	99.50	0.50	0.40	99.60	0.00	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.417			0.000			0.833			0.826		0.832

CONTROL: 2-Way Stop (NB & SB)  
COMMENT 1:  
GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-002b

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	0	0	3	0	5	0	42	0	0	62	4	116
3:15 PM	0	0	0	2	0	1	1	46	0	0	58	2	110
3:30 PM	0	0	0	5	0	0	0	61	0	0	76	4	146
3:45 PM	0	0	0	3	0	0	1	50	0	0	40	2	96
4:00 PM	0	0	0	2	0	2	0	50	0	0	66	1	121
4:15 PM	0	0	0	8	0	1	0	40	0	0	66	3	118
4:30 PM	0	0	0	4	0	2	1	33	0	0	52	1	93
4:45 PM	0	0	0	3	0	1	1	39	0	0	65	7	116
5:00 PM	0	0	0	3	0	1	1	45	0	0	61	6	117
5:15 PM	0	0	0	4	0	0	1	36	0	0	42	4	87
5:30 PM	0	0	1	4	0	0	1	35	0	0	44	5	90
5:45 PM	0	0	0	4	0	1	1	25	0	0	31	4	66
6:00 PM	0	0	0	2	0	3	0	29	0	0	35	1	70
6:15 PM	0	0	0	4	0	1	0	21	0	0	32	1	59
6:30 PM	0	0	0	2	0	2	0	17	0	0	31	3	55
6:45 PM	0	0	0	1	0	0	1	18	0	0	32	1	53
7:00 PM	0	0	0	2	0	1	0	20	0	0	22	2	47
7:15 PM	0	0	0	3	0	1	0	23	0	0	27	0	54
7:30 PM	0	0	0	4	0	0	0	22	0	0	27	2	55
7:45 PM	0	0	0	3	0	0	0	15	0	0	24	0	42
8:00 PM	0	0	0	2	0	2	0	13	0	0	22	2	41
8:15 PM	0	0	0	2	0	0	0	12	0	0	19	2	35
8:30 PM	0	0	0	0	0	0	0	8	0	0	18	0	26
8:45 PM	0	0	0	0	0	1	0	6	0	0	15	0	22
9:00 PM	0	0	0	1	0	1	1	12	0	0	15	2	32
9:15 PM	0	0	0	1	0	1	0	7	0	0	11	0	20
9:30 PM	0	0	0	0	0	0	1	7	0	0	10	0	18
9:45 PM	0	0	0	0	0	0	0	10	0	0	11	1	22
10:00 PM	0	0	0	0	0	0	0	7	0	0	9	0	16
10:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
10:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
10:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	1	72	0	27	11	767	0	0	1034	60	1972
Approach %	0.00	0.00	100.00	72.73	0.00	27.27	1.41	98.59	0.00	0.00	94.52	5.48	
App/Depart	1	/	71	99	/	0	778	/	840	1094	/	1061	

Peak Hr Begins at: 330 PM

PEAK

Volumes	0	0	0	18	0	3	1	201	0	0	248	10	481
Approach %	####	####	####	85.71	0.00	14.29	0.50	99.50	0.00	0.00	96.12	3.88	

PEAK HR.

FACTOR:		0.000		0.583			0.828			0.806		0.824	
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CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 34.553436, -112.484791

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Fair St

DAY: THURSDAY

PROJECT# 23-1325-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	39	139	1	25	159	14	24	32	29	26	31	21	540
3:15 PM	36	150	0	14	171	12	17	21	29	17	28	24	519
3:30 PM	43	147	2	29	148	15	28	42	23	29	22	20	548
3:45 PM	29	129	2	17	178	14	26	35	21	13	26	17	507
4:00 PM	32	146	0	19	144	11	16	29	33	20	37	20	507
4:15 PM	25	126	3	28	158	12	18	26	27	19	31	24	497
4:30 PM	35	113	0	17	168	8	15	18	26	16	27	25	468
4:45 PM	40	134	0	25	165	12	16	28	27	20	35	28	530
5:00 PM	24	123	0	27	159	11	31	38	31	13	37	28	522
5:15 PM	29	138	1	13	152	14	17	26	29	14	28	15	476
5:30 PM	21	113	1	13	115	11	13	19	19	11	24	18	378
5:45 PM	22	89	0	14	113	4	14	18	17	9	17	17	334
6:00 PM	20	106	1	10	102	6	10	12	16	12	19	10	324
6:15 PM	23	86	2	5	87	6	7	15	17	12	14	10	284
6:30 PM	17	101	0	5	79	5	8	7	17	2	17	6	264
6:45 PM	21	81	0	15	93	5	10	14	10	13	16	11	289
7:00 PM	20	56	1	8	82	8	10	16	18	13	16	7	255
7:15 PM	18	57	1	9	70	4	6	18	20	11	13	6	233
7:30 PM	13	60	2	5	68	4	5	13	16	7	17	7	217
7:45 PM	8	55	1	4	47	5	7	10	14	2	12	3	168
8:00 PM	11	62	0	3	67	10	7	14	7	8	9	4	202
8:15 PM	14	49	2	10	62	1	4	7	7	3	5	5	169
8:30 PM	15	48	0	3	47	2	3	7	8	2	5	4	144
8:45 PM	7	54	1	4	30	2	4	8	8	3	5	2	128
9:00 PM	12	42	0	4	44	2	5	12	5	3	4	4	137
9:15 PM	7	27	0	4	33	1	3	3	6	3	6	1	94
9:30 PM	7	33	0	1	32	1	2	4	4	4	7	5	100
9:45 PM	5	25	0	8	27	3	3	8	5	1	2	2	89
10:00 PM	4	25	0	5	36	3	5	1	2	3	2	3	89
10:15 PM	3	20	1	2	14	0	2	2	2	3	1	5	55
10:30 PM	2	15	1	2	19	0	5	3	4	3	1	4	59
10:45 PM	2	13	0	0	12	3	0	0	1	3	1	2	37
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	604	2562	23	348	2881	209	341	506	498	318	515	358	9163
Approach %	18.94	80.34	0.72	10.12	83.80	6.08	25.35	37.62	37.03	26.70	43.24	30.06	
App/Depart	3189	/	3261	3438	/	3697	1345	/	877	1191	/	1328	

Peak Hr Begins at: 300 PM

**PEAK**

Volumes	147	565	5	85	656	55	95	130	102	85	107	82	2114
Approach %	20.50	78.80	0.70	10.68	82.41	6.91	29.05	39.76	31.19	31.02	39.05	29.93	

**PEAK HR.**

FACTOR:		0.934		0.952		0.879		0.878		0.964			
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CONTROL: Signal

COMMENT 1:

GPS: 34.553217, -112.480797

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Fairgrounds Ave

DAY: THURSDAY

PROJECT# 23-1325-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	79	7	11	92	0	0	0	0	3	0	9	201
3:15 PM	0	71	7	7	100	0	0	0	0	7	0	8	200
3:30 PM	0	98	2	16	92	0	0	0	0	6	0	11	225
3:45 PM	0	75	5	9	79	0	0	0	0	5	0	18	191
4:00 PM	0	76	7	9	98	0	0	0	0	9	0	14	213
4:15 PM	0	82	3	6	79	0	0	0	0	5	0	5	180
4:30 PM	0	69	4	9	75	0	0	0	0	3	0	13	173
4:45 PM	0	66	6	4	93	0	0	0	0	5	0	9	183
5:00 PM	0	80	4	14	82	0	0	0	0	10	0	15	205
5:15 PM	0	79	3	7	87	0	0	0	0	7	0	7	190
5:30 PM	0	72	1	6	67	0	0	0	0	3	0	8	157
5:45 PM	0	50	2	3	51	0	0	0	0	7	0	7	120
6:00 PM	0	46	1	6	57	0	0	0	0	4	0	5	119
6:15 PM	0	27	2	1	52	0	0	0	0	4	0	6	92
6:30 PM	0	37	4	2	48	0	0	0	0	4	0	4	99
6:45 PM	0	34	2	3	51	0	0	0	0	3	0	5	98
7:00 PM	0	31	1	2	44	0	0	0	0	6	0	4	88
7:15 PM	0	38	0	3	27	0	0	0	0	9	0	4	81
7:30 PM	0	46	1	1	50	0	0	0	0	4	0	2	104
7:45 PM	0	34	0	0	32	0	0	0	0	2	0	4	72
8:00 PM	0	33	1	2	35	0	0	0	0	0	0	1	72
8:15 PM	0	25	1	0	31	0	0	0	0	4	0	2	63
8:30 PM	0	29	0	1	28	0	0	0	0	0	0	0	58
8:45 PM	0	31	0	1	26	0	0	0	0	2	0	1	61
9:00 PM	0	9	2	0	32	0	0	0	0	0	0	3	46
9:15 PM	0	16	1	0	18	0	0	0	0	0	0	1	36
9:30 PM	0	9	0	0	17	0	0	0	0	2	0	0	28
9:45 PM	0	15	0	0	25	0	0	0	0	1	0	1	42
10:00 PM	0	7	0	0	17	0	0	0	0	0	0	0	24
10:15 PM	0	12	1	0	8	0	0	0	0	1	0	0	22
10:30 PM	0	12	0	0	17	0	0	0	0	3	0	1	33
10:45 PM	0	0	0	0	11	0	0	0	0	1	0	0	12
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	1388	68	123	1621	0	0	0	0	120	0	168	3488
Approach %	0.00	95.33	4.67	7.05	92.95	0.00	####	####	####	41.67	0.00	58.33	
App/Depart	1456	/	1556	1744	/	1741	0	/	191	288	/	0	

Peak Hr Begins at: 315 PM

PEAK

Volumes	0	320	21	41	369	0	0	0	0	27	0	51	829
Approach %	0.00	93.84	6.16	10.00	90.00	0.00	####	####	####	34.62	0.00	65.38	

PEAK HR.

FACTOR:		0.853		0.949		0.000		0.848		0.921			
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CONTROL: 1-Way Stop (WB)

COMMENT 1:

GPS: 34.550613, -112.487040

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Rodeo Dr

DAY: THURSDAY

PROJECT# 23-1325-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
2:00 PM	0	2	0	0	2	0	0	1	0	0	0	0	
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	1	174	10	14	211	0	0	0	1	0	0	0	411
3:15 PM	1	216	5	5	214	1	0	0	0	0	0	0	442
3:30 PM	2	181	3	4	193	0	0	0	1	0	0	0	384
3:45 PM	2	171	12	8	199	0	0	0	0	0	0	0	392
4:00 PM	0	180	10	4	189	0	0	0	1	0	0	0	384
4:15 PM	1	150	2	9	174	0	1	0	1	0	0	0	338
4:30 PM	1	149	8	4	184	0	2	0	1	0	0	0	349
4:45 PM	0	172	4	8	195	1	0	0	3	0	0	0	383
5:00 PM	1	163	7	11	183	0	0	0	1	0	0	1	367
5:15 PM	1	162	3	7	191	0	0	0	0	0	0	0	364
5:30 PM	0	144	7	9	140	0	0	0	0	0	0	0	300
5:45 PM	0	114	7	5	136	0	1	0	0	0	0	2	265
6:00 PM	1	117	4	8	125	1	0	0	1	0	0	0	257
6:15 PM	0	98	5	3	108	0	0	0	0	0	0	0	214
6:30 PM	0	115	3	1	86	1	0	0	0	0	0	0	206
6:45 PM	0	94	5	3	103	0	0	0	0	0	0	0	205
7:00 PM	0	69	3	10	115	0	0	0	0	0	0	0	197
7:15 PM	0	86	3	6	91	0	0	0	0	0	0	0	186
7:30 PM	0	56	3	7	83	0	0	0	0	0	0	0	149
7:45 PM	0	66	1	4	65	0	0	0	0	0	0	0	136
8:00 PM	0	68	5	6	74	0	0	0	0	0	0	0	153
8:15 PM	0	63	1	2	79	0	0	0	0	0	0	0	145
8:30 PM	0	65	4	2	54	0	0	0	2	0	0	0	127
8:45 PM	0	57	2	1	39	1	0	0	0	0	0	0	100
9:00 PM	0	52	3	5	51	0	0	0	0	0	0	0	111
9:15 PM	0	34	3	2	36	0	0	0	0	0	0	0	75
9:30 PM	0	41	4	4	34	0	0	0	0	0	0	0	83
9:45 PM	0	27	4	2	35	0	0	0	0	0	0	0	68
10:00 PM	0	22	0	4	37	0	0	0	0	0	0	0	63
10:15 PM	0	21	1	0	19	0	0	0	0	0	0	0	41
10:30 PM	0	18	1	5	29	0	0	0	0	0	0	0	53
10:45 PM	0	15	2	0	14	0	0	0	0	0	0	0	31
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	11	3160	135	163	3486	5	4	0	12	0	0	3	6979
Approach %	0.33	95.58	4.08	4.46	95.40	0.14	25.00	0.00	75.00	0.00	0.00	100.00	
App/Depart	3306	/	3167	3654	/	3498	16	/	298	3	/	16	

Peak Hr Begins at: 300 PM

**PEAK**

Volumes	6	742	30	31	817	1	0	0	2	0	0	0	1629
Approach %	0.77	95.37	3.86	3.65	96.23	0.12	0.00	0.00	100.00	####	####	####	

**PEAK HR.**

FACTOR:		0.876		0.943		0.500		0.000		0.921			
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CONTROL: 1-Way Stop (EB)

COMMENT 1:

GPS: 34.549982, -112.478757



**Intersection Turning Movement  
Prepared by:**



N-S STREET: Miller Valley Rd

DATE: 07/06/23

LOCATION: Prescott

E-W STREET: Schemmer Dr

DAY: THURSDAY

PROJECT# 23-1325-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	0	2	0	1	0	1	0	1	0	
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	17	164	0	0	173	24	21	0	26	0	0	0	425
3:15 PM	27	196	0	0	181	27	19	0	33	0	0	0	483
3:30 PM	25	173	0	0	166	16	21	0	34	0	0	0	435
3:45 PM	24	158	2	0	168	25	27	0	27	0	0	0	431
4:00 PM	27	161	0	0	160	26	18	0	27	0	0	0	419
4:15 PM	26	132	0	0	155	24	15	0	30	1	0	0	383
4:30 PM	19	140	1	0	158	18	20	0	25	0	0	0	381
4:45 PM	13	156	0	0	166	22	17	0	26	1	0	0	401
5:00 PM	17	146	0	0	154	23	14	0	26	1	0	1	382
5:15 PM	10	156	1	0	173	9	11	0	19	0	0	0	379
5:30 PM	9	141	0	0	126	12	8	0	11	0	0	0	307
5:45 PM	8	104	0	0	126	9	5	0	7	1	0	0	260
6:00 PM	10	115	1	0	104	9	6	0	6	0	0	0	251
6:15 PM	14	96	0	0	96	4	7	0	10	0	0	0	227
6:30 PM	11	104	0	0	74	7	5	0	9	0	0	0	210
6:45 PM	6	95	0	0	95	8	3	0	5	0	0	0	212
7:00 PM	8	62	0	0	105	11	4	0	7	1	0	0	198
7:15 PM	10	80	1	1	76	7	8	0	6	0	0	0	189
7:30 PM	10	52	0	0	75	4	4	1	4	0	0	0	150
7:45 PM	5	64	0	0	54	6	4	0	7	0	0	0	140
8:00 PM	5	68	0	0	67	4	1	0	4	0	0	0	149
8:15 PM	5	58	0	0	74	4	2	0	5	0	0	0	148
8:30 PM	2	69	0	0	57	1	0	0	2	0	0	0	131
8:45 PM	2	59	0	0	38	2	1	0	3	0	0	0	105
9:00 PM	5	50	0	0	50	1	0	0	3	0	0	0	109
9:15 PM	0	36	0	0	35	0	0	0	1	0	0	0	72
9:30 PM	2	46	0	0	28	3	2	0	0	0	0	0	81
9:45 PM	1	31	0	0	35	1	0	0	1	0	0	0	69
10:00 PM	0	23	0	0	34	0	0	0	0	0	0	0	57
10:15 PM	0	18	0	0	20	1	0	0	1	0	0	0	40
10:30 PM	0	18	0	0	23	4	2	0	0	0	0	0	47
10:45 PM	1	15	0	0	15	1	1	0	0	0	0	0	33
11:00 PM													
11:15 PM													
11:30 PM													
11:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	319	2986	6	1	3061	313	246	1	365	5	0	1	7304
Approach %	9.63	90.18	0.18	0.03	90.70	9.27	40.20	0.16	59.64	83.33	0.00	16.67	
App/Depart	3311	/	3233	3375	/	3431	612	/	8	6	/	632	

Peak Hr Begins at: 300 PM

PEAK

Volumes	93	691	2	0	688	92	88	0	120	0	0	0	1774
Approach %	11.83	87.91	0.25	0.00	88.21	11.79	42.31	0.00	57.69	####	####	####	

PEAK HR.

FACTOR:		0.881		0.938		0.945		0.000		0.918			
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CONTROL: Signal

COMMENT 1:

GPS: 34.548620, -112.478114

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way      DATE: 07/08/23      LOCATION: Prescott  
E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	1	1	0	2	0	0	0	0	1	0	0	5
12:15 AM	0	1	0	1	4	0	0	0	0	1	1	0	8
12:30 AM	0	1	0	0	2	0	0	0	0	1	0	0	4
12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	3
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
1:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00 AM	0	1	0	1	2	0	0	0	0	0	0	2	6
2:15 AM	0	2	0	2	0	0	0	0	0	0	0	1	5
2:30 AM	0	0	2	0	2	0	0	0	0	1	0	0	5
2:45 AM	0	0	2	0	0	0	0	0	0	0	0	1	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	1	0	0	0	0	1	0	0	3
3:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
3:45 AM	0	1	2	0	0	0	0	0	0	1	0	0	4
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	1	0	1	4	0	0	0	0	2	0	0	8
5:00 AM	0	4	0	2	3	0	0	0	0	0	0	0	9
5:15 AM	0	4	2	0	3	0	0	0	0	3	0	0	12
5:30 AM	0	5	1	4	7	0	0	0	0	0	0	3	20
5:45 AM	0	10	5	0	6	0	0	0	0	1	0	0	22
6:00 AM	0	9	2	8	7	0	0	0	0	5	0	1	32
6:15 AM	0	13	10	8	13	0	0	0	0	1	0	4	49
6:30 AM	0	24	6	3	17	0	0	0	0	7	0	3	60
6:45 AM	0	17	13	10	22	0	0	0	0	8	0	6	76
7:00 AM	0	23	10	9	24	0	0	0	0	7	0	4	77
7:15 AM	0	34	12	9	25	0	0	0	0	7	0	7	94
7:30 AM	0	35	11	3	33	1	0	0	0	7	0	5	95
7:45 AM	0	49	21	15	32	0	0	0	0	6	3	10	136
8:00 AM	0	44	19	10	38	0	0	0	0	15	0	7	133
8:15 AM	0	49	11	11	59	1	1	2	0	7	0	10	151
8:30 AM	2	45	14	14	35	0	0	1	1	16	0	22	150
8:45 AM	0	58	19	13	55	0	0	0	0	14	1	15	175
9:00 AM	0	61	25	13	47	1	0	0	1	12	1	13	174
9:15 AM	0	65	14	18	38	2	1	0	0	21	0	18	177
9:30 AM	0	53	37	23	51	2	1	2	0	27	1	13	210
9:45 AM	0	48	34	17	61	0	2	0	0	36	0	22	220
10:00 AM	0	51	25	21	48	1	0	0	0	25	0	19	190
10:15 AM	0	65	19	28	55	0	0	0	0	12	0	24	203
10:30 AM	0	64	22	30	72	1	0	1	0	20	0	22	232
10:45 AM	1	57	24	14	48	0	0	1	0	25	2	28	200
11:00 AM	0	70	25	22	69	2	1	0	0	30	2	24	245
11:15 AM	0	68	29	26	56	0	1	1	0	29	0	34	244
11:30 AM	0	52	26	16	57	2	0	0	0	26	1	27	207
11:45 AM	0	44	20	25	61	2	1	1	0	18	1	18	191
12:00 PM	0	54	21	16	65	0	1	0	0	22	1	21	201
12:15 PM	0	65	24	22	56	0	1	1	0	17	1	21	208
12:30 PM	0	59	28	24	61	0	0	0	0	28	0	27	227
12:45 PM	0	52	15	23	61	0	0	1	0	30	2	28	212
1:00 PM	0	57	23	22	56	1	0	1	0	31	0	22	213
1:15 PM	1	55	20	19	47	0	0	2	2	23	0	20	189
1:30 PM	0	45	23	13	63	0	1	1	0	20	1	31	198
1:45 PM	0	38	17	24	58	1	1	0	0	23	1	24	187
2:00 PM	0	64	16	17	47	0	2	0	0	28	0	24	198
2:15 PM	0	68	21	22	47	1	2	0	0	22	0	19	202
2:30 PM	0	50	15	20	48	1	1	0	0	35	2	19	191
2:45 PM	0	41	15	16	45	0	0	0	0	21	1	25	164
3:00 PM	0	46	14	12	45	1	0	0	0	15	0	20	153
3:15 PM	0	49	19	17	45	0	1	0	0	17	1	23	172
3:30 PM	1	41	16	19	33	1	2	2	0	20	0	20	155
3:45 PM	0	47	17	12	64	1	1	0	0	21	0	19	182
4:00 PM	1	42	15	24	47	0	2	2	0	16	0	27	176
4:15 PM	0	44	20	17	49	2	0	0	0	13	1	12	158
4:30 PM	0	33	15	11	43	0	1	0	0	16	0	12	131
4:45 PM	0	53	15	14	54	0	0	0	0	16	0	14	166
5:00 PM	0	46	24	9	34	0	0	0	0	28	1	19	161
5:15 PM	0	48	19	21	52	1	0	0	0	23	1	10	175
5:30 PM	0	42	17	16	46	0	0	0	0	15	3	15	154
5:45 PM	0	31	19	11	51	0	0	1	0	20	0	18	151
6:00 PM	0	33	10	10	41	1	3	1	0	15	0	18	132
6:15 PM	0	31	7	15	33	0	1	0	0	20	0	9	116
6:30 PM	0	25	17	11	43	0	0	0	0	21	0	16	133
6:45 PM	0	19	11	11	31	0	0	0	0	15	0	7	94
7:00 PM	0	19	21	13	30	2	0	0	0	22	0	9	116
7:15 PM	0	29	13	4	38	0	1	0	0	10	0	6	101
7:30 PM	0	22	17	6	28	1	0	2	0	9	0	9	94
7:45 PM	0	25	6	7	23	2	0	1	0	11	2	7	84
8:00 PM	0	34	8	7	24	0	0	0	0	12	1	7	93
8:15 PM	0	29	5	6	16	0	0	1	0	7	0	7	71
8:30 PM	0	17	8	5	21	0	0	0	0	5	0	3	59
8:45 PM	0	20	7	6	28	1	1	0	0	13	0	10	86
9:00 PM	0	22	7	2	19	1	0	0	0	9	1	5	66
9:15 PM	0	12	8	1	23	1	0	0	0	7	0	5	57
9:30 PM	0	25	4	3	19	0	0	0	0	5	0	4	60
9:45 PM	0	18	5	3	16	0	0	0	0	8	0	3	53
10:00 PM	0	14	5	6	9	0	0	0	0	6	0	4	44
10:15 PM	0	14	3	6	11	1	1	0	0	4	1	1	42
10:30 PM	0	14	5	0	10	0	0	0	0	4	0	3	36
10:45 PM	1	6	1	3	11	0	0	0	0	0	0	2	24
11:00 PM	0	10	1	1	11	3	0	0	0	1	0	1	28
11:15 PM	0	7	2	3	7	0	0	0	0	2	0	2	23
11:30 PM	0	9	3	0	6	0	0	0	0	2	0	1	21
11:45 PM	0	7	1	0	5	0	0	0	0	3	0	0	16

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	7	2775	1087	929	2782	38	31	25	4	1125	34	994	9831
Approach %	0.18	71.72	28.10	24.78	74.21	1.01	51.67	41.67	6.67	52.25	1.58	46.17	
App/Depart	3869	/	3800	3749	/	3911	60	/	2041	2153	/	79	

Peak Hr Begins at: 1030 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	259	100	92	245	3	2	3	0	104	4	108	921
Approach %	0.28	71.94	27.78	27.06	72.06	0.88	40.00	60.00	0.00	48.15	1.85	50.00	

PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.928		0.825			0.625			0.857			0.940

CONTROL: 4-Way Stop  
COMMENT 1:  
GPS: 34.553324, -112.486692

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave      DATE: 07/08/23      LOCATION: Prescott  
E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-002a

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
2:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
2:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
2:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
5:30 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
5:45 AM	0	0	0	0	0	0	0	5	0	0	1	0	6
6:00 AM	1	0	1	0	0	0	0	10	0	0	5	0	17
6:15 AM	0	0	0	0	0	0	0	17	1	0	5	0	23
6:30 AM	0	0	0	0	0	0	0	9	0	0	10	0	19
6:45 AM	0	0	0	0	0	0	0	23	0	0	14	0	37
7:00 AM	1	0	1	0	0	0	0	19	0	0	10	0	31
7:15 AM	0	0	1	0	0	0	0	21	0	0	14	0	36
7:30 AM	1	0	0	0	0	0	0	14	0	0	11	0	26
7:45 AM	0	0	0	0	0	0	0	34	1	0	19	0	54
8:00 AM	1	0	0	0	0	0	0	29	0	0	20	0	50
8:15 AM	1	0	0	0	0	0	0	24	0	0	16	0	41
8:30 AM	0	0	0	0	0	0	0	29	0	0	38	0	67
8:45 AM	0	0	0	0	0	0	0	32	0	0	30	0	62
9:00 AM	0	0	0	0	0	0	0	38	0	0	26	0	64
9:15 AM	0	0	0	0	0	0	0	31	0	0	39	0	70
9:30 AM	0	0	0	0	0	0	0	61	0	0	41	0	102
9:45 AM	0	0	0	0	0	0	0	51	0	0	58	0	109
10:00 AM	0	0	0	0	0	0	0	44	2	0	44	0	90
10:15 AM	3	0	0	0	0	0	0	47	0	0	33	0	83
10:30 AM	1	0	0	0	0	0	0	53	0	0	41	0	95
10:45 AM	3	0	0	0	0	0	0	40	0	0	52	0	95
11:00 AM	0	0	0	0	0	0	0	47	0	0	56	0	103
11:15 AM	0	0	0	0	0	0	0	56	0	0	62	0	118
11:30 AM	0	0	0	0	0	0	0	42	0	1	54	0	97
11:45 AM	0	0	0	0	0	0	0	46	0	0	37	0	83
12:00 PM	0	0	0	0	0	0	0	37	0	0	44	0	81
12:15 PM	0	0	0	0	0	0	0	47	0	0	40	0	87
12:30 PM	0	0	0	0	0	0	0	52	0	0	55	0	107
12:45 PM	1	0	2	0	0	0	0	39	0	0	59	0	101
1:00 PM	1	0	0	0	0	0	0	46	0	0	52	0	99
1:15 PM	1	0	0	0	0	0	0	42	0	0	42	0	85
1:30 PM	0	0	0	0	0	0	0	37	0	0	52	0	89
1:45 PM	0	0	1	0	0	0	0	41	0	0	48	0	90
2:00 PM	0	0	1	0	0	0	0	33	0	0	52	0	86
2:15 PM	0	0	0	0	0	0	0	44	0	0	41	0	85
2:30 PM	0	0	0	0	0	0	0	35	0	0	56	0	91
2:45 PM	1	0	0	0	0	0	0	31	0	0	46	0	78
3:00 PM	1	0	0	0	0	0	0	26	0	0	35	0	62
3:15 PM	1	0	1	0	0	0	0	36	0	0	40	0	78
3:30 PM	0	0	0	0	0	0	0	37	0	0	40	0	77
3:45 PM	0	0	0	0	0	0	0	29	0	0	40	0	69
4:00 PM	1	0	0	0	0	0	0	41	1	0	42	0	85
4:15 PM	0	0	0	0	0	0	0	36	1	0	26	0	63
4:30 PM	0	0	0	0	0	0	0	26	0	0	28	0	54
4:45 PM	0	0	0	0	0	0	0	29	0	0	30	0	59
5:00 PM	1	0	0	0	0	0	0	33	0	0	47	0	81
5:15 PM	0	0	0	0	0	0	0	40	0	0	34	0	74
5:30 PM	0	0	0	0	0	0	0	33	0	0	33	0	66
5:45 PM	1	0	0	0	0	0	0	30	1	0	37	0	69
6:00 PM	0	0	0	0	0	0	0	21	0	0	33	0	54
6:15 PM	0	0	0	0	0	0	0	22	0	0	29	0	51
6:30 PM	0	0	0	0	0	0	0	28	0	0	37	0	65
6:45 PM	0	0	0	0	0	0	0	22	0	0	22	0	44
7:00 PM	0	0	1	0	0	0	0	33	1	0	31	0	66
7:15 PM	0	0	0	0	0	0	0	18	0	0	16	0	34
7:30 PM	0	0	0	0	0	0	0	25	0	0	18	0	43
7:45 PM	0	0	0	0	0	0	0	14	0	0	20	0	34
8:00 PM	0	0	0	0	0	0	0	15	0	0	20	0	35
8:15 PM	0	0	0	0	0	0	0	13	0	0	14	0	27
8:30 PM	0	0	0	0	0	0	0	13	0	0	10	0	23
8:45 PM	0	0	0	0	0	0	0	13	0	0	23	0	36
9:00 PM	0	0	0	0	0	0	0	10	0	0	16	0	26
9:15 PM	0	0	0	0	0	0	0	9	0	0	12	0	21
9:30 PM	0	0	0	0	0	0	0	6	1	0	9	0	16
9:45 PM	0	0	0	0	0	0	0	8	0	0	11	0	19
10:00 PM	0	0	0	0	0	0	0	11	0	0	10	0	21
10:15 PM	0	0	0	0	0	0	0	9	0	0	6	0	15
10:30 PM	0	0	0	0	0	0	0	5	0	0	7	0	12
10:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
11:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:15 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
11:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
11:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4

<b>TOTAL</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	<b>TOTAL</b>
Volumes	21	0	9	0	0	0	0	2036	9	1	2135	0	4211
Approach %	70.00	0.00	30.00	####	####	####	0.00	99.56	0.44	0.05	99.95	0.00	
App/Depart	30	/	0	0	/	10	2045	/	2045	2136	/	2156	

Peak Hr Begins at: 1045 AM

<b>PEAK</b>													
Volumes	3	0	0	0	0	0	0	185	0	1	224	0	413
Approach %	100.00	0.00	0.00	####	####	####	0.00	100.00	0.00	0.44	99.56	0.00	

<b>PEAK HR. FACTOR:</b>	0.250	0.000	0.826	0.907	0.875
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CONTROL: 2-Way Stop (NB & SB)  
COMMENT 1:  
GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Sunset Ave                      DATE: 07/08/23                      LOCATION: Prescott  
E-W STREET: Fair St                              DAY: SATURDAY                      PROJECT# 23-1325-002b

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:00 AM	0	0	0	0	0	0	0	1	0	0	2	1	4
2:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
2:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
2:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
5:30 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
5:45 AM	0	0	0	0	0	0	0	5	0	0	1	0	6
6:00 AM	0	0	0	0	0	0	0	11	0	0	5	0	16
6:15 AM	0	0	0	0	0	0	0	17	0	0	5	0	22
6:30 AM	0	0	0	1	0	0	0	9	0	0	10	1	21
6:45 AM	0	0	0	2	0	0	0	23	0	0	14	1	40
7:00 AM	0	0	0	1	0	0	0	20	0	0	10	1	32
7:15 AM	0	0	0	2	0	0	0	22	0	0	14	0	38
7:30 AM	0	0	0	4	0	1	0	14	0	0	10	1	30
7:45 AM	0	0	0	1	0	2	1	33	0	0	17	2	56
8:00 AM	0	0	0	0	0	1	0	29	0	0	19	0	49
8:15 AM	0	0	0	3	0	0	0	24	0	0	16	2	45
8:30 AM	0	0	0	3	0	3	1	28	0	0	35	0	70
8:45 AM	0	0	0	2	0	1	0	32	0	0	29	1	65
9:00 AM	0	0	0	1	0	1	1	37	0	0	25	1	66
9:15 AM	0	0	0	0	0	0	2	29	0	0	39	0	70
9:30 AM	0	0	0	4	0	3	3	58	0	0	38	0	106
9:45 AM	0	0	0	1	0	6	3	48	0	0	52	1	111
10:00 AM	1	0	0	3	0	3	0	44	0	0	40	0	91
10:15 AM	0	0	1	1	0	1	0	47	0	0	32	0	82
10:30 AM	0	0	0	1	0	0	0	53	0	0	41	2	97
10:45 AM	0	0	0	4	0	5	0	40	0	0	47	2	98
11:00 AM	0	0	0	5	0	4	0	47	0	0	52	1	109
11:15 AM	0	0	0	5	0	6	0	56	0	0	56	4	127
11:30 AM	0	0	0	3	0	2	2	40	0	0	53	2	102
11:45 AM	0	0	0	2	0	0	0	46	0	0	37	2	87
12:00 PM	0	0	0	3	0	1	0	37	0	0	43	2	86
12:15 PM	0	0	0	3	0	1	1	46	0	0	39	1	91
12:30 PM	0	0	0	2	0	1	0	52	0	0	54	0	109
12:45 PM	0	0	0	0	0	1	0	41	0	0	58	0	100
1:00 PM	0	0	0	3	0	1	0	46	0	0	51	0	101
1:15 PM	0	0	0	0	0	0	1	41	0	0	42	3	87
1:30 PM	0	0	0	4	0	1	0	37	0	0	51	2	95
1:45 PM	0	0	0	2	0	0	1	41	0	1	48	4	97
2:00 PM	0	0	0	3	0	2	0	34	0	0	50	3	92
2:15 PM	0	0	0	1	0	0	0	44	0	0	41	0	86
2:30 PM	0	0	0	2	0	0	0	35	0	0	56	1	94
2:45 PM	0	0	0	4	0	1	0	31	0	0	45	1	82
3:00 PM	0	0	0	3	0	1	0	26	0	0	34	0	64
3:15 PM	0	0	0	3	0	0	0	37	0	0	40	1	81
3:30 PM	0	0	0	2	0	0	0	37	0	0	40	1	80
3:45 PM	0	0	0	2	0	1	0	29	0	0	39	1	72
4:00 PM	0	0	0	2	0	0	1	40	0	0	42	2	87
4:15 PM	0	0	0	3	0	1	1	35	0	0	25	1	68
4:30 PM	0	0	0	3	0	0	1	25	0	0	28	2	59
4:45 PM	0	0	0	1	0	0	0	29	0	0	30	1	61
5:00 PM	0	0	0	1	0	0	0	33	0	0	47	2	83
5:15 PM	0	0	0	0	0	0	1	39	0	0	34	0	74
5:30 PM	0	0	0	2	0	2	3	30	0	0	31	1	69
5:45 PM	0	0	0	3	0	0	1	29	0	0	37	0	70
6:00 PM	0	0	0	0	0	0	0	21	0	0	33	0	54
6:15 PM	0	0	0	2	0	0	0	22	0	0	29	0	53
6:30 PM	0	0	0	0	0	1	0	28	0	0	36	2	67
6:45 PM	0	0	0	0	0	2	1	21	0	0	20	0	44
7:00 PM	0	0	0	0	0	0	0	34	0	0	31	1	66
7:15 PM	0	0	0	0	0	0	0	18	0	0	16	2	36
7:30 PM	0	0	0	2	0	0	0	25	0	0	18	1	46
7:45 PM	0	0	0	1	0	0	0	14	0	0	20	1	36
8:00 PM	0	0	0	0	0	0	0	15	0	0	20	0	35
8:15 PM	0	0	0	0	0	0	0	13	0	0	14	0	27
8:30 PM	0	0	0	1	0	0	0	13	0	0	10	2	26
8:45 PM	0	0	0	0	0	0	0	13	0	0	23	0	36
9:00 PM	0	0	0	2	0	0	0	10	0	0	16	1	29
9:15 PM	0	0	0	0	0	0	0	9	0	0	12	0	21
9:30 PM	0	0	0	1	0	0	0	6	0	0	9	1	17
9:45 PM	0	0	0	0	0	0	0	8	0	0	11	1	20
10:00 PM	0	0	0	2	0	0	0	11	0	0	10	0	23
10:15 PM	0	0	0	1	0	0	0	9	0	0	6	1	17
10:30 PM	0	0	0	0	0	0	0	5	0	0	7	1	13
10:45 PM	0	0	0	0	0	0	0	4	0	0	2	1	7
11:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:15 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
11:30 PM	0	0	0	0	0	0	1	2	0	0	3	0	6
11:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1	0	3	114	0	56	27	2018	0	1	2079	70	4369
Approach %	25.00	0.00	75.00	67.06	0.00	32.94	1.32	98.68	0.00	0.05	96.70	3.26	
App/Depart	4	/	97	170	/	1	2045	/	2135	2150	/	2136	

Peak Hr Begins at: 1045 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	17	0	17	2	183	0	0	208	9	436
Approach %	####	####	####	50.00	0.00	50.00	1.08	98.92	0.00	0.00	95.85	4.15	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000			0.773			0.826			0.904		0.858

CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 34.553436, -112.484791

**Intersection Turning Movement**  
**Prepared by:**



N-S STREET: Miller Valley Rd      DATE: 07/08/23      LOCATION: Prescott  
 E-W STREET: Fair St      DAY: SATURDAY      PROJECT# 23-1325-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
12:00 AM	0	11	2	0	13	1	0	2	1	0	2	2	34
12:15 AM	0	12	0	1	7	0	1	1	0	2	1	2	27
12:30 AM	1	11	0	1	8	1	0	0	0	0	1	2	25
12:45 AM	0	5	0	0	6	0	0	0	0	0	0	0	11
1:00 AM	1	10	0	0	6	0	1	0	1	0	1	0	20
1:15 AM	0	4	0	0	9	0	1	0	0	0	0	0	14
1:30 AM	0	5	0	0	3	0	0	0	0	0	0	0	8
1:45 AM	0	2	0	2	1	1	0	0	0	0	0	0	6
2:00 AM	3	8	0	0	4	0	0	1	0	0	0	1	17
2:15 AM	0	6	0	0	2	1	1	0	1	0	0	1	12
2:30 AM	1	3	0	0	2	0	0	0	0	1	0	1	8
2:45 AM	0	2	0	2	2	1	0	1	1	0	0	0	9
3:00 AM	1	2	0	0	0	0	0	0	0	0	1	0	4
3:15 AM	0	2	0	1	2	0	0	1	0	0	2	0	8
3:30 AM	0	3	0	1	1	0	0	1	0	0	2	0	8
3:45 AM	0	2	0	0	1	0	1	0	0	0	0	0	4
4:00 AM	1	2	0	0	2	0	0	0	0	0	0	1	6
4:15 AM	2	1	0	0	3	0	0	2	1	0	2	0	11
4:30 AM	0	2	0	0	5	0	1	0	1	0	0	0	9
4:45 AM	0	5	0	0	3	1	0	0	0	0	2	0	11
5:00 AM	1	4	0	1	5	1	0	0	3	1	0	3	19
5:15 AM	0	4	0	1	7	2	3	1	1	1	0	0	20
5:30 AM	4	14	0	3	6	1	2	2	1	1	1	3	38
5:45 AM	3	9	0	1	20	2	3	1	2	1	3	1	46
6:00 AM	4	16	0	1	24	1	1	4	3	1	7	3	65
6:15 AM	3	16	0	1	24	1	1	4	3	1	3	4	61
6:30 AM	2	24	0	3	21	0	2	4	9	2	6	3	76
6:45 AM	11	31	0	4	31	0	3	3	5	4	7	6	105
7:00 AM	6	34	0	4	50	2	8	10	12	3	8	11	148
7:15 AM	12	37	1	6	27	2	5	8	6	5	8	6	123
7:30 AM	19	63	0	4	57	3	3	4	12	8	10	5	188
7:45 AM	15	69	0	9	62	4	12	11	8	2	13	3	208
8:00 AM	16	70	1	10	77	3	13	13	14	4	14	6	241
8:15 AM	20	66	0	8	67	3	11	11	15	5	11	9	226
8:30 AM	19	82	0	11	100	7	11	8	12	9	9	9	277
8:45 AM	30	96	1	8	108	6	9	12	17	9	7	14	317
9:00 AM	23	85	0	17	86	6	16	10	18	10	13	15	299
9:15 AM	17	105	0	16	117	10	13	7	20	7	14	7	333
9:30 AM	32	110	2	15	113	4	15	22	23	14	18	10	378
9:45 AM	20	111	2	13	130	12	15	22	19	13	30	18	405
10:00 AM	24	130	2	20	149	14	15	26	18	14	21	21	454
10:15 AM	29	123	0	18	135	14	15	28	29	12	19	9	431
10:30 AM	37	119	3	19	166	13	18	23	20	15	24	15	472
10:45 AM	27	113	1	18	136	16	21	23	31	16	26	12	440
11:00 AM	28	138	1	28	149	10	16	20	23	22	23	11	469
11:15 AM	25	118	2	13	137	11	19	22	23	10	25	10	415
11:30 AM	33	126	0	12	175	9	16	17	25	14	33	17	477
11:45 AM	25	132	3	19	164	3	24	29	33	9	18	10	469
12:00 PM	24	140	0	14	167	16	16	17	28	15	25	12	474
12:15 PM	32	115	2	15	159	4	14	18	20	9	25	14	427
12:30 PM	34	110	0	21	131	13	16	22	20	12	21	13	413
12:45 PM	36	95	1	14	134	7	17	11	38	18	29	7	407
1:00 PM	32	101	2	11	147	13	12	18	24	13	17	10	400
1:15 PM	29	115	0	9	137	6	15	14	33	9	16	6	389
1:30 PM	33	121	0	13	115	8	16	19	24	11	29	15	404
1:45 PM	31	120	1	12	98	9	12	15	28	15	31	10	382
2:00 PM	32	138	0	10	132	5	9	21	19	6	29	8	409
2:15 PM	33	104	3	12	81	7	16	18	24	12	24	13	347
2:30 PM	23	98	0	10	118	6	11	17	20	9	24	5	341
2:45 PM	32	107	1	13	130	5	16	21	10	8	23	12	378
3:00 PM	27	104	0	15	117	4	7	20	20	13	24	8	359
3:15 PM	32	74	0	14	95	9	16	22	13	17	28	14	334
3:30 PM	21	103	2	11	98	5	14	21	15	16	15	15	336
3:45 PM	23	94	1	8	105	10	9	9	19	13	19	12	322
4:00 PM	17	80	0	4	124	4	10	11	18	9	19	5	301
4:15 PM	23	75	0	9	95	4	8	23	19	15	19	9	299
4:30 PM	18	75	0	3	125	3	11	18	25	13	16	6	313
4:45 PM	20	86	2	9	105	5	9	14	13	12	14	7	296
5:00 PM	27	83	1	4	100	8	9	14	20	8	16	10	300
5:15 PM	21	76	0	8	86	10	14	10	15	9	15	7	271
5:30 PM	25	73	1	7	109	9	12	13	16	5	19	5	294
5:45 PM	16	89	0	11	85	6	9	17	15	9	13	5	275
6:00 PM	20	108	0	12	86	6	7	11	21	7	15	8	301
6:15 PM	20	67	1	7	68	6	5	9	12	11	15	9	230
6:30 PM	20	62	0	7	81	5	6	14	13	9	20	12	249
6:45 PM	7	58	0	8	79	4	4	10	10	7	8	11	206
7:00 PM	12	53	0	5	51	5	9	8	13	8	16	6	186
7:15 PM	15	41	1	10	74	4	5	6	9	5	10	5	185
7:30 PM	13	38	2	5	65	2	4	9	13	7	6	4	168
7:45 PM	18	60	0	3	65	2	3	7	15	3	7	7	190
8:00 PM	12	53	1	3	51	3	8	13	5	7	11	3	170
8:15 PM	12	60	1	5	43	4	3	9	12	4	3	6	162
8:30 PM	13	45	1	5	49	1	7	3	6	6	6	4	146
8:45 PM	11	52	1	2	44	5	6	12	9	5	9	3	159
9:00 PM	7	42	0	7	42	4	3	8	11	3	3	3	133
9:15 PM	11	44	0	2	29	1	5	3	10	6	5	2	118
9:30 PM	10	35	1	7	34	3	4	3	8	1	3	1	110
9:45 PM	3	23	0	2	32	1	1	5	5	3	7	2	84
10:00 PM	1	35	0	3	32	2	2	6	3	4	5	2	95
10:15 PM	4	27	0	4	23	3	1	1	5	3	1	3	75
10:30 PM	3	27	0	5	22	3	1	1	6	0	4	1	73
10:45 PM	1	16	1	3	26	0	0	2	1	3	3	4	60
11:00 PM	2	18	0	1	22	1	0	1	2	3	0	1	51
11:15 PM	2	16	0	1	16	1	1	1	3	2	1	0	44
11:30 PM	4	17	0	1	15	1	1	0	4	0	0	3	46
11:45 PM	2	14	0	2	14	2	0	1	2	0	1	4	42

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1359	5530	48	658	6279	411	680	900	1105	599	1054	583	19206
Approach %	19.59	79.72	0.69	8.95	85.45	5.59	25.33	33.52	41.15	26.79	47.14	26.07	
App/Depart	6937	/	6793	7348	/	7983	2685	/	1606	2236	/	2824	

Peak Hr Begins at: 1130 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	114	513	5	60	665	32	70	81	106	47	101	53	1847
Approach %	18.04	81.17	0.79	7.93	87.85	4.23	27.24	31.52	41.25	23.38	50.25	26.37	

PEAK HR. FACTOR:	0.963	0.961	0.747	0.785	0.968
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CONTROL: Signal  
 COMMENT 1:  
 GPS: 34.553217, -112.480797

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Gail Gardner Way      DATE: 07/08/23      LOCATION: Prescott  
E-W STREET: Fairgrounds Ave      DAY: SATURDAY      PROJECT# 23-1325-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	0	0	0	0	1	0	
12:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
12:15 AM	0	1	1	0	5	0	0	0	0	0	0	0	7
12:30 AM	0	1	0	0	3	0	0	0	0	1	0	0	5
12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5
2:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	1	0	0	6	0	0	0	0	0	0	0	7
5:00 AM	0	3	0	1	2	0	0	0	0	0	0	1	7
5:15 AM	0	6	0	0	6	0	0	0	0	0	0	0	12
5:30 AM	0	5	0	0	7	0	0	0	0	0	0	1	13
5:45 AM	0	15	0	0	7	0	0	0	0	0	0	0	22
6:00 AM	0	11	0	1	11	0	0	0	0	1	0	0	24
6:15 AM	0	23	2	0	15	0	0	0	0	1	0	0	41
6:30 AM	0	29	2	1	23	0	0	0	0	1	0	1	57
6:45 AM	0	30	1	1	29	0	0	0	0	0	0	0	61
7:00 AM	0	32	2	2	29	0	0	0	0	2	0	1	68
7:15 AM	0	44	2	3	29	0	0	0	0	1	0	2	81
7:30 AM	0	45	2	7	33	0	0	0	0	1	0	1	89
7:45 AM	0	70	2	0	39	0	0	0	0	0	0	0	111
8:00 AM	0	62	4	4	49	0	0	0	0	3	0	1	123
8:15 AM	0	54	3	3	63	0	0	0	0	0	0	6	129
8:30 AM	0	58	7	3	49	0	0	0	0	3	0	3	123
8:45 AM	0	72	5	3	66	0	0	0	0	0	0	4	150
9:00 AM	0	81	4	10	51	0	0	0	0	2	0	5	153
9:15 AM	0	74	4	4	55	0	0	0	0	3	0	5	145
9:30 AM	0	86	5	8	70	0	0	0	0	5	0	3	177
9:45 AM	0	78	7	8	89	0	0	0	0	3	0	4	189
10:00 AM	0	69	6	8	65	0	0	0	0	7	0	7	162
10:15 AM	0	76	3	12	56	0	0	0	0	4	0	7	158
10:30 AM	0	73	6	9	83	0	0	0	0	9	0	13	193
10:45 AM	0	72	5	7	66	0	0	0	0	4	0	10	164
11:00 AM	0	88	1	11	88	0	0	0	0	5	0	7	200
11:15 AM	0	90	5	3	82	0	0	0	0	3	0	8	191
11:30 AM	0	71	9	12	71	0	0	0	0	6	0	7	176
11:45 AM	0	59	6	8	71	0	0	0	0	8	0	5	157
12:00 PM	0	68	4	7	80	0	0	0	0	9	0	7	175
12:15 PM	0	86	4	7	66	0	0	0	0	4	0	4	171
12:30 PM	0	81	3	9	81	0	0	0	0	4	0	6	184
12:45 PM	0	63	7	8	83	0	0	0	0	12	0	4	177
1:00 PM	0	71	4	6	81	0	0	0	0	1	0	10	173
1:15 PM	0	66	4	3	69	0	0	0	0	7	0	10	159
1:30 PM	0	62	5	8	75	0	0	0	0	2	0	6	158
1:45 PM	0	52	6	5	76	0	0	0	0	5	0	3	147
2:00 PM	0	74	4	3	72	0	0	0	0	8	0	6	167
2:15 PM	0	81	3	9	60	0	0	0	0	4	0	9	166
2:30 PM	0	60	2	8	75	0	0	0	0	4	0	5	154
2:45 PM	0	48	7	2	64	0	0	0	0	7	0	9	137
3:00 PM	0	53	4	5	56	0	0	0	0	3	0	7	128
3:15 PM	0	63	2	4	58	0	0	0	0	8	0	5	140
3:30 PM	0	54	5	6	47	0	0	0	0	3	0	4	119
3:45 PM	0	54	3	7	78	0	0	0	0	4	0	10	156
4:00 PM	0	50	2	3	60	0	0	0	0	4	0	8	127
4:15 PM	0	61	2	2	60	0	0	0	0	7	0	3	135
4:30 PM	0	46	4	5	54	0	0	0	0	4	0	2	115
4:45 PM	0	60	2	4	66	0	0	0	0	1	0	8	141
5:00 PM	0	64	2	4	58	0	0	0	0	0	0	6	134
5:15 PM	0	57	4	5	71	0	0	0	0	0	0	10	147
5:30 PM	0	55	0	5	56	0	0	0	0	7	0	4	127
5:45 PM	0	45	0	10	61	0	0	0	0	4	0	5	125
6:00 PM	0	40	2	2	54	0	0	0	0	4	0	4	106
6:15 PM	0	35	5	1	52	0	0	0	0	3	0	3	99
6:30 PM	0	40	4	3	61	0	0	0	0	4	0	2	114
6:45 PM	0	29	2	1	45	0	0	0	0	4	0	1	82
7:00 PM	0	34	4	2	50	0	0	0	0	2	0	6	98
7:15 PM	0	40	3	1	47	0	0	0	0	5	0	3	99
7:30 PM	0	37	1	2	35	0	0	0	0	4	0	2	81
7:45 PM	0	31	1	0	35	0	0	0	0	2	0	0	69
8:00 PM	0	38	7	2	34	0	0	0	0	0	0	4	85
8:15 PM	0	33	2	0	23	0	0	0	0	3	0	1	62
8:30 PM	0	26	0	0	26	0	0	0	0	2	0	0	54
8:45 PM	0	26	3	1	40	0	0	0	0	4	0	1	75
9:00 PM	0	25	0	2	26	0	0	0	0	1	0	4	58
9:15 PM	0	21	0	3	27	0	0	0	0	2	0	0	53
9:30 PM	0	26	1	1	23	0	0	0	0	2	0	3	56
9:45 PM	0	23	2	0	24	0	0	0	0	0	0	0	49
10:00 PM	0	16	1	1	14	0	0	0	0	1	0	3	36
10:15 PM	0	15	0	0	15	0	0	0	0	3	0	2	35
10:30 PM	0	17	0	1	13	0	0	0	0	1	0	2	34
10:45 PM	0	7	0	1	10	0	0	0	0	0	0	1	19
11:00 PM	0	11	1	0	12	0	0	0	0	1	0	0	25
11:15 PM	0	9	1	2	7	0	0	0	0	0	0	0	19
11:30 PM	0	11	0	0	8	0	0	0	0	0	0	1	20
11:45 PM	0	8	0	1	7	0	0	0	0	0	0	0	16

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	3578	217	292	3628	0	0	0	0	233	0	297	8245
Approach %	0.00	94.28	5.72	7.45	92.55	0.00	####	####	####	43.96	0.00	56.04	
App/Depart	3795	/	3875	3920	/	3861	0	/	509	530	/	0	

Peak Hr Begins at: 1030 AM

PEAK													
Volumes	0	323	17	30	319	0	0	0	0	21	0	38	748
Approach %	0.00	95.00	5.00	8.60	91.40	0.00	####	####	####	35.59	0.00	64.41	

PEAK HR. FACTOR:	0.895	0.881	0.000	0.670	0.935
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CONTROL: 1-Way Stop (WB)  
COMMENT 1:  
GPS: 34.550613, -112.487040

**Intersection Turning Movement**  
Prepared by:



N-S STREET: Miller Valley Rd      DATE: 07/08/23      LOCATION: Prescott  
E-W STREET: Rodeo Dr      DAY: SATURDAY      PROJECT# 23-1325-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	2	0	0	1	0	0	0	0	
12:00 AM	0	14	0	0	16	0	0	0	0	0	0	0	30
12:15 AM	0	10	1	1	8	0	0	0	0	0	0	0	20
12:30 AM	0	10	0	0	6	0	0	0	0	0	0	0	16
12:45 AM	0	6	0	0	6	0	0	0	0	0	0	0	12
1:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	16
1:15 AM	0	6	0	0	8	0	0	0	0	0	0	0	14
1:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
1:45 AM	0	4	0	0	2	0	0	0	0	0	0	0	6
2:00 AM	0	10	0	0	3	0	0	0	0	0	0	0	13
2:15 AM	0	7	0	0	3	0	0	0	0	0	0	0	10
2:30 AM	1	4	0	0	3	0	0	0	0	0	0	0	8
2:45 AM	0	3	0	0	4	0	0	0	0	0	0	0	7
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
4:15 AM	0	4	1	1	3	0	0	0	0	0	0	0	9
4:30 AM	0	3	0	0	7	0	0	0	0	0	0	0	10
4:45 AM	0	7	0	0	4	0	0	0	0	0	0	0	11
5:00 AM	0	4	0	1	8	0	0	0	0	0	0	0	13
5:15 AM	0	5	0	2	7	0	0	0	0	0	0	0	14
5:30 AM	0	15	1	1	6	0	0	0	0	0	0	0	23
5:45 AM	0	11	0	5	18	0	0	0	0	0	0	0	34
6:00 AM	0	16	4	3	27	0	0	0	0	0	0	0	50
6:15 AM	0	19	1	4	28	0	0	0	0	0	0	0	52
6:30 AM	0	26	1	7	34	0	0	0	1	0	0	0	69
6:45 AM	0	40	3	6	59	2	1	0	0	0	0	0	111
7:00 AM	0	31	4	1	45	0	0	0	0	0	0	0	81
7:15 AM	0	42	4	6	66	1	0	0	0	0	0	0	119
7:30 AM	0	81	9	4	80	0	0	0	0	0	0	0	174
7:45 AM	0	83	5	6	93	0	0	0	0	0	0	0	187
8:00 AM	1	91	5	7	81	0	0	0	0	0	0	0	185
8:15 AM	1	84	6	8	122	1	0	0	1	0	0	0	223
8:30 AM	0	100	13	9	116	0	0	0	0	0	0	0	238
8:45 AM	0	129	6	5	127	1	0	0	0	0	0	0	268
9:00 AM	0	111	7	8	110	0	0	0	1	0	0	0	237
9:15 AM	1	137	5	5	144	0	0	0	0	0	0	0	292
9:30 AM	0	140	8	7	157	0	1	0	0	0	0	0	313
9:45 AM	0	149	13	4	160	0	0	0	0	0	0	0	326
10:00 AM	0	162	5	14	174	0	0	0	0	0	0	0	355
10:15 AM	1	175	9	12	167	1	0	0	2	0	0	0	367
10:30 AM	0	156	5	8	208	0	0	0	0	0	0	0	377
10:45 AM	0	154	3	3	184	2	0	0	1	0	0	0	347
11:00 AM	0	176	6	12	185	0	0	0	1	0	0	0	380
11:15 AM	0	152	9	4	178	0	0	0	0	0	0	0	343
11:30 AM	0	169	4	5	203	1	1	0	1	0	0	0	384
11:45 AM	1	166	13	5	206	1	0	0	0	0	0	0	392
12:00 PM	0	174	9	6	193	1	1	0	1	0	0	0	385
12:15 PM	1	144	5	5	170	0	1	0	1	0	0	0	327
12:30 PM	0	153	4	8	160	0	0	0	0	0	0	0	325
12:45 PM	1	140	8	7	191	1	1	0	0	0	0	0	349
1:00 PM	1	131	6	7	157	1	0	0	1	0	0	0	304
1:15 PM	2	155	5	10	165	0	0	0	2	0	0	0	339
1:30 PM	1	165	10	5	155	1	1	0	2	0	0	0	340
1:45 PM	0	153	7	5	142	2	0	0	0	0	0	0	309
2:00 PM	1	163	4	5	169	1	0	0	2	0	0	0	345
2:15 PM	1	142	6	2	133	0	0	0	1	0	0	0	285
2:30 PM	0	121	3	5	144	0	0	0	0	0	0	0	273
2:45 PM	1	149	0	8	140	2	0	0	0	0	0	0	300
3:00 PM	0	143	9	5	153	0	0	0	1	0	0	0	311
3:15 PM	0	106	2	5	129	0	0	0	0	0	0	0	242
3:30 PM	0	122	4	5	112	2	1	0	0	0	0	0	246
3:45 PM	0	124	2	4	133	1	0	0	0	0	0	0	264
4:00 PM	0	105	5	4	152	0	1	0	1	0	0	0	268
4:15 PM	0	107	7	1	131	2	1	0	0	0	0	0	249
4:30 PM	0	85	0	4	165	1	0	0	1	0	0	0	256
4:45 PM	0	102	2	9	124	0	0	0	0	0	0	0	237
5:00 PM	0	116	6	2	123	0	1	0	0	0	0	0	248
5:15 PM	0	98	2	3	98	1	0	0	0	0	0	0	202
5:30 PM	0	92	4	3	116	1	1	0	0	0	0	0	217
5:45 PM	1	97	6	2	101	0	0	0	0	0	0	0	207
6:00 PM	0	128	8	4	110	0	0	0	0	0	0	0	250
6:15 PM	2	91	7	2	93	0	0	0	1	0	0	0	196
6:30 PM	2	72	6	7	96	2	1	0	1	0	0	0	187
6:45 PM	0	71	2	5	95	0	0	0	0	0	0	0	173
7:00 PM	6	64	4	2	78	1	0	0	0	0	0	0	155
7:15 PM	1	65	3	3	94	1	0	0	0	0	0	0	167
7:30 PM	1	51	5	2	84	0	1	0	0	0	0	0	144
7:45 PM	0	78	4	4	74	2	0	0	0	0	0	0	162
8:00 PM	1	60	2	1	63	0	0	0	0	0	0	0	127
8:15 PM	0	67	7	3	59	0	0	0	0	0	0	0	136
8:30 PM	0	58	6	5	58	0	0	0	0	0	0	0	127
8:45 PM	0	61	1	5	57	1	0	0	0	0	0	0	125
9:00 PM	0	48	1	2	64	0	0	0	0	0	0	0	115
9:15 PM	0	53	2	0	43	0	0	0	0	0	0	0	98
9:30 PM	0	42	3	1	52	0	0	0	0	0	0	0	98
9:45 PM	0	29	0	2	37	0	0	0	0	0	0	0	68
10:00 PM	0	38	4	6	40	0	0	0	2	0	0	0	90
10:15 PM	0	29	2	1	29	0	0	0	1	0	0	0	62
10:30 PM	3	30	1	2	26	0	0	0	0	0	0	0	62
10:45 PM	0	18	6	0	32	0	0	0	1	0	0	0	57
11:00 PM	0	19	0	4	20	0	0	0	0	0	0	0	43
11:15 PM	0	18	0	2	18	0	0	0	1	0	0	0	39
11:30 PM	0	23	3	0	22	0	0	0	0	0	0	0	48
11:45 PM	0	15	1	0	11	0	0	0	0	0	0	0	27

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	32	7049	345	347	7893	34	14	0	28	0	0	0	15742
Approach %	0.43	94.92	4.65	4.19	95.40	0.41	33.33	0.00	66.67	####	####	####	
App/Depart	7426	/	7063	8274	/	7921	42	/	692	0	/	66	

Peak Hr Begins at: 1115 AM

PEAK Volumes	1	661	35	20	780	3	2	0	2	0	0	0	1504
Approach %	0.14	94.84	5.02	2.49	97.14	0.37	50.00	0.00	50.00	####	####	####	

PEAK HR. FACTOR:	0.952	0.947	0.500	0.0
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**Intersection Turning Movement**  
**Prepared by:**



N-S STREET: Miller Valley Rd      DATE: 07/08/23      LOCATION: Prescott  
 E-W STREET: Schemmer Dr      DAY: SATURDAY      PROJECT# 23-1325-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 0	ER 1	WL 0	WT 1	WR 0	
12:00 AM	2	14	0	0	16	0	0	0	0	0	0	0	32
12:15 AM	0	11	0	0	7	0	0	0	1	0	0	0	19
12:30 AM	1	10	0	0	6	0	0	0	1	0	0	0	18
12:45 AM	1	6	0	0	6	0	0	0	0	0	0	0	13
1:00 AM	0	8	0	0	8	0	0	0	0	0	0	0	16
1:15 AM	0	6	0	0	8	0	0	0	0	0	0	0	14
1:30 AM	0	2	0	0	2	0	0	0	1	0	0	0	5
1:45 AM	0	5	0	0	2	0	0	0	0	0	0	0	7
2:00 AM	2	9	0	0	3	0	0	0	0	0	0	0	14
2:15 AM	0	7	0	0	2	0	0	0	0	0	0	0	9
2:30 AM	0	3	0	0	2	0	0	0	0	0	0	0	5
2:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
3:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
4:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
4:15 AM	0	5	0	0	3	0	0	0	0	0	0	0	8
4:30 AM	0	3	0	0	6	1	0	0	1	0	0	0	11
4:45 AM	0	7	0	0	6	0	0	0	0	0	0	0	13
5:00 AM	1	3	0	0	8	0	0	0	1	0	0	0	13
5:15 AM	0	5	0	0	7	0	0	0	1	0	0	0	13
5:30 AM	0	16	0	0	6	0	0	0	0	0	0	0	22
5:45 AM	0	11	0	0	17	0	0	0	0	0	0	0	28
6:00 AM	2	21	1	0	24	1	1	0	1	0	0	0	51
6:15 AM	2	16	0	1	24	2	3	0	3	0	0	1	52
6:30 AM	2	23	0	0	33	0	1	0	1	0	0	0	60
6:45 AM	1	38	0	0	55	4	5	0	6	0	0	0	109
7:00 AM	3	35	0	0	46	0	0	0	3	0	0	0	87
7:15 AM	6	44	1	0	63	6	2	0	8	0	0	0	130
7:30 AM	2	87	0	2	72	3	3	0	9	0	0	0	178
7:45 AM	1	84	0	0	89	4	5	0	4	0	0	0	187
8:00 AM	7	92	0	0	71	8	2	0	9	0	0	0	189
8:15 AM	4	82	0	0	103	6	7	0	9	0	0	0	211
8:30 AM	12	109	1	0	119	8	6	0	14	0	0	0	269
8:45 AM	6	122	0	0	113	8	5	0	15	0	0	0	269
9:00 AM	10	106	0	0	114	4	13	0	14	0	0	1	262
9:15 AM	18	132	0	0	134	9	6	0	9	1	0	0	309
9:30 AM	9	136	2	0	134	16	15	0	17	0	0	0	329
9:45 AM	14	148	1	0	142	15	8	0	13	0	0	0	341
10:00 AM	16	142	0	0	150	20	25	0	14	0	0	0	367
10:15 AM	19	158	1	0	135	26	22	0	19	0	0	1	381
10:30 AM	26	140	0	0	193	20	23	0	29	0	0	0	431
10:45 AM	13	143	0	0	159	17	19	0	16	0	0	0	367
11:00 AM	28	154	0	0	163	21	18	0	27	0	0	0	411
11:15 AM	13	148	1	0	156	15	17	0	19	0	0	0	369
11:30 AM	24	151	0	0	185	16	16	0	22	0	0	0	414
11:45 AM	14	159	2	0	168	30	23	1	24	0	0	0	421
12:00 PM	21	150	1	0	180	15	18	0	28	0	0	0	413
12:15 PM	24	147	0	0	147	20	12	0	27	0	0	0	377
12:30 PM	23	135	0	0	134	18	19	0	24	1	0	0	354
12:45 PM	21	130	0	0	168	21	13	0	16	0	0	1	370
1:00 PM	16	121	0	0	152	6	14	0	30	0	0	0	339
1:15 PM	17	149	0	0	161	18	11	0	10	0	0	0	366
1:30 PM	13	159	0	0	136	16	22	0	21	1	0	0	368
1:45 PM	18	136	0	0	111	16	14	0	24	0	0	0	319
2:00 PM	15	151	0	0	159	10	17	0	19	0	0	2	373
2:15 PM	15	140	1	0	128	10	6	0	17	0	0	0	317
2:30 PM	13	112	0	0	129	10	9	0	13	0	0	0	286
2:45 PM	14	138	0	0	125	10	9	0	12	0	0	0	308
3:00 PM	9	137	0	0	139	17	11	1	10	0	0	0	324
3:15 PM	11	97	1	0	107	15	7	0	13	0	0	1	252
3:30 PM	10	118	0	0	101	9	10	0	17	0	0	0	265
3:45 PM	13	117	0	0	122	11	5	0	18	0	0	0	286
4:00 PM	6	104	0	0	137	13	7	0	8	0	0	0	275
4:15 PM	17	101	1	0	115	11	10	0	10	0	0	0	265
4:30 PM	13	77	0	0	144	10	9	1	10	0	0	0	264
4:45 PM	8	90	0	0	113	8	11	0	9	1	0	0	240
5:00 PM	9	115	0	0	124	1	4	0	5	0	0	0	258
5:15 PM	8	94	0	0	84	7	4	0	8	0	0	0	205
5:30 PM	11	88	0	0	103	7	3	0	9	0	0	0	221
5:45 PM	12	92	0	0	95	7	8	0	16	0	0	1	231
6:00 PM	9	128	0	1	93	7	5	1	8	0	0	0	252
6:15 PM	9	96	0	0	88	3	4	0	8	0	0	0	208
6:30 PM	6	73	0	0	88	9	4	0	10	0	0	0	190
6:45 PM	2	66	0	0	91	6	2	0	5	0	0	0	172
7:00 PM	7	71	0	0	72	5	2	0	5	1	0	0	163
7:15 PM	5	64	0	0	89	4	3	0	3	0	0	0	168
7:30 PM	5	57	1	0	77	3	3	0	5	0	0	0	151
7:45 PM	5	70	0	0	70	3	4	0	0	0	0	0	152
8:00 PM	3	54	0	0	56	4	4	0	5	0	0	0	126
8:15 PM	4	74	0	0	56	2	1	0	5	0	0	0	142
8:30 PM	1	60	0	0	52	3	1	0	0	0	0	0	117
8:45 PM	5	57	0	0	58	1	3	0	1	0	0	0	125
9:00 PM	4	44	0	0	60	2	2	0	4	0	0	0	116
9:15 PM	3	53	0	0	42	0	1	0	3	0	0	0	102
9:30 PM	6	44	0	0	47	1	0	0	2	0	0	0	100
9:45 PM	0	25	0	0	36	0	0	0	2	0	0	0	63
10:00 PM	3	40	0	0	39	3	2	0	2	0	0	0	89
10:15 PM	6	33	0	0	31	0	0	0	2	0	0	0	72
10:30 PM	1	33	0	0	22	2	0	0	2	0	0	0	60
10:45 PM	2	21	0	0	32	0	1	0	2	0	0	0	58
11:00 PM	1	20	0	0	18	0	0	0	1	0	0	0	40
11:15 PM	0	16	0	0	19	0	1	0	0	0	0	0	36
11:30 PM	0	26	0	0	20	1	0	0	1	0	0	0	48
11:45 PM	0	13	0	0	9	0	0	0	0	0	0	0	22

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	683	6751	15	4	7148	605	541	4	761	5	0	8	16525
Approach %	9.17	90.63	0.20	0.05	92.15	7.80	41.42	0.31	58.27	38.46	0.00	61.54	
App/Depart	7449	/	7300	7757	/	7914	1306	/	23	13	/	1288	

Peak Hr Begins at: 1130 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	83	607	3	0	680	81	69	1	101	0	0	0	1625
Approach %	11.98	87.59	0.43	0.00	89.36	10.64	40.35	0.58	59.06	###	###	###	

PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.990			0.947			0.891			0.000		0.965

CONTROL: Signal  
 COMMENT 1:  
 GPS: 34.548620, -112.478114

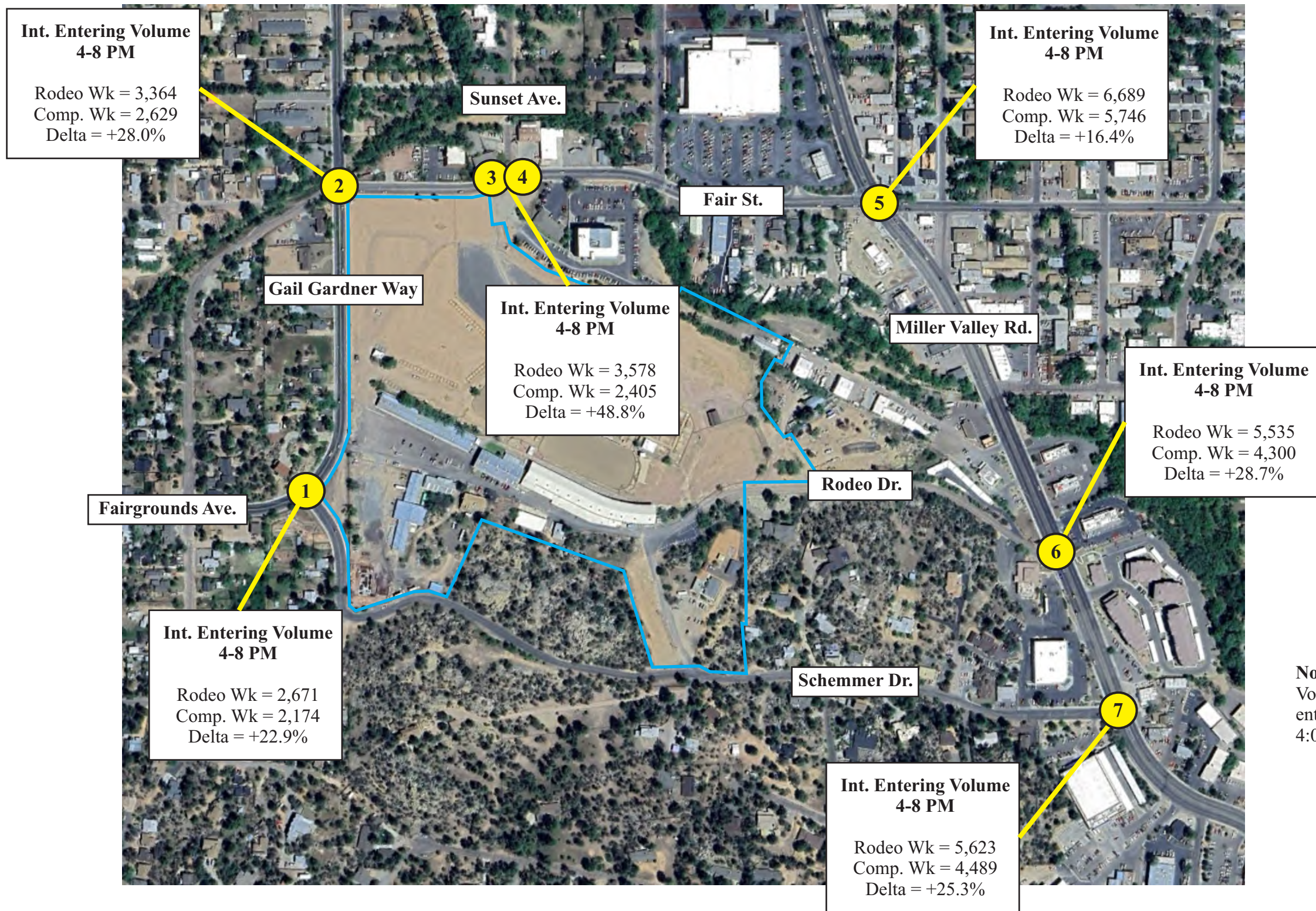




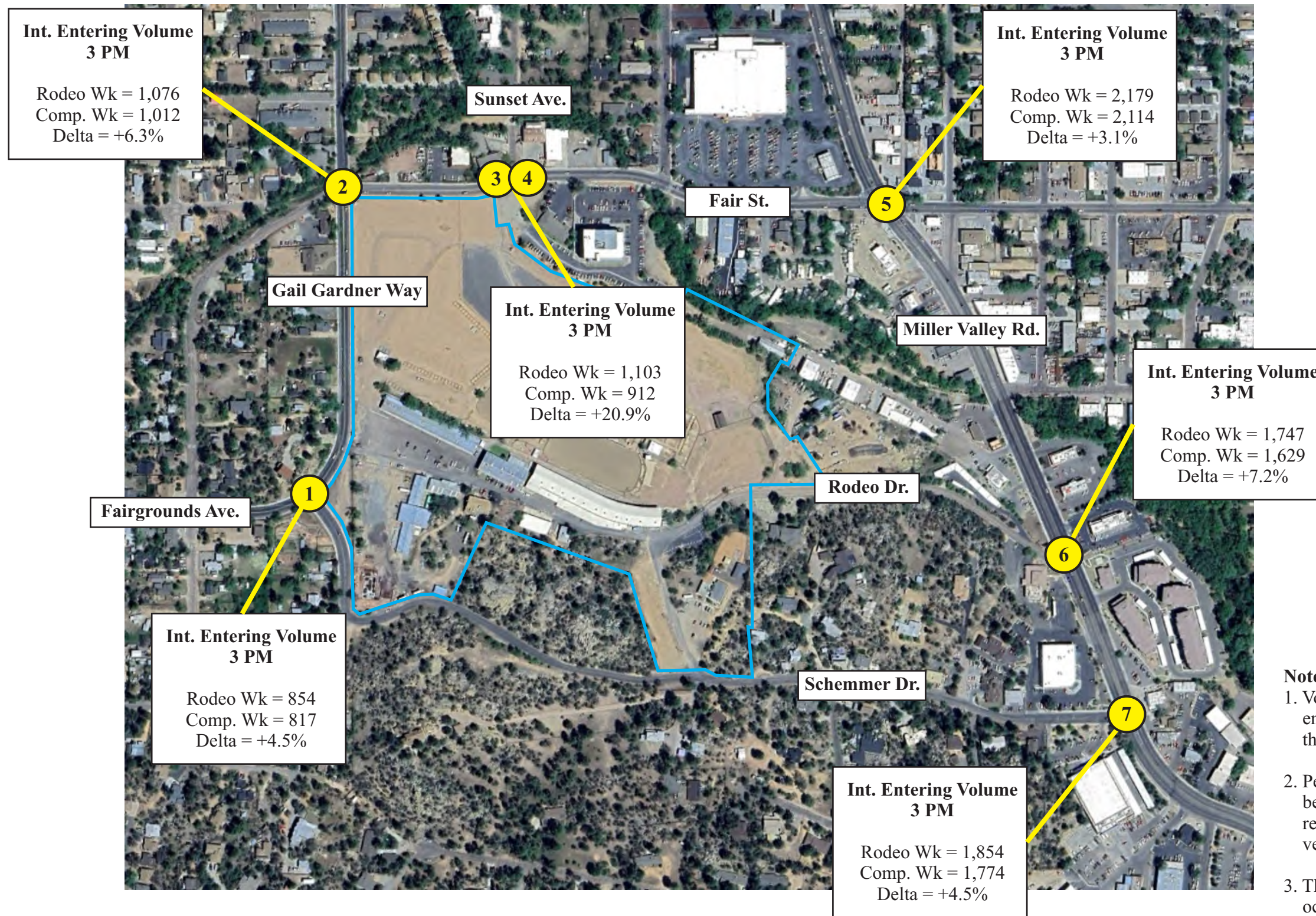
Not to scale



Vicinity Map and Count Locations



**Note:**  
 Volumes shown are total vehicles entering the intersection from 4:00 PM to 8:00 PM.



- Notes:**
1. Volumes shown are total vehicles entering the intersection during the peak hour, 3:00 PM to 4:00 PM.
  2. Peak hour of both weeks occurred beginning at 3:00 PM. Rodeo week resulted in 555 more total entering vehicles, +6.7%.
  3. The largest increase in hour volume occurred beginning at 9:30 PM, equal to 2,722 vehicles. +222%.

**APPENDIX C**

**PARKING DATA AND SITE OBSERVATIONS**

## What actually happened?

### 2023 Parking Results

2023 Results	Activity	WED 6-28	THU 6-29	FRI 6-30	SAT 7-01 AM	SAT 7-01 PM	SUN 7-02	MON 7-03	TUE 7-04	Total by Activity	2022 Totals
<b>Fair St</b>	Cars Parked	449	511	472	418	437	435	440	529	<b>3,691</b>	3,588
	Gate Fees	\$2,247	\$2,554	\$2,360	\$2,090	\$2,183	\$2,175	\$2,198	\$2,646	<b>\$18,453</b>	\$ 17,938
	Programs Sold	160	167	130	140	130	146	154	165	<b>1,192</b>	731
<b>Rodeo</b>	Cars Parked	198	211	198	176	195	212	202	141	<b>1,533</b>	1,804
	Gate Fees	\$ 988	\$ 1,055	\$ 989	\$ 882	\$ 976	\$1,061	\$1,008	\$ 707	<b>\$ 7,666</b>	\$ 9,021
	Programs Sold	118	88	70	60	86	82	80	49	<b>633</b>	437
<b>VIP</b>	VIP Parking Est.	130	130	130	143	108	132	139	118	<b>1,030</b>	1,030
	Others (note)	25	20	20	20	20	20	20	20	<b>165</b>	165
<b>Buckle Club</b>	Estimated	40	40	40	40	40	40	40	40	<b>320</b>	320

<b>Totals</b>	<b>Parked Cars Total</b>	928	1,021	990	912	965	1,003	997	977	<b>7,793</b>	6,907
	<b>Parking Fees</b>	\$3,235	\$ 3,609	\$ 3,349	\$2,972	\$3,159	\$3,236	\$3,206	\$3,353	<b>\$26,119</b>	\$ 26,959
	<b>Program Sales</b>	\$1,390	\$1,275	\$ 1,000	\$1,000	\$1,080	\$1,140	\$1,170	\$1,070	<b>\$9,125</b>	\$ 5,840

Note 1- Numerous non-VIP parking in VIP lot: see recommendations

VIP count are estimates

**Total Cash**                      **\$ 35,244**    **\$ 32,799**

<b>Prepaid Parking Coupons Collected</b>	16	39	60	45	95	94	87	58	<b>494</b>
<b>Volunteer Lot Parked</b>	70	70	70	70	70	70	70	70	<b>560</b>

Comments-                      -6/28 Prepaid coupons partial count  
    -Prior year totals didn't include prepaid or volunteer parking

## Why did it happen?

Parked to capacity for each performance with slight overflow to Fry's one night. Programs sales increased over 2022 with the availability of sufficient programs.

Additional PFD Management-purchased parking signage, improved Cowboy Country containment of horse trailers within their boundaries, and better understanding of Blue Lagoon ticket holders that no VIP parking included contributed to less confusion amongst the rodeo patrons, which enabled a smoother flow of vehicles to their designated parking row/spot.

I was able to conduct a field visit on Saturday afternoon to observe the ingress, egress, parking operations. My notes included:

- Surprised by how well traffic operations appeared on Miller Valley Road for vehicles approaching the event.
- A staff member was stationed at a Gail Gardner driveway to allow contestant vehicles to exit the parking area with minimal delay.
- There was significant vehicle queue on Gail Gardner Way south of Fair Street waiting to enter the general parking area. The queue extended south of Schemmer Drive at 12:45 prior to the 1:30 performance.
- Vehicles were at a complete 10-minute stoppage on Gail Gardner, likely due to parking delays in routing drivers to the next available parking area.
- Worn parking lines may have had a negative impact to the number of spaces available and timely entry.
- Only 1 parking entrance on Fair Street was in operation. It is my understanding only 2 staff members were collecting parking fees/programs at the Fair Street entrance where 6 members are typical.
- The 2-lane roadways made it difficult for non-event traffic to by-pass event vehicles on Gail Gardner and Fair Street.
- Entering left-turn vehicles from Fair Street would sometimes block eastbound through traffic. Potentially an event flagger at the Fair Street entrance would help minimize blockage.
- Performance start time was identified for 1:30PM...vehicles were still in queue on Gail Gardner Way at 1:52 waiting to enter.
- Attendees waiting to enter the facility grew impatient near performance time and began parking outside of the event area.
- Signing was not prevalent or not useful in directing first-time drivers to appropriate locations.
- Parking entrance on Miller Valley/Rodeo Drive appeared to operate well.
- Did not observe Miller Valley/Schemmer Drive
- Overflow parking area at the administration building utilized, surprised attendees did not use this area to bypass the main entrance delays, about 40 spaces remained unoccupied.
- Attendees began leaving the event at 3:45. Performance ended about 4:10.
- Majority of vehicles exiting onto Fair Street turned right toward Miller Valley.
- Vehicle queue observed at the Fair Street approach to Miller Valley until 4:50.
- No special event signal timing observed that could potentially facilitate traffic exiting the event.
- There was one pedestrian crossing incident on Fair Street at Sunset Drive with drivers not stopping for pedestrians within the crosswalk.
- Very little vehicle back-up at the Gail Gardner/Fair intersection after the event.
- Minimal back-up on Rodeo Drive and Miller Valley after the event.
- Turning radius very tight at Miller Valley/Rodeo. Some of the larger pick-up trucks looking to enter via right-turn had to wait for opposing drivers to let them complete turn. A wider Rodeo Drive approach or cut-back of northwest corner would help.

**APPENDIX D**

**CAPACITY ANALYSIS OUTPUT**

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	<del>T</del>		<del>T</del>			<del>T</del>
Traffic Vol, veh/h	21	46	323	21	43	363
Future Vol, veh/h	21	46	323	21	43	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	58	359	23	48	403

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	870	371	0	0	382
Stage 1	371	-	-	-	-
Stage 2	499	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	322	675	-	-	1176
Stage 1	698	-	-	-	-
Stage 2	610	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	305	675	-	-	1176
Mov Cap-2 Maneuver	305	-	-	-	-
Stage 1	698	-	-	-	-
Stage 2	578	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1176
HCM Lane V/C Ratio	-	-	0.171	0.041
HCM Control Delay (s)	-	-	13.9	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1



Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔		↔	↔	
Traffic Vol, veh/h	7	2	2	114	2	125	0	268	101	96	290	4
Future Vol, veh/h	7	2	2	114	2	125	0	268	101	96	290	4
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	3	3	134	2	147	0	298	112	113	341	5
Number of Lanes	0	1	0	1	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11	12	21	15.5
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	64%	100%	0%	100%	0%
Vol Thru, %	73%	18%	0%	2%	0%	99%
Vol Right, %	27%	18%	0%	98%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	369	11	114	127	96	294
LT Vol	0	7	114	0	96	0
Through Vol	268	2	0	2	0	290
RT Vol	101	2	0	125	0	4
Lane Flow Rate	410	14	134	149	113	346
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.682	0.029	0.276	0.257	0.207	0.583
Departure Headway (Hd)	5.988	7.676	7.412	6.199	6.589	6.071
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	603	464	484	578	544	595
Service Time	4.034	5.771	5.171	3.957	4.339	3.821
HCM Lane V/C Ratio	0.68	0.03	0.277	0.258	0.208	0.582
HCM Control Delay	21	11	13	11.1	11.1	17
HCM Lane LOS	C	B	B	B	B	C
HCM 95th-tile Q	5.3	0.1	1.1	1	0.8	3.7

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	<b>T</b>		<b>T</b>			<b>T</b>
Traffic Vol, veh/h	22	48	339	22	45	382
Future Vol, veh/h	22	48	339	22	45	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	60	377	24	50	424

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	913	389	0	0	401
Stage 1	389	-	-	-	-
Stage 2	524	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	304	659	-	-	1158
Stage 1	685	-	-	-	-
Stage 2	594	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	287	659	-	-	1158
Mov Cap-2 Maneuver	287	-	-	-	-
Stage 1	685	-	-	-	-
Stage 2	560	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1158
HCM Lane V/C Ratio	-	-	0.187	0.043
HCM Control Delay (s)	-	-	14.5	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔		↔	↔	
Traffic Vol, veh/h	7	2	2	120	3	131	0	282	106	101	305	4
Future Vol, veh/h	7	2	2	120	3	131	0	282	106	101	305	4
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	3	3	141	4	154	0	313	118	119	339	4
Number of Lanes	0	1	0	1	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay	11.2	12.3	23.5	15.9
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	64%	100%	0%	100%	0%
Vol Thru, %	73%	18%	0%	2%	0%	99%
Vol Right, %	27%	18%	0%	98%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	388	11	120	134	101	309
LT Vol	0	7	120	0	101	0
Through Vol	282	2	0	3	0	305
RT Vol	106	2	0	131	0	4
Lane Flow Rate	431	14	141	158	119	343
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.725	0.03	0.294	0.275	0.221	0.588
Departure Headway (Hd)	6.052	7.929	7.489	6.279	6.688	6.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	595	454	479	569	535	584
Service Time	4.107	5.929	5.254	4.044	4.448	3.93
HCM Lane V/C Ratio	0.724	0.031	0.294	0.278	0.222	0.587
HCM Control Delay	23.5	11.2	13.4	11.4	11.4	17.4
HCM Lane LOS	C	B	B	B	B	C
HCM 95th-tile Q	6.1	0.1	1.2	1.1	0.8	3.8

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	48	339	22	45	382
Future Vol, veh/h	22	48	339	22	45	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	60	377	24	50	424

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	913	389	0	0	401
Stage 1	389	-	-	-	-
Stage 2	524	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	304	659	-	-	1158
Stage 1	685	-	-	-	-
Stage 2	594	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	291	659	-	-	1158
Mov Cap-2 Maneuver	291	-	-	-	-
Stage 1	685	-	-	-	-
Stage 2	568	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1158
HCM Lane V/C Ratio	-	-	0.185	0.043
HCM Control Delay (s)	-	-	14.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↑	↔	↔	↔	
Traffic Vol, veh/h	7	2	2	120	3	131	1	282	106	101	305	4
Future Vol, veh/h	7	2	2	120	3	131	1	282	106	101	305	4
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.90	0.90	0.90	0.85	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	3	3	141	4	154	1	313	118	119	339	4
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay	11.7	13.3	17.7	19.7
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	64%	100%	0%	100%	0%
Vol Thru, %	0%	100%	0%	18%	0%	2%	0%	99%
Vol Right, %	0%	0%	100%	18%	0%	98%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1	282	106	11	120	134	101	309
LT Vol	1	0	0	7	120	0	101	0
Through Vol	0	282	0	2	0	3	0	305
RT Vol	0	0	106	2	0	131	0	4
Lane Flow Rate	1	313	118	14	141	158	119	343
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.002	0.613	0.207	0.033	0.313	0.297	0.246	0.661
Departure Headway (Hd)	7.547	7.038	6.325	8.631	7.987	6.785	7.444	6.926
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	514	569	414	450	530	484	522
Service Time	5.266	4.757	4.044	6.391	5.731	4.529	5.163	4.645
HCM Lane V/C Ratio	0.002	0.609	0.207	0.034	0.313	0.298	0.246	0.657
HCM Control Delay	10.3	20.3	10.7	11.7	14.3	12.4	12.6	22.2
HCM Lane LOS	B	C	B	B	B	B	B	C
HCM 95th-tile Q	0	4.1	0.8	0.1	1.3	1.2	1	4.8

**APPENDIX E**  
**MISCELLANEOUS**

## City of Prescott Street Classification

2010

**Major Arterials:** Facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors. These streets are often major gateways to the community.

- 1 Pioneer Parkway
- 2 Pioneer Parkway Extension
- 3 SR 69
- 4 SR89A
- 5 SR 89

**Minor Arterials:** Provide somewhat shorter trip lengths than major arterials, generally interconnect with and augment major arterial routes at moderate operating speeds, and allow somewhat greater access to adjacent properties than major arterials.

- |    |   |    |                        |
|----|---|----|------------------------|
| 1  | Grove Street  | 14 | Tribal Connector       |
| 2  | Glassford Hill  | 15 | Whipple Street         |
| 3  | Glassford Hill Extension  | 16 | Williamson Valley Road |
| 4  | Great Western Road<br>(Santa Fe Road to Glassford Hill Extension) | 17 | Willow Creek Road      |
| 5  | Gurley Street   | 18 | Willow Lake Road       |
| 6  | Iron Springs Road   | 19 | White Spar             |
| 7  | Montezuma Street  |    |                        |
| 8  | Miller Valley Road  |    |                        |
| 9  | Mt. Vernon Street   |    |                        |
| 10 | Prescott Lakes Parkway  |    |                        |
| 11 | Santa Fe Loop (SR69 to Great Western Road)                        |    |                        |
| 12 | Sheldon Street  |    |                        |
| 13 | SR69/SR89 Connector   |    |                        |

**Major Collectors:** Collect and distribute significant amounts of traffic between arterials, minor collectors and local streets at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

- |    |   |    |   |
|----|---|----|---|
| 1  | Airport Loop Road                         | 15 | Rosser Street                           |
| 2  | Blooming Hills Drive                      | 16 | Ruger Road                              |
| 3  | Commerce Drive                            | 17 | Ruth Street                             |
| 4  | Copper Basin Road                         | 18 | Santa Fe Loop (N of Great Western Road) |
| 5  | Fair/ Hillside                            | 19 | S. Blooming Hills Drive                 |
| 6  | Gail Gardner Way                          | 20 | Senator Highway                         |
| 7  | Gateway Blvd                              | 21 | Side Road                               |
| 8  | Great Western Road (N of Glfrd Hill Ext.) | 22 | Side Road Extension                     |
| 9  | Larry Caldwell Drive/Wilkinson            | 23 | 6th Street/Merritt                      |
| 10 | Lee Blvd (SR69 to Rainbow Ridge Drive)    | 24 | Smoketree Lane                          |
| 11 | Melville Road                             | 25 | Thumb Butte Road                        |
| 12 | Old Black Canyon Road                     | 26 | Walker Road                             |
| 13 | Park Avenue                               | 27 | Wilkinson Drive                         |
| 14 | Pleasant Street (6th to Sheldon)          |    |   |

**Minor Collectors:** Collect and distribute moderate amounts of traffic between arterials, major collectors and local streets at relatively low operating speeds with greater accessibility than major collectors.

1	Bradshaw Drive	19	Nolte Drive
2	Centerpoint East	20	Northridge Drive
3	Coronado Avenue	21	Oregon Avenue
4	Country Club Drive (Park Ave. to Plaza Dr.)	22	Pine Cove Road
5	Country Park Drive	23	Plaza Drive
6	Crossings Drive	24	Pulliam Drive
7	Delano Avenue (Campbell to Chestnut)	25	Robinson Drive
8	Demerse Avenue	26	Sandretto Drive
9	Downer Trail	27	Sarafina Drive
10	Green Lane	28	Sequoia Drive
11	Haisley Road	29	Sierry Peaks Drive
12	Hassayampa Village Ln	30	Sundog Ranch Road
13	Highland Avenue	31	Sunrise Blvd
14	Hornet Drive	32	Trail Walk
15	Idylwild Road	33	Washington Street (Sheldon to Roughrider)
16	Meadowridge Road	34	Westridge Drive
17	Mogollon Road	35	West Side Connector
18	Montana Drive	36	Yavapai Hills Road

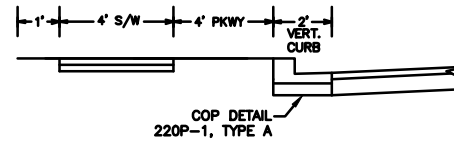
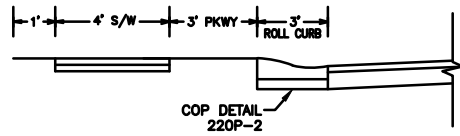
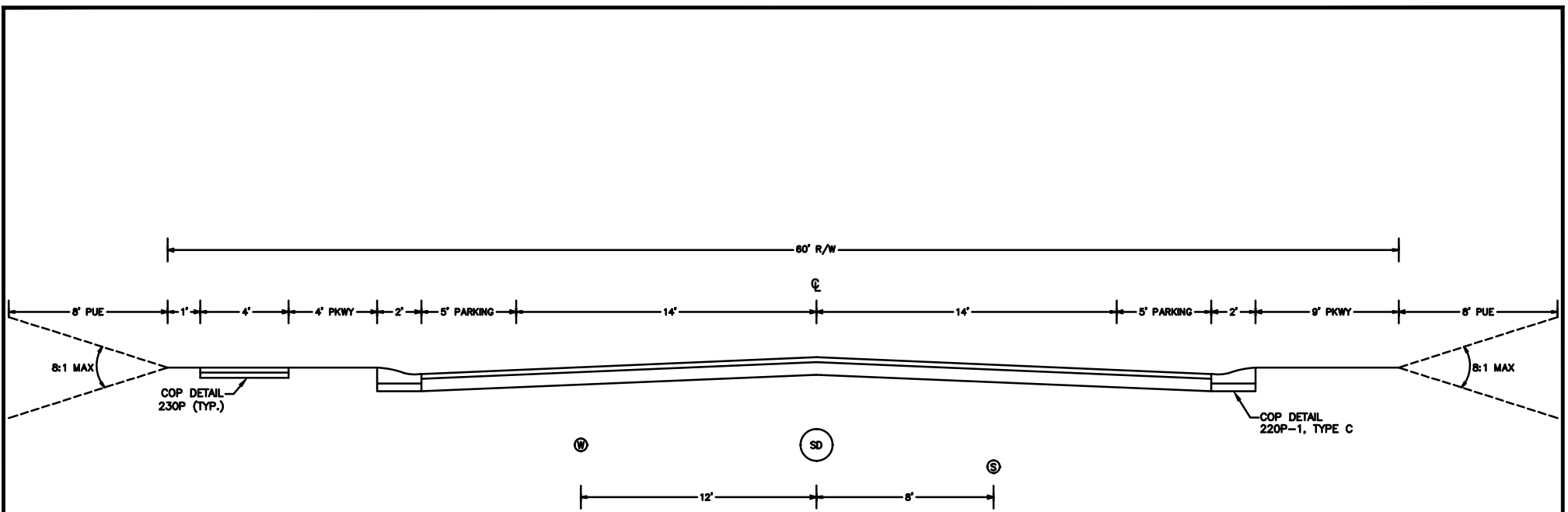
**Local Commercial** Generally provide direct access to commercial properties. The commercial street usually has low volumes, speeds, trip lengths and minimal through traffic.

1	Ainsworth Drive	14	Crystal Lane	27	Lear Lane
2	Airport Entrance Rd	15	Dauntless Drive	28	Lee Circle
3	Assurance Way	16	Distinction Way	29	Liberator
4	Avenger Road	17	Dollar Mark Wy	30	Petroglyph Point
5	Centerfource	18	E-Z Street	31	Ranch Drive
6	Centerpoint West Dr	19	Excellence Way	32	San Fransisco Drive
7	Cirrus Drive	20	Gulfstream	33	Spire Drive
8	Commerce Circle	21	Henry Street	34	Spitfire Lane
9	Constellation Way	22	Industrial Way	35	Stearman Road
10	Corsair Avenue	23	Inter-Cal Way	36	Stillwater Drive
11	Cross Drive	24	Janine Drive	37	Taxi Way
12	Crossings Drive	25	Karicio Lane	38	Thunderbird Way
13	Crosswind Drive	26	Landmark Way	39	Tower Road

**Local Street:** Generally provide direct access to abutting properties. Local streets possess relatively low traffic volumes, operating speeds, trip lengths, and minimal through traffic movements.

All other streets are classified as local.





DESIGN SPEED = 30MPH  
POSTED SPEED = 25MPH

NOTES:

1. VERTICAL CURB SHALL BE USED AT CURB RETURNS, ADJACENT TO COMMON AREAS, AND OTHER AREAS TO RESTRICT VEHICLE ACCESS.
2. ROLLED CURB SHALL BE USED ADJACENT TO RESIDENTIAL LOTS.
3. SIX INCH HIGH ROLLED CURB, COP DETAIL 220P-2, MAY BE USED TO INCREASE STREET DRAINAGE CAPACITY.
4. MINIMUM 4" AC OVER 6" ABC PAVEMENT STRUCTURE OR PER APPROVED PAVEMENT DESIGN REPORT, WHICHEVER IS GREATER.

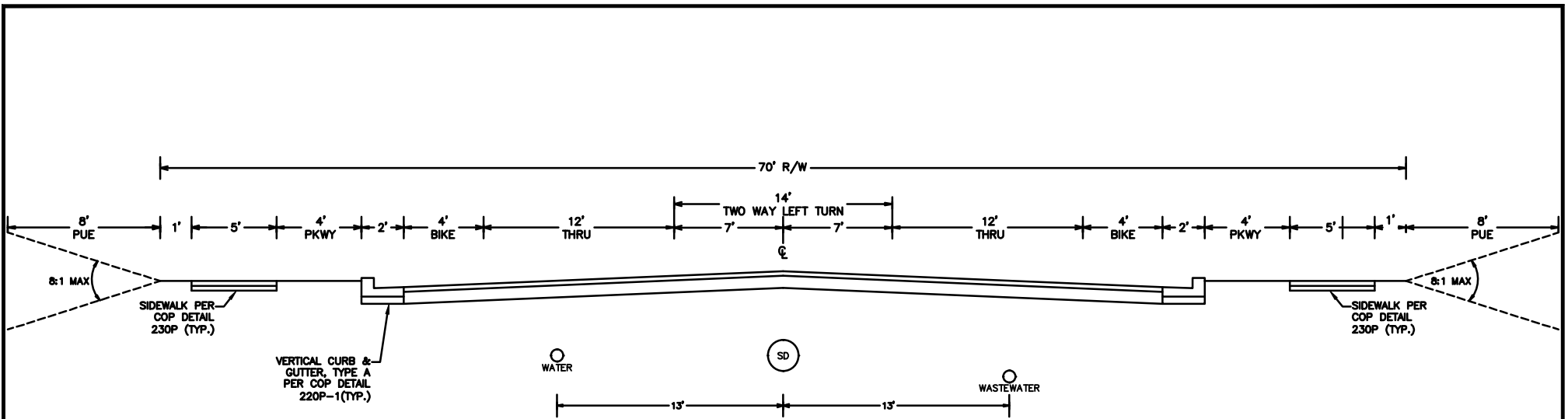
COP STANDARD DETAIL

RESIDENTIAL COLLECTOR

*Charles Andrews*  
CITY ENGINEER

REVISED: 07/16

DETAIL No. 603P



DESIGN SPEED = 40MPH  
 POSTED SPEED = 30 TO 35MPH

NOTE:

MINIMUM 5" AC OVER 8" ABC PAVEMENT  
 STRUCTURE OR PER APPROVED PAVEMENT DESIGN  
 REPORT, WHICHEVER IS GREATER.

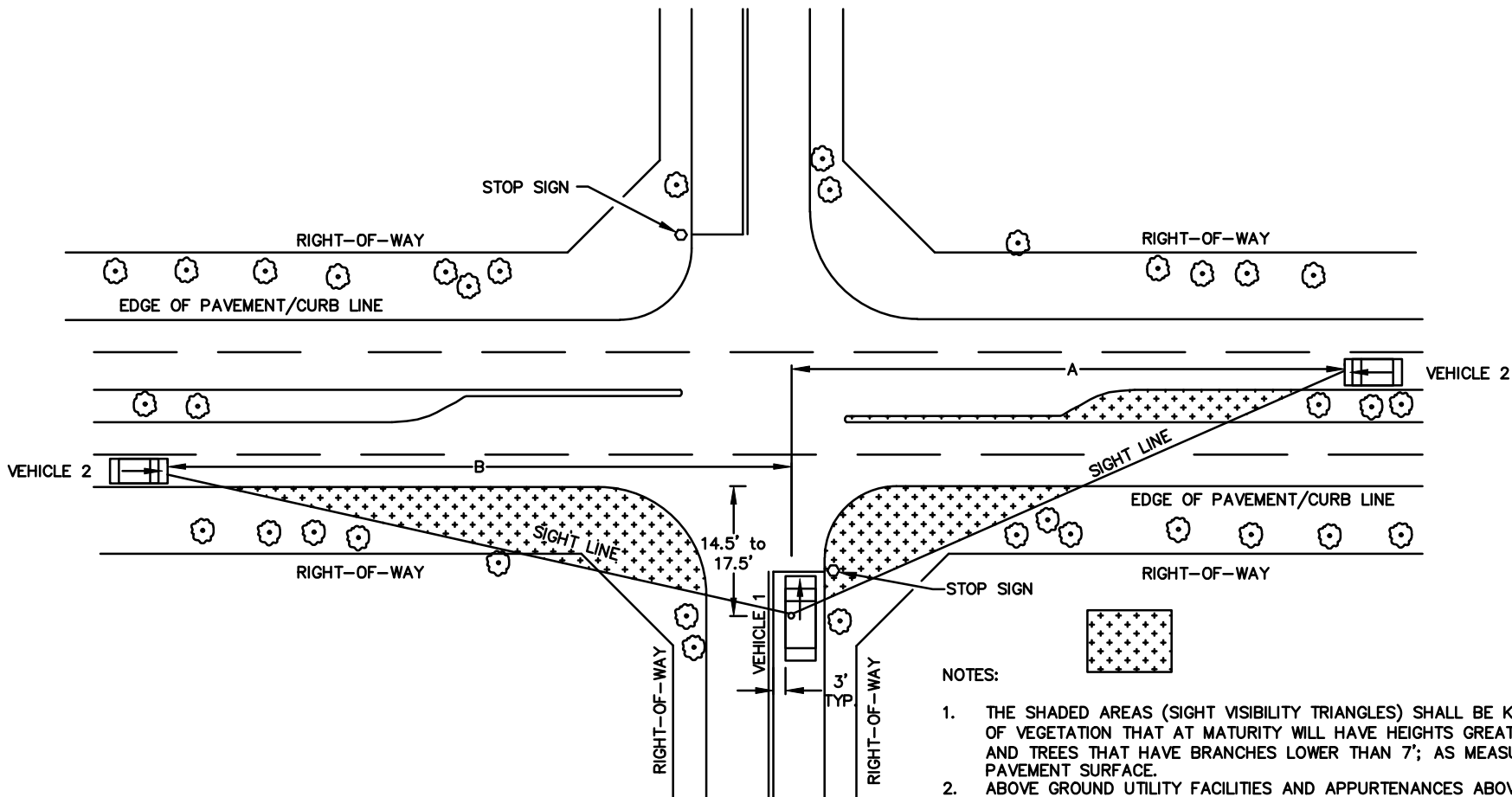
COP STANDARD DETAIL

COMMERCIAL/INDUSTRIAL  
 COLLECTOR

*Charles Andrews*  
 CITY ENGINEER

REVISED:  
 07/16

DETAIL No.  
 604P



NOTES:

1. THE SHADED AREAS (SIGHT VISIBILITY TRIANGLES) SHALL BE KEPT CLEAR OF VEGETATION THAT AT MATURITY WILL HAVE HEIGHTS GREATER THAN 3' AND TREES THAT HAVE BRANCHES LOWER THAN 7'; AS MEASURED FROM PAVEMENT SURFACE.
2. ABOVE GROUND UTILITY FACILITIES AND APPURTENANCES ABOVE 3 FEET IN HEIGHT SHALL NOT BE LOCATED WITHIN THE SIGHT VISIBILITY TRIANGLES.
3. SIGNAGE APPROVED BY THE CITY FOR USE IN THE ROW MAY BE LOCATED WITHIN THE SIGHT VISIBILITY TRIANGLES.
4. THE LINE OF SIGHT SHALL BE SHOWN AT INTERSECTIONS ON ALL LANDSCAPING PLANS, GRADING PLANS, AND TENTATIVE TRACT PLANS WHERE SAFE SIGHT DISTANCE IS QUESTIONABLE. IN CASES WHERE AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE SIGHT LINE MAY BE REQUIRED.
5. TO ESTABLISH THE LINE OF SIGHT, VEHICLE 1 SHOULD BE POSITIONED SO THAT THE DRIVERS EYE IS 14.5 TO 17.5' BACK FROM THE EDGE OF PAVEMENT/ FACE OF CURB AND 3.5' ABOVE THE PAVEMENT. DRIVER IS ASSUMED TO BE 3.0' RIGHT OF CENTER LINE IN LANE.
6. APPROACH VEHICLE (VEHICLE 2) IS POSITIONED IN THE CENTER OF ITS LANE AND ASSUMED TO BE 4.25' ABOVE THE PAVEMENT.
7. DRAWING DEPICTS TYPICAL PASSENGER CAR SITUATION WITHOUT GRADES. ADJUSTMENTS FOR GRADES SHALL BE MADE PER AASHTO.
8. EASEMENTS TO BE SHOWN AND DIMENSIONED ON FINAL PLAT.

A = SIGHT DISTANCE TO RIGHT FOR VEHICLE 1  
 B = SIGHT DISTANCE TO LEFT FOR VEHICLE 1

DESIGN SPEED (85th PERCENTILE) OF INTERSECTING ROADWAY	SIGHT DISTANCE FOR PASSENGER VEHICLE 1 TO TURN LEFT OR RIGHT				
	A				B
	1-LANE	2-LANE	3-LANE/2-LANE & MEDIAN	3-LANE & MEDIAN	
25 MPH	280'	295'			240'
30 MPH	335'	355'			290'
35 MPH	390'	415'	440'	465'	335'
40 MPH	445'	475'	500'	530'	385'
45 MPH	500'	530'	565'	600'	430'
50 MPH	555'	590'	625'	665'	480'
55 MPH	610'	650'	690'	730'	530'
60 MPH		710'	750'	795'	575'
65 MPH		765'	815'	860'	625'