



MASTER PLAN DEVELOPMENT

APPENDIX B

TRAFFIC IMPACT REPORT



REVISED TRAFFIC IMPACT ANALYSIS

CAMP RIFF

NEWELL STREET/NACO HIGHWAY

REVISED 20 FEBRUARY 2024

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PREPARED FOR

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Traffic Counts
 Trip Generation Calculations
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 Crash Analysis

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**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

Executive Summary

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the site without and with the proposed project.

Existing Traffic Operations

The existing study intersections currently operate at an adequate LOS (Level of Service) during the Friday and Saturday peak hours.

Future Traffic Operations Without Project

The study intersections are anticipated to operate at an adequate LOS in 2025 and 2030 without the project during the Friday and Saturday peak hours.

Future Traffic Operations With Project

The study intersections are expected to continue operating at an adequate LOS in 2025 and 2030 without and with the project during Friday and Saturday peak hours.

Turn Lane Analysis

The existing storage space provided in the eastbound left turn lane and southbound right turn lane at the intersection of Newell Street/Naco Highway is expected to adequately accommodate the projected traffic volumes in 2030 with the project.

No queue overlap is expected between the proposed access points and existing study intersections serving the Camp Riff project site.

Crash Analysis

No crashes were reported at the study intersections of Towner Avenue/Newell Street and RV Park Driveway/Newell Street.

The small number of reported collisions at the intersections of Newell Street/Naco Highway cannot be used to identify any meaningful crash trends.

Special Events

Preliminary special event ingress and egress plans were created based on the locations of the proposed event centers, the existing roadway network, and assuming all of the events occurred simultaneously.



Several assumptions were made in the development of these plans:

- Entering/exiting traffic to/from any event center will be split evenly between the routes provided for that event center.
- General conformance to the proposed circulation plan, and increased likelihood of the above assumption being correct, will be ensured via one or more of the following methods.
 - Event-specific parking areas and parking passes.
 - Event staff and/or police enforcement at key intersections and entrances/exits.
 - ‘Trailblazing’ roadway signing on adjacent roadways (including Naco Highway, Willson Road, and SR 92)

Recommendations

If concurrent events occur at the Special Event Center/Wedding Pavilion and Amphitheater occur, ingress and egress plans should separate the Special Event Center/Wedding Pavilion from the traffic associated with the Amphitheater as much as possible.

With limited roadways in the area to travel between Willson Road and Naco Highway north of the site, ingress/egress plans to special events should keep attendees on the roads they arrived from when they leave (i.e. Willson Road and Naco Highway). Trailblazing for special events should begin on State Route 92 (SR 92).

At a minimum during the first few special events, off duty police officers should be located at Newell Street/Naco Highway and event staff at entrances/exits to the site. Event staff should also be located onsite to direct vehicles in an orderly fashion to parking areas.



CAMP RIFF NEWELL STREET/NACO HIGHWAY TRAFFIC IMPACT ANALYSIS

Project Description

Bisbee Ventures One, LLC (BVO) is proposing a new ‘mixed’ use development on the northwest corner of Newell Street/Naco Highway in Naco, Arizona. The vicinity of the project is shown in **Figure 1**. The site will be located as shown in **Figure 2**. The proposed development will consist of a 657-unit campground/recreational vehicle park, a special event center/wedding pavilion that can hold up to 150 people, and a 500-person amphitheater. The development will be served by four proposed driveways.

The purpose of this traffic impact analysis is to:

- Evaluate the current and future operational characteristics of the adjacent roadway network surrounding the project site.
- Estimate the traffic generation associated with the project and assign that traffic to the existing roadway system.
- Analyze future traffic operations at three existing intersections and five proposed access points serving the project area.
- Determine the need for auxiliary (left and right turn) lanes at the driveways that will serve the project site and the existing intersection of Newell Street/Naco Highway.

The author of this report is a registered Professional Engineer (Civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses.

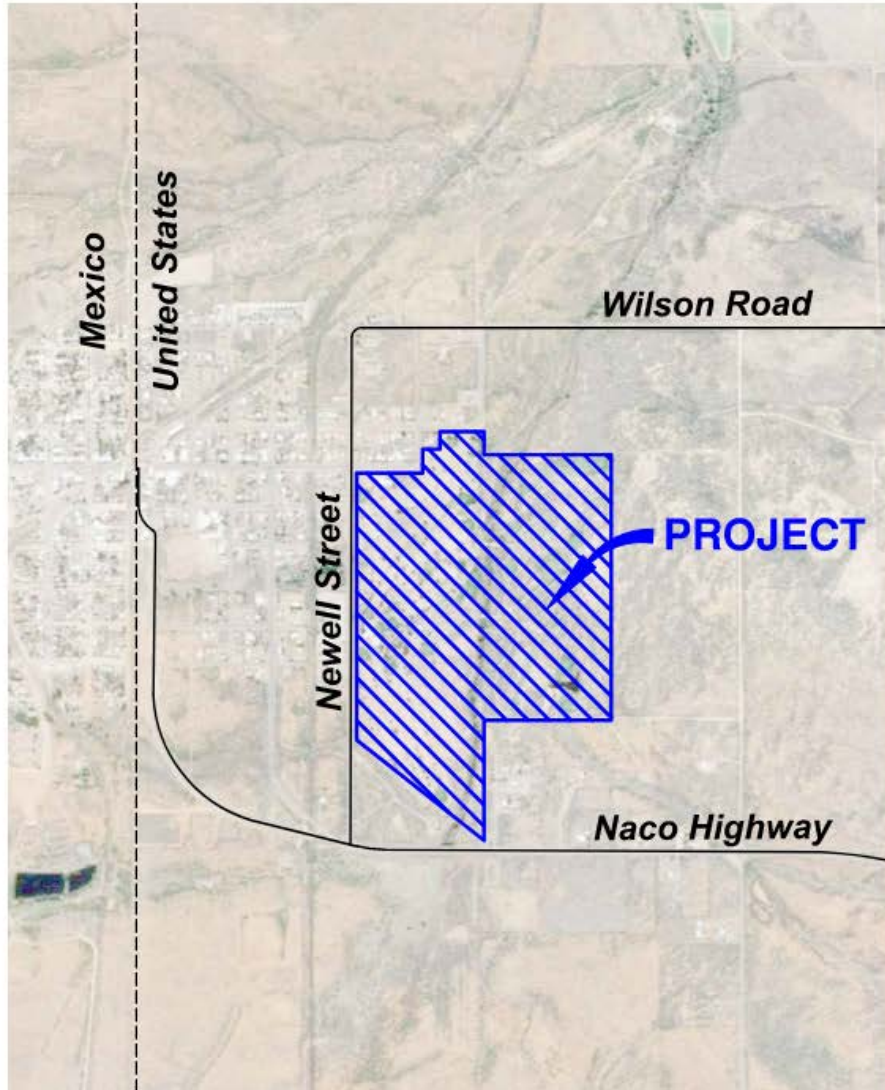
Study Methodology

In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021*.
- Calculated site traffic was distributed based on existing traffic patterns and assigned to the primary roadways within the project study limits.
- Capacity analyses were performed for the existing conditions, Friday and Saturday future conditions without and with the project based on an opening year of 2025 and the horizon year of 2030 using methodology presented in the *2016 Highway Capacity Manual (HCM 6)*.
- The need for auxiliary turn lanes at the study driveways and the existing intersection of Newell Street/Naco Highway were evaluated based on Arizona Department of Transportation (ADOT) guidelines.



Figure 1 – Vicinity Map



LEGEND:

— Existing Road

- - - Border

 Project Site

Figure 2 - Site Plan

CAMP RIFF

FOR BISBEE VENTURES ONE LLC

REVISED 12.21.23

PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE



CONCEPTUAL MASTER PLAN

1794 W NEWELL ST, NACO, AZ 85620

GENERAL KEYNOTES

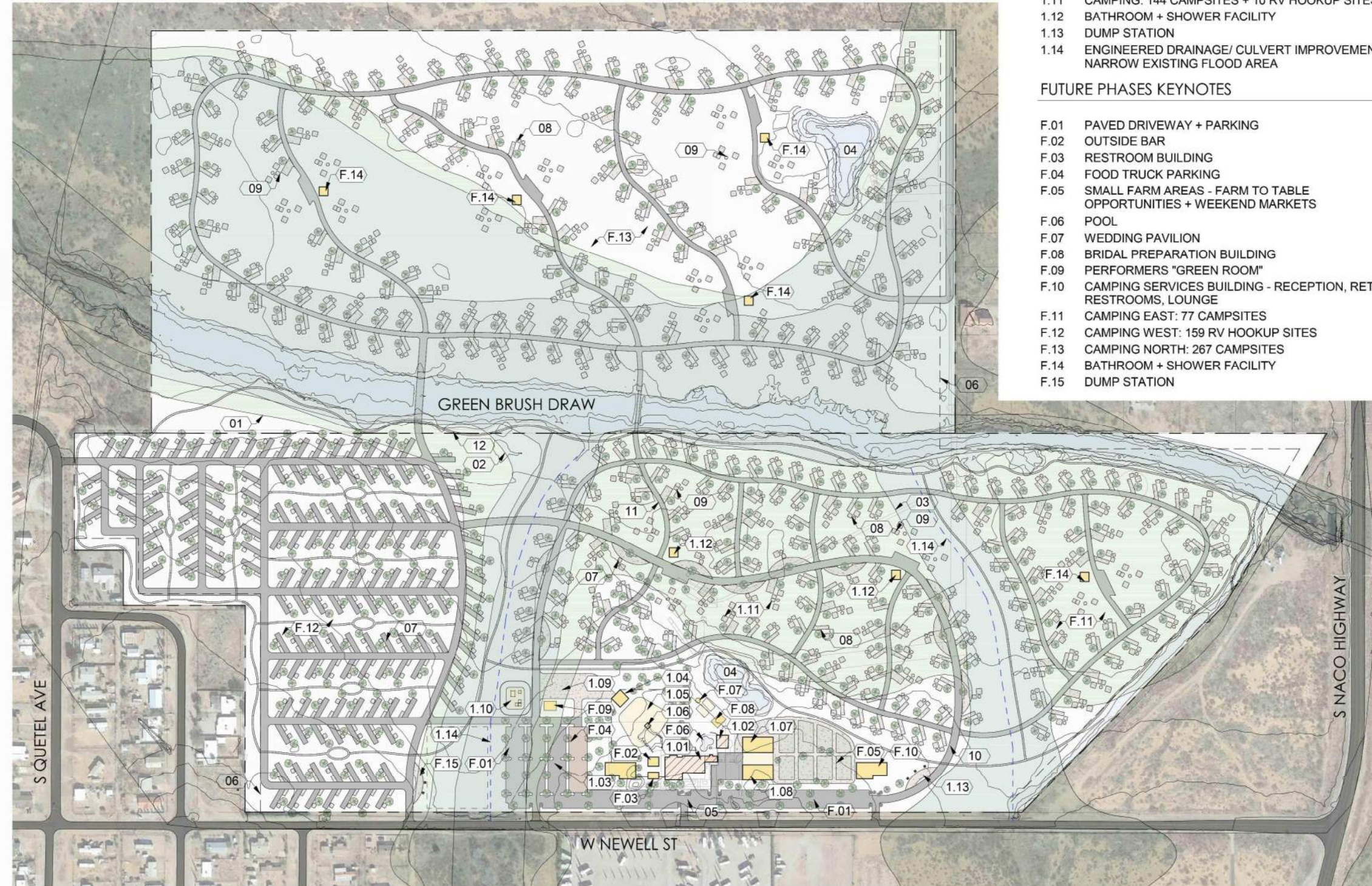
- 01 FLOOD ZONE AH
- 02 FLOOD ZONE AE
- 03 FLOOD ZONE A
- 04 EXISTING POND
- 05 EXISTING PARKING LOT
- 06 50' SETBACK FROM PROPERTY LINE WHERE ADJACENT TO NEIGHBORS
- 07 FULL HOOKUP RV SPACE
- 08 SINGLE CAMPING SITE
- 09 GROUP CAMPING SITE
- 10 TWO-WAY LOOP ROAD
- 11 ONE-WAY ACCESS ROAD
- 12 WALKING PATH

PHASE 1 KEYNOTES

- 1.01 EXISTING CLUBHOUSE BUILDING - RESTAURANT/BALLROOM REMODEL
- 1.02 EXISTING STORAGE/ MAINTENANCE BUILDING - AMENITY SPACE REMODEL
- 1.03 PARKING LOT WITH CODE-REQUIRED SPACES - DECOMPOSED GRANITE
- 1.04 STAGE WITH OVERHEAD STRUCTURE
- 1.05 OPEN AREA EVENT SPACE - FENCING SURROUND AS REQUIRED
- 1.06 FRONT-OF-HOUSE AUDIO/LIGHTING CONTROL AREA
- 1.07 5,000 SF +/- WORKSHOP/ STORAGE BUILDING WITH LOADING DOCK
- 1.08 MULTI-PURPOSE PAVILION - ARTIST + FARMERS MARKET
- 1.09 PERFORMERS PARKING
- 1.10 PLAYGROUND WITH FENCING SURROUND
- 1.11 CAMPING: 144 CAMPSITES + 10 RV HOOKUP SITES
- 1.12 BATHROOM + SHOWER FACILITY
- 1.13 DUMP STATION
- 1.14 ENGINEERED DRAINAGE/ CULVERT IMPROVEMENTS TO NARROW EXISTING FLOOD AREA

FUTURE PHASES KEYNOTES

- F.01 PAVED DRIVEWAY + PARKING
- F.02 OUTSIDE BAR
- F.03 RESTROOM BUILDING
- F.04 FOOD TRUCK PARKING
- F.05 SMALL FARM AREAS - FARM TO TABLE OPPORTUNITIES + WEEKEND MARKETS
- F.06 POOL
- F.07 WEDDING PAVILION
- F.08 BRIDAL PREPARATION BUILDING
- F.09 PERFORMERS "GREEN ROOM"
- F.10 CAMPING SERVICES BUILDING - RECEPTION, RETAIL, RESTROOMS, LOUNGE
- F.11 CAMPING EAST: 77 CAMPSITES
- F.12 CAMPING WEST: 159 RV HOOKUP SITES
- F.13 CAMPING NORTH: 267 CAMPSITES
- F.14 BATHROOM + SHOWER FACILITY
- F.15 DUMP STATION





Existing Conditions

The proposed Camp Riff project will be located on the closed Turquoise Valley Golf Course site on the northwest corner of Newell Street/Naco Highway in Naco, Arizona. The existing roadways near the project serve various residential land uses and provide boarder access to/from Mexico.

Naco Highway borders the project site to the east. Naco Highway is a one lane undivided interstate highway providing regional north/south travel into Mexico from Bisbee, Arizona.

Willson Road is a north/south aligned roadway located east of the project site. Willson Road extends from SR 92 down south before transitioning east to Newell Street across a 'L' intersection.

Newell Street is an east/west aligned roadway located on the southern edge of the project site. Newell Street extends east from Willson Road to Naco Highway and provides one through lane in each direction of travel. The posted speed limit is 25 mph (miles per hour).

Towner Avenue is a north/south aligned roadway located west of the project site. Towner Avenue extends south from Hughes Street to the U.S. Customs and Border Protection Port of Entry. One through lane is provided along both sides of the roadway and has a posted speed limit of 25 mph.

RV Park Driveway is located on the south side of Newell Street approximately 1,600 feet east of Towner Avenue and 2,200 feet west of Naco Highway. RV Park Driveway utilizes one through lane in each direction of travel and primarily serves Bisbee RV Park at Turquoise Valley.

The intersection of Newell Street/Naco Highway is a three-leg un-signalized intersection. Eastbound vehicles at the intersection are STOP controlled and provide an exclusive left turn lane and right turn lane. Northbound traffic makes use of left turn/through lane, while the southbound vehicles utilize one through lane and an exclusive right turn lane.

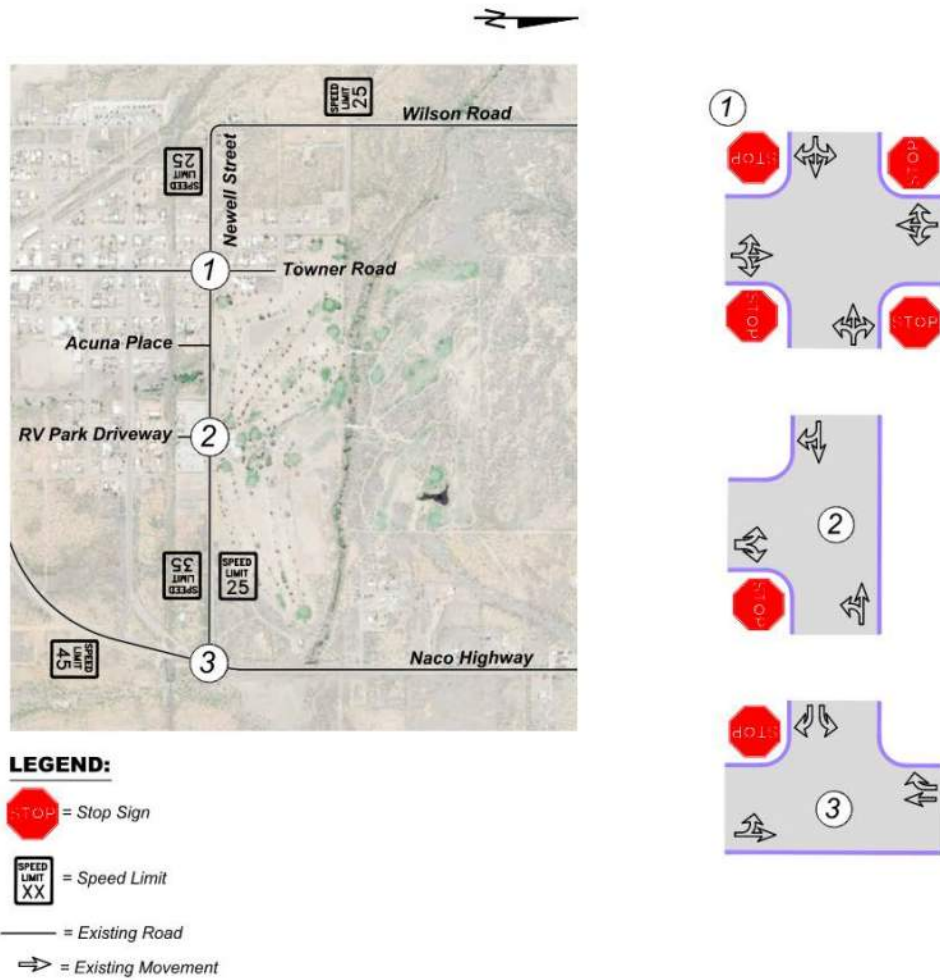
Towner Avenue/Newell Street is four-leg un-signalized intersection. All approaches at the intersection are STOP controlled and make use of a shared left turn/through/right turn lane

RV Park Driveway/Newell Street is a three-leg un-signalized intersection. Eastbound vehicles are provided a shared through/right turn lane, while westbound traffic makes use of a shared left turn/through lane. Northbound vehicles leaving the RV Park are STOP controlled and utilize a shared left turn/right turn lane.

The existing study intersection locations, lane configurations, and intersection control are shown in **Figure 3**.



Figure 3 – Existing Lane Configurations and Traffic Control





Existing Traffic Data

In order to form a basis for analysis of the project impacts, Friday and Saturday 24-hour hour turning movement counts were conducted at the following intersections:

- Towner Avenue/Newell Street
- RV Park Driveway/Newell Street
- Newell Street/Naco Highway

Friday peak hours were found to be between 10:30 AM to 11:30 AM and 2:45 PM to 3:45 PM, while Saturday peak hours were shown to be from 10:30 AM to 11:30 AM and 2:30 PM to 3:30 PM.

Friday and Saturday 24-hour intersection approach counts were also taken at all of the study intersections. All traffic data was collected in April 2021 while school was in session. The existing Friday and Saturday traffic volumes are shown in **Figure 4 and 5**. Complete traffic count data can be found in the Appendix.

24-hour speed counts were taken at Newell Street between RV Park Driveway and Naco Highway, **Table 1** shows the summary of the speed study results. The complete traffic speed summaries can be found in the Appendix.

Table 1 – Vehicle Speed Summary

Location	Friday			Saturday		
	Average Speed	% over 30 MPH	% over 35 MPH	Average Speed	% over 30 MPH	% over 35 MPH
Newell Street, Between RV Park Driveway and Naco Highway						
Eastbound	38	92%	69%	37	86%	59%
Westbound	36	59%	17%	34	75%	44%
Average	37	75%	43%	36	81%	52%

MPH - Miles Per Hour, Posted Speed Limit = 25 MPH

The speed limit on along Newell Street is set at 25 mph. Ideally, it is desirable to have motorists traveling the speed limit. A survey of various cities in Arizona that perform vehicle speed studies indicates that drivers tend to select speeds somewhat higher than the posted speed limit. They generally travel at an average of three to seven mph over the posted speed limit. Furthermore, it has been found that about ten to fifteen percent of motorists exceed the speed limit by more than ten mph.

Analysis of the vehicle speed counts indicates that drivers tend to select speeds higher than the posted speed limit. Vehicles generally travel at an average speed of 37 mph on a Friday and 36 mph on Saturday. Eastbound traffic is faster than westbound traffic. Furthermore, it was found that about 17 to 69 percent of motorists exceeded the speed limit by more than ten mph on Friday. Similarly, 44 to 59 percent of motorists on Saturday exceeded the speed limit by more than ten mph.



Figure 4 – Existing Friday Peak Hour Traffic Volumes

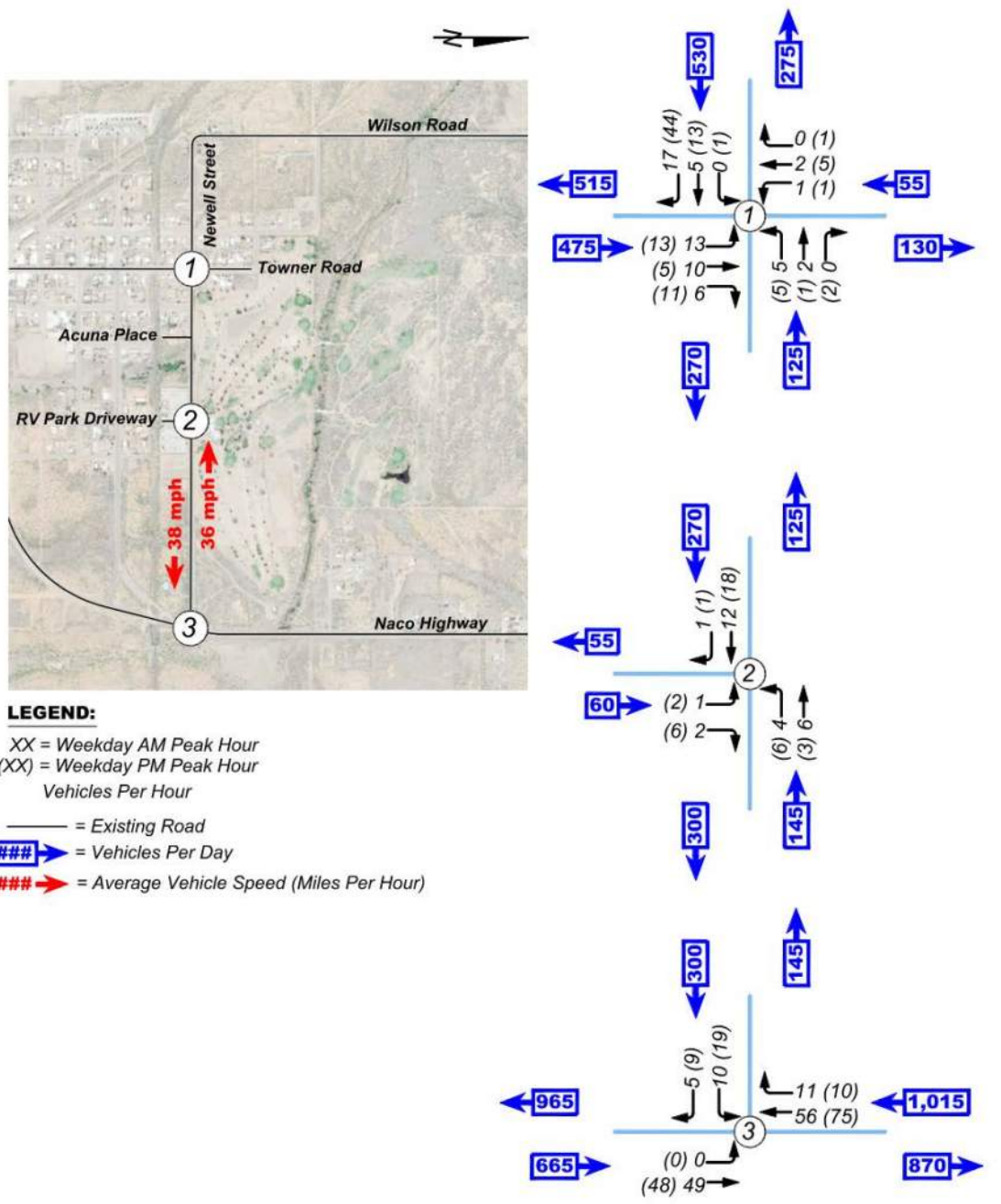
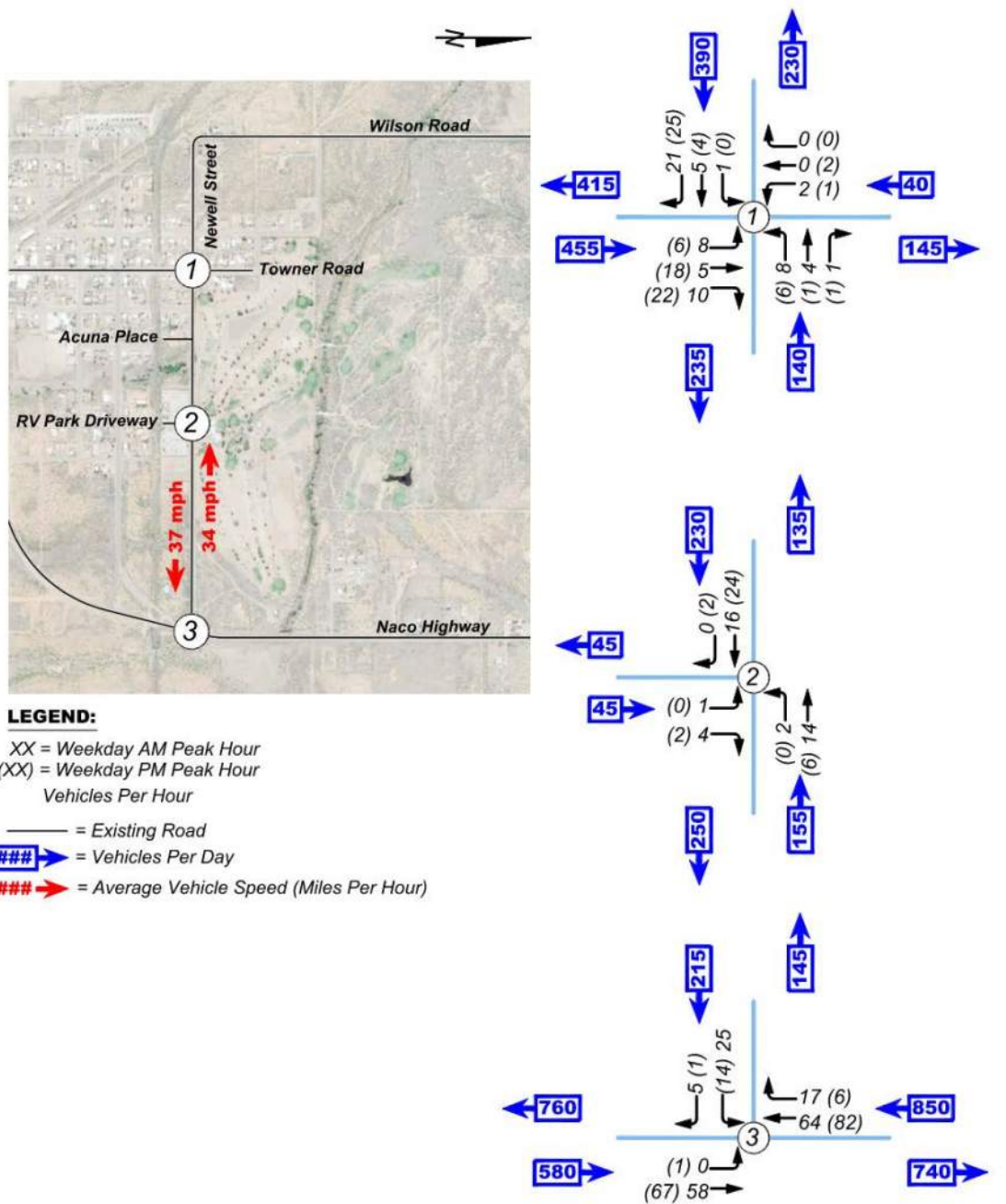




Figure 5 – Existing Saturday Peak Hour Traffic Volumes





In addition, Friday and Saturday 24-hour bi-directional vehicle classification traffic counts were also taken at Newell Street between RV Park Driveway and Naco Highway, **Table 2** shows the results of the vehicle classification study results.

Table 2 – Classification Summary

Location	Friday				Saturday			
	% of Bikes	% of Cars	% of Vans/Buses	% of Trucks	% of Bikes	% of Cars	% of Vans/Buses	% of Trucks
Newell Street, Between RV Park Driveway and Naco Highway								
Eastbound	1%	65%	19%	15%	2%	69%	15%	14%
Westbound	0%	72%	19%	9%	1%	67%	20%	12%
Average	1%	69%	19%	12%	2%	68%	18%	13%

As shown in **Table 2**, Newell Street between RV Park Driveway and Naco Highway primarily serves passenger vehicles. Truck traffic is higher in the eastbound direction on Saturday.

Access

The Camp Riff project site will be directly served by four proposed access points that are expected to be on the north side of Newell Street between Towner Avenue and Naco Highway. Middle Access and East Access are expected to provide eastbound vehicles with a shared left turn/through lane, while westbound traffic will make use of a shared through/right turn lane. Southbound vehicles exiting the site will be STOP controlled and utilize a shared left turn/right turn lane at Middle Access and East Access. Camp Riff is expected to construct new north legs at the intersections of Acuna Place/Newell Street and RV Park Driveway/Newell Street where each approach to the intersections will be provided with a shared left turn/through/right turn lane. Northbound and southbound vehicles at Acuna Place/Newell Street and RV Park Driveway/Newell Street will be STOP controlled.

West Access is expected to be constructed approximately 390 feet east of Acuna Place and 415 feet west of RV Park Driveway.

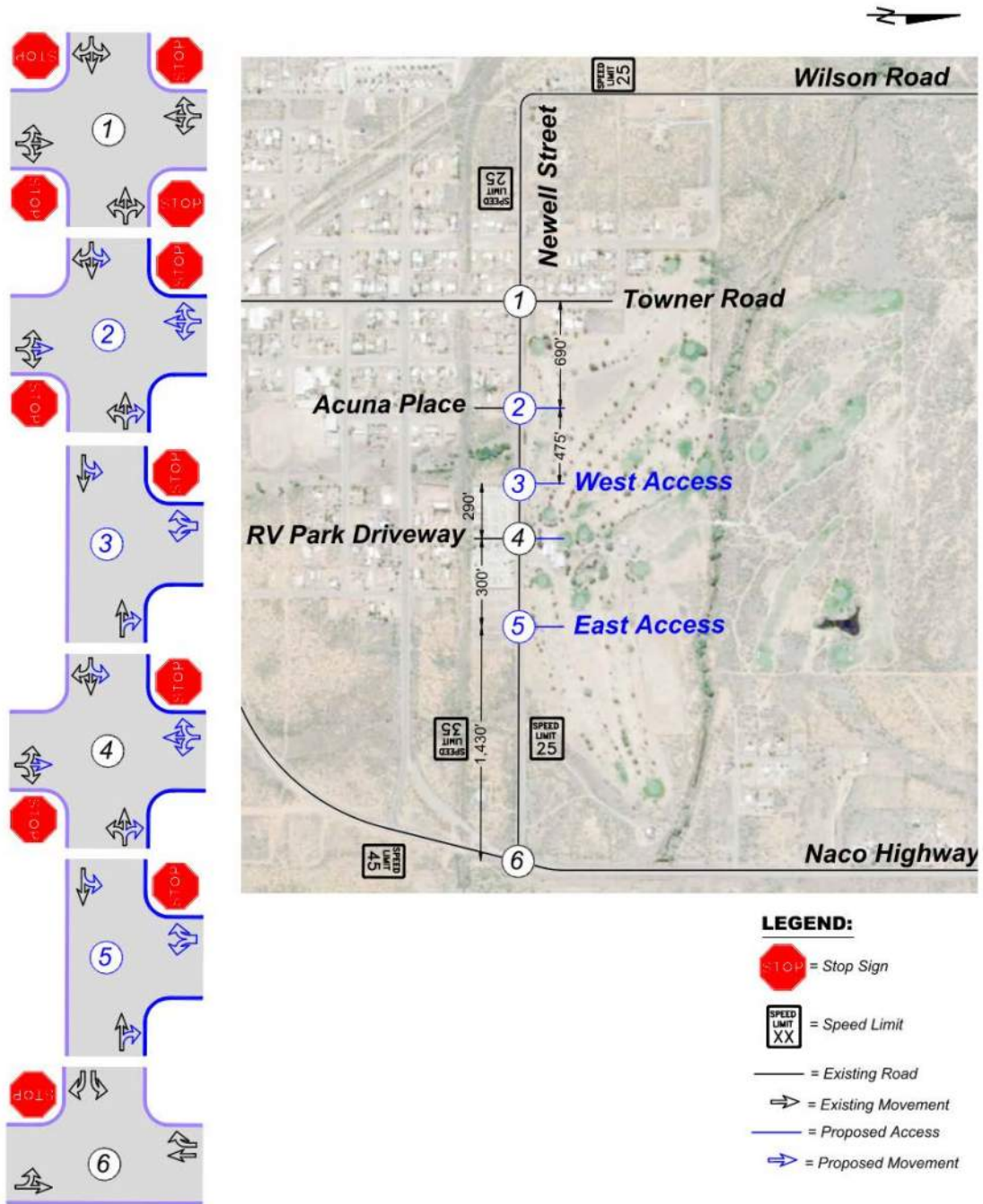
East Access will be located approximately 600 feet east of RV Park Driveway and 1,485 feet west of Naco Highway.

An Emergency Access will be located on the west side of the project site where it will connect to Quetel Avenue. Additionally, an emergency will also be located on the northeast corner of Camp Riff where it will connect to a dirt road that provides access to Purdy Lane.

Figure 6 shows the locations, geometry and spacing for the study intersections that will also serve as a baseline of analysis in the report.



Figure 6 – Baseline Access Point and Intersection Configuration Assumptions





Trip Generation

Trip generation was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition, 2017*. The project trip generation was estimated for a 657-unit campground/recreational vehicle park based on ITE land use code (LUC) 416, Campground/Recreational Vehicle Park. The trip generation for ITE LUC 416 is calculated using occupied campsites. For the purposes of this report a 50% occupancy was assumed (i.e. 329 occupied campsites).

The results are shown in **Table 3**. The projected trips were estimated based on the weekday peak hours. With ITE only providing weekday peak hour trip generation for the specified land use codes used in this analysis, it was assumed that Saturday trip generation rates were the same as weekday rates. The complete trip generation calculations can be found in the Appendix.

Table 3 –Site Generated Trips

Time Period	Campground/ Recreational Vehical Park (LUC 416)
Average Daily, Inbound (vtpd)	N/A
Average Daily, Outbound (vtpd)	N/A
Total Daily	N/A
AM Peak Hour, Inbound (vtph)	25
AM Peak Hour, Outbound (vtph)	45
Total AM Peak	70
PM Peak Hour, Inbound (vtph)	58
PM Peak Hour, Outbound (vtph)	31
Total PM Peak	89

vtpd - vehicle trips per day, vtph - vehicle

BVO provided the anticipated trips at event locations within the project site.

- Special Event Center/Wedding Pavilion – up to 150 attendees
- Amphitheater – up to 3,000 attendees

It is expected that up to 3,150 event attendees could arrive at the Camp Riff project site during concurrent events. While this does not account for buses, carpooling, (or on demand taxi/rideshare services), it indicates the need for a traffic management plan.



Trip Distribution & Assignment

Trip distribution for the project was based on existing traffic volume patterns near the proposed site. **Figure 7** shows the Friday and Saturday trip distribution for the project as a percentage of net new primary trips.

Figure 8 shows the weekday assignment of the new site generated trips to the project intersections within the study area. As previously noted, due to lack of trip generation information associated with the proposed land uses for a Saturday, it was assumed that Saturday trip generation rates were the same as weekday rates.

Existing Traffic Operations

Analysis of current intersection operations was conducted for the Friday and Saturday AM and PM peak hours using the nationally accepted methodology set forth in the *Highway Capacity Manual*, Transportation Research Board, 2016 (HCM 6). The computer software Synchro 11 was utilized to calculate the levels of service for individual movements and approaches.

LOS is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate operation at signalized and un-signalized intersections in developed areas.

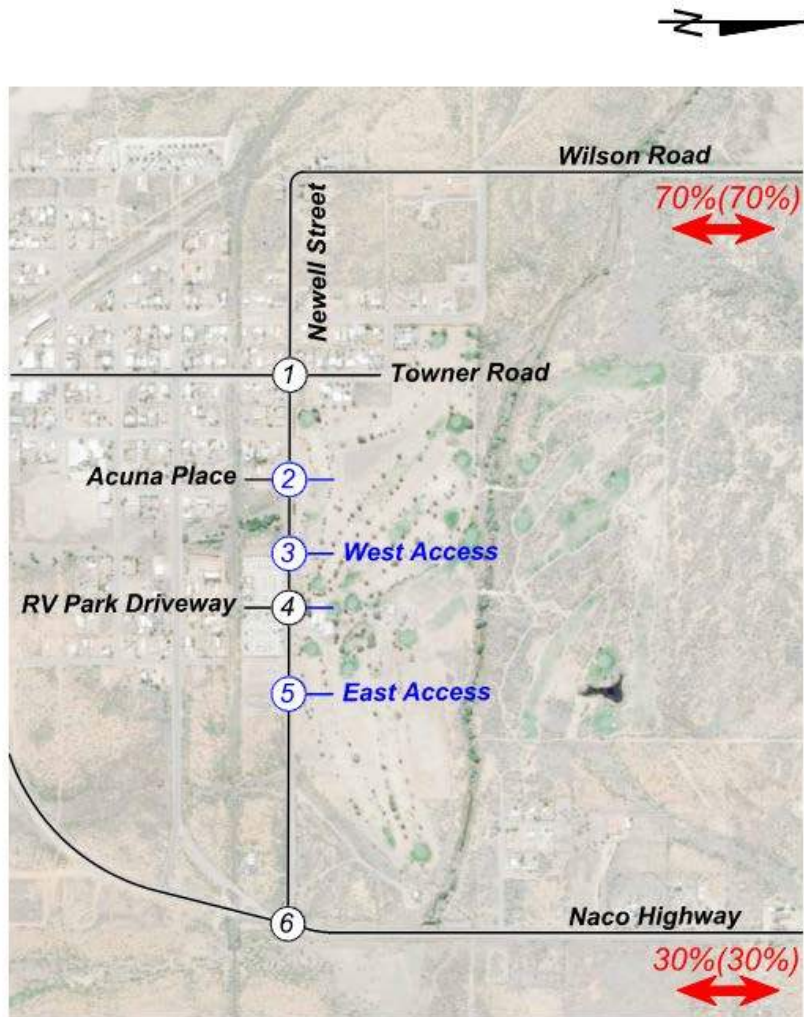
At un-signalized intersections, level of service is predicted/calculated for those movements, which must either stop for or yield to oncoming traffic and is based on average control delay for the particular movement. Control delay is the portion of total delay attributed to traffic control measures such as stop signs and traffic signals. The criteria for level of service at un-signalized intersections are shown in **Table 4**.

Table 4 – Level of Service Criteria – Un-signalized Intersections

Level-of-Service	Delay
A	≤ 10 seconds/vehicle
B	> 10 and ≤ 15 seconds/vehicle
C	> 15 and ≤ 25 seconds/vehicle
D	> 25 and ≤ 35 seconds/vehicle
E	> 35 and ≤ 50 seconds/vehicle
F	> 50 seconds/vehicle



Figure 7 – Friday and Saturday Peak Hour Trip Distribution



LEGEND:

- = Existing Road
- XX%
↔ = Friday Distribution of Vehicle Trips
- (XX%)
↔ = Saturday Distribution of Vehicle Trips
- = Proposed Access



Figure 8 – Peak Hour Trip Assignment

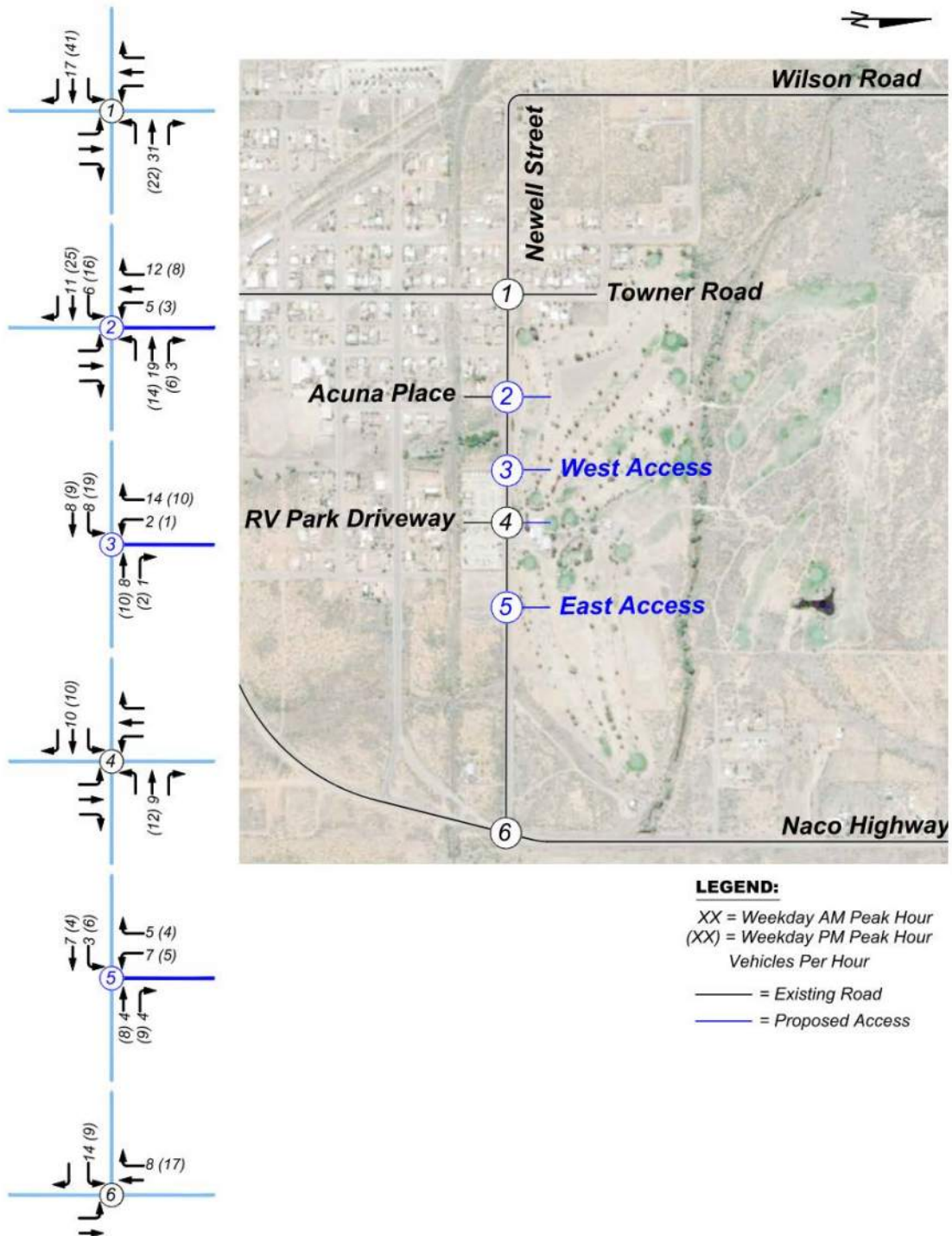




Table 5 shows the existing Friday and Saturday levels of service that were calculated for the study intersections. Complete capacity calculations are included in the Appendix.

Table 5 – Existing Friday Peak Hour Levels of Service

Intersection	Friday				Saturday			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Un-Signalized Intersections								
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	6.9	A	6.7	A	6.7
Westbound Left/Through/Right	A	7.2	A	7.1	A	7.2	A	7.2
Northbound Left/Through/Right	A	7.1	A	7.1	A	7.0	A	7.0
Southbound Left/Through/Right	A	7.1	A	7.1	A	7.3	A	7.2
RV Park Driveway/Newell Street								
Westbound Left/Through	A	7.3	A	7.3	A	7.3	A	0.0
Northbound Left/Right	A	8.5	A	8.5	A	8.5	A	8.5
Naco Highway/Newell Street								
Eastbound Left	A	9.2	A	9.4	A	9.4	A	9.7
Eastbound Right	A	8.6	A	8.8	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	0.0	A	0.0	A	7.4

Delay - seconds per vehicle

The existing study intersections currently operate at an adequate LOS during the Friday and Saturday peak hours.

Future Traffic Operations Without Project

In order to assess the impacts of the project on future traffic operations, traffic projections were made for the opening year of 2025 and the future study year of 2030. Limited historical traffic data was available in the vicinity of the project to determine a growth rate. Friday and Saturday peak hour traffic volumes without project for the years 2025 and 2030 were estimated using a conservative 2% annual traffic growth rate, as shown in **Figures 9 through 12**

As with the current volumes, levels of service were calculated for each of the intersections in the study area for Friday and Saturday, 2025 and 2030 without the project. Intersection levels of service are shown in **Tables 6 and 7**. Complete capacity calculations are included in the Appendix.



Figure 9 – 2025 Friday Peak Hour Traffic Volumes Without Project

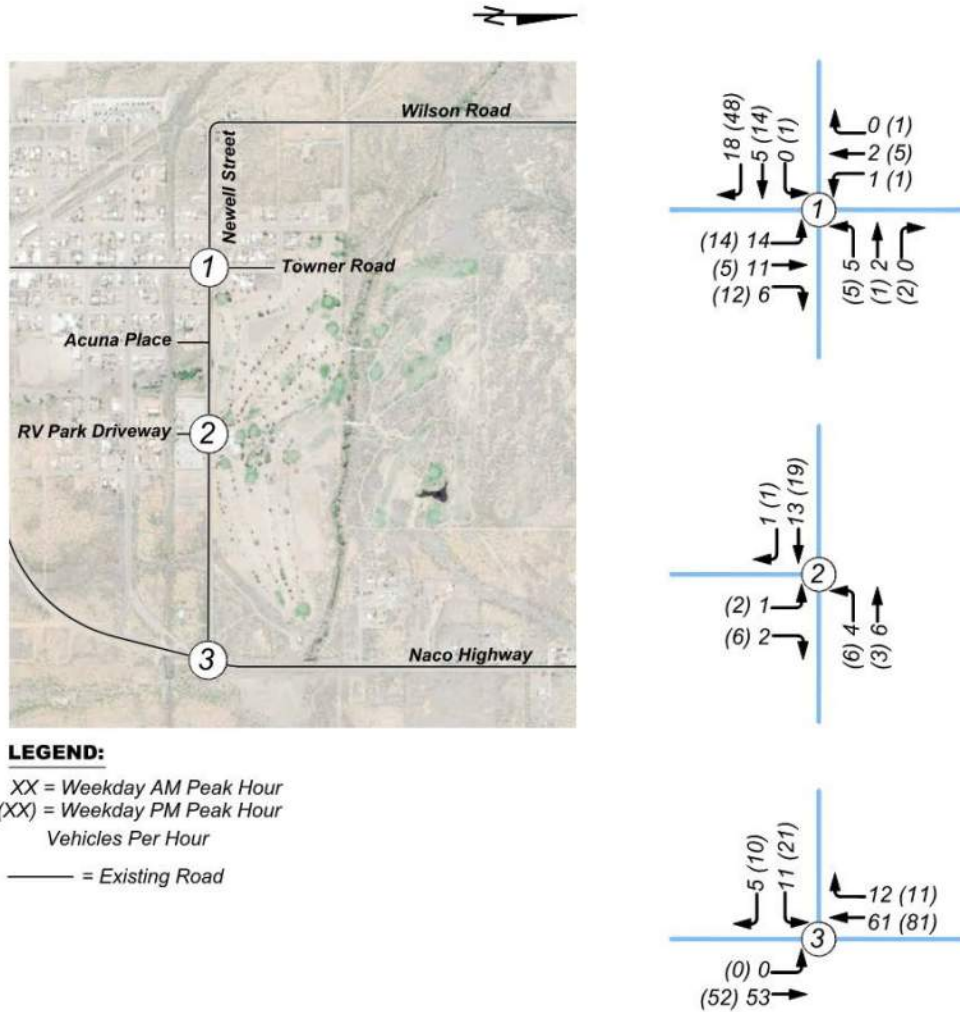




Figure 10 – 2030 Friday Peak Hour Traffic Volumes Without Project

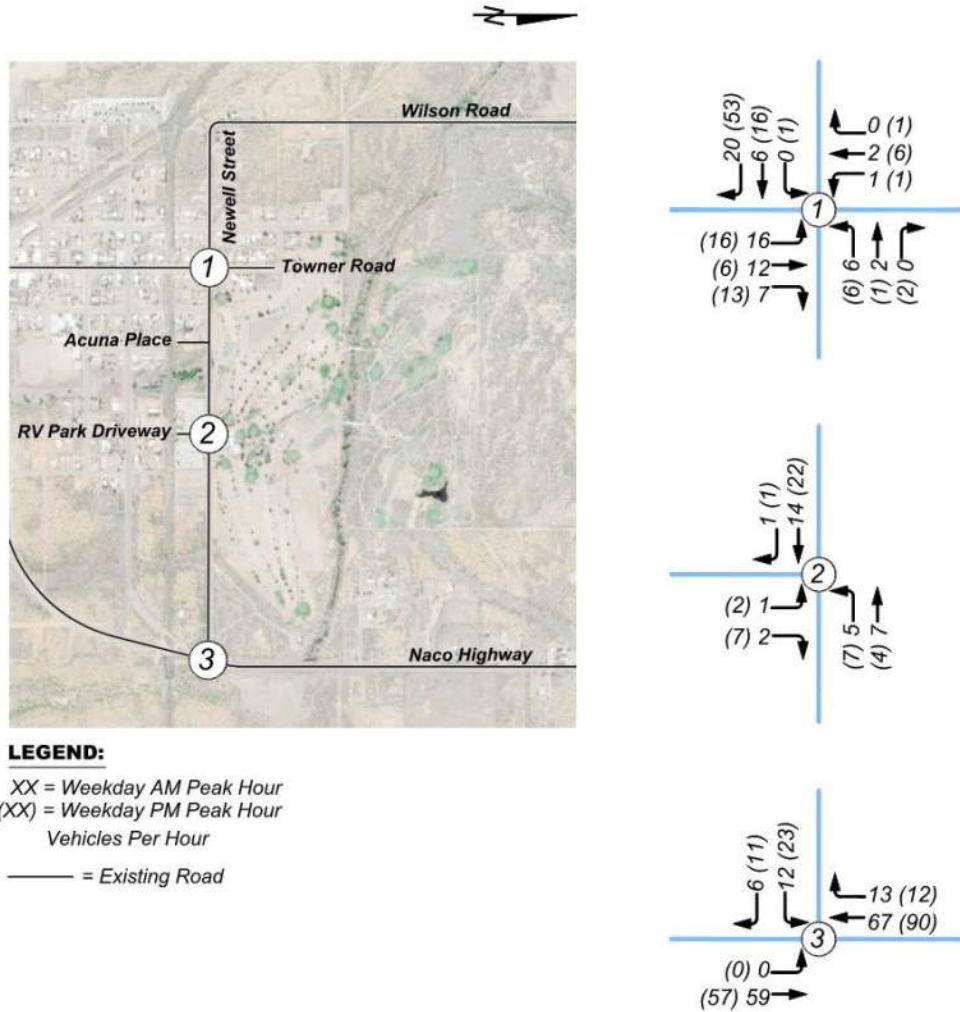




Figure 11 – 2025 Saturday Peak Hour Traffic Volumes Without Project

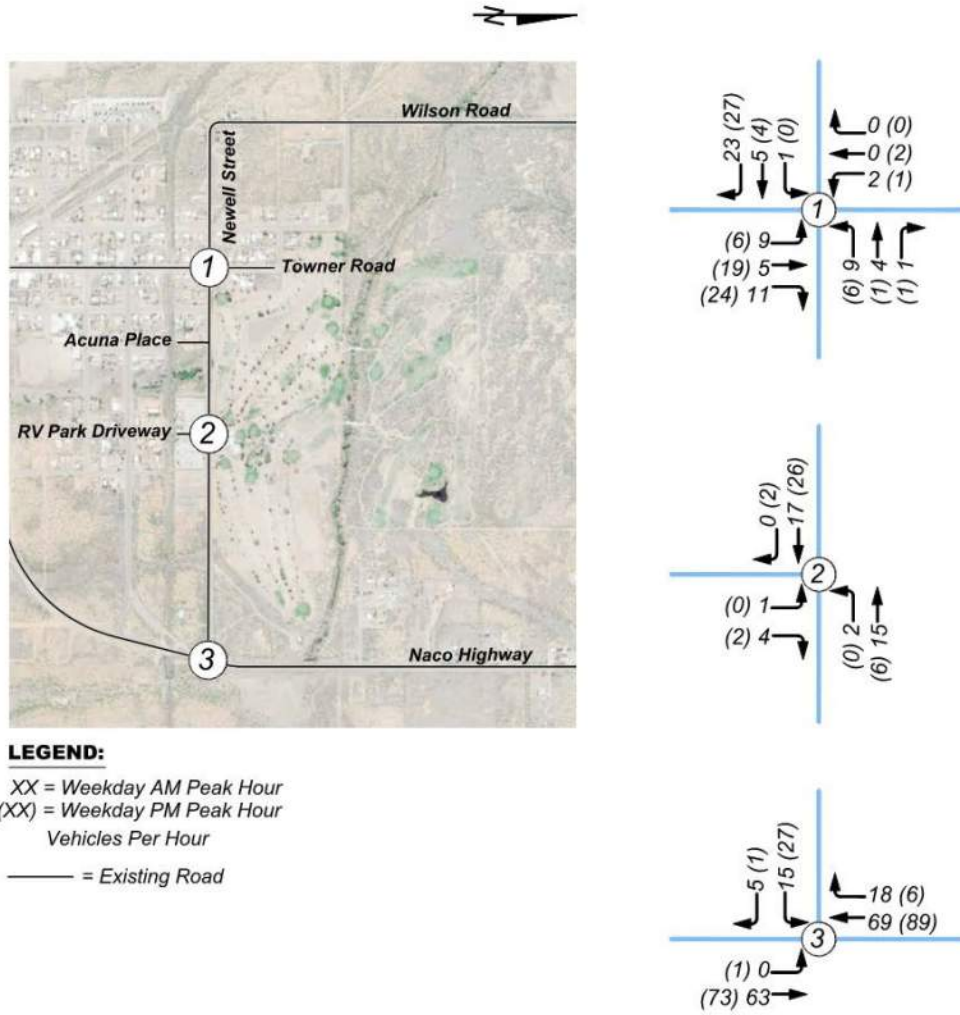




Figure 12 – 2030 Saturday Peak Hour Traffic Volume Without Project

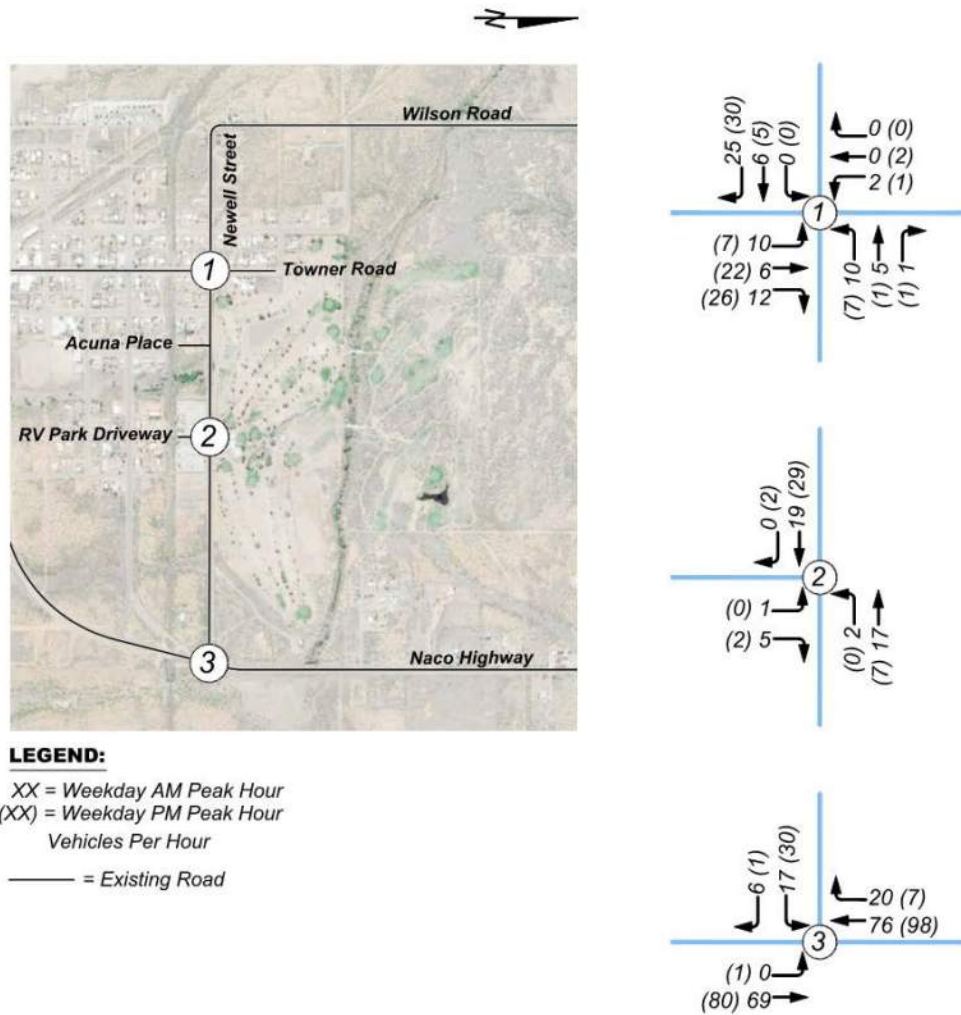




Table 6 – 2025 Friday and Saturday Peak Hour Levels of Service Without Project

Intersection	2025 Friday				2025 Saturday			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Un-Signalized Intersections								
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	6.7	A	6.7	A	6.7
Westbound Left/Through/Right	A	7.2	A	7.1	A	7.2	A	7.2
Northbound Left/Through/Right	A	7.2	A	7.2	A	7.0	A	7.0
Southbound Left/Through/Right	A	7.1	A	7.1	A	7.3	A	7.2
RV Park Driveway/Newell Street								
Westbound Left/Through	A	7.3	A	7.3	A	7.3	A	0.0
Northbound Left/Right	A	8.5	A	8.5	A	8.5	A	8.5
Naco Highway/Newell Street								
Eastbound Left	A	9.7	A	9.5	A	9.5	A	9.8
Eastbound Right	A	8.7	A	8.8	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	0.0	A	0.0	A	7.4

Delay - seconds per vehicle

Table 7 – 2030 Friday and Saturday Peak Hour Levels of Service Without Project

Intersection	2030 Friday				2030 Saturday			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Un-Signalized Intersections								
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	7.0	A	6.7	A	6.7
Westbound Left/Through/Right	A	7.3	A	7.2	A	7.2	A	7.3
Northbound Left/Through/Right	A	7.2	A	7.2	A	7.0	A	7.1
Southbound Left/Through/Right	A	7.1	A	7.2	A	7.3	A	7.2
RV Park Driveway/Newell Street								
Westbound Left/Through	A	7.3	A	7.3	A	7.3	A	0.0
Northbound Left/Right	A	8.5	A	8.6	A	8.5	A	8.5
Naco Highway/Newell Street								
Eastbound Left	A	9.4	A	9.6	A	9.5	A	9.9
Eastbound Right	A	8.7	A	8.9	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	0.0	A	0.0	A	7.5

Delay - seconds per vehicle

As shown in the **Tables 6 and 7**, the study intersections are anticipated to operate at an adequate LOS in 2025 and 2030 without the project during the Friday and Saturday peak hours.



Future Traffic Operations With Project

In order to assess the impacts of the project on future traffic operations, levels of service were calculated for each project intersection in 2025 and 2030, with the project. Friday and Saturday peak hour traffic volumes for 2025 and 2030 without the project were combined with the estimated weekday trips generated by the project to yield Friday and Saturday peak hour traffic volumes with the project as shown in **Figures 13** through **16**. Friday and Saturday intersection levels of service for 2025 and 2030 with the project, were then calculated as shown in **Tables 8** and **11**. Complete capacity calculations are included in the Appendix.

As shown in the **Tables 8** through **11**, the study intersections are expected to continue operating at an adequate LOS in 2025 and 2030 without the project during Friday and Saturday peak hours.



Figure 13 - 2025 Friday Peak Hour Traffic Volumes With Project

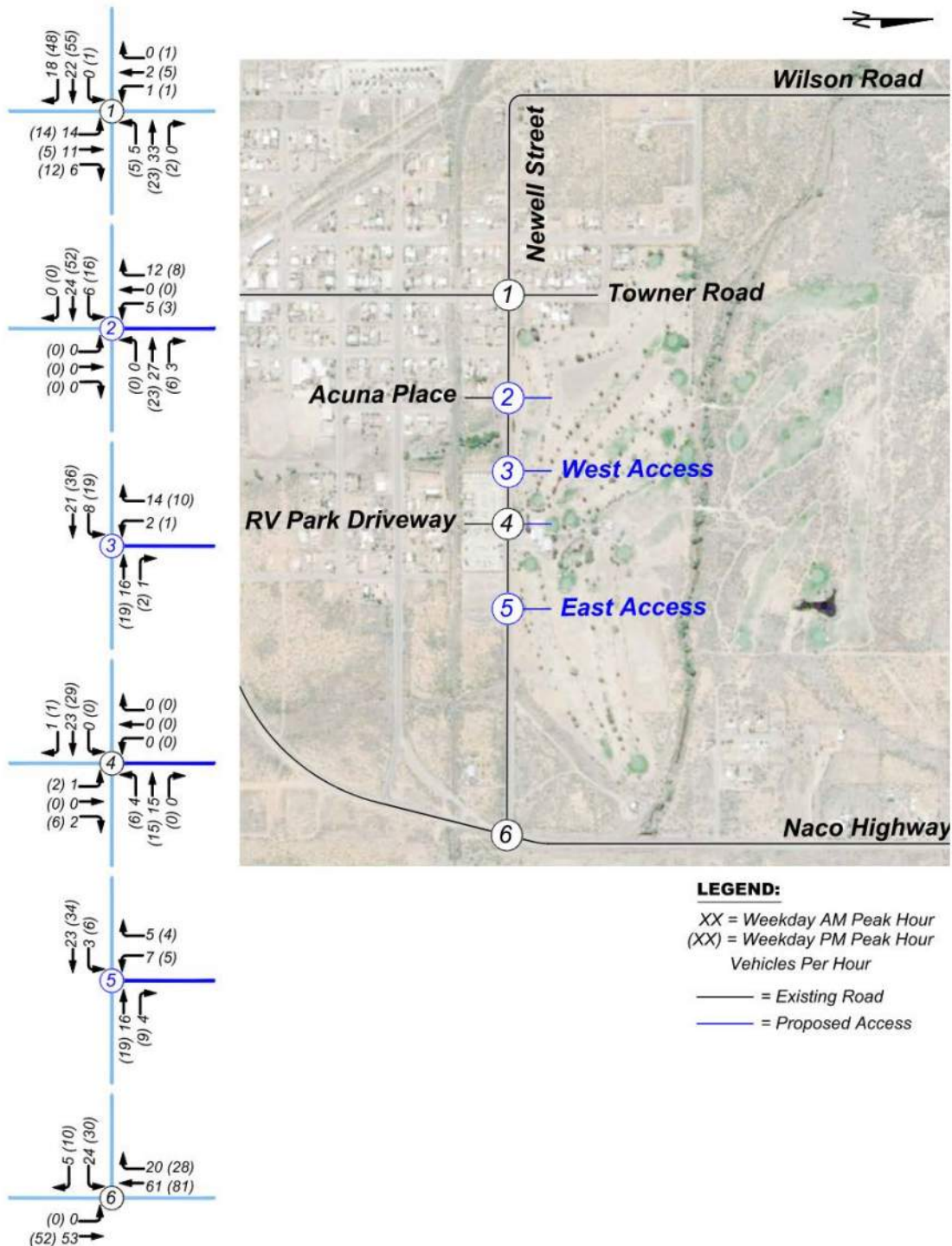




Figure 14 - 2030 Friday Peak Hour Traffic Volumes With Project

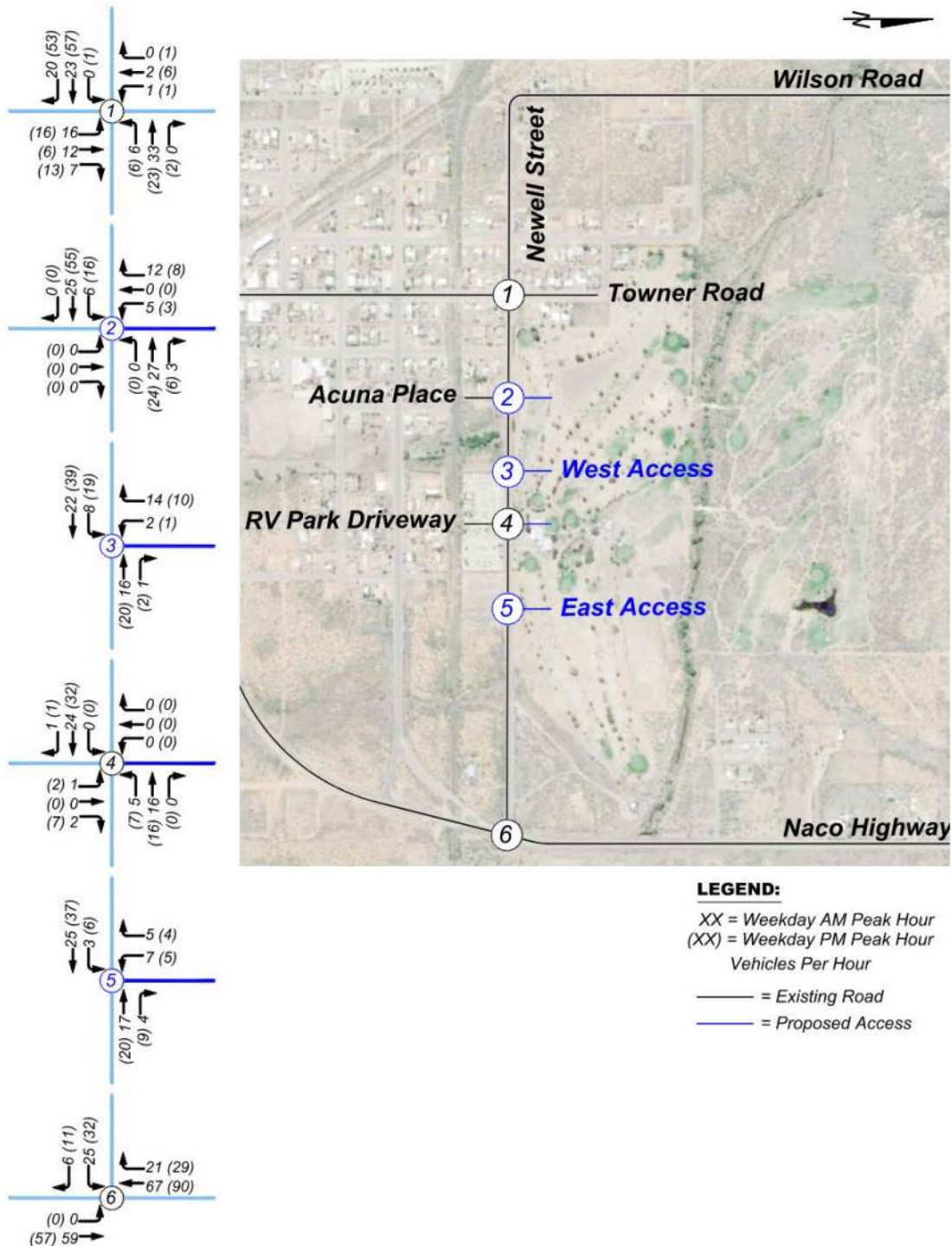




Figure 15 – 2025 Saturday Peak Hour Traffic Volumes With Project

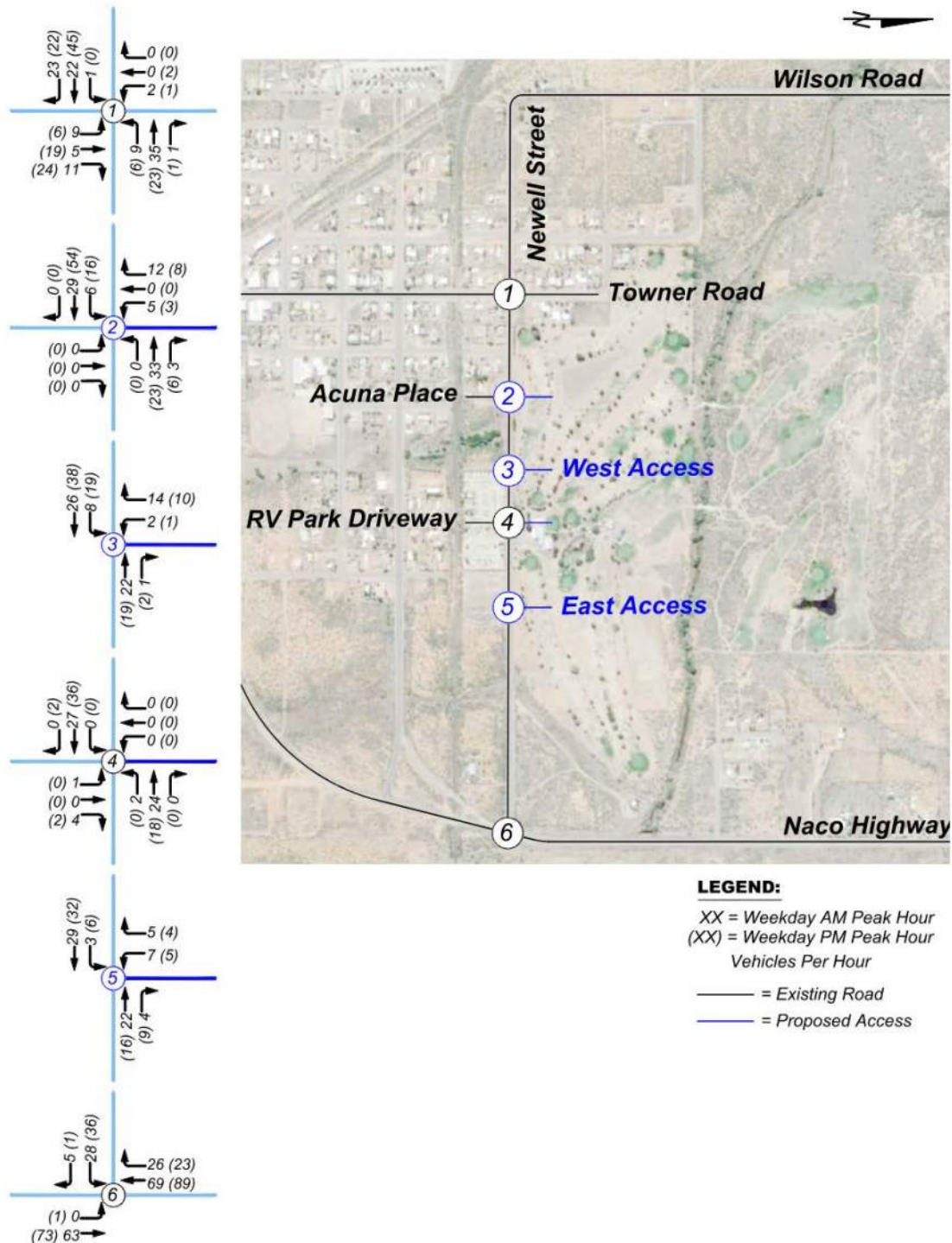




Figure 16 – 2030 Saturday Peak Hour Traffic Volumes With Project

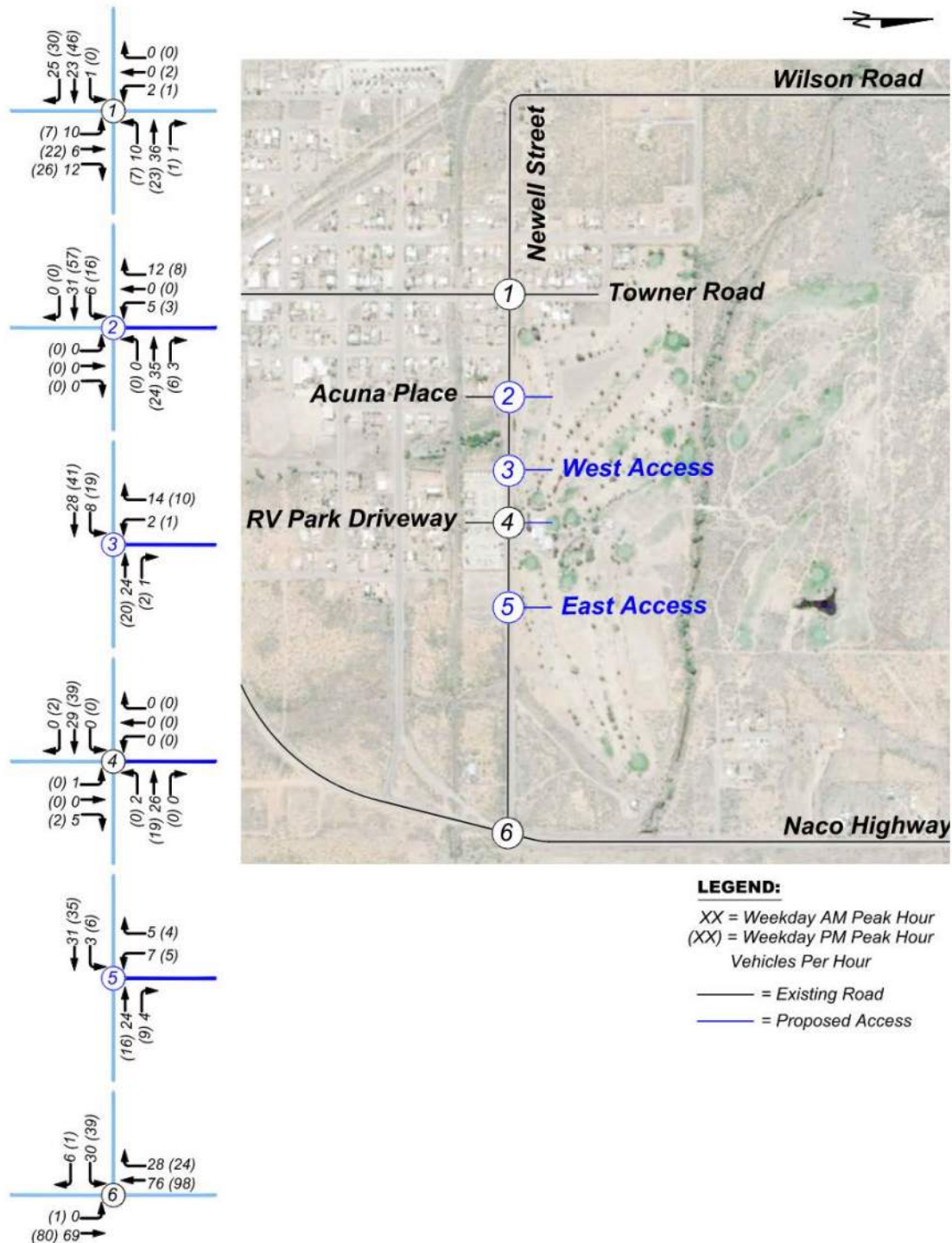




Table 8 – 2025 Friday Peak Hour Levels of Service With Project

Intersection	2025 Friday							
	Without Project				With Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Un-Signalized Intersections	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	6.7	A	7.0	A	7.4
Westbound Left/Through/Right	A	7.2	A	7.1	A	7.3	A	7.3
Northbound Left/Through/Right	A	7.2	A	7.2	A	7.3	A	7.3
Southbound Left/Through/Right	A	7.1	A	7.1	A	7.3	A	7.3
Acuna Place/Newell Street								
Eastbound Left/Through/Right					A	7.3	A	7.3
Westbound Left/Through/Right					A	0.0	A	0.0
Northbound Left/Through/Right					A	0.0	A	0.0
Southbound Left/Through/Right					A	8.7	A	8.8
Middle Access/Newell Street								
Eastbound Left/Through					A	7.3	A	7.3
Southbound Left/Right					A	8.5	A	8.5
RV Park Driveway/Newell Street								
Eastbound Left/Through/Right					A	0.0	A	0.0
Westbound Left/Through						N/A		N/A
Westbound Left/Through/Right					A	7.3	A	7.3
Northbound Left/Right						N/A		N/A
Northbound Left/Through/Right					A	8.6	A	8.6
Southbound Left/Through/Right					A	7.3	A	0.0
East Access/Newell Street								
Eastbound Left/Through					A	7.3	A	7.3
Southbound Left/Right					A	8.7	A	8.8
Naco Highway/Newell Street								
Eastbound Left	A	9.7	A	9.5	A	9.4	A	9.5
Eastbound Right	A	8.7	A	8.8	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	0.0	A	0.0	A	0.0

Delay - seconds per vehicle



Table 9 – 2030 Friday Peak Hour Levels of Service With Project

Intersection	2030 Friday							
	Without Project				With Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Un-Signalized Intersections	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	7.0	A	7.0	A	7.4
Westbound Left/Through/Right	A	7.3	A	7.2	A	7.4	A	7.4
Northbound Left/Through/Right	A	7.2	A	7.2	A	7.3	A	7.4
Southbound Left/Through/Right	A	7.1	A	7.2	A	7.3	A	7.3
Acuna Place/Newell Street								
Eastbound Left/Through/Right	N/A	N/A	N/A	N/A	A	7.3	A	7.3
Westbound Left/Through/Right					A	0.0	A	0.0
Northbound Left/Through/Right					A	0.0	A	0.0
Southbound Left/Through/Right					A	8.7	A	8.8
Middle Access/Newell Street								
Eastbound Left/Through	N/A	N/A	N/A	N/A	A	7.3	A	7.3
Southbound Left/Right					A	8.5	A	8.6
RV Park Driveway/Newell Street								
Eastbound Left/Through/Right	N/A	N/A	N/A	N/A	A	0.0	A	0.0
Westbound Left/Through	A	7.3	A	7.3	N/A		N/A	
Westbound Left/Through/Right	N/A	N/A	N/A	N/A	A	7.3	A	7.3
Northbound Left/Right	A	8.5	A	8.6	N/A		N/A	
Northbound Left/Through/Right	N/A	N/A	N/A	N/A	A	8.6	A	8.6
Southbound Left/Through/Right					A	0.0	A	7.3
East Access/Newell Street								
Eastbound Left/Through	N/A	N/A	N/A	N/A	A	7.3	A	7.3
Southbound Left/Right					A	8.7	A	8.8
Naco Highway/Newell Street								
Eastbound Left	A	9.4	A	9.6	A	9.5	A	9.7
Eastbound Right	A	8.7	A	8.9	A	8.7	A	8.9
Northbound Left/Through	A	0.0	A	0.0	A	0.0	A	0.0

Delay - seconds per vehicle



Table 10 – 2025 Saturday Peak Hour Levels of Service With Project

Intersection	2025 Saturday							
	Without Project				With Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Un-Signalized Intersections	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	6.7	A	7.0	A	7.3
Westbound Left/Through/Right	A	7.2	A	7.2	A	7.4	A	7.4
Northbound Left/Through/Right	A	7.0	A	7.0	A	7.1	A	7.2
Southbound Left/Through/Right	A	7.3	A	7.2	A	7.4	A	7.3
Acuna Place/Newell Street								
Eastbound Left/Through/Right	N/A		N/A		A	7.3	A	7.3
Westbound Left/Through/Right	N/A		N/A		A	0.0	A	0.0
Northbound Left/Through/Right	N/A		N/A		A	0.0	A	0.0
Southbound Left/Through/Right	N/A		N/A		A	8.8	A	8.8
Middle Access/Newell Street								
Eastbound Left/Through	N/A		N/A		A	7.3	A	7.3
Southbound Left/Right	N/A		N/A		A	8.6	A	8.5
RV Park Driveway/Newell Street								
Eastbound Left/Through/Right	N/A		N/A		A	0.0	A	0.0
Westbound Left/Through	A	7.3	A	0.0	N/A		N/A	
Westbound Left/Through/Right	N/A		N/A		A	7.3	A	0.0
Northbound Left/Right	A	8.5	A	8.5	N/A		N/A	
Northbound Left/Through/Right	N/A		N/A		A	8.6	A	8.5
Southbound Left/Through/Right	N/A		N/A		A	0.0	A	0.0
East Access/Newell Street								
Eastbound Left/Through	N/A		N/A		A	7.3	A	7.3
Southbound Left/Right	N/A		N/A		A	8.8	A	8.8
Naco Highway/Newell Street								
Eastbound Left	A	9.5	A	9.8	A	9.6	A	9.8
Eastbound Right	A	8.7	A	8.8	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	7.4	A	0.0	A	7.5

Delay - seconds per vehicle



Table 11 – 2030 Saturday Peak Hour Levels of Service With Project

Intersection	2030 Saturday							
	Without Project				With Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Un-Signalized Intersections	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Towner Avenue/Newell Street								
Eastbound Left/Through/Right	A	6.7	A	6.7	A	7.0	A	7.3
Westbound Left/Through/Right	A	7.2	A	7.3	A	7.4	A	7.4
Northbound Left/Through/Right	A	7.0	A	7.1	A	7.2	A	7.3
Southbound Left/Through/Right	A	7.3	A	7.2	A	7.4	A	7.4
Acuna Place/Newell Street								
Eastbound Left/Through/Right					A	7.3	A	7.3
Westbound Left/Through/Right					A	0.0	A	0.0
Northbound Left/Through/Right					A	0.0	A	0.0
Southbound Left/Through/Right					A	8.8	A	8.8
Middle Access/Newell Street								
Eastbound Left/Through					A	7.3	A	7.3
Southbound Left/Right					A	8.6	A	8.6
RV Park Driveway/Newell Street								
Eastbound Left/Through/Right					A	0.0	A	0.0
Westbound Left/Through						N/A		N/A
Westbound Left/Through/Right					A	7.3	A	0.0
Northbound Left/Right						N/A		N/A
Northbound Left/Through/Right					A	8.6	A	8.5
Southbound Left/Through/Right					A	0.0	A	0.0
East Access/Newell Street								
Eastbound Left/Through					A	7.3	A	7.3
Southbound Left/Right					A	8.8	A	8.8
Naco Highway/Newell Street								
Eastbound Left	A	9.5	A	9.9	A	9.6	B	10.0
Eastbound Right	A	8.7	A	8.8	A	8.7	A	8.8
Northbound Left/Through	A	0.0	A	7.5	A	0.0	A	7.5

Delay - seconds per vehicle



Turn Lane Analysis

A key element of this traffic analysis is to determine if right and left turn lanes are required at the driveways providing direct access to the project and the existing intersection of Newell Street/Naco Highway. Cochise County does not specify turn lane warrant guidelines for left and right turn lanes. For the purpose of this report, left turn and right turn lanes were determined based on ADOT *Traffic Guidelines and Processes 245 – Turn Lane Warrants (TGP 245)* based on speed, through traffic volume, and turning traffic volume during the peak hour.

When needed, turn lanes remove the slowing turning traffic from the through traffic stream, improving capacity and reducing rear-end crashes. **Table 12** through **15** shows the locations that were evaluated for left and right turn lanes based on the Friday and Saturday traffic volumes in 2030 with the project.

Table 12 – Friday Left Turn Lane Warrants

Intersection	Direction	ADOT Left Turn Lane Warrant Criteria					Turn Treatment Warranted?
		Speed Limit (mph)	Number of Through Lanes	Peak Hour	Major Road Volume (vph)	Left Turn Volume (vph)	
Acuna Place/Newell Street	Eastbound	25	1	AM	31	6	No
				PM	71	16	
Acuna Place/Newell Street	Soutbound	25	1	AM	17	5	No
				PM	11	3	
West Access/Newell Street	Eastbound	25	1	AM	30	8	No
				PM	58	19	
West Access/Newell Street	Soutbound	25	1	AM	16	2	No
				PM	11	1	
RV Park Driveway/ Newell Street	Eastbound	25	1	AM	25	0	No
				PM	33	0	
RV Park Driveway/ Newell Street	Soutbound	25	1	AM	0	0	No
				PM	0	0	
East Access/Newell Street	Eastbound	25	1	AM	28	3	No
				PM	43	6	
East Access/Newell Street	Soutbound	25	1	AM	12	7	No
				PM	9	5	
Newell Street/Naco Highway	Northbound	45	1	AM	59	0	No
				PM	57	0	



Table 13 – Saturday Left Turn Lane Warrants

Intersection	Direction	ADOT Left Turn Lane Warrant Criteria					Turn Treatment Warranted?
		Speed Limit	Number of Through	Peak Hour	Major Road Volume	Left Turn Volume	
Acuna Place/Newell Street	Eastbound	25	1	AM	37	6	No
				PM	73	16	
Acuna Place/Newell Street	Soutbound	25	1	AM	17	5	No
				PM	11	3	
West Access/Newell Street	Eastbound	25	1	AM	36	8	No
				PM	60	19	
West Access/Newell Street	Soutbound	25	1	AM	16	2	No
				PM	11	1	
RV Park Driveway/ Newell Street	Eastbound	25	1	AM	29	0	No
				PM	41	0	
RV Park Driveway/ Newell Street	Soutbound	25	1	AM	0	0	No
				PM	0	0	
East Access/Newell Street	Eastbound	25	1	AM	34	3	No
				PM	41	6	
East Access/Newell Street	Soutbound	25	1	AM	12	7	No
				PM	9	5	
Newell Street/Naco Highway	Northbound	45	1	AM	69	0	No
				PM	81	1	

As shown in **Tables 12** and **13**, no left turn lanes are warranted at any of the proposed intersections in 2030 with project during the Friday and Saturday peak hours.

Table 14 – Friday Right Turn Lane Warrants

Intersection	Direction	ADOT Right Turn Lane Warrant Criteria					Turn Treatment Warranted?
		Speed Limit (mph)	Number of Through Lanes	Peak Hour	Major Road Volume (vph)	Right Turn Volume (vph)	
Acuna Place/Newell Street	Westbound	25	1	AM	30	3	No
				PM	30	6	
Acuna Place/Newell Street	Soutbound	25	1	AM	17	12	No
				PM	11	8	
West Access/Newell Street	Westbound	25	1	AM	17	1	No
				PM	22	2	
West Access/Newell Street	Soutbound	25	1	AM	16	14	No
				PM	11	10	
RV Park Driveway/ Newell Street	Westbound	25	1	AM	21	0	No
				PM	23	0	
RV Park Driveway/ Newell Street	Soutbound	25	1	AM	0	0	No
				PM	0	0	
East Access/Newell Street	Westbound	25	1	AM	21	4	No
				PM	29	9	
East Access/Newell Street	Soutbound	25	1	AM	12	5	No
				PM	9	4	



Table 15 – Saturday Right Turn Lane Warrants

Intersection	Direction	ADOT Right Turn Lane Warrant Criteria					Turn Treatment Warranted?
		Speed Limit	Number of Through	Peak Hour	Major Road Volume	Right Turn Volume	
Acuna Place/Newell Street	Westbound	25	1	AM	38	3	No
				PM	30	6	
Acuna Place/Newell Street	Soutbound	25	1	AM	17	12	No
				PM	11	8	
West Access/Newell Street	Westbound	25	1	AM	25	1	No
				PM	22	2	
West Access/Newell Street	Soutbound	25	1	AM	16	14	No
				PM	11	10	
RV Park Driveway/ Newell Street	Westbound	25	1	AM	28	0	No
				PM	19	0	
RV Park Driveway/ Newell Street	Soutbound	25	1	AM	0	0	No
				PM	0	0	
East Access/Newell Street	Westbound	25	1	AM	28	4	No
				PM	25	9	
East Access/Newell Street	Soutbound	25	1	AM	12	5	No
				PM	9	4	

As shown in **Tables 14 and 15**, no right turn lanes are warranted at any of the proposed intersections in 2030 with project during the Friday and Saturday peak hours.

The eastbound left turn and southbound right turn queues at Newell Street/Naco Highway were evaluated to determine if the existing turn lane storage provided is sufficient to accommodate the projected 2030 traffic volumes with the project. The warranted eastbound left turn lane at the intersection of West Access/Newell Street was also evaluated. These turn lane queues were evaluated using the following methods as recommended in *A Policy of Geometric Design of Highways and Streets* (AASHTO Green Book, 2018). Typically, an average vehicle length of 25 feet is assumed.

For un-signalized intersections, storage for vehicles likely to arrive in an average two-minute period within the peak hour should be provided based on the following equations. *Table 9-22* within the 2018 AASHTO Green Book tabularizes these equations based on 85th percentile critical gap acceptance and typical driver behaviors.

$$c = \frac{V_0 e^{\frac{-V_0 t_c}{3600}}}{1 - e^{\frac{-V_0 t_f}{3600}}}$$

Where:

- c = left-turn capacity, vehicles per hour
- V₀ = major-road volume conflicting with the minor movement, assumed to be equal to one-half of the two-way major-road volume, vehicles per hour
- t_c = critical gap, seconds
- t_f = follow-up gap, seconds



$$SL = \left\{ \frac{\ln[P(n > N)]}{\ln\left[\frac{v}{c}\right]} - 1 \right\} \times VL$$

Where:

- SL = storage length, feet
- P(n>N) = probability of turn-lane overflow
- v = left-turn vehicle volume, vehicles per hour
- c = left-turn capacity, vehicles per hour
- VL = average length per vehicle, feet

Table 16 shows the calculated queue lengths for the existing turn lanes at Newell Street/Naco Highway based on 2030 Friday and Saturday peak hour traffic volumes with traffic from the project. The computed values are typically rounded to the nearest 25 feet. Complete queue length calculations are available in the Appendix.

Table 16 – Calculated Queue Lengths

Intersection	Friday								Saturday							
	Left Turn Storage				Right Turn Storage				Left Turn Storage				Right Turn Storage			
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Newell Street/Naco Highway																
Turning Volume (vph)			32			29					39			28		
S _{calculated} =			50			50					50			50		
S _{rounded} =			50			50					50			50		

S - storage in feet, vph - vehicles per hour

As shown in **Table 16**, the existing storage space provided in the eastbound left turn lane and southbound right turn lane at the intersection of Newell Street/Naco Highway is expected to adequately accommodate the projected traffic volumes in 2030 with the project.

No queue overlap is expected between the proposed access points and existing study intersections serving the Camp Riff project site.



Crash Analysis

The crash history at all of the study intersections was obtained from the Arizona Department of Transportation from 1 January 2018 to 31 December 2022. The results of the crash data review are shown in **Table 20**. An expanded summary of the crash data can be found in the Appendix.

No crashes were reported at the study intersections of Towner Avenue/Newell Street and RV Park Driveway/Newell Street.

Table 17 – Crash Analysis at Newell Street/Naco Highway

Year	Crash Type							Fatal	Injury	Crash Totals
	Angle	Left Turn	Rear-End	Sideswipe	Single Vehicle	Head On	Other			
2018					1					1
2019										0
2020										0
2021										0
2022										0
5-Year Total	0	0	0	0	1	0	0	0	0	1

As shown in **Table 17**, at the intersection of Newell Street/Naco Highway there were two reported crashes, with zero containing injury, within the five-year study period. The only occurring crash type was single vehicles. The relatively small number of collisions at the intersection cannot be used to identify any meaningful crash trends.

It should be noted that this crash summary only includes crashes where a police officer was contacted and wrote a report, otherwise, there is no record of the incident. It is possible that other minor crashes occurred in the area where the Police Department was not contacted and no official record of these crashes exists.



Special Event Access

Preliminary special event ingress and egress plans were created based on existing plans, the locations of the proposed event centers, the existing roadway network, and assuming all of the events occurred simultaneously. As noted, up to 3,150 event attendees could arrive at the Camp Riff project site during concurrent events. The following assumptions were made for the ingress and egress plans:

- Entering/exiting traffic to/from any event center will be split evenly between the routes provided for that event center.
- General conformance to the proposed circulation plan, and increased likelihood of the above assumption being correct, will be ensured via one or more of the following methods.
 - Event-specific parking areas and parking passes.
 - Event staff and/or police enforcement at key intersections and entrances/exits.
 - ‘Trailblazing’ roadway signing on adjacent roadways (including Naco Highway, Willson Road, and SR 92)

The ingress plan is shown in **Figure 17** and the egress plan is showed in **Figure 18**. **Figures 17 and 18** also show the corresponding traffic volumes expected on the site roadways (assuming no busses and carpooling to determine a worst-case scenario).

The Special Event Center/Wedding Pavilion and Amphitheater will be located in close proximity to each other and the maximum attendees at the Amphitheater greatly exceeds the attendees of the Special Event Center/Wedding Pavilion. With this in mind, the intent of the ingress and egress plans is to separate the Special Event Center/Wedding Pavilion from the traffic associated with the Amphitheater as much as possible.

With limited roadways in the area to travel between Wilson Road and Naco Highway north of the site, another goal of the ingress/egress plans is to keep attendees on the roads they arrived from when they leave.



Figure 17 – Possible Concurrent Special Event Ingress Plan



LEGEND:

- = Existing Road
- = Proposed Access
- #####➔ = Total Vehicles
- ➔ = Special Event Center/Wedding Pavilion Traffic
- ➔ = Amphitheater Traffic



Figure 18 – Possible Concurrent Special Event Egress Plan



LEGEND:

- = Existing Road
- = Proposed Access
- #####➔ = Total Vehicles
- ➔ = Special Event Center/Wedding Pavilion Traffic
- ➔ = Amphitheater Traffic



Conclusion

The existing study intersections currently operate at an adequate LOS during the Friday and Saturday peak hours.

The study intersections are anticipated to operate at an adequate LOS in 2025 and 2030 without the project during the Friday and Saturday peak hours.

The study intersections are expected to continue operating at an adequate LOS in 2025 and 2030 without the project during Friday and Saturday peak hours.

The existing storage space provided in the eastbound left turn lane and southbound right turn lane at the intersection of Newell Street/Naco Highway is expected to adequately accommodate the projected traffic volumes in 2030 with the project.

No queue overlap is expected between the proposed access points and existing study intersections serving the Camp Riff project site.

No crashes were reported at the study intersections of Towner Avenue/Newell Street and RV Park Driveway/Newell Street.

The small number of reported collisions at the intersections of Newell Street/Naco Highway cannot be used to identify any meaningful crash trends.

Preliminary special event ingress and egress plans were created based on the locations of the proposed event centers, the existing roadway network, and assuming all of the events occurred simultaneously.

Several assumptions were made in the development of these plans:

- Entering/exiting traffic to/from any event center will be split evenly between the routes provided for that event center.
- General conformance to the proposed circulation plan, and increased likelihood of the above assumption being correct, will be ensured via one or more of the following methods.
 - Event-specific parking areas and parking passes.
 - Event staff and/or police enforcement at key intersections and entrances/exits.
 - ‘Trailblazing’ roadway signing on adjacent roadways (including Naco Highway, Wilson Road, and SR 92)

If possible, consideration should be given to aligning Middle East Access and RV Park Driveway.



If concurrent events occur at the Special Event Center/Wedding Pavilion and Amphitheater occur, ingress and egress plans should separate the Special Event Center/Wedding Pavilion from the traffic associated with the Amphitheater as much as possible.

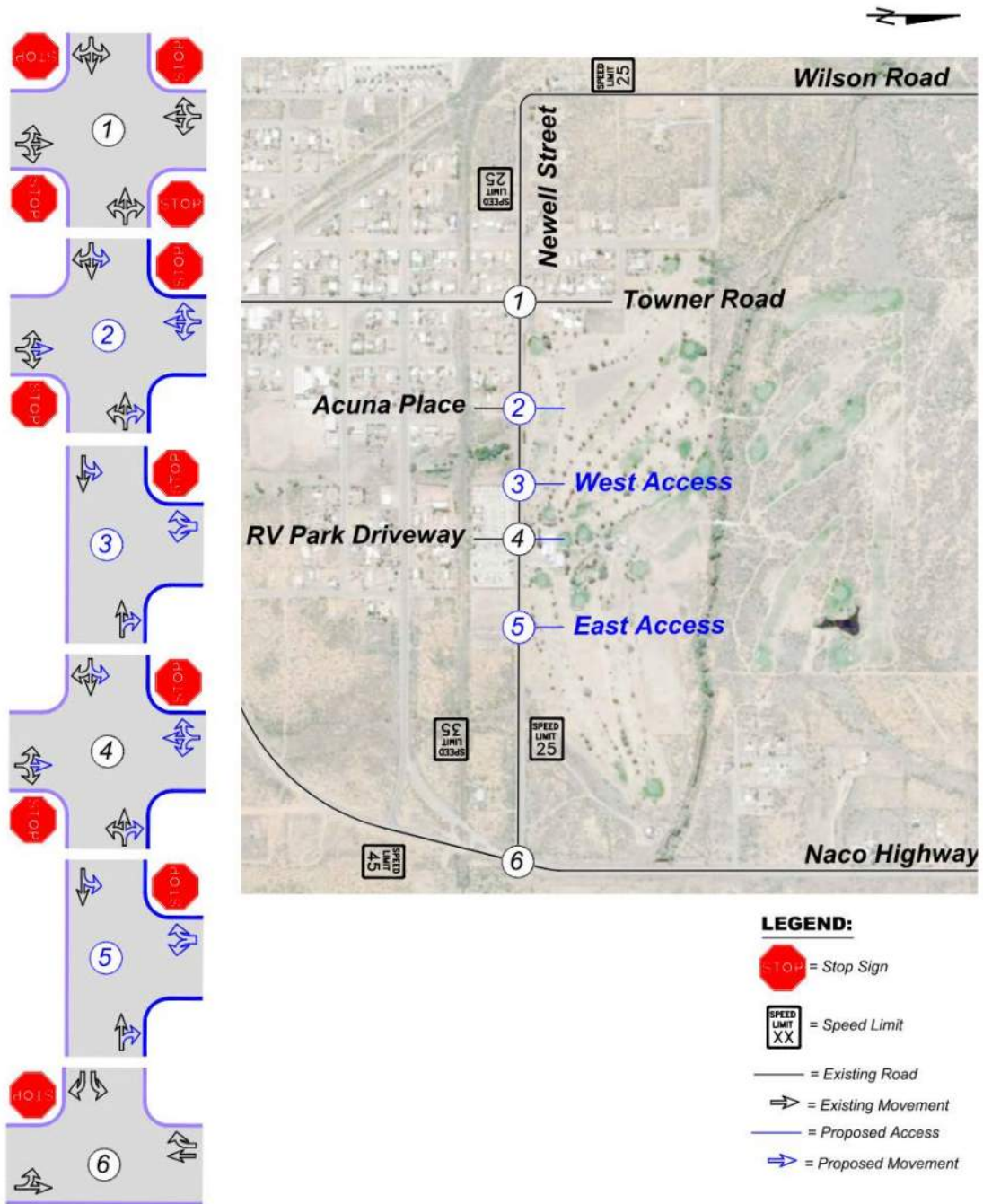
With limited roadways in the area to travel between Willson Road and Naco Highway north of the site, ingress/egress plans to special events should keep attendees on the roads they arrived from when they leave (i.e. Willson Road and Naco Highway). Trailblazing for special events should begin on State Route 92 (SR 92).

At a minimum during the first few special events, off duty police officers should be located at Newell Street/Naco Highway and event staff at entrances/exits to the site. Event staff should also be located onsite to direct vehicles in an orderly fashion to parking areas.

Figure 19 shows the proposed lane configurations and traffic control in 2030.



Figure 19 – Proposed Lane Configurations and Traffic Control





**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

Traffic Counts

Trip Generation Calculations

Capacity Calculations

Turn Lane Calculations

Crash Analysis



**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

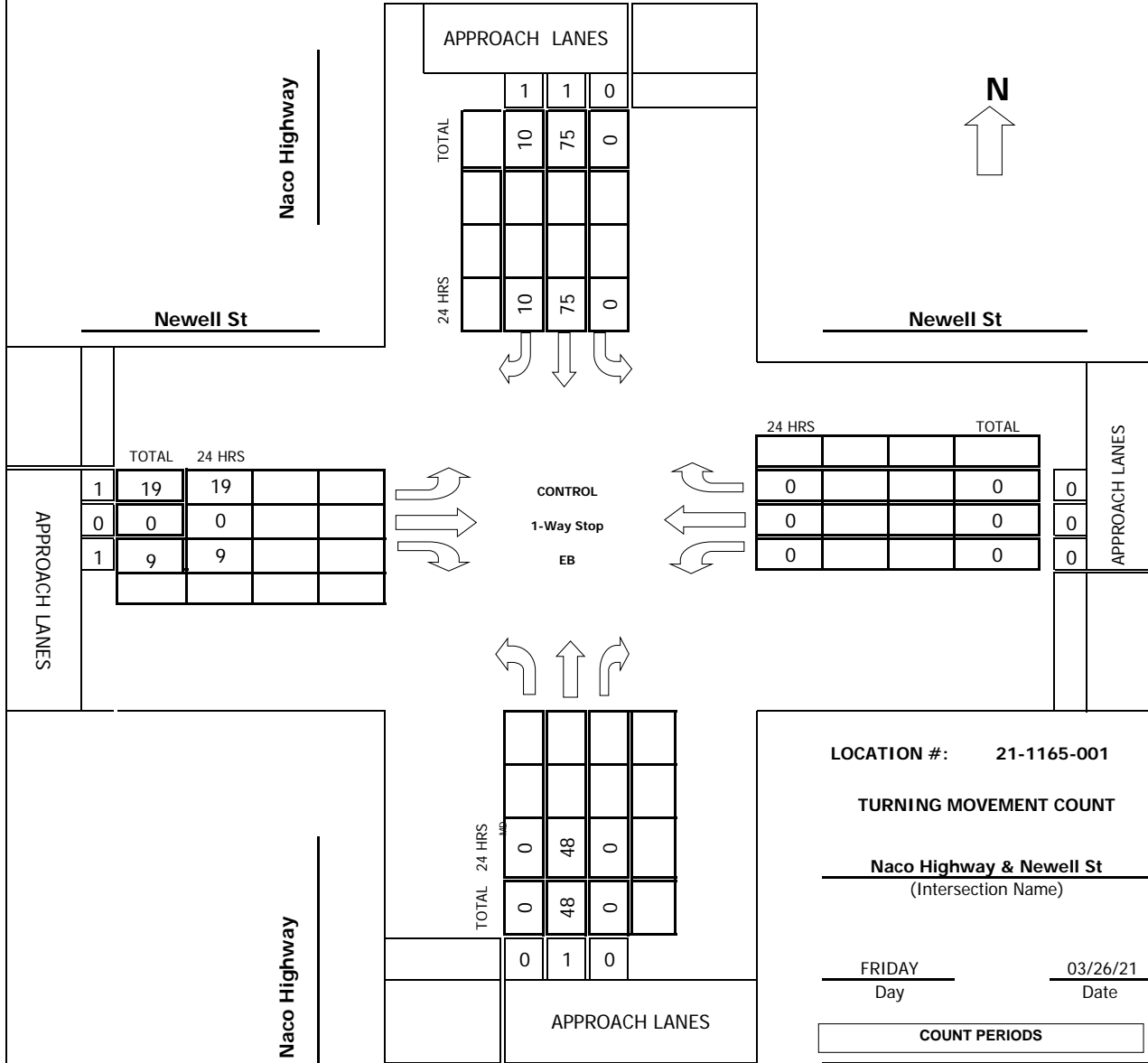
Traffic Counts

**Intersection Turning Movement
Prepared by:**



Project #: 21-1165-001

TMC SUMMARY OF Naco Highway & Newell St



LOCATION #: 21-1165-001

TURNING MOVEMENT COUNT

Naco Highway & Newell St
(Intersection Name)

FRIDAY

03/26/21

Day

Date

COUNT PERIODS

AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 245 PM

NOON PEAK HOUR _____

PM PEAK HOUR _____

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



veracitytrafficgroup

N-S STREET: Naco Highway

DATE: 03/26/21

LOCATION: Naco

E-W STREET: Newell St

DAY: FRIDAY

PROJECT# 21-1165-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
1:30 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
1:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	2	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	6	0	0	1	0	3	0	0	0	0	0	10
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	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	0	0	0	0	0	0
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 AM	0	3	0	0	1	0	2	0	0	0	0	0	6
5:30 AM	0	3	0	0	2	1	0	0	0	0	0	0	6
5:45 AM	0	4	0	0	3	0	1	0	0	0	0	0	8
6:00 AM	0	10	0	0	6	1	7	0	0	0	0	0	24
6:15 AM	0	10	0	0	4	0	2	0	0	0	0	0	16
6:30 AM	0	9	0	0	6	0	1	0	1	0	0	0	17
6:45 AM	0	6	0	0	5	0	4	0	0	0	0	0	15
7:00 AM	0	14	0	0	7	0	4	0	0	0	0	0	25
7:15 AM	0	7	0	0	6	0	6	0	0	0	0	0	19
7:30 AM	0	11	0	0	9	0	0	0	1	0	0	0	21
7:45 AM	0	10	0	0	8	0	5	0	0	0	0	0	23
8:00 AM	0	12	0	0	5	0	1	0	1	0	0	0	19
8:15 AM	0	15	0	0	8	1	2	0	0	0	0	0	26
8:30 AM	1	13	0	0	3	0	4	0	2	0	0	0	23
8:45 AM	0	7	0	0	7	1	3	0	3	0	0	0	21
9:00 AM	0	4	0	0	9	1	6	0	2	0	0	0	22
9:15 AM	1	8	0	0	7	1	3	0	6	0	0	0	26
9:30 AM	0	11	0	0	18	4	2	0	1	0	0	0	36
9:45 AM	0	11	0	0	8	1	5	0	2	0	0	0	27
10:00 AM	0	10	0	0	11	2	9	0	1	0	0	0	33
10:15 AM	0	12	0	0	8	1	5	0	1	0	0	0	27
10:30 AM	0	12	0	0	12	5	2	0	0	0	0	0	31
10:45 AM	0	15	0	0	17	1	4	0	3	0	0	0	40
11:00 AM	0	14	0	0	13	0	3	0	1	0	0	0	31
11:15 AM	0	8	0	0	14	5	1	0	1	0	0	0	29
11:30 AM	0	12	0	0	8	4	3	0	0	0	0	0	27
11:45 AM	0	12	0	0	9	4	1	0	0	0	0	0	26
12:00 PM	0	8	0	0	22	2	5	0	1	0	0	0	38

Intersection Turning Movement

Prepared by:

12:15 PM	0	8	0	0	16	1	5	0	0	0	0	0	30
12:30 PM	0	8	0	0	20	1	3	0	0	0	0	0	32
12:45 PM	0	12	0	0	9	3	7	0	3	0	0	0	34
1:00 PM	0	19	0	0	10	6	5	0	1	0	0	0	41
1:15 PM	0	13	0	0	11	3	3	0	2	0	0	0	32
1:30 PM	0	7	0	0	13	3	1	0	1	0	0	0	25
1:45 PM	0	16	0	0	16	7	3	0	0	0	0	0	42
2:00 PM	0	4	0	0	20	6	3	0	4	0	0	0	37
2:15 PM	0	5	0	0	23	6	3	0	1	0	0	0	38
2:30 PM	0	12	0	0	12	6	1	0	0	0	0	0	31
2:45 PM	0	18	0	0	20	5	6	0	3	0	0	0	52
3:00 PM	0	13	0	0	14	0	4	0	2	0	0	0	33
3:15 PM	0	10	0	0	21	4	5	0	2	0	0	0	42
3:30 PM	0	7	0	0	20	1	4	0	2	0	0	0	34
3:45 PM	0	9	0	0	11	6	4	0	1	0	0	0	31
4:00 PM	0	14	0	0	14	2	3	0	2	0	0	0	35
4:15 PM	0	9	0	0	22	4	2	0	1	0	0	0	38
4:30 PM	0	5	0	0	18	3	0	0	0	0	0	0	26
4:45 PM	0	9	0	0	22	0	4	0	0	0	0	0	35
5:00 PM	0	7	0	0	18	3	1	0	3	0	0	0	32
5:15 PM	0	11	0	0	18	3	4	0	2	0	0	0	38
5:30 PM	0	9	0	0	28	2	2	0	2	0	0	0	43
5:45 PM	0	8	0	0	23	3	7	0	0	0	0	0	41
6:00 PM	0	10	0	0	14	3	2	0	4	0	0	0	33
6:15 PM	0	6	0	0	11	4	0	0	6	0	0	0	27
6:30 PM	0	4	0	0	16	2	1	0	4	0	0	0	27
6:45 PM	0	6	0	0	14	3	0	0	1	0	0	0	24
7:00 PM	0	6	0	0	13	0	1	0	1	0	0	0	21
7:15 PM	0	5	0	0	11	2	2	0	1	0	0	0	21
7:30 PM	0	10	0	0	10	3	1	0	3	0	0	0	27
7:45 PM	0	7	0	0	12	2	2	0	1	0	0	0	24
8:00 PM	0	7	0	0	11	0	4	0	2	0	0	0	24
8:15 PM	0	10	0	0	8	0	2	0	0	0	0	0	20
8:30 PM	0	7	0	0	14	2	2	0	1	0	0	0	26
8:45 PM	0	8	0	0	22	1	1	0	2	0	0	0	34
9:00 PM	0	6	0	0	9	3	0	0	2	0	0	0	20
9:15 PM	0	4	0	0	14	1	2	0	3	0	0	0	24
9:30 PM	0	6	0	0	10	0	3	0	0	0	0	0	19
9:45 PM	0	9	0	0	3	0	2	0	0	0	0	0	14
10:00 PM	0	3	0	0	5	0	1	0	0	0	0	0	9
10:15 PM	0	5	0	0	9	0	0	0	0	0	0	0	14
10:30 PM	0	9	0	0	3	0	0	0	0	0	0	0	12
10:45 PM	0	2	0	0	4	2	1	0	0	0	0	0	9
11:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	4
11:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
11:30 PM	0	2	0	0	4	0	0	0	0	0	0	0	6
11:45 PM	0	2	0	0	1	0	1	0	0	0	0	0	4

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	2	662	0	0	873	142	206	0	90	0	0	0	1975
Approach %	0.30	99.70	0.00	0.00	86.01	13.99	69.59	0.00	30.41	#####	#####	#####	
App/Depart	664	/	868	1015	/	963	296	/	0	0	/	144	

AM Peak Hr Begins at: 245 PM

PEAK

Volumes	0	48	0	0	75	10	19	0	9	0	0	0	161
Approach %	0.00	100.00	0.00	0.00	88.24	11.76	67.86	0.00	32.14	#####	#####	#####	

PEAK HR.

FACTOR:	0.667	0.850	0.778	0.000	0.774
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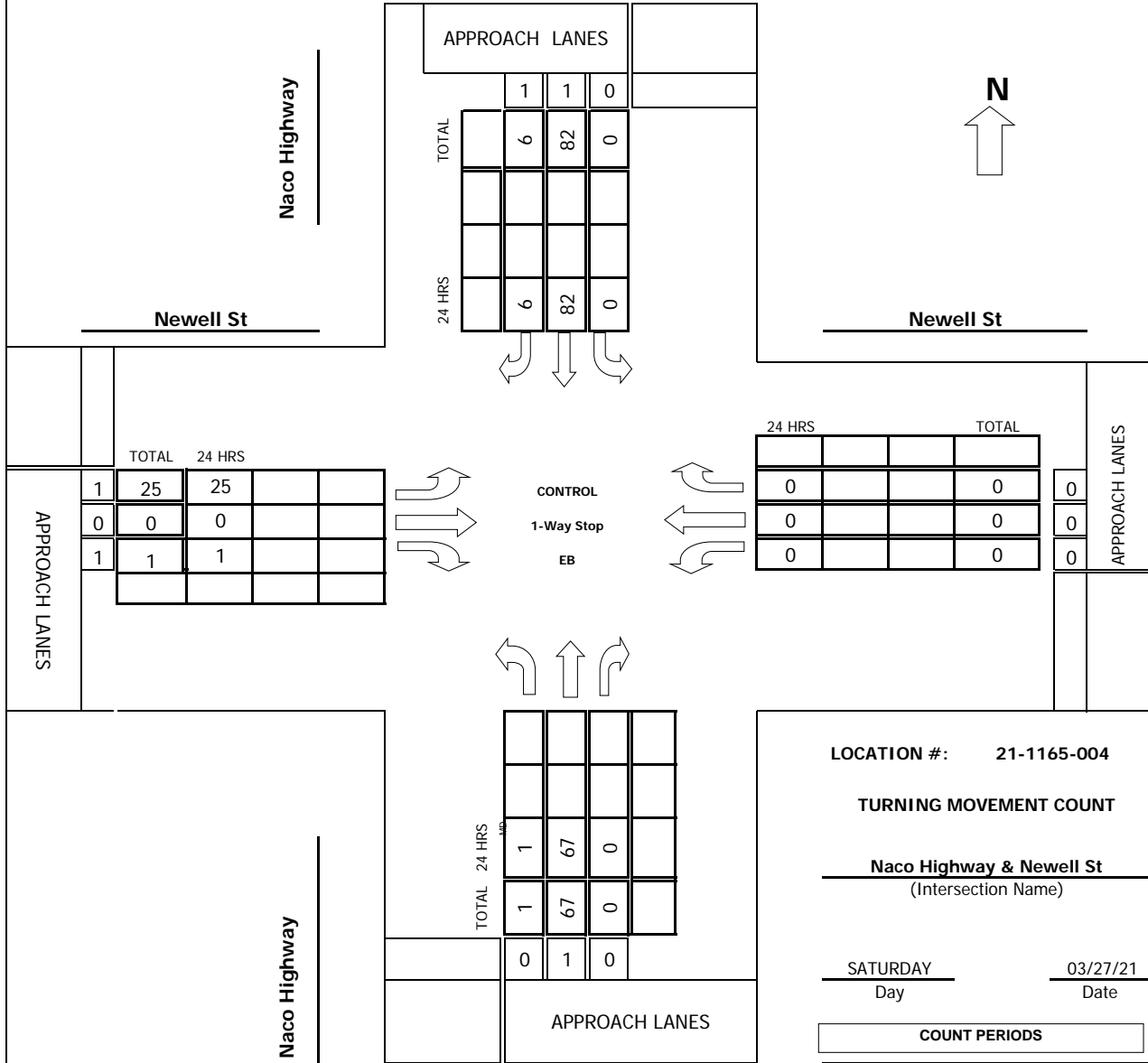
CONTROL: 1-Way Stop (EB)
 COMMENT 1:
 GPS: 31.340047, -109.936298

**Intersection Turning Movement
Prepared by:**



Project #: 21-1165-004

TMC SUMMARY OF Naco Highway & Newell St



LOCATION #: 21-1165-004

TURNING MOVEMENT COUNT

Naco Highway & Newell St
(Intersection Name)

SATURDAY
Day

03/27/21
Date

COUNT PERIODS

AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 230 PM

NOON PEAK HOUR _____

PM PEAK HOUR _____

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET: Naco Highway DATE: 03/27/21 LOCATION: Naco

E-W STREET: Newell St DAY: SATURDAY PROJECT# 21-1165-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
12:00 AM	0	1	0	0	3	1	0	0	0	0	0	0	5
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	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	0	0	
1:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
2:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2
5:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 AM	0	3	0	0	3	0	1	0	0	0	0	0	7
6:00 AM	0	7	0	0	1	0	1	0	0	0	0	0	9
6:15 AM	0	3	0	0	6	0	2	0	0	0	0	0	11
6:30 AM	0	10	0	0	4	1	2	0	0	0	0	0	17
6:45 AM	0	5	0	0	3	1	1	0	2	0	0	0	12
7:00 AM	0	4	0	0	7	1	0	0	0	0	0	0	12
7:15 AM	0	5	0	0	2	0	4	0	2	0	0	0	13
7:30 AM	0	3	0	0	3	0	2	0	0	0	0	0	8
7:45 AM	0	5	0	0	5	1	1	0	1	0	0	0	13
8:00 AM	0	10	0	0	4	0	5	0	2	0	0	0	21
8:15 AM	0	5	0	0	10	1	4	0	0	0	0	0	20
8:30 AM	0	10	0	0	4	2	3	0	0	0	0	0	19
8:45 AM	0	8	0	0	7	1	0	0	0	0	0	0	16
9:00 AM	0	13	0	0	6	0	2	0	1	0	0	0	22
9:15 AM	0	7	0	0	7	3	6	0	2	0	0	0	25
9:30 AM	0	14	0	0	16	1	1	0	1	0	0	0	33
9:45 AM	0	14	0	0	12	0	5	0	0	0	0	0	31
10:00 AM	0	16	0	0	15	4	5	0	1	0	0	0	41
10:15 AM	0	14	0	0	8	4	1	0	0	0	0	0	27
10:30 AM	0	12	0	0	11	4	1	0	3	0	0	0	31
10:45 AM	0	10	0	0	12	6	0	0	1	0	0	0	29
11:00 AM	0	13	0	0	21	4	7	0	0	0	0	0	45
11:15 AM	0	23	0	0	20	3	6	0	1	0	0	0	53
11:30 AM	0	11	0	0	11	2	3	0	0	0	0	0	27
11:45 AM	0	8	0	0	15	2	7	0	1	0	0	0	33
12:00 PM	0	20	0	0	9	7	4	0	0	0	0	0	40

Intersection Turning Movement

Prepared by:

12:15 PM	0	11	0	0	14	2	5	0	4	0	0	0	36
12:30 PM	0	10	0	0	12	3	2	0	3	0	0	0	30
12:45 PM	0	8	0	0	15	7	3	0	0	0	0	0	33
1:00 PM	0	15	0	0	19	1	3	0	0	0	0	0	38
1:15 PM	0	6	0	0	11	10	5	0	2	0	0	0	34
1:30 PM	0	14	0	0	14	1	2	0	1	0	0	0	32
1:45 PM	0	11	0	0	16	0	3	0	1	0	0	0	31
2:00 PM	0	12	0	0	16	5	2	0	2	0	0	0	37
2:15 PM	1	11	0	0	17	6	4	0	3	0	0	0	42
2:30 PM	0	18	0	0	21	0	4	0	0	0	0	0	43
2:45 PM	1	18	0	0	18	2	4	0	0	0	0	0	43
3:00 PM	0	15	0	0	24	2	12	0	0	0	0	0	53
3:15 PM	0	16	0	0	19	2	5	0	1	0	0	0	43
3:30 PM	0	5	0	0	22	4	2	0	2	0	0	0	35
3:45 PM	0	17	0	0	13	3	1	0	2	0	0	0	36
4:00 PM	0	7	0	0	11	3	3	0	1	0	0	0	25
4:15 PM	0	8	0	0	14	9	2	0	3	0	0	0	36
4:30 PM	0	12	0	0	6	2	1	0	1	0	0	0	22
4:45 PM	0	6	0	0	16	2	5	0	0	0	0	0	29
5:00 PM	0	3	0	0	10	1	2	0	0	0	0	0	16
5:15 PM	0	4	0	0	28	1	0	0	1	0	0	0	34
5:30 PM	0	10	0	0	11	4	2	0	0	0	0	0	27
5:45 PM	0	9	0	0	10	3	2	0	1	0	0	0	25
6:00 PM	0	8	0	0	8	2	1	0	0	0	0	0	19
6:15 PM	0	5	0	0	9	1	0	0	1	0	0	0	16
6:30 PM	0	7	0	0	6	0	0	0	2	0	0	0	15
6:45 PM	0	4	0	0	8	1	0	0	1	0	0	0	14
7:00 PM	0	8	0	0	5	0	1	0	0	0	0	0	14
7:15 PM	0	5	0	0	7	0	0	0	0	0	0	0	12
7:30 PM	0	9	0	0	4	1	1	0	0	0	0	0	15
7:45 PM	0	6	0	0	8	2	0	0	0	0	0	0	16
8:00 PM	0	3	0	0	5	1	1	0	0	0	0	0	10
8:15 PM	0	2	0	0	9	0	2	0	0	0	0	0	13
8:30 PM	1	1	0	0	6	1	1	0	0	0	0	0	10
8:45 PM	0	4	0	0	11	2	0	0	0	0	0	0	17
9:00 PM	0	1	0	0	7	1	1	0	1	0	0	0	11
9:15 PM	0	5	0	0	4	0	2	0	0	0	0	0	11
9:30 PM	0	2	0	0	5	1	1	0	0	0	0	0	9
9:45 PM	0	1	0	0	2	2	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	6	1	0	0	0	0	0	0	7
10:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
10:30 PM	0	0	0	0	2	0	1	0	0	0	0	0	3
10:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	2
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3
11:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	3	579	0	0	708	140	163	0	53	0	0	0	1646
Approach %	0.52	99.48	0.00	0.00	83.49	16.51	75.46	0.00	24.54	####	####	####	
App/Depart	582	/	742	848	/	761	216	/	0	0	/	143	

AM Peak Hr Begins at: 230 PM

PEAK

Volumes	1	67	0	0	82	6	25	0	1	0	0	0	182
Approach %	1.47	98.53	0.00	0.00	93.18	6.82	96.15	0.00	3.85	####	####	####	

PEAK HR.

FACTOR:	0.895	0.846	0.542	0.000	0.858
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CONTROL: 1-Way Stop (EB)

COMMENT 1:

GPS: 31.340047, -109.936298

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-001

Location: Newell St west of Naco Highway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	2			
00:15			0	0	12:15			5	1			
00:30			0	0	12:30			3	1			
00:45			0	0	12:45			10	24	3	7	31
01:00			0	0	13:00			6	6			
01:15			0	0	13:15			5	3			
01:30			0	0	13:30			2	3			
01:45			0	0	13:45			3	16	7	19	35
02:00			2	0	14:00			7	6			
02:15			0	0	14:15			4	6			
02:30			3	0	14:30			1	6			
02:45			0	5	14:45			9	21	5	23	44
03:00			0	0	15:00			6	0			
03:15			0	0	15:15			7	4			
03:30			0	0	15:30			6	1			
03:45			1	1	15:45			5	24	6	11	35
04:00			0	0	16:00			5	2			
04:15			0	0	16:15			3	4			
04:30			0	0	16:30			0	3			
04:45			1	1	16:45			4	12	0	9	21
05:00			0	0	17:00			4	3			
05:15			2	0	17:15			6	3			
05:30			0	1	17:30			4	2			
05:45			1	3	17:45			7	21	3	11	32
06:00			7	1	18:00			6	3			
06:15			2	0	18:15			6	4			
06:30			2	0	18:30			5	2			
06:45			4	15	18:45			1	18	3	12	30
07:00			4	0	19:00			2	0			
07:15			6	0	19:15			3	2			
07:30			1	0	19:30			4	3			
07:45			5	16	19:45			3	12	2	7	19
08:00			2	0	20:00			6	0			
08:15			2	1	20:15			2	0			
08:30			6	1	20:30			3	2			
08:45			6	16	20:45			3	14	1	3	17
09:00			8	1	21:00			2	3			
09:15			9	2	21:15			5	1			
09:30			3	4	21:30			3	0			
09:45			7	27	21:45			2	12	0	4	16
10:00			10	2	22:00			1	0			
10:15			6	1	22:15			0	0			
10:30			2	5	22:30			0	0			
10:45			7	25	22:45			1	2	2	2	4
11:00			4	0	23:00			0	0			
11:15			2	5	23:15			0	1			
11:30			3	4	23:30			0	0			
11:45			1	10	23:45			1	1	0	1	2

Total Vol. 119 35 154 177 109 286

GPS Coordinates: 31.340076, -109.936963

	Daily Totals					
	NB	SB	EB	WB	Combined	
			296	144	440	
	AM			PM		
Split %	77.3%	22.7%	61.9%	38.1%	65.0%	
Peak Hour	08:30	11:15	14:45	13:45	14:00	
Volume	29	15	28	25	44	
P.H.F.	0.81	0.75	0.78	0.89	0.79	

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-004

Location: Newell St west of Naco Highway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	1	12:00			4	7			
00:15			0	0	12:15			9	2			
00:30			0	0	12:30			5	3			
00:45			0	0	1	1	12:45	3	21	7	19	40
01:00			0	0	13:00			3	1			
01:15			0	1	13:15			7	10			
01:30			0	0	13:30			3	1			
01:45			0	0	1	1	13:45	4	17	0	12	29
02:00			0	0	14:00			4	5			
02:15			0	1	14:15			7	7			
02:30			0	0	14:30			4	0			
02:45			0	0	1	1	14:45	4	19	3	15	34
03:00			0	0	15:00			12	2			
03:15			0	0	15:15			6	2			
03:30			0	0	15:30			4	4			
03:45			0	0	0	0	15:45	3	25	3	11	36
04:00			0	0	16:00			4	3			
04:15			0	0	16:15			5	9			
04:30			0	0	16:30			2	2			
04:45			0	0	0	0	16:45	5	16	2	16	32
05:00			1	0	17:00			2	1			
05:15			0	0	17:15			1	1			
05:30			1	0	17:30			2	4			
05:45			1	3	0	0	3	3	8	3	9	17
06:00			1	0	18:00			1	2			
06:15			2	0	18:15			1	1			
06:30			2	1	18:30			2	0			
06:45			3	8	1	2	10	1	5	1	4	9
07:00			0	1	19:00			1	0			
07:15			6	0	19:15			0	0			
07:30			2	0	19:30			1	1			
07:45			2	10	1	2	12	0	2	2	3	5
08:00			7	0	20:00			1	1			
08:15			4	1	20:15			2	0			
08:30			3	2	20:30			1	2			
08:45			0	14	1	4	18	0	4	2	5	9
09:00			3	0	21:00			2	1			
09:15			8	3	21:15			2	0			
09:30			2	1	21:30			1	1			
09:45			5	18	0	4	22	0	5	2	4	9
10:00			6	4	22:00			0	1			
10:15			1	4	22:15			0	0			
10:30			4	4	22:30			1	0			
10:45			1	12	6	18	30	1	2	0	1	3
11:00			7	4	23:00			0	0			
11:15			7	3	23:15			1	0			
11:30			3	2	23:30			0	0			
11:45			8	25	2	11	36	1	2	0	0	2

Total Vol. 90 44 134 126 99 225

GPS Coordinates: 31.340076, -109.936963

Daily Totals

NB	SB	EB	WB	Combined
		216	143	359

AM

PM

Split %	67.2%	32.8%	37.3%	56.0%	44.0%	62.7%
Peak Hour	11:45	10:00	11:45	14:15	12:30	12:00
Volume	26	18	40	27	21	40
P.H.F.	0.72	0.75	0.91	0.56	0.53	0.91

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-001

Location: Naco Highway north of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	3	0			12:00	13	24				
00:15	1	1			12:15	13	17				
00:30	1	0			12:30	11	21				
00:45	2	7	1	2	9	12:45	19	56	12	74	130
01:00	0	0			13:00	24	16				
01:15	1	1			13:15	16	14				
01:30	0	6			13:30	8	16				
01:45	0	1	3	10	11	13:45	19	67	23	69	136
02:00	3	0			14:00	7	26				
02:15	2	0			14:15	8	29				
02:30	9	1			14:30	13	18				
02:45	0	14	0	1	15	14:45	24	52	25	98	150
03:00	0	3			15:00	17	14				
03:15	1	0			15:15	15	25				
03:30	0	0			15:30	11	21				
03:45	1	2	0	3	5	15:45	13	56	17	77	133
04:00	0	0			16:00	17	16				
04:15	0	0			16:15	11	26				
04:30	1	1			16:30	5	21				
04:45	2	3	0	1	4	16:45	13	46	22	85	131
05:00	0	1			17:00	8	21				
05:15	5	1			17:15	15	21				
05:30	3	3			17:30	11	30				
05:45	5	13	3	8	21	17:45	15	49	26	98	147
06:00	17	7			18:00	12	17				
06:15	12	4			18:15	6	15				
06:30	10	6			18:30	5	18				
06:45	10	49	5	22	71	18:45	6	29	17	67	96
07:00	18	7			19:00	7	13				
07:15	13	6			19:15	7	13				
07:30	11	9			19:30	11	13				
07:45	15	57	8	30	87	19:45	9	34	14	53	87
08:00	13	5			20:00	11	11				
08:15	17	9			20:15	12	8				
08:30	17	3			20:30	9	16				
08:45	10	57	8	25	82	20:45	9	41	23	58	99
09:00	10	10			21:00	6	12				
09:15	11	8			21:15	6	15				
09:30	13	22			21:30	9	10				
09:45	16	50	9	49	99	21:45	11	32	3	40	72
10:00	19	13			22:00	4	5				
10:15	17	9			22:15	5	9				
10:30	14	17			22:30	9	3				
10:45	19	69	18	57	126	22:45	3	21	6	23	44
11:00	17	13			23:00	3	1				
11:15	9	19			23:15	1	2				
11:30	15	12			23:30	2	4				
11:45	13	54	13	57	111	23:45	3	9	1	8	17

Total Vol. 376 265 **641** 492 750 **1242**

GPS Coordinates: 31.340393, -109.936216

	Daily Totals				Combined	
	NB	SB	EB	WB		
	868	1015			1883	
Split %	AM		PM			
	58.7%	41.3%	34.0%	39.6%	60.4%	66.0%
Peak Hour	10:00	11:45	10:00	12:30	14:00	14:45
Volume	69	75	126	70	98	152
P.H.F.	0.91	0.78	0.85	0.73	0.84	0.78

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-004

Location: Naco Highway north of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	1	4			12:00	24	16				
00:15	1	0			12:15	16	16				
00:30	1	0			12:30	12	15				
00:45	0	3	0	4	7	12:45	11	63	22	69	132
01:00	0	0			13:00	18	20				
01:15	0	1			13:15	11	21				
01:30	0	1			13:30	16	15				
01:45	0	0	0	2	2	13:45	14	59	16	72	131
02:00	1	0			14:00	14	21				
02:15	0	2			14:15	15	23				
02:30	0	1			14:30	22	21				
02:45	0	1	1	4	5	14:45	22	73	20	85	158
03:00	0	0			15:00	27	26				
03:15	0	1			15:15	21	21				
03:30	0	0			15:30	7	26				
03:45	0	0	0	1	1	15:45	18	73	16	89	162
04:00	0	0			16:00	10	14				
04:15	0	0			16:15	10	23				
04:30	1	0			16:30	13	8				
04:45	1	2	0	0	2	16:45	11	44	18	63	107
05:00	2	0			17:00	5	11				
05:15	0	1			17:15	4	29				
05:30	0	0			17:30	12	15				
05:45	4	6	3	4	10	17:45	11	32	13	68	100
06:00	8	1			18:00	9	10				
06:15	5	6			18:15	5	10				
06:30	12	5			18:30	7	6				
06:45	6	31	4	16	47	18:45	4	25	9	35	60
07:00	4	8			19:00	9	5				
07:15	9	2			19:15	5	7				
07:30	5	3			19:30	10	5				
07:45	6	24	6	19	43	19:45	6	30	10	27	57
08:00	15	4			20:00	4	6				
08:15	9	11			20:15	4	9				
08:30	13	6			20:30	2	7				
08:45	8	45	8	29	74	20:45	4	14	13	35	49
09:00	15	6			21:00	2	8				
09:15	13	10			21:15	7	4				
09:30	15	17			21:30	3	6				
09:45	19	62	12	45	107	21:45	1	13	4	22	35
10:00	21	19			22:00	0	7				
10:15	15	12			22:15	1	3				
10:30	13	15			22:30	1	2				
10:45	10	59	18	64	123	22:45	0	2	1	13	15
11:00	20	25			23:00	0	0				
11:15	29	23			23:15	2	1				
11:30	14	13			23:30	0	2				
11:45	15	78	17	78	156	23:45	1	3	1	4	7

Total Vol. 311 266 **577** 431 582 **1013**

GPS Coordinates: 31.340393, -109.936216

	Daily Totals					
	NB	SB	EB	WB		Combined
AM	742	848			1590	
PM						
Split %	53.9%	46.1%	36.3%	42.5%	57.5%	63.7%
Peak Hour	11:15	10:30	11:00	14:30	14:45	14:30
Volume	82	81	156	92	93	180
P.H.F.	0.71	0.81	0.75	0.85	0.89	0.85

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-001

Location: Naco Highway south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	3	0			12:00	8	23			
00:15	1	1			12:15	8	16			
00:30	1	0			12:30	8	20			
00:45	2	7	1	2	9	12	36	12	71	
01:00	0	0			13:00	19	11			
01:15	1	1			13:15	13	13			
01:30	0	6			13:30	7	14			
01:45	0	1	3	10	11	16	55	16	54	
02:00	1	0			14:00	4	24			
02:15	2	0			14:15	5	24			
02:30	6	1			14:30	12	12			
02:45	0	9	0	1	10	18	39	23	83	
03:00	0	3			15:00	13	16			
03:15	1	0			15:15	10	23			
03:30	0	0			15:30	7	22			
03:45	0	1	0	3	4	15:45	9	39	12	73
04:00	0	0			16:00	14	16			
04:15	0	0			16:15	9	23			
04:30	1	1			16:30	5	18			
04:45	1	2	0	1	3	16:45	9	37	22	79
05:00	0	1			17:00	7	21			
05:15	3	1			17:15	11	20			
05:30	3	2			17:30	9	30			
05:45	4	10	3	7	17	17:45	8	35	23	94
06:00	10	6			18:00	10	18			
06:15	10	4			18:15	6	17			
06:30	9	7			18:30	4	20			
06:45	6	35	5	22	57	18:45	6	26	15	70
07:00	14	7			19:00	6	14			
07:15	7	6			19:15	5	12			
07:30	11	10			19:30	10	13			
07:45	10	42	8	31	73	19:45	7	28	13	52
08:00	12	6			20:00	7	13			
08:15	15	8			20:15	10	8			
08:30	14	5			20:30	7	15			
08:45	7	48	10	29	77	20:45	8	32	24	60
09:00	4	11			21:00	6	11			
09:15	9	13			21:15	4	17			
09:30	11	19			21:30	6	10			
09:45	11	35	10	53	88	21:45	9	25	3	41
10:00	10	12			22:00	3	5			
10:15	12	9			22:15	5	9			
10:30	12	12			22:30	9	3			
10:45	15	49	20	53	102	22:45	2	19	4	21
11:00	14	14			23:00	3	1			
11:15	8	15			23:15	1	1			
11:30	12	8			23:30	2	4			
11:45	12	46	9	46	92	23:45	2	8	1	7

Total Vol. 285 258 **543** 379 705 **1084**

GPS Coordinates: 31.339600, -109.936421

Daily Totals

NB	SB	EB	WB	Combined
664	963			1627

AM

PM

Split %	52.5%	47.5%	33.4%	35.0%	65.0%	66.6%
Peak Hour	10:15	11:45	10:30	13:00	17:00	14:45
Volume	53	68	110	55	94	132
P.H.F.	0.88	0.74	0.79	0.72	0.78	0.80

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-004

Location: Naco Highway south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	3			12:00	20	9		
00:15	1	0			12:15	11	18		
00:30	1	0			12:30	10	15		
00:45	0	3	0	3	12:45	8	49	15	57
					106				
01:00	0	0			13:00	15	19		
01:15	0	0			13:15	6	13		
01:30	0	1			13:30	14	15		
01:45	0	0	0	1	13:45	11	46	17	64
					110				
02:00	1	0			14:00	12	18		
02:15	0	1			14:15	12	20		
02:30	0	1			14:30	18	21		
02:45	0	1	1	3	14:45	19	61	18	77
					138				
03:00	0	0			15:00	15	24		
03:15	0	1			15:15	16	20		
03:30	0	0			15:30	5	24		
03:45	0	0	0	1	15:45	17	53	15	83
					136				
04:00	0	0			16:00	7	12		
04:15	0	0			16:15	8	17		
04:30	1	0			16:30	12	7		
04:45	1	2	0	0	16:45	6	33	16	52
					85				
05:00	1	0			17:00	3	10		
05:15	0	1			17:15	4	29		
05:30	0	1			17:30	10	11		
05:45	3	4	3	5	17:45	9	26	11	61
					87				
06:00	7	1			18:00	8	8		
06:15	3	6			18:15	5	10		
06:30	10	4			18:30	7	8		
06:45	5	25	5	16	18:45	4	24	9	35
					59				
07:00	4	7			19:00	8	5		
07:15	5	4			19:15	5	7		
07:30	3	3			19:30	9	4		
07:45	5	17	6	20	19:45	6	28	8	24
					52				
08:00	10	6			20:00	3	5		
08:15	5	10			20:15	2	9		
08:30	10	4			20:30	2	6		
08:45	8	33	7	27	20:45	4	11	11	31
					42				
09:00	13	7			21:00	1	8		
09:15	7	9			21:15	5	4		
09:30	14	17			21:30	2	5		
09:45	14	48	12	45	21:45	1	9	2	19
					28				
10:00	16	16			22:00	0	6		
10:15	14	8			22:15	1	3		
10:30	12	14			22:30	0	2		
10:45	10	52	13	51	22:45	0	1	2	13
					14				
11:00	13	21			23:00	0	0		
11:15	23	21			23:15	1	1		
11:30	11	11			23:30	0	2		
11:45	8	55	16	69	23:45	0	1	1	4
					5				

Total Vol. 240 241 **481** 342 520 **862**

GPS Coordinates: 31.339600, -109.936421

Daily Totals

NB	SB	EB	WB	Combined
582	761			1343

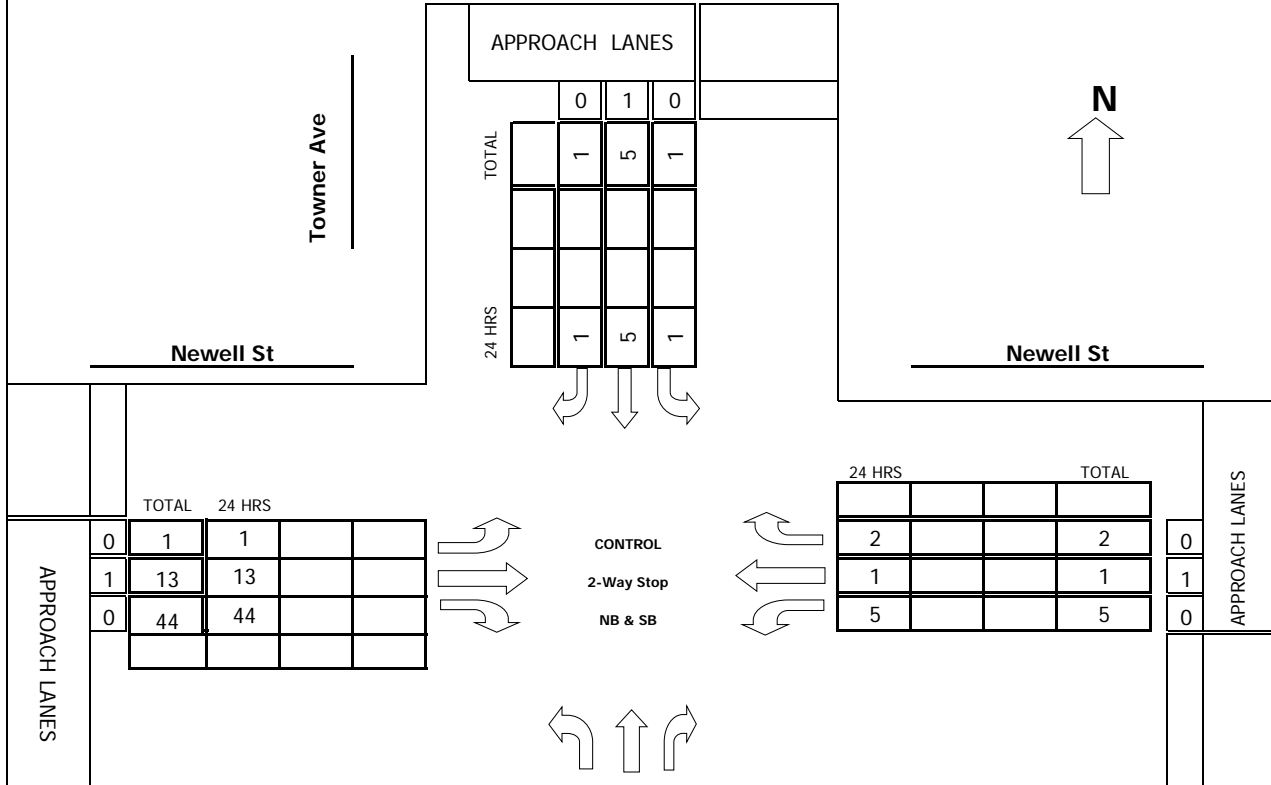
Split %	AM			PM		
	49.9%	50.1%	35.8%	39.7%	60.3%	64.2%
Peak Hour	11:15	10:30	10:30	14:30	14:45	14:30
Volume	62	69	127	68	86	151
P.H.F.	0.67	0.82	0.72	0.89	0.90	0.97

**Intersection Turning Movement
Prepared by:**



Project #: 21-1165-002

TMC SUMMARY OF Towner Ave & Newell St



	TOTAL	24 HRS		
0	1	1		
1	13	13		
0	44	44		

24 HRS	TOTAL	APPROACH LANES
2	2	0
1	1	1
5	5	0

TOTAL	24 HRS	APPROACH LANES
13	13	0
5	5	1
11	11	0

LOCATION #: 21-1165-002

TURNING MOVEMENT COUNT

Towner Ave & Newell St
(Intersection Name)

FRIDAY **03/26/21**
Day Date

COUNT PERIODS	
AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 245 PM
NOON PEAK HOUR _____
PM PEAK HOUR _____

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



veracitytrafficgroup

N-S STREET: **Towner Ave** DATE: **03/26/21** LOCATION: **Naco**
E-W STREET: **Newell St** DAY: **FRIDAY** PROJECT# **21-1165-002**

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
1:45 AM	1	1	0	0	0	0	0	0	3	0	0	0	5
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	2	0	0	0	0	0	1	0	0	0	3
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	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	0	0	
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	3
4:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	3
5:45 AM	5	0	1	0	0	0	0	0	1	0	0	0	7
6:00 AM	25	0	4	0	0	0	0	4	1	0	1	0	35
6:15 AM	12	0	1	0	0	0	0	0	1	0	0	0	14
6:30 AM	8	3	1	0	1	0	0	0	0	0	0	0	13
6:45 AM	8	1	3	1	0	0	0	0	0	0	0	0	13
7:00 AM	12	2	3	0	1	0	0	1	2	0	0	0	21
7:15 AM	6	2	3	0	0	0	0	1	0	0	0	0	12
7:30 AM	7	3	0	0	1	0	0	1	2	1	0	0	15
7:45 AM	7	1	4	0	0	0	0	1	0	1	0	1	15
8:00 AM	3	2	1	0	0	0	0	1	2	0	0	0	9
8:15 AM	0	3	0	0	0	0	0	0	2	0	0	0	5
8:30 AM	2	2	2	0	0	0	0	2	3	1	0	0	12
8:45 AM	4	0	3	0	0	0	0	2	4	0	1	0	14
9:00 AM	2	2	4	1	0	0	0	3	9	3	0	0	24
9:15 AM	1	5	3	1	1	1	1	6	0	1	1	0	21
9:30 AM	3	0	0	1	0	0	0	1	3	5	0	1	14
9:45 AM	4	3	8	0	1	0	0	3	6	1	0	1	27
10:00 AM	8	3	4	1	1	0	0	2	2	1	0	0	22
10:15 AM	2	3	2	0	0	0	0	1	5	1	0	0	14
10:30 AM	4	2	0	0	1	0	0	0	4	1	0	0	12
10:45 AM	4	3	3	1	0	0	0	3	5	2	0	0	21
11:00 AM	4	4	2	0	1	0	0	1	3	1	0	0	16
11:15 AM	1	1	1	0	0	0	0	1	5	1	2	0	12
11:30 AM	2	0	2	1	0	0	0	1	3	2	3	0	14
11:45 AM	0	2	1	0	1	0	0	1	6	1	3	0	15
12:00 PM	3	3	1	0	0	0	0	3	3	1	0	1	15

Intersection Turning Movement

Prepared by:

12:15 PM	1	1	2	1	1	0	0	1	4	0	1	1	13
12:30 PM	2	3	3	0	0	0	0	1	4	1	3	0	17
12:45 PM	1	4	4	1	0	0	0	7	4	0	0	1	22
1:00 PM	3	1	1	0	2	0	0	0	7	5	2	0	21
1:15 PM	1	0	3	0	0	0	0	3	6	1	2	2	18
1:30 PM	2	2	2	0	1	0	0	1	4	1	2	1	16
1:45 PM	6	3	0	1	0	0	0	2	12	1	3	0	28
2:00 PM	5	3	0	1	1	0	0	3	7	2	2	0	24
2:15 PM	2	0	1	1	2	0	0	1	7	1	1	1	17
2:30 PM	1	2	2	0	0	0	0	0	11	3	0	0	19
2:45 PM	3	1	4	0	2	0	0	3	9	0	0	2	24
3:00 PM	3	1	4	0	0	1	0	2	12	3	0	0	26
3:15 PM	4	2	1	0	1	0	1	4	9	1	1	0	24
3:30 PM	3	1	2	1	2	0	0	4	14	1	0	0	28
3:45 PM	1	3	2	0	1	0	0	2	6	4	1	0	20
4:00 PM	4	1	1	0	0	0	0	1	10	1	0	0	18
4:15 PM	1	5	1	0	3	0	0	2	12	4	0	0	28
4:30 PM	1	1	1	0	0	1	0	0	7	1	0	0	12
4:45 PM	1	2	1	2	0	1	0	2	9	0	0	0	18
5:00 PM	3	3	0	0	0	0	0	2	11	1	1	0	21
5:15 PM	1	3	2	1	1	0	0	2	11	1	0	0	22
5:30 PM	6	2	0	1	0	0	0	3	13	1	1	0	27
5:45 PM	3	0	6	0	0	0	0	3	9	1	1	0	23
6:00 PM	2	0	1	0	1	0	0	4	10	2	0	0	20
6:15 PM	1	1	0	0	0	0	0	2	11	1	1	0	17
6:30 PM	2	1	1	0	0	0	0	5	9	0	0	0	18
6:45 PM	1	1	2	0	0	0	0	2	9	2	1	0	18
7:00 PM	0	1	1	0	0	0	0	1	6	0	0	0	9
7:15 PM	0	0	1	0	0	0	0	1	8	1	0	0	11
7:30 PM	0	1	1	0	0	0	0	6	9	3	0	0	20
7:45 PM	0	4	1	0	0	0	0	1	5	0	2	0	13
8:00 PM	2	2	2	1	0	0	0	4	6	0	0	0	17
8:15 PM	2	2	1	0	1	1	0	0	4	0	0	0	11
8:30 PM	5	2	1	0	2	0	0	2	7	1	0	0	20
8:45 PM	4	1	0	0	0	0	0	2	10	0	1	0	18
9:00 PM	2	4	0	0	3	0	0	2	12	2	0	0	25
9:15 PM	3	0	3	0	0	0	0	2	7	1	0	0	16
9:30 PM	1	2	2	0	0	0	0	0	3	0	0	0	8
9:45 PM	5	0	1	0	0	0	0	0	2	0	0	0	8
10:00 PM	2	0	0	0	0	0	0	1	1	0	0	0	4
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
10:45 PM	0	0	1	0	0	0	0	0	1	1	1	0	4
11:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	230	117	128	18	33	5	2	125	405	76	38	12	1189
Approach %	48.42	24.63	26.95	32.14	58.93	8.93	0.38	23.50	76.13	60.32	30.16	9.52	
App/Depart	475	/	131	56	/	514	532	/	271	126	/	273	

AM Peak Hr Begins at: 245 PM

PEAK

Volumes	13	5	11	1	5	1	1	13	44	5	1	2	102
Approach %	44.83	17.24	37.93	14.29	71.43	14.29	1.72	22.41	75.86	62.50	12.50	25.00	

PEAK HR.

FACTOR:	0.906	0.583	0.806	0.667	0.911
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CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

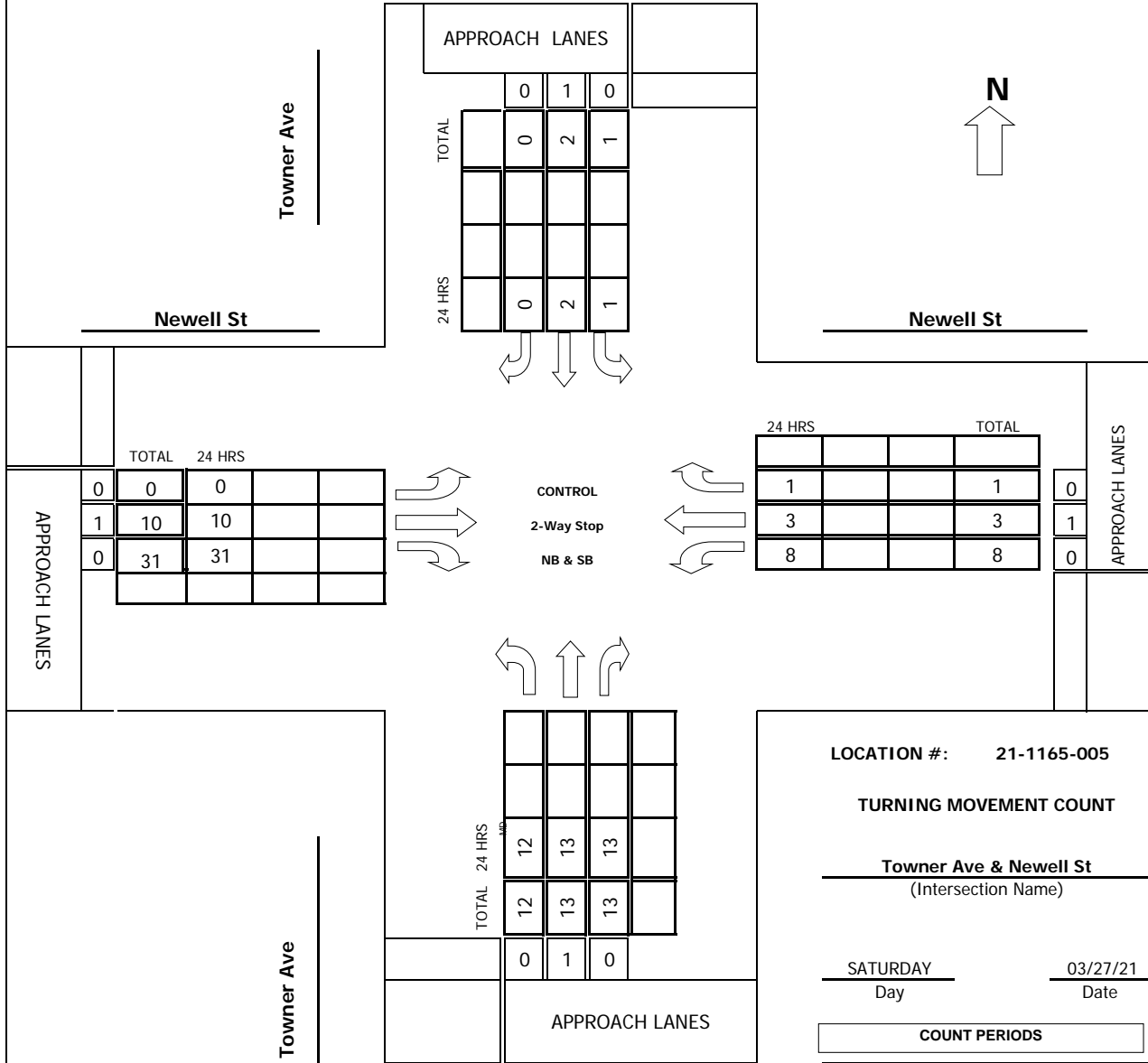
GPS: 31.340073, -109.948478

**Intersection Turning Movement
Prepared by:**



Project #: 21-1165-005

TMC SUMMARY OF Towner Ave & Newell St



	TOTAL	24 HRS		
0	0	0		
1	10	10		
0	31	31		

24 HRS	TOTAL	APPROACH LANES
1	1	0
3	3	1
8	8	0

TOTAL	24 HRS	APPROACH LANES
12	12	
13	13	
13	13	
0	1	0

LOCATION #: 21-1165-005

TURNING MOVEMENT COUNT

Towner Ave & Newell St
(Intersection Name)

SATURDAY **03/27/21**
Day Date

COUNT PERIODS	
AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 145 PM
NOON PEAK HOUR _____
PM PEAK HOUR _____

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



veracitytrafficgroup

N-S STREET: **Towner Ave** DATE: **03/27/21** LOCATION: **Naco**

E-W STREET: **Newell St** DAY: **SATURDAY** PROJECT# **21-1165-005**

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

Intersection Turning Movement

Prepared by:

12:15 PM	1	2	1	0	0	1	0	1	4	1	1	1	13
12:30 PM	0	2	0	0	0	0	0	4	4	1	0	0	11
12:45 PM	2	1	2	0	1	0	0	0	4	4	0	1	15
1:00 PM	2	1	1	0	0	0	0	2	7	0	0	0	13
1:15 PM	4	2	2	0	0	0	0	1	5	5	1	0	20
1:30 PM	3	3	2	0	0	0	0	1	7	0	1	0	17
1:45 PM	5	3	1	1	0	0	0	2	9	0	0	0	21
2:00 PM	3	2	1	0	0	0	0	2	12	4	1	1	26
2:15 PM	3	3	4	0	1	0	0	5	5	2	2	0	25
2:30 PM	1	5	7	0	1	0	0	1	5	2	0	0	22
2:45 PM	1	5	2	0	0	0	0	0	6	1	0	1	16
3:00 PM	2	6	10	0	1	0	0	0	7	1	1	0	28
3:15 PM	2	2	3	1	0	0	0	3	7	2	0	0	20
3:30 PM	3	0	2	0	1	0	0	1	8	2	2	1	20
3:45 PM	3	0	1	1	1	0	0	3	6	1	1	1	18
4:00 PM	3	2	3	1	0	0	0	2	10	1	1	0	23
4:15 PM	0	1	1	0	0	0	0	3	5	5	1	0	16
4:30 PM	4	0	1	0	1	0	0	1	5	1	1	0	14
4:45 PM	3	2	2	0	1	0	0	1	5	2	0	0	16
5:00 PM	4	2	1	0	0	0	0	1	5	1	0	0	14
5:15 PM	6	1	1	0	0	0	0	1	6	0	1	0	16
5:30 PM	3	1	2	0	0	0	0	1	7	2	1	0	17
5:45 PM	3	6	2	1	1	0	0	2	7	0	0	0	22
6:00 PM	1	2	1	0	0	0	0	4	4	1	2	0	15
6:15 PM	2	4	1	0	2	0	0	0	3	2	1	0	15
6:30 PM	4	4	3	0	0	0	0	1	7	1	0	0	20
6:45 PM	3	2	3	0	2	0	0	1	5	2	0	0	18
7:00 PM	1	2	5	1	1	0	0	1	5	0	0	0	16
7:15 PM	2	1	2	0	1	0	0	1	4	1	0	0	12
7:30 PM	4	1	2	0	0	0	0	1	6	0	0	0	14
7:45 PM	1	5	0	0	1	0	0	0	3	1	0	0	11
8:00 PM	3	2	0	0	0	0	0	1	1	0	2	0	9
8:15 PM	0	2	2	0	0	0	0	2	6	2	0	0	14
8:30 PM	4	2	3	0	0	0	0	0	3	2	0	1	15
8:45 PM	3	1	1	0	0	0	0	0	4	1	1	0	11
9:00 PM	1	1	4	0	0	0	0	1	4	2	0	0	13
9:15 PM	3	2	2	0	0	0	0	2	1	2	0	0	12
9:30 PM	8	4	2	0	0	0	0	0	3	0	1	0	18
9:45 PM	6	3	1	0	0	0	0	0	2	0	0	0	12
10:00 PM	1	2	0	0	0	0	0	0	1	2	0	0	6
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	3	0	0	0	0	0	1	2	0	0	6
10:45 PM	3	0	0	1	0	1	0	1	0	1	2	0	9
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
11:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
11:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	188	131	136	15	24	2	2	82	304	86	41	13	1024
Approach %	41.32	28.79	29.89	36.59	58.54	4.88	0.52	21.13	78.35	61.43	29.29	9.29	
App/Depart	455	/	146	41	/	414	388	/	233	140	/	231	

AM Peak Hr Begins at: 145 PM

PEAK

Volumes	12	13	13	1	2	0	0	10	31	8	3	1	94
Approach %	31.58	34.21	34.21	33.33	66.67	0.00	0.00	24.39	75.61	66.67	25.00	8.33	

PEAK HR.

FACTOR:	0.731	0.750	0.732	0.500	0.904
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CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 31.340073, -109.948478

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-002

Location: Newell St east of Townner Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			4	2			
00:15			0	0	12:15			4	2			
00:30			0	0	12:30			4	4			
00:45			0	0	12:45			12	24	1	9	33
01:00			2	0	13:00			1	7			
01:15			0	0	13:15			6	5			
01:30			1	1	13:30			3	4			
01:45			0	3	13:45			3	13	4	20	33
02:00			2	0	14:00			4	4			
02:15			2	0	14:15			3	3			
02:30			1	0	14:30			2	3			
02:45			0	5	14:45			7	16	2	12	28
03:00			0	0	15:00			6	3			
03:15			0	0	15:15			5	2			
03:30			1	0	15:30			7	1			
03:45			0	1	15:45			4	22	5	11	33
04:00			0	2	16:00			2	1			
04:15			0	0	16:15			3	4			
04:30			0	0	16:30			1	1			
04:45			0	0	16:45			5	11	0	6	17
05:00			0	0	17:00			2	2			
05:15			1	0	17:15			5	1			
05:30			0	0	17:30			4	2			
05:45			1	2	17:45			9	20	2	7	27
06:00			8	1	18:00			5	2			
06:15			1	0	18:15			2	2			
06:30			1	0	18:30			6	0			
06:45			4	14	18:45			4	17	3	7	24
07:00			4	0	19:00			2	0			
07:15			4	0	19:15			2	1			
07:30			1	1	19:30			7	3			
07:45			5	14	19:45			2	13	2	6	19
08:00			2	0	20:00			7	0			
08:15			0	0	20:15			1	0			
08:30			4	1	20:30			3	1			
08:45			5	11	20:45			2	13	1	2	15
09:00			8	3	21:00			2	2			
09:15			10	2	21:15			5	1			
09:30			2	6	21:30			2	0			
09:45			11	31	21:45			1	10	0	3	13
10:00			7	1	22:00			1	0			
10:15			3	1	22:15			0	0			
10:30			0	1	22:30			0	0			
10:45			7	17	22:45			1	2	2	2	4
11:00			3	1	23:00			0	1			
11:15			2	3	23:15			0	0			
11:30			4	5	23:30			0	0			
11:45			2	11	23:45			1	1	0	1	2

Total Vol. 109 40 149 162 86 248

GPS Coordinates: 31.340075, -109.948057

	AM			PM		
	NB	SB	EB	WB	Combined	
Split %	73.2%	26.8%	37.5%	65.3%	34.7%	62.5%
Peak Hour	09:00	11:15	09:00	14:45	13:00	12:30
Volume	31	14	44	25	20	40
P.H.F.	0.70	0.70	0.85	0.89	0.71	0.77

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-005

Location: Newell St east of Townner Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	3			
00:15			1	1	12:15			2	3			
00:30			1	0	12:30			4	1			
00:45			0	2	0	1	3	2	14	5	12	26
01:00			0	0	13:00			3	0			
01:15			0	1	13:15			3	6			
01:30			0	0	13:30			3	1			
01:45			0	0	0	1	1	4	13	0	7	20
02:00			0	0	14:00			3	6			
02:15			0	1	14:15			9	4			
02:30			0	0	14:30			8	2			
02:45			0	0	0	1	1	2	22	2	14	36
03:00			0	0	15:00			10	2			
03:15			0	0	15:15			7	2			
03:30			0	0	15:30			3	5			
03:45			0	0	0	0		5	25	3	12	37
04:00			0	0	16:00			6	2			
04:15			0	0	16:15			4	6			
04:30			0	0	16:30			2	2			
04:45			0	0	0	0		3	15	2	12	27
05:00			1	0	17:00			2	1			
05:15			0	0	17:15			2	1			
05:30			1	0	17:30			3	3			
05:45			1	3	0	0	3	5	12	0	5	17
06:00			1	0	18:00			5	3			
06:15			2	0	18:15			1	3			
06:30			1	0	18:30			4	1			
06:45			0	4	0	0	4	4	14	2	9	23
07:00			1	0	19:00			7	0			
07:15			7	1	19:15			3	1			
07:30			0	0	19:30			3	0			
07:45			2	10	1	2	12	0	13	1	2	15
08:00			6	0	20:00			1	2			
08:15			4	3	20:15			4	2			
08:30			2	2	20:30			3	3			
08:45			1	13	1	6	19	1	9	2	9	18
09:00			4	1	21:00			5	2			
09:15			3	3	21:15			4	2			
09:30			4	1	21:30			2	1			
09:45			2	13	1	6	19	1	12	0	5	17
10:00			4	3	22:00			0	2			
10:15			1	4	22:15			0	0			
10:30			3	2	22:30			3	2			
10:45			5	13	7	16	29	2	5	3	7	12
11:00			6	2	23:00			0	0			
11:15			3	2	23:15			0	1			
11:30			5	5	23:30			0	0			
11:45			7	21	3	12	33	0	0	0	1	1

Total Vol. 79 45 124 154 95 249

GPS Coordinates: 31.340075, -109.948057

	AM			PM		
	Split %	63.7%	36.3%	61.8%	38.2%	66.8%
Peak Hour	11:00	10:00	10:45	14:15	15:30	14:15
Volume	21	16	35	29	16	39
P.H.F.	0.75	0.57	0.73	0.73	0.67	0.75

	Daily Totals		
	NB	SB	Combined
	233	140	373

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-002

Location: Newell St west of Towner Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	3			
00:15			0	0	12:15			5	2			
00:30			1	0	12:30			5	5			
00:45			0	1	0	0	1	11	27	1	11	38
01:00			2	0	13:00			7	5			
01:15			0	0	13:15			9	3			
01:30			0	0	13:30			5	4			
01:45			3	5	1	1	6	14	35	9	21	56
02:00			0	0	14:00			10	7			
02:15			1	0	14:15			8	3			
02:30			0	0	14:30			11	1			
02:45			0	1	0	0	1	12	41	3	14	55
03:00			0	0	15:00			14	4			
03:15			0	0	15:15			14	5			
03:30			0	0	15:30			18	3			
03:45			0	0	0	0		8	54	2	14	68
04:00			1	0	16:00			11	4			
04:15			1	0	16:15			14	1			
04:30			0	1	16:30			7	2			
04:45			0	2	1	2	4	11	43	2	9	52
05:00			1	0	17:00			13	4			
05:15			0	0	17:15			13	1			
05:30			3	0	17:30			16	7			
05:45			1	5	5	5	10	12	54	4	16	70
06:00			5	26	18:00			14	2			
06:15			1	12	18:15			13	2			
06:30			0	8	18:30			14	2			
06:45			0	6	8	54	60	11	52	2	8	60
07:00			3	12	19:00			7	0			
07:15			1	6	19:15			9	0			
07:30			3	7	19:30			15	0			
07:45			1	8	7	32	40	6	37	2	2	39
08:00			3	3	20:00			10	2			
08:15			2	0	20:15			4	3			
08:30			5	2	20:30			9	5			
08:45			6	16	5	10	26	12	35	5	15	50
09:00			12	2	21:00			14	2			
09:15			7	3	21:15			9	3			
09:30			4	3	21:30			3	1			
09:45			9	32	4	12	44	2	28	5	11	39
10:00			4	8	22:00			2	2			
10:15			6	2	22:15			1	0			
10:30			4	4	22:30			3	0			
10:45			8	22	4	18	40	1	7	1	3	10
11:00			4	4	23:00			0	0			
11:15			6	3	23:15			0	0			
11:30			4	5	23:30			0	0			
11:45			7	21	3	15	36	0	0	0	0	

Total Vol. 119 149 **268** 413 124 **537**

GPS Coordinates: 31.340068, -109.948784

	AM			PM		
	NB	SB	Combined	NB	SB	Combined
Split %	44.4%	55.6%	33.3%	76.9%	23.1%	66.7%
Peak Hour	09:00	06:00	06:00	14:45	13:15	14:45
Volume	32	54	60	58	23	73
P.H.F.	0.67	0.52	0.48	0.81	0.64	0.87

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-005

Location: Newell St west of Towner Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	1	12:00			12	3			
00:15			0	2	12:15			5	3			
00:30			1	0	12:30			8	0			
00:45			0	1	0	3	4	4	29	2	8	37
01:00			0	0	13:00			9	2			
01:15			0	0	13:15			6	5			
01:30			0	0	13:30			8	4			
01:45			0	0	0	0		11	34	5	16	50
02:00			0	1	14:00			14	4			
02:15			1	1	14:15			10	5			
02:30			0	0	14:30			6	1			
02:45			0	1	0	2	3	6	36	1	11	47
03:00			0	0	15:00			7	3			
03:15			0	0	15:15			10	2			
03:30			0	0	15:30			9	5			
03:45			1	1	0	0	1	9	35	4	14	49
04:00			0	1	16:00			12	4			
04:15			0	0	16:15			8	1			
04:30			0	0	16:30			6	5			
04:45			0	0	0	1	1	6	32	3	13	45
05:00			0	0	17:00			6	4			
05:15			1	0	17:15			7	7			
05:30			4	1	17:30			8	4			
05:45			0	5	3	4	9	9	30	3	18	48
06:00			1	8	18:00			8	3			
06:15			2	3	18:15			3	3			
06:30			1	1	18:30			8	4			
06:45			0	4	3	15	19	6	25	3	13	38
07:00			3	4	19:00			6	1			
07:15			2	2	19:15			5	2			
07:30			1	3	19:30			7	4			
07:45			2	8	3	12	20	3	21	1	8	29
08:00			7	1	20:00			2	5			
08:15			4	3	20:15			8	0			
08:30			3	1	20:30			3	4			
08:45			5	19	1	6	25	4	17	4	13	30
09:00			3	7	21:00			5	1			
09:15			3	5	21:15			3	3			
09:30			5	1	21:30			3	9			
09:45			3	14	6	19	33	2	13	6	19	32
10:00			9	7	22:00			1	1			
10:15			7	3	22:15			0	0			
10:30			4	4	22:30			1	0			
10:45			7	27	5	19	46	1	3	6	7	10
11:00			14	0	23:00			0	0			
11:15			2	3	23:15			0	1			
11:30			4	2	23:30			3	0			
11:45			10	30	3	8	38	0	3	1	2	5

Total Vol. 110 89 199 278 142 420

GPS Coordinates: 31.340068, -109.948784

	AM			PM				
	Split %	55.3%	44.7%	32.1%	66.2%	33.8%	67.9%	
Peak Hour		11:45	09:45	10:00		13:30	16:30	13:30
Volume		35	20	46		43	19	61
P.H.F.		0.73	0.71	0.72		0.77	0.68	0.85

		Daily Totals				
		NB	SB	EB	WB	Combined
				388	231	619

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-002

Location: Towner Ave north of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	4	0		
00:15	0	0			12:15	2	2		
00:30	0	0			12:30	3	0		
00:45	0	0	0		12:45	5	14	1	3
01:00	0	0			13:00	1	2		
01:15	0	0			13:15	2	0		
01:30	0	0			13:30	3	1		
01:45	1	1	0	0	13:45	3	9	1	4
02:00	0	0			14:00	3	2		
02:15	0	0			14:15	1	3		
02:30	0	0			14:30	2	0		
02:45	0	0	0	0	14:45	3	9	2	7
03:00	0	0			15:00	1	1		
03:15	0	0			15:15	3	1		
03:30	0	0			15:30	1	3		
03:45	0	0	0	0	15:45	3	8	1	6
04:00	0	0			16:00	1	0		
04:15	0	0			16:15	5	3		
04:30	0	0			16:30	1	1		
04:45	0	0	0	0	16:45	2	9	3	7
05:00	0	0			17:00	3	0		
05:15	0	0			17:15	3	2		
05:30	0	0			17:30	2	1		
05:45	0	0	0	0	17:45	0	8	0	3
06:00	0	0			18:00	0	1		
06:15	0	0			18:15	1	0		
06:30	3	1			18:30	1	0		
06:45	1	4	1	2	18:45	1	3	0	1
07:00	2	1			19:00	1	0		
07:15	2	0			19:15	0	0		
07:30	3	1			19:30	1	0		
07:45	2	9	0	2	19:45	4	6	0	0
08:00	2	0			20:00	2	1		
08:15	3	0			20:15	2	2		
08:30	2	0			20:30	2	2		
08:45	0	7	0	0	20:45	1	7	0	5
09:00	2	1			21:00	4	3		
09:15	6	3			21:15	0	0		
09:30	1	1			21:30	2	0		
09:45	4	13	1	6	21:45	0	6	0	3
10:00	3	2			22:00	0	0		
10:15	3	0			22:15	0	0		
10:30	2	1			22:30	0	0		
10:45	3	11	1	4	22:45	0	0	0	0
11:00	4	1			23:00	0	0		
11:15	1	0			23:15	0	0		
11:30	0	1			23:30	0	0		
11:45	2	7	1	3	23:45	0	0	0	0

Total Vol. 52 17 69 79 39 118

GPS Coordinates: 31.340325, -109.948470

	Daily Totals				Combined	
	NB	SB	EB	WB		
	131	56			187	
	AM		PM			
Split %	75.4%	24.6%	66.9%	33.1%	63.1%	
Peak Hour	09:15	09:15	09:15	12:00	13:30	16:15
Volume	14	7	21	14	7	18
P.H.F.	0.58	0.58	0.58	0.70	0.58	0.56

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-005

Location: Towner Ave north of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	1	0		
00:15	0	0			12:15	3	1		
00:30	0	0			12:30	2	0		
00:45	0	0	0		12:45	2	8	1	2
01:00	0	1			13:00	1	0		
01:15	0	0			13:15	2	0		
01:30	0	0			13:30	3	0		
01:45	0	0	0	1	13:45	3	9	1	1
02:00	0	0			14:00	3	0		
02:15	0	0			14:15	3	1		
02:30	0	0			14:30	5	1		
02:45	0	0	0	0	14:45	6	17	0	2
03:00	0	0			15:00	6	1		
03:15	0	0			15:15	2	1		
03:30	0	0			15:30	1	1		
03:45	0	0	0	0	15:45	1	10	2	5
04:00	0	0			16:00	2	1		
04:15	0	0			16:15	1	0		
04:30	0	0			16:30	0	1		
04:45	1	1	0	0	16:45	2	5	1	3
05:00	0	0			17:00	2	0		
05:15	0	0			17:15	1	0		
05:30	0	0			17:30	1	0		
05:45	0	0	0	0	17:45	6	10	2	2
06:00	0	0			18:00	2	0		
06:15	0	0			18:15	4	2		
06:30	0	0			18:30	4	0		
06:45	4	4	0	0	18:45	2	12	2	4
07:00	1	1			19:00	2	2		
07:15	0	0			19:15	1	1		
07:30	1	0			19:30	1	0		
07:45	1	3	1	2	19:45	5	9	1	4
08:00	3	2			20:00	2	0		
08:15	2	0			20:15	2	0		
08:30	1	0			20:30	3	0		
08:45	1	7	2	4	20:45	1	8	0	0
09:00	2	0			21:00	1	0		
09:15	4	0			21:15	2	0		
09:30	1	0			21:30	4	0		
09:45	1	8	1	1	21:45	3	10	0	0
10:00	3	0			22:00	2	0		
10:15	4	1			22:15	0	0		
10:30	2	1			22:30	0	0		
10:45	1	10	0	2	22:45	0	2	2	2
11:00	2	1			23:00	0	0		
11:15	2	0			23:15	2	0		
11:30	2	2			23:30	0	0		
11:45	5	11	3	6	23:45	0	2	0	0

Total Vol. 44 16 **60** 102 25 **127**

GPS Coordinates: 31.340325, -109.948470

	AM				PM			
	NB	SB	EB	WB	NB	SB	EB	WB
Split %	73.3%	26.7%	32.1%		80.3%	19.7%	67.9%	
Peak Hour	11:00	11:00	11:00		14:15	18:15	14:15	
Volume	11	6	17		20	6	23	
P.H.F.	0.55	0.50	0.53		0.83	0.75	0.82	

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-002

Location: Towner Ave south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	7	4		
00:15	0	0			12:15	4	5		
00:30	0	1			12:30	8	5		
00:45	0	0	0	1	12:45	9	28	4	18
01:00	0	0			13:00	5	14		
01:15	0	0			13:15	4	7		
01:30	1	1			13:30	6	6		
01:45	2	3	3	4	13:45	9	24	13	40
02:00	2	0			14:00	8	10		
02:15	2	1			14:15	3	10		
02:30	1	0			14:30	5	14		
02:45	0	5	0	1	14:45	8	24	11	45
03:00	0	0			15:00	8	15		
03:15	0	0			15:15	7	11		
03:30	1	0			15:30	6	17		
03:45	0	1	0	0	15:45	6	27	11	54
04:00	0	3			16:00	6	11		
04:15	0	1			16:15	7	19		
04:30	1	0			16:30	3	8		
04:45	1	2	0	4	16:45	4	20	9	47
05:00	0	1			17:00	6	12		
05:15	1	0			17:15	6	13		
05:30	0	3			17:30	8	14		
05:45	6	7	1	5	17:45	9	29	10	49
06:00	29	1			18:00	3	13		
06:15	13	1			18:15	2	12		
06:30	12	1			18:30	4	9		
06:45	12	66	0	3	18:45	4	13	11	45
07:00	17	3			19:00	2	6		
07:15	11	0			19:15	1	9		
07:30	10	4			19:30	2	12		
07:45	12	50	1	8	19:45	5	10	5	32
08:00	6	2			20:00	6	6		
08:15	3	2			20:15	5	5		
08:30	6	4			20:30	8	10		
08:45	7	22	4	12	20:45	5	24	10	31
09:00	8	12			21:00	6	17		
09:15	9	2			21:15	6	8		
09:30	3	8			21:30	5	3		
09:45	15	35	8	30	21:45	6	23	2	30
10:00	15	4			22:00	2	1		
10:15	7	6			22:15	0	1		
10:30	6	6			22:30	0	3		
10:45	10	38	7	23	22:45	1	3	2	7
11:00	10	5			23:00	0	1		
11:15	3	6			23:15	0	0		
11:30	4	5			23:30	0	0		
11:45	3	20	8	24	23:45	1	1	0	1

Total Vol. 249 115 **364** 226 399 **625**

GPS Coordinates: 31.339796, -109.948462

				Daily Totals				
				NB	SB	EB	WB	Combined
				475	514			989

	AM			PM		
Split %	68.4%	31.6%	36.8%	36.2%	63.8%	63.2%
Peak Hour	06:00	09:00	06:00	14:45	15:30	14:45
Volume	66	30	69	29	58	83
P.H.F.	0.57	0.63	0.58	0.91	0.76	0.90

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-005

Location: Towner Ave south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	6	11		
00:15	2	0			12:15	4	5		
00:30	0	0			12:30	2	5		
00:45	0	3	0	0	12:45	5	17	9	30
01:00	0	1			13:00	4	7		
01:15	0	1			13:15	8	10		
01:30	0	0			13:30	8	7		
01:45	0	0	0	2	13:45	9	29	9	33
02:00	1	0			14:00	6	16		
02:15	0	1			14:15	10	8		
02:30	0	0			14:30	13	8		
02:45	0	1	0	1	14:45	8	37	7	39
03:00	0	0			15:00	18	9		
03:15	0	0			15:15	7	9		
03:30	0	0			15:30	5	11		
03:45	0	0	1	1	15:45	4	34	8	37
04:00	1	0			16:00	8	11		
04:15	0	0			16:15	2	10		
04:30	0	0			16:30	5	7		
04:45	1	2	0	0	16:45	7	22	8	36
05:00	1	0			17:00	7	6		
05:15	0	1			17:15	8	6		
05:30	1	3			17:30	6	9		
05:45	4	6	0	4	17:45	11	32	8	29
06:00	9	1			18:00	4	5		
06:15	4	1			18:15	7	7		
06:30	2	1			18:30	11	8		
06:45	7	22	0	3	18:45	8	30	9	29
07:00	5	3			19:00	8	6		
07:15	7	1			19:15	5	6		
07:30	4	1			19:30	7	6		
07:45	3	19	1	6	19:45	6	26	5	23
08:00	6	5			20:00	5	1		
08:15	6	4			20:15	4	8		
08:30	3	4			20:30	9	5		
08:45	2	17	7	20	20:45	5	23	5	19
09:00	11	2			21:00	6	6		
09:15	9	3			21:15	7	3		
09:30	3	3			21:30	14	3		
09:45	8	31	4	12	21:45	10	37	2	14
10:00	10	8			22:00	3	3		
10:15	8	12			22:15	0	0		
10:30	4	2			22:30	3	3		
10:45	9	31	12	34	22:45	3	9	1	7
11:00	4	13			23:00	0	0		
11:15	6	2			23:15	2	0		
11:30	5	7			23:30	0	3		
11:45	9	24	10	32	23:45	1	3	0	3

Total Vol. 156 115 **271** 299 299 **598**

GPS Coordinates: 31.339796, -109.948462

	Daily Totals					
	NB	SB	EB	WB		Combined
	455	414			869	
	AM		PM			
Split %	57.6%	42.4%	31.2%	50.0%	50.0%	68.8%
Peak Hour	09:00	10:15	10:00	14:15	13:15	14:15
Volume	31	39	65	49	42	81
P.H.F.	0.70	0.75	0.77	0.68	0.66	0.75

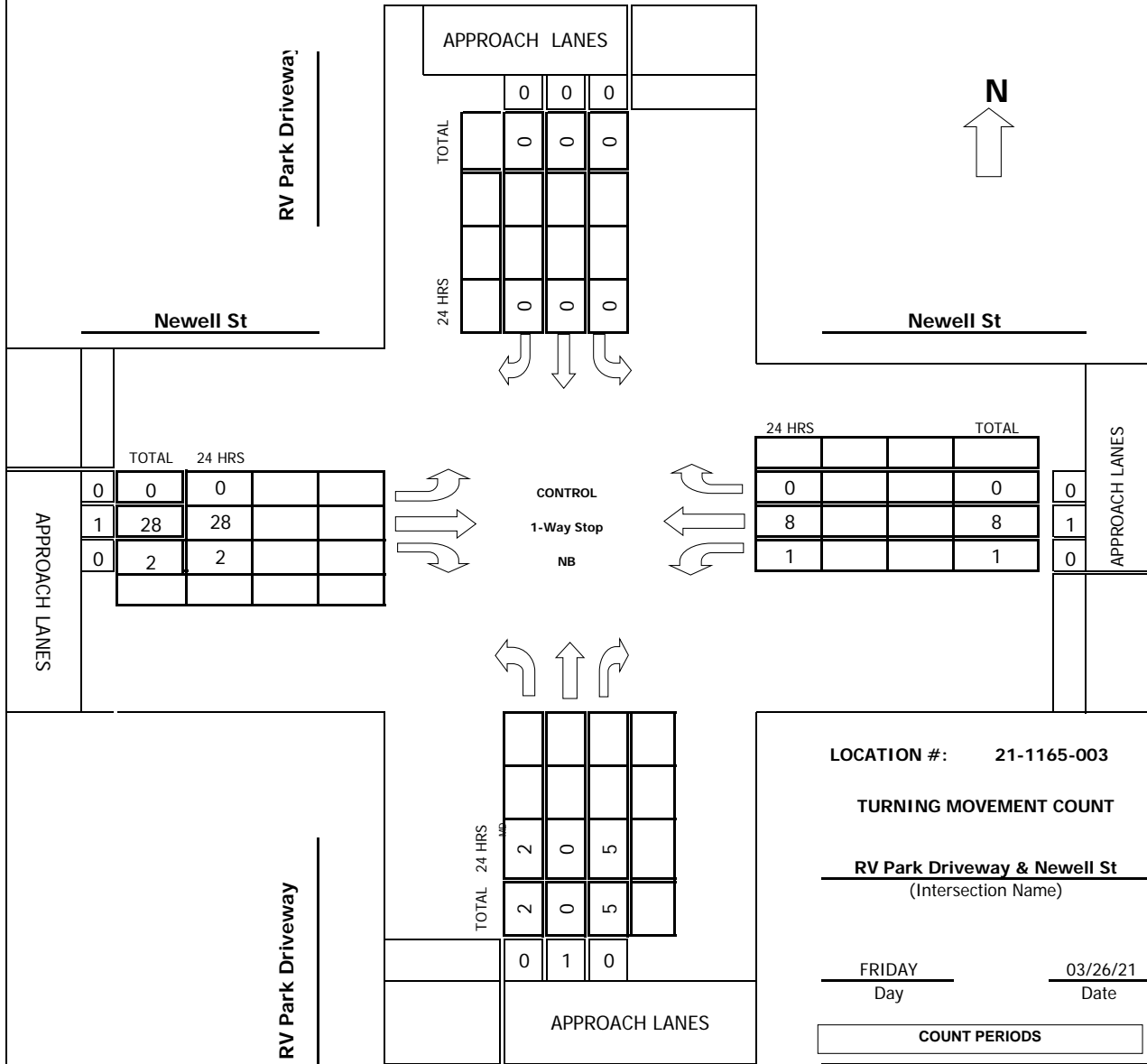
Intersection Turning Movement

Prepared by:



Project #: 21-1165-003

TMC SUMMARY OF RV Park Driveway & Newell St



LOCATION #: 21-1165-003

TURNING MOVEMENT COUNT

RV Park Driveway & Newell St
(Intersection Name)

FRIDAY 03/26/21
Day Date

COUNT PERIODS	
AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 915 AM

NOON PEAK HOUR

PM PEAK HOUR

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET: RV Park Driveway DATE: 03/26/21 LOCATION: Naco
 E-W STREET: Newell St DAY: FRIDAY PROJECT# 21-1165-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	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	0	0	
3:30 AM	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	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
5:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
5:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 AM	0	0	1	0	0	0	0	5	0	0	1	0	7
6:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
7:00 AM	0	0	2	0	0	0	0	3	0	1	0	0	6
7:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	5	0	1	1	0	8
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	2	0	0	0	0	5	0	0	1	0	8
8:45 AM	0	0	0	0	0	0	0	6	0	0	1	0	7
9:00 AM	2	0	2	0	0	0	0	6	2	0	2	0	14
9:15 AM	0	0	0	0	0	0	0	9	0	0	1	0	10
9:30 AM	2	0	0	0	0	0	0	3	0	0	4	0	9
9:45 AM	0	0	1	0	0	0	0	7	2	0	1	0	11
10:00 AM	0	0	4	0	0	0	0	9	0	1	2	0	16
10:15 AM	0	0	1	0	0	0	0	3	0	0	1	0	5
10:30 AM	1	0	1	0	0	0	0	1	0	3	2	0	8
10:45 AM	0	0	1	0	0	0	0	5	0	1	0	0	7
11:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
11:15 AM	0	0	0	0	0	0	0	2	1	1	4	0	8
11:30 AM	1	0	0	0	0	0	0	3	1	1	3	0	9
11:45 AM	0	0	0	0	0	0	0	1	0	1	4	0	6
12:00 PM	0	0	3	0	0	0	0	3	1	0	2	0	9

Intersection Turning Movement

Prepared by:

12:15 PM	0	0	1	0	0	0	0	4	0	0	1	0	6
12:30 PM	1	0	0	0	0	0	0	4	0	0	3	0	8
12:45 PM	0	0	0	0	0	0	0	10	1	0	2	0	13
1:00 PM	2	0	3	0	0	0	0	2	0	1	5	0	13
1:15 PM	1	0	1	0	0	0	0	4	1	0	3	0	10
1:30 PM	2	0	0	0	0	0	0	4	0	0	2	0	8
1:45 PM	0	0	0	0	0	0	0	3	0	2	7	0	12
2:00 PM	0	0	2	0	0	0	0	5	0	3	2	0	12
2:15 PM	0	0	0	0	0	0	0	4	0	1	5	0	10
2:30 PM	0	0	0	0	0	0	0	2	0	0	6	0	8
2:45 PM	1	0	1	0	0	0	0	8	0	3	1	0	14
3:00 PM	1	0	1	0	0	0	0	6	0	0	0	0	8
3:15 PM	0	0	2	0	0	0	0	4	0	2	2	0	10
3:30 PM	0	0	2	0	0	0	0	4	1	1	0	0	8
3:45 PM	0	0	0	0	0	0	0	4	0	2	5	0	11
4:00 PM	0	0	2	0	0	0	0	3	0	1	0	0	6
4:15 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
4:45 PM	0	0	1	0	0	0	0	5	1	0	0	0	7
5:00 PM	0	0	1	0	0	0	0	2	0	1	2	0	6
5:15 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
5:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
5:45 PM	0	0	2	0	0	0	0	5	0	1	2	0	10
6:00 PM	0	0	2	0	0	0	0	6	0	1	2	0	11
6:15 PM	1	0	0	0	0	0	0	4	0	1	1	0	7
6:30 PM	0	0	0	0	0	0	0	5	1	1	1	0	8
6:45 PM	1	0	0	0	0	0	0	1	1	2	1	0	6
7:00 PM	0	0	1	0	0	0	0	2	1	0	0	0	4
7:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	4
7:30 PM	0	0	0	0	0	0	0	4	1	0	3	0	8
7:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
8:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
8:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
8:30 PM	0	0	0	0	0	0	0	2	0	1	1	0	4
8:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
9:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
9:15 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
9:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
9:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	16	0	45	0	0	0	0	255	17	38	109	0	480
Approach %	26.23	0.00	73.77	####	####	####	0.00	93.75	6.25	25.85	74.15	0.00	
App/Depart	61	/	0	0	/	55	272	/	300	147	/	125	

AM Peak Hr Begins at: 915 AM

PEAK

Volumes	2	0	5	0	0	0	0	28	2	1	8	0	46
Approach %	28.57	0.00	71.43	####	####	####	0.00	93.33	6.67	11.11	88.89	0.00	

PEAK HR.

FACTOR:	0.438	0.000	0.833	0.563	0.719
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CONTROL: 1-Way Stop (NB)

COMMENT 1:

GPS: 31.340062, -109.943313

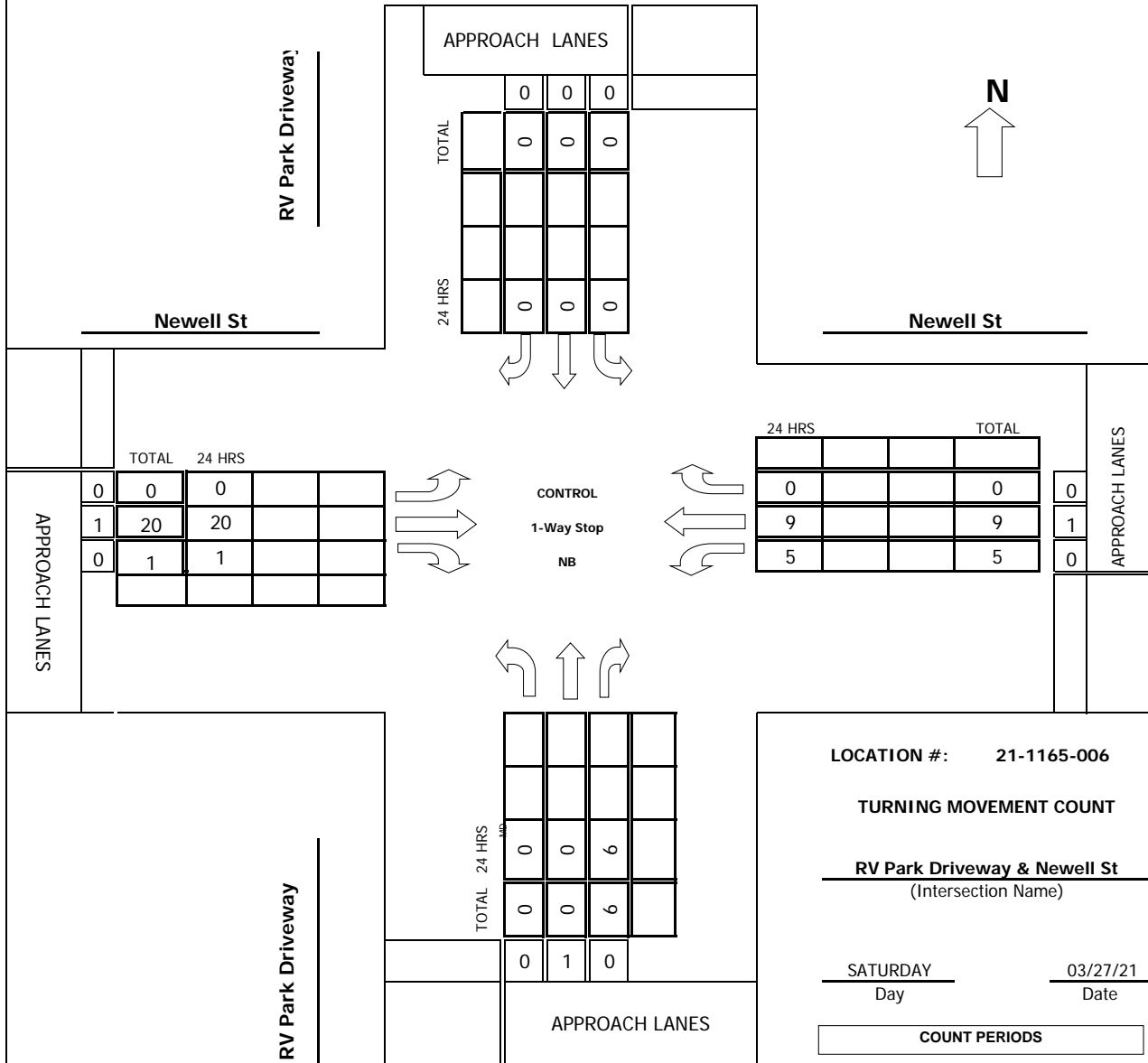
Intersection Turning Movement

Prepared by:



Project #: 21-1165-006

TMC SUMMARY OF RV Park Driveway & Newell St



LOCATION #: 21-1165-006

TURNING MOVEMENT COUNT

RV Park Driveway & Newell St
(Intersection Name)

SATURDAY
Day

03/27/21
Date

COUNT PERIODS

AM	1200AM	-	1200AM
NOON	-	-	-
PM	-	-	-

AM PEAK HOUR 1145 AM

NOON PEAK HOUR _____

PM PEAK HOUR _____

Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



N-S STREET: RV Park Driveway	DATE: 03/27/21	LOCATION: Naco
E-W STREET: Newell St	DAY: SATURDAY	PROJECT#: 21-1165-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	0	0	0	1	0	0	1	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:45 AM	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	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
1:30 AM	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	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	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	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
6:45 AM	0	0	1	0	0	0	0	2	0	0	1	0	4
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	1	0	0	0	0	2	0	0	1	0	4
8:00 AM	0	0	1	0	0	0	0	5	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
8:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
8:45 AM	1	0	0	0	0	0	0	1	0	1	0	0	3
9:00 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
9:15 AM	1	0	1	0	0	0	0	5	0	1	2	0	10
9:30 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
9:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
10:00 AM	0	0	2	0	0	0	0	3	0	0	3	0	8
10:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5
10:30 AM	0	0	1	0	0	0	0	4	0	2	2	0	9
10:45 AM	1	0	0	0	0	0	0	2	0	0	6	0	9
11:00 AM	0	0	1	0	0	0	0	5	0	0	4	0	10
11:15 AM	0	0	2	0	0	0	0	5	0	0	2	0	9
11:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:45 AM	0	0	3	0	0	0	0	7	0	0	2	0	12
12:00 PM	0	0	0	0	0	0	0	5	1	3	4	0	13

Intersection Turning Movement

Prepared by:

12:15 PM	0	0	2	0	0	0	0	4	0	0	2	0	8
12:30 PM	0	0	1	0	0	0	0	4	0	2	1	0	8
12:45 PM	0	0	1	0	0	0	0	2	0	2	5	0	10
1:00 PM	0	0	1	0	0	0	0	3	0	1	0	0	5
1:15 PM	0	0	1	0	0	0	0	4	0	2	8	0	15
1:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
1:45 PM	0	0	1	0	0	0	0	4	0	0	0	0	5
2:00 PM	1	0	0	0	0	0	0	3	0	0	5	0	9
2:15 PM	0	0	0	0	0	0	0	7	1	2	4	0	14
2:30 PM	0	0	1	0	0	0	0	4	1	0	0	0	6
2:45 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
3:00 PM	0	0	0	0	0	0	0	12	0	0	2	0	14
3:15 PM	0	0	0	0	0	0	0	7	1	0	2	0	10
3:30 PM	1	0	0	0	0	0	0	3	1	0	5	0	10
3:45 PM	0	0	0	0	0	0	0	3	0	1	1	0	5
4:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
4:15 PM	0	0	2	0	0	0	0	4	2	2	7	0	17
4:30 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
4:45 PM	0	0	0	0	0	0	0	5	0	1	1	0	7
5:00 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
5:30 PM	0	0	0	0	0	0	0	3	0	1	3	0	7
5:45 PM	0	0	0	0	0	0	0	4	0	1	0	0	5
6:00 PM	1	0	1	0	0	0	0	4	0	1	3	0	10
6:15 PM	0	0	1	0	0	0	0	2	0	1	2	0	6
6:30 PM	0	0	0	0	0	0	0	3	0	1	1	0	5
6:45 PM	1	0	2	0	0	0	0	4	0	0	2	0	9
7:00 PM	0	0	0	0	0	0	0	7	1	0	0	0	8
7:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
7:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
7:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	3
8:00 PM	0	0	0	0	0	0	0	0	0	2	3	0	5
8:15 PM	0	0	0	0	0	0	0	4	0	1	0	0	5
8:30 PM	0	0	1	0	0	0	0	4	0	0	2	0	7
8:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	4
9:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:15 PM	0	0	0	0	0	0	0	5	1	0	3	0	9
9:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
10:45 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	9	0	34	0	0	0	0	218	12	31	125	0	429
Approach %	20.93	0.00	79.07	####	####	####	0.00	94.78	5.22	19.87	80.13	0.00	
App/Depart	43	/	0	0	/	43	230	/	252	156	/	134	

AM Peak Hr Begins at: 1145 AM

PEAK

Volumes	0	0	6	0	0	0	0	20	1	5	9	0	41
Approach %	0.00	0.00	100.00	####	####	####	0.00	95.24	4.76	35.71	64.29	0.00	

PEAK HR.

FACTOR:	0.500	0.000	0.750	0.500	0.788
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CONTROL: 1-Way Stop (NB)
 COMMENT 1:
 GPS: 31.340062, -109.943313

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-003

Location: Newell St east of RV Park Driveway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	2			
00:15			0	0	12:15			5	1			
00:30			0	0	12:30			4	3			
00:45			0	0	12:45			10	25	2	8	33
01:00			0	0	13:00			5	6			
01:15			0	0	13:15			5	3			
01:30			1	1	13:30			4	2			
01:45			0	1	13:45			3	17	9	20	37
02:00			2	0	14:00			7	5			
02:15			2	0	14:15			4	6			
02:30			1	0	14:30			2	6			
02:45			0	5	14:45			9	22	4	21	43
03:00			0	0	15:00			7	0			
03:15			0	0	15:15			6	4			
03:30			0	0	15:30			6	1			
03:45			1	1	15:45			4	23	7	12	35
04:00			0	0	16:00			5	1			
04:15			0	0	16:15			2	4			
04:30			0	0	16:30			0	2			
04:45			1	1	16:45			6	13	0	7	20
05:00			0	0	17:00			3	3			
05:15			2	0	17:15			6	4			
05:30			1	1	17:30			4	1			
05:45			1	4	17:45			7	20	3	11	31
06:00			6	1	18:00			8	3			
06:15			2	0	18:15			4	2			
06:30			2	0	18:30			5	2			
06:45			4	14	18:45			1	18	3	10	28
07:00			5	1	19:00			3	0			
07:15			6	0	19:15			2	2			
07:30			1	0	19:30			4	3			
07:45			6	18	19:45			3	12	2	7	19
08:00			2	0	20:00			6	0			
08:15			1	1	20:15			2	0			
08:30			7	1	20:30			2	2			
08:45			6	16	20:45			2	12	1	3	15
09:00			8	2	21:00			2	3			
09:15			9	1	21:15			6	1			
09:30			3	4	21:30			2	0			
09:45			8	28	21:45			2	12	0	4	16
10:00			13	3	22:00			1	0			
10:15			4	1	22:15			0	0			
10:30			2	5	22:30			0	0			
10:45			6	25	22:45			1	2	2	2	4
11:00			4	0	23:00			0	1			
11:15			2	5	23:15			0	0			
11:30			3	4	23:30			0	0			
11:45			1	10	23:45			1	1	0	1	2

Total Vol. 123 41 164 177 106 283

GPS Coordinates: 31.340076, -109.943181

Split %	AM			PM		
	NB	SB	Combined	NB	SB	Combined
	75.0%	25.0%	36.7%	62.5%	37.5%	63.3%
Peak Hour	09:15	11:15	09:15	14:45	13:45	14:00
Volume	33	16	42	28	26	43
P.H.F.	0.63	0.80	0.66	0.78	0.72	0.83

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-006

Location: Newell St east of RV Park Driveway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			5	7			
00:15			0	0	12:15			6	2			
00:30			0	0	12:30			5	3			
00:45			0	0	12:45			3	19	7	19	38
01:00			0	0	13:00			4	1			
01:15			0	1	13:15			5	10			
01:30			0	0	13:30			3	1			
01:45			0	0	13:45			5	17	0	12	29
02:00			0	0	14:00			3	5			
02:15			0	1	14:15			7	6			
02:30			0	0	14:30			5	0			
02:45			0	0	14:45			2	17	2	13	30
03:00			0	0	15:00			12	2			
03:15			0	0	15:15			7	2			
03:30			0	0	15:30			3	5			
03:45			0	0	15:45			3	25	2	11	36
04:00			0	0	16:00			5	3			
04:15			0	0	16:15			6	9			
04:30			0	0	16:30			0	2			
04:45			0	0	16:45			5	16	2	16	32
05:00			1	0	17:00			2	1			
05:15			0	0	17:15			1	1			
05:30			1	0	17:30			3	4			
05:45			1	3	17:45			4	10	1	7	17
06:00			1	0	18:00			5	4			
06:15			3	0	18:15			3	3			
06:30			1	1	18:30			3	2			
06:45			3	8	18:45			6	17	2	11	28
07:00			1	0	19:00			7	0			
07:15			7	0	19:15			4	1			
07:30			0	0	19:30			2	0			
07:45			3	11	19:45			2	15	1	2	17
08:00			6	0	20:00			0	5			
08:15			4	1	20:15			4	1			
08:30			3	2	20:30			5	2			
08:45			1	14	20:45			1	10	3	11	21
09:00			4	0	21:00			2	2			
09:15			6	3	21:15			5	3			
09:30			4	1	21:30			1	1			
09:45			3	17	21:45			1	9	0	6	15
10:00			5	3	22:00			0	3			
10:15			1	4	22:15			0	0			
10:30			5	4	22:30			3	2			
10:45			2	13	22:45			2	5	2	7	12
11:00			6	4	23:00			0	0			
11:15			7	2	23:15			0	1			
11:30			3	2	23:30			0	0			
11:45			10	26	23:45			0	0	0	1	1

Total Vol. 92 40 132 160 116 276

GPS Coordinates: 31.340076, -109.943181

	AM			PM		
	Split %	69.7%	30.3%	58.0%	42.0%	67.6%
Peak Hour	11:00	10:15	11:45	14:15	12:30	12:00
Volume	26	18	40	26	21	38
P.H.F.	0.65	0.75	0.83	0.54	0.53	0.79

Daily Totals	NB	SB	EB	WB	Combined
				252	156

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-003

Location: Newell St west of RV Park Driveway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			4	2			
00:15			0	0	12:15			4	1			
00:30			0	0	12:30			4	4			
00:45			0	0	12:45			11	23	2	9	32
01:00			2	0	13:00			2	7			
01:15			0	0	13:15			5	4			
01:30			1	1	13:30			4	4			
01:45			0	3	13:45			3	14	7	22	36
02:00			2	0	14:00			5	2			
02:15			2	0	14:15			4	5			
02:30			1	0	14:30			2	6			
02:45			0	5	14:45			8	19	2	15	34
03:00			0	0	15:00			6	1			
03:15			0	0	15:15			4	2			
03:30			0	0	15:30			5	0			
03:45			1	1	15:45			4	19	5	8	27
04:00			0	0	16:00			3	0			
04:15			0	0	16:15			2	4			
04:30			0	0	16:30			0	1			
04:45			1	1	16:45			6	11	0	5	16
05:00			0	0	17:00			2	2			
05:15			1	0	17:15			6	4			
05:30			0	0	17:30			4	1			
05:45			1	2	17:45			5	17	2	9	26
06:00			5	1	18:00			6	2			
06:15			2	0	18:15			4	2			
06:30			2	0	18:30			6	1			
06:45			4	13	18:45			2	18	2	7	25
07:00			3	0	19:00			3	0			
07:15			6	0	19:15			2	0			
07:30			1	0	19:30			5	3			
07:45			5	15	19:45			3	13	2	5	18
08:00			2	0	20:00			6	0			
08:15			1	1	20:15			1	0			
08:30			5	1	20:30			2	1			
08:45			6	14	20:45			2	11	1	2	13
09:00			8	4	21:00			2	3			
09:15			9	1	21:15			6	1			
09:30			3	6	21:30			2	0			
09:45			9	29	21:45			1	11	0	4	15
10:00			9	2	22:00			1	0			
10:15			3	1	22:15			0	0			
10:30			1	3	22:30			0	0			
10:45			5	18	22:45			1	2	2	2	4
11:00			4	0	23:00			0	1			
11:15			3	4	23:15			0	0			
11:30			4	4	23:30			0	0			
11:45			1	12	23:45			1	1	0	1	2

Total Vol. 113 36 149 159 89 248

GPS Coordinates: 31.340085, -109.943605

	AM			PM		
	Split %	75.8%	24.2%	37.5%	64.1%	35.9%
Peak Hour	09:15	11:15	09:00	12:00	13:00	12:30
Volume	30	14	41	23	22	39
P.H.F.	0.83	0.88	0.85	0.52	0.79	0.75

		Daily Totals		
NB	SB	EB	WB	Combined
		272	125	397

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-006

Location: Newell St west of RV Park Driveway

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			6	4			
00:15			0	0	12:15			4	2			
00:30			1	0	12:30			4	1			
00:45			0	1	0	1	12:45	2	16	5	12	28
01:00			0	0	13:00			3	0			
01:15			0	1	13:15			4	8			
01:30			0	0	13:30			3	1			
01:45			0	0	1	1	13:45	4	14	0	9	23
02:00			0	0	14:00			3	6			
02:15			0	1	14:15			8	4			
02:30			0	0	14:30			5	0			
02:45			0	0	1	1	14:45	1	17	2	12	29
03:00			0	0	15:00			12	2			
03:15			0	0	15:15			8	2			
03:30			0	0	15:30			4	6			
03:45			0	0	0	0	15:45	3	27	1	11	38
04:00			0	0	16:00			5	3			
04:15			0	0	16:15			6	7			
04:30			0	0	16:30			0	3			
04:45			0	0	0	0	16:45	5	16	1	14	30
05:00			1	0	17:00			2	2			
05:15			0	0	17:15			2	1			
05:30			1	0	17:30			3	3			
05:45			1	3	0	0	3	4	11	0	6	17
06:00			1	0	18:00			4	4			
06:15			3	0	18:15			2	2			
06:30			1	0	18:30			3	1			
06:45			2	7	1	1	8	4	13	3	10	23
07:00			1	0	19:00			8	0			
07:15			7	0	19:15			4	1			
07:30			0	0	19:30			3	0			
07:45			2	10	1	1	11	0	15	1	2	17
08:00			5	0	20:00			0	3			
08:15			4	1	20:15			4	0			
08:30			3	2	20:30			4	2			
08:45			1	13	1	4	17	1	9	2	7	16
09:00			3	0	21:00			2	2			
09:15			5	3	21:15			6	3			
09:30			4	1	21:30			1	1			
09:45			2	14	0	4	18	1	10	0	6	16
10:00			3	3	22:00			0	2			
10:15			1	4	22:15			0	0			
10:30			4	2	22:30			3	2			
10:45			2	10	7	16	26	1	4	2	6	10
11:00			5	4	23:00			0	0			
11:15			5	2	23:15			0	1			
11:30			3	2	23:30			0	0			
11:45			7	20	2	10	30	0	0	0	1	1

Total Vol. 78 38 116 152 96 248

GPS Coordinates: 31.340085, -109.943605

	AM			PM		
	Split %	67.2%	32.8%	61.3%	38.7%	68.1%
Peak Hour	11:15	10:15	10:30	15:00	15:30	15:00
Volume	21	17	31	27	17	38
P.H.F.	0.75	0.61	0.86	0.56	0.61	0.68

		Daily Totals		
	NB	SB	EB	WB
			230	134
				364

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

Volumes for: Friday, March 26, 2021

City: Naco

Project #: 21-1165-003

Location: RV Park Driveway south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	3	1		
00:15	0	0			12:15	1	0		
00:30	0	0			12:30	1	0		
00:45	0	0	0		12:45	0	5	1	2
01:00	0	2			13:00	5	1		
01:15	0	0			13:15	2	1		
01:30	0	0			13:30	2	0		
01:45	0	0	0	2	13:45	0	9	2	4
02:00	0	0			14:00	2	3		
02:15	0	0			14:15	0	1		
02:30	0	0			14:30	0	0		
02:45	0	0	0	0	14:45	2	4	3	7
03:00	0	0			15:00	2	0		
03:15	0	0			15:15	2	2		
03:30	0	0			15:30	2	2		
03:45	0	0	0	0	15:45	0	6	2	6
04:00	0	0			16:00	2	1		
04:15	0	0			16:15	0	0		
04:30	0	0			16:30	0	1		
04:45	0	0	0	0	16:45	1	3	1	3
05:00	0	0			17:00	1	1		
05:15	1	0			17:15	0	0		
05:30	1	1			17:30	0	0		
05:45	0	2	0	1	17:45	2	3	1	2
06:00	1	0			18:00	2	1		
06:15	0	0			18:15	1	1		
06:30	0	0			18:30	0	2		
06:45	0	1	0	0	18:45	1	4	3	7
07:00	2	1			19:00	1	1		
07:15	0	0			19:15	0	2		
07:30	0	0			19:30	0	1		
07:45	1	3	1	2	19:45	0	1	0	4
08:00	0	0			20:00	0	0		
08:15	0	0			20:15	1	0		
08:30	2	0			20:30	0	1		
08:45	0	2	0	0	20:45	0	1	0	1
09:00	4	2			21:00	0	0		
09:15	0	0			21:15	0	0		
09:30	2	0			21:30	0	0		
09:45	1	7	2	4	21:45	1	1	0	0
10:00	4	1			22:00	0	0		
10:15	1	0			22:15	0	0		
10:30	2	3			22:30	0	0		
10:45	1	8	1	5	22:45	0	0	0	0
11:00	0	0			23:00	0	0		
11:15	0	2			23:15	0	0		
11:30	1	2			23:30	0	0		
11:45	0	1	1	5	23:45	0	0	0	0

Total Vol. 24 19 **43** 37 36 **73**

GPS Coordinates: 31.339943, -109.943339

	AM				PM			
	NB	SB	EB	WB	NB	SB	EB	WB
Split %	55.8%	44.2%		37.1%	50.7%	49.3%		62.9%
Peak Hour	09:30	09:45		09:45	12:45	18:30		14:45
Volume	8	6		14	9	8		15
P.H.F.	0.50	0.50		0.70	0.45	0.67		0.75

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

Volumes for: Saturday, March 27, 2021

City: Naco

Project #: 21-1165-006

Location: RV Park Driveway south of Newell St

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	0	4		
00:15	0	0			12:15	2	0		
00:30	0	1			12:30	1	2		
00:45	0	0	0	1	12:45	1	4	2	8
01:00	0	0			13:00	1	1		
01:15	0	0			13:15	1	2		
01:30	0	0			13:30	0	0		
01:45	0	0	0	0	13:45	1	3	0	3
02:00	0	0			14:00	1	0		
02:15	0	0			14:15	0	3		
02:30	0	0			14:30	1	1		
02:45	0	0	0	0	14:45	1	3	0	4
03:00	0	0			15:00	0	0		
03:15	0	0			15:15	0	1		
03:30	0	0			15:30	1	1		
03:45	0	0	0	0	15:45	0	1	1	3
04:00	0	0			16:00	0	0		
04:15	0	0			16:15	2	4		
04:30	0	0			16:30	1	0		
04:45	0	0	0	0	16:45	0	3	1	5
05:00	0	0			17:00	1	0		
05:15	0	0			17:15	0	1		
05:30	0	0			17:30	0	1		
05:45	0	0	0	0	17:45	0	1	1	3
06:00	0	0			18:00	2	1		
06:15	0	0			18:15	1	1		
06:30	0	1			18:30	0	1		
06:45	1	1	0	1	18:45	3	6	0	3
07:00	0	0			19:00	0	1		
07:15	0	0			19:15	0	0		
07:30	0	0			19:30	0	1		
07:45	1	1	0	0	19:45	2	2	0	2
08:00	1	0			20:00	0	2		
08:15	0	0			20:15	0	1		
08:30	0	0			20:30	1	0		
08:45	1	2	1	1	20:45	0	1	1	4
09:00	1	0			21:00	0	0		
09:15	2	1			21:15	0	1		
09:30	0	0			21:30	0	0		
09:45	1	4	0	1	21:45	0	0	0	1
10:00	2	0			22:00	0	1		
10:15	0	0			22:15	0	0		
10:30	1	2			22:30	0	0		
10:45	1	4	0	2	22:45	1	1	0	1
11:00	1	0			23:00	0	0		
11:15	2	0			23:15	0	0		
11:30	0	0			23:30	0	0		
11:45	3	6	0	0	23:45	0	0	0	0

Total Vol. 18 6 **24** 25 37 **62**

GPS Coordinates: 31.339943, -109.943339

	Daily Totals					
	NB	SB	EB	WB		Combined
	43	43			86	
	AM		PM			
Split %	75.0%	25.0%	27.9%	40.3%	59.7%	72.1%
Peak Hour	11:00	11:45	11:45	18:00	12:00	12:00
Volume	6	6	12	6	8	12
P.H.F.	0.50	0.38	0.75	0.50	0.50	0.75

Field Data Services of Arizona

31894 Whitetail Ln.
 Temecula, CA 92592
 520.316.6745

Site Code: Fri 03/26/21
 Station ID: 21-1165-007
 Newell St btwn RV Park Dwy & Naco Hwy
 31.340088, -109.940719
 Latitude: 0' 0.0000 Undefined

Eastbound																								
Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent							
	10	15	20	25	30	35	40	45	50	55	60	65	70	71										
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*							
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*							
02:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	36	41							
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	39							
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	48	49							
05:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	35	37							
06:00	0	0	0	1	0	5	6	1	2	0	0	0	0	0	15	37	43							
07:00	0	0	0	0	0	3	7	5	1	0	0	0	0	0	16	39	43							
08:00	0	0	0	2	0	4	4	3	3	0	0	0	0	0	16	38	46							
09:00	0	0	0	1	2	5	9	6	3	1	0	0	0	0	27	39	44							
10:00	0	0	0	2	2	9	9	2	1	0	0	0	0	0	25	35	39							
11:00	0	0	0	0	0	4	2	4	0	0	0	0	0	0	10	38	43							
12 PM	0	0	0	0	3	5	9	7	0	0	0	0	0	0	24	37	42							
13:00	0	0	1	0	1	4	4	3	2	1	0	0	0	0	16	38	46							
14:00	0	0	0	0	3	4	7	6	1	0	0	0	0	0	21	38	43							
15:00	0	0	0	0	2	3	6	8	5	0	0	0	0	0	24	40	46							
16:00	0	0	0	0	0	2	4	5	1	0	0	0	0	0	12	40	44							
17:00	0	0	0	0	0	5	10	5	1	0	0	0	0	0	21	38	42							
18:00	0	0	0	0	1	2	5	8	2	0	0	0	0	0	18	40	44							
19:00	0	0	0	0	2	1	5	3	1	0	0	0	0	0	12	38	43							
20:00	0	0	0	0	1	4	4	5	0	0	0	0	0	0	14	38	42							
21:00	0	0	0	0	0	4	4	4	0	0	0	0	0	0	12	38	42							
22:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41	43							
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	48	49							
Total	0	0	1	6	18	67	100	77	25	2	0	0	0	0	296									
Percent	0.0%	0.0%	0.3%	2.0%	6.1%	22.6%	33.8%	26.0%	8.4%	0.7%	0.0%	0.0%	0.0%	0.0%										
AM Peak															09:00									
Vol.															2	9	6	3	1					
PM Peak															13:00	12:00	12:00	17:00	15:00	13:00				
Vol.															1	3	5	10	8	5	1			
Total	0	0	1	6	18	67	100	77	25	2	0	0	0	0	296									
Percent	0.0%	0.0%	0.3%	2.0%	6.1%	22.6%	33.8%	26.0%	8.4%	0.7%	0.0%	0.0%	0.0%	0.0%										

15th Percentile : 31 MPH
 50th Percentile : 37 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH

Statistics
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 177
 Percent in Pace : 59.8%
 Number of Vehicles > 35 MPH : 204
 Percent of Vehicles > 35 MPH : 68.9%
 Mean Speed(Average) : 38 MPH

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Fri 03/26/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	28	29
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	39
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	36	38
09:00	0	0	0	0	0	5	1	1	1	0	0	0	0	0	8	37	44
10:00	0	0	0	0	1	5	2	1	0	0	0	0	0	0	9	35	39
11:00	0	0	0	0	1	4	8	0	0	0	0	0	0	0	13	36	38
12 PM	0	0	0	0	1	2	3	1	0	0	0	0	0	0	7	36	39
13:00	0	0	1	1	5	4	4	4	0	0	0	0	0	0	19	34	41
14:00	0	0	0	0	2	6	7	4	3	0	1	0	0	0	23	39	45
15:00	0	0	0	0	2	4	5	0	0	0	0	0	0	0	11	34	38
16:00	0	0	0	0	1	6	2	0	0	0	0	0	0	0	9	34	36
17:00	0	0	0	0	1	6	3	1	0	0	0	0	0	0	11	35	38
18:00	0	0	1	1	1	5	1	2	0	0	1	0	0	0	12	35	43
19:00	0	0	0	0	0	6	0	1	0	0	0	0	0	0	7	34	34
20:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	36	38
21:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4	37	42
22:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	38	48
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	43	44
Total	0	0	2	2	17	57	42	17	5	0	2	0	0	0	144		
Percent	0.0%	0.0%	1.4%	1.4%	11.8%	39.6%	29.2%	11.8%	3.5%	0.0%	1.4%	0.0%	0.0%	0.0%			
AM Peak					05:00	09:00	11:00	09:00	09:00						11:00		
Vol.					1	5	8	1	1						13		
PM Peak			13:00	13:00	13:00	14:00	14:00	13:00	14:00		14:00				14:00		
Vol.			1	1	5	6	7	4	3		1				23		
Total	0	0	2	2	17	57	42	17	5	0	2	0	0	0	144		
Percent	0.0%	0.0%	1.4%	1.4%	11.8%	39.6%	29.2%	11.8%	3.5%	0.0%	1.4%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH
50th Percentile : 34 MPH
85th Percentile : 40 MPH
95th Percentile : 44 MPH

Statistics

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 99
Percent in Pace : 68.8%
Number of Vehicles > 35 MPH : 66
Percent of Vehicles > 35 MPH : 45.8%
Mean Speed(Average) : 36 MPH

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Fri 03/26/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	36	41
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	38	39
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	48	49
05:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	33	37
06:00	0	0	0	1	0	5	7	1	2	0	0	0	0	0	16	37	42
07:00	0	0	0	0	0	3	7	5	1	0	0	0	0	0	16	39	43
08:00	0	0	0	2	0	5	6	3	3	0	0	0	0	0	19	37	45
09:00	0	0	0	1	2	10	10	7	4	1	0	0	0	0	35	38	44
10:00	0	0	0	2	3	14	11	3	1	0	0	0	0	0	34	35	39
11:00	0	0	0	0	1	8	10	4	0	0	0	0	0	0	23	37	40
12 PM	0	0	0	0	4	7	12	8	0	0	0	0	0	0	31	37	42
13:00	0	0	2	1	6	8	8	7	2	1	0	0	0	0	35	36	43
14:00	0	0	0	0	5	10	14	10	4	0	1	0	0	0	44	38	44
15:00	0	0	0	0	4	7	11	8	5	0	0	0	0	0	35	38	44
16:00	0	0	0	0	1	8	6	5	1	0	0	0	0	0	21	37	42
17:00	0	0	0	0	1	11	13	6	1	0	0	0	0	0	32	37	41
18:00	0	0	1	1	2	7	6	10	2	0	1	0	0	0	30	38	44
19:00	0	0	0	0	2	7	5	4	1	0	0	0	0	0	19	37	42
20:00	0	0	0	0	1	5	6	5	0	0	0	0	0	0	17	37	42
21:00	0	0	0	0	0	6	5	5	0	0	0	0	0	0	16	38	42
22:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	39	47
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46	48
Total	0	0	3	8	35	124	142	94	30	2	2	0	0	0	440		
Percent	0.0%	0.0%	0.7%	1.8%	8.0%	28.2%	32.3%	21.4%	6.8%	0.5%	0.5%	0.0%	0.0%	0.0%			
AM Peak				08:00	10:00	10:00	10:00	09:00	09:00	09:00					09:00		
Vol.				2	3	14	11	7	4	1					35		
PM Peak			13:00	13:00	13:00	17:00	14:00	14:00	15:00	13:00	14:00				14:00		
Vol.			2	1	6	11	14	10	5	1	1				44		
Total	0	0	3	8	35	124	142	94	30	2	2	0	0	0	440		
Percent	0.0%	0.0%	0.7%	1.8%	8.0%	28.2%	32.3%	21.4%	6.8%	0.5%	0.5%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH
50th Percentile : 36 MPH
85th Percentile : 43 MPH
95th Percentile : 46 MPH

Statistics
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 266
Percent in Pace : 60.5%
Number of Vehicles > 35 MPH : 270
Percent of Vehicles > 35 MPH : 61.4%
Mean Speed(Average) : 37 MPH

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Eastbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8
07:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
08:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
09:00	1	10	3	0	3	0	0	0	0	0	0	0	0	17
10:00	0	12	0	0	1	0	0	0	0	0	0	0	0	13
11:00	3	12	5	0	6	0	0	0	0	0	0	0	0	26
12 PM	0	12	3	0	3	0	0	1	0	0	0	0	0	19
13:00	0	15	2	0	2	0	0	0	0	0	0	0	0	19
14:00	0	13	1	0	2	0	1	0	0	0	0	0	0	17
15:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
16:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
17:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
18:00	0	12	1	0	4	0	0	0	0	0	0	0	0	17
19:00	0	10	3	0	2	0	0	0	0	0	0	0	0	15
20:00	0	6	1	0	3	0	0	0	0	0	0	0	0	10
21:00	0	6	1	0	2	0	0	0	0	0	0	0	0	9
22:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	4	176	37	0	35	0	1	1	0	0	0	0	0	254
Percent	1.6%	69.3%	14.6%	0.0%	13.8%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00		11:00									11:00
Vol.	3	12	5		6									26
PM Peak		15:00	15:00		18:00		14:00	12:00						15:00
Vol.		20	5		4		1	1						25
Grand Total	4	176	37	0	35	0	1	1	0	0	0	0	0	254
Percent	1.6%	69.3%	14.6%	0.0%	13.8%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
11:00	0	5	2	0	3	0	0	0	0	0	0	0	0	10
12 PM	0	12	2	1	3	0	0	1	0	0	0	0	0	19
13:00	0	5	6	0	1	0	0	0	0	0	0	0	0	12
14:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
15:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
16:00	2	12	0	0	1	0	1	0	0	0	0	0	0	16
17:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	6	2	0	3	0	0	0	0	0	0	0	0	11
21:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	2	105	28	1	19	0	1	1	0	0	0	0	0	157
Percent	1.3%	66.9%	17.8%	0.6%	12.1%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		10:00 11	10:00 4		11:00 3									10:00 17
PM Peak Vol.	16:00 2	12:00 12	13:00 6	12:00 1	12:00 3		16:00 1	12:00 1						12:00 19
Grand Total	2	105	28	1	19	0	1	1	0	0	0	0	0	157
Percent	1.3%	66.9%	17.8%	0.6%	12.1%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	Bikes	Cars & Tlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
03/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
07:00	0	10	0	0	3	0	0	0	0	0	0	0	0	13
08:00	0	13	3	0	2	0	0	0	0	0	0	0	0	18
09:00	1	13	4	0	3	0	0	0	0	0	0	0	0	21
10:00	0	23	4	0	3	0	0	0	0	0	0	0	0	30
11:00	3	17	7	0	9	0	0	0	0	0	0	0	0	36
12 PM	0	24	5	1	6	0	0	2	0	0	0	0	0	38
13:00	0	20	8	0	3	0	0	0	0	0	0	0	0	31
14:00	0	22	4	0	3	0	1	0	0	0	0	0	0	30
15:00	0	28	7	0	1	0	0	0	0	0	0	0	0	36
16:00	2	25	2	0	2	0	1	0	0	0	0	0	0	32
17:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
18:00	0	20	3	0	5	0	0	0	0	0	0	0	0	28
19:00	0	12	3	0	2	0	0	0	0	0	0	0	0	17
20:00	0	12	3	0	6	0	0	0	0	0	0	0	0	21
21:00	0	10	2	0	3	0	0	0	0	0	0	0	0	15
22:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	6	281	65	1	54	0	2	2	0	0	0	0	0	411
Percent	1.5%	68.4%	15.8%	0.2%	13.1%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00		11:00									11:00
Vol.	3	23	7		9									36
PM Peak	16:00	15:00	13:00	12:00	12:00		14:00	12:00						12:00
Vol.	2	28	8	1	6		1	2						38
Grand Total	6	281	65	1	54	0	2	2	0	0	0	0	0	411
Percent	1.5%	68.4%	15.8%	0.2%	13.1%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Eastbound	Start	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average	85th
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71	71		(Mean)	Percent
03/27/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	43	47
06:00	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	8	36	42
07:00	0	0	0	0	2	2	4	3	0	0	0	0	0	0	0	11	37	42
08:00	0	0	0	2	0	3	5	1	3	0	0	0	0	0	0	14	37	46
09:00	0	0	1	2	2	6	4	0	2	0	0	0	0	0	0	17	33	39
10:00	0	0	0	0	0	2	9	1	1	0	0	0	0	0	0	13	38	40
11:00	0	0	0	0	5	10	6	5	0	0	0	0	0	0	0	26	35	41
12 PM	0	0	0	0	0	6	8	3	2	0	0	0	0	0	0	19	38	43
13:00	0	0	0	0	2	3	7	4	2	1	0	0	0	0	0	19	39	45
14:00	1	0	0	1	1	5	4	5	0	0	0	0	0	0	0	17	35	42
15:00	0	0	0	1	6	4	6	7	1	0	0	0	0	0	0	25	36	43
16:00	0	0	0	0	0	3	4	3	4	2	0	0	0	0	0	16	42	49
17:00	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	10	40	43
18:00	0	0	0	0	1	3	7	5	1	0	0	0	0	0	0	17	39	43
19:00	0	0	0	0	2	8	1	3	1	0	0	0	0	0	0	15	36	42
20:00	0	0	0	1	4	3	0	2	0	0	0	0	0	0	0	10	32	41
21:00	0	0	0	1	0	3	3	1	1	0	0	0	0	0	0	9	36	43
22:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5	36	38
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	1	8	26	68	77	51	19	3	0	0	0	0	0	254		
Percent	0.4%	0.0%	0.4%	3.1%	10.2%	26.8%	30.3%	20.1%	7.5%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	08:00	11:00	11:00	10:00	11:00	08:00							11:00		
Vol.			1	2	5	10	9	5	3							26		
PM Peak	14:00			14:00	15:00	19:00	12:00	15:00	16:00	16:00						15:00		
Vol.	1			1	6	8	8	7	4	2						25		
Total	1	0	1	8	26	68	77	51	19	3	0	0	0	0	0	254		
Percent	0.4%	0.0%	0.4%	3.1%	10.2%	26.8%	30.3%	20.1%	7.5%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 30 MPH
 50th Percentile : 36 MPH
 85th Percentile : 43 MPH
 95th Percentile : 47 MPH

Statistics
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 145
 Percent in Pace : 57.1%
 Number of Vehicles > 35 MPH : 150
 Percent of Vehicles > 35 MPH : 59.1%
 Mean Speed(Average) : 37 MPH

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
03/27/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36	38
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	43	44
08:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4	33	42
09:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4	33	42
10:00	0	0	0	0	3	5	6	3	0	0	0	0	0	0	17	36	40
11:00	0	0	0	0	2	3	1	1	2	1	0	0	0	0	10	38	48
12 PM	0	1	0	2	2	5	8	0	1	0	0	0	0	0	19	33	38
13:00	0	0	0	1	1	5	3	2	0	0	0	0	0	0	12	35	40
14:00	0	0	1	1	2	1	7	1	0	0	0	0	0	0	13	34	39
15:00	0	0	0	0	1	6	4	0	0	0	0	0	0	0	11	34	37
16:00	0	0	0	1	5	5	4	1	0	0	0	0	0	0	16	33	38
17:00	0	0	0	0	1	1	3	2	0	0	0	0	0	0	7	37	42
18:00	0	0	0	1	3	3	3	1	0	0	0	0	0	0	11	33	38
19:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	33	43
20:00	0	0	0	0	3	4	3	1	0	0	0	0	0	0	11	34	38
21:00	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6	36	40
22:00	0	0	0	2	1	2	1	0	1	0	0	0	0	0	7	32	39
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
Total	0	1	1	9	29	48	46	18	4	1	0	0	0	0	157		
Percent	0.0%	0.6%	0.6%	5.7%	18.5%	30.6%	29.3%	11.5%	2.5%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak					10:00	10:00	10:00	10:00	11:00	11:00					10:00		
Vol.					3	5	6	3	2	1					17		
PM Peak		12:00	14:00	12:00	16:00	15:00	12:00	13:00	12:00						12:00		
Vol.		1	1	2	5	6	8	2	1						19		
Total	0	1	1	9	29	48	46	18	4	1	0	0	0	0	157		
Percent	0.0%	0.6%	0.6%	5.7%	18.5%	30.6%	29.3%	11.5%	2.5%	0.6%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 27 MPH
50th Percentile : 34 MPH
85th Percentile : 39 MPH
95th Percentile : 44 MPH

Statistics

10 MPH Pace Speed : 31-40 MPH
Number in Pace : 94
Percent in Pace : 59.9%
Number of Vehicles > 35 MPH : 69
Percent of Vehicles > 35 MPH : 43.9%
Mean Speed(Average) : 34 MPH

Field Data Services of Arizona

31894 Whitetail Ln.
Temecula, CA 92592
520.316.6745

Site Code: Sat 03/27/21
Station ID: 21-1165-007
Newell St btwn RV Park Dwy & Naco Hwy
31.340088, -109.940719
Latitude: 0' 0.0000 Undefined

Eastbound, Westbound

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	71	Total	Average (Mean)	85th Percent
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	71			
03/27/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	43	47
06:00	0	0	0	0	1	4	3	2	0	0	0	0	0	0	10	36	41
07:00	0	0	0	0	2	2	4	5	0	0	0	0	0	0	13	38	43
08:00	0	0	0	2	2	4	5	2	3	0	0	0	0	0	18	36	45
09:00	0	0	1	2	4	7	4	1	2	0	0	0	0	0	21	33	39
10:00	0	0	0	0	3	7	15	4	1	0	0	0	0	0	30	37	40
11:00	0	0	0	0	7	13	7	6	2	1	0	0	0	0	36	36	43
12 PM	0	1	0	2	2	11	16	3	3	0	0	0	0	0	38	36	40
13:00	0	0	0	1	3	8	10	6	2	1	0	0	0	0	31	37	43
14:00	1	0	1	2	3	6	11	6	0	0	0	0	0	0	30	34	41
15:00	0	0	0	1	7	10	10	7	1	0	0	0	0	0	36	35	41
16:00	0	0	0	1	5	8	8	4	4	2	0	0	0	0	32	38	46
17:00	0	0	0	0	1	3	6	7	0	0	0	0	0	0	17	39	43
18:00	0	0	0	1	4	6	10	6	1	0	0	0	0	0	28	36	42
19:00	0	0	0	1	2	8	1	4	1	0	0	0	0	0	17	35	43
20:00	0	0	0	1	7	7	3	3	0	0	0	0	0	0	21	33	39
21:00	0	0	0	1	1	5	5	2	1	0	0	0	0	0	15	36	41
22:00	0	0	0	2	1	4	4	0	1	0	0	0	0	0	12	34	38
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	33	34
Total	1	1	2	17	55	116	123	69	23	4	0	0	0	0	411		
Percent	0.2%	0.2%	0.5%	4.1%	13.4%	28.2%	29.9%	16.8%	5.6%	1.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	08:00	11:00	11:00	10:00	11:00	08:00	11:00					11:00		
Vol.			1	2	7	13	15	6	3	1					36		
PM Peak	14:00	12:00	14:00	12:00	15:00	12:00	12:00	15:00	16:00	16:00					12:00		
Vol.	1	1	1	2	7	11	16	7	4	2					38		
Total	1	1	2	17	55	116	123	69	23	4	0	0	0	0	411		
Percent	0.2%	0.2%	0.5%	4.1%	13.4%	28.2%	29.9%	16.8%	5.6%	1.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 28 MPH
50th Percentile : 35 MPH
85th Percentile : 42 MPH
95th Percentile : 46 MPH

Statistics
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 239
Percent in Pace : 58.2%
Number of Vehicles > 35 MPH : 219
Percent of Vehicles > 35 MPH : 53.3%
Mean Speed(Average) : 36 MPH



**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

Trip Generation Calculations

Campground/Recreational Vehicle Park (LUC 416)

LAND USE: 329 Occupied Campsite Campground/Recreational Vehicle Park

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 11TH EDITION. THE ITE LAND USE CODE IS Campground/Recreational Vehicle Park (416), General Urban/Suburban

Weekday

Average Rate = N/A Trips per Occupied Campsites

$T = \text{N/A Trips} \times 329 \text{ Campsites}$

T = N/A VTPD

ENTER: $(0.5) \times (\text{N/A}) = \text{N/A VTPD}$

EXIT: $(0.5) \times (\text{N/A}) = \text{N/A VTPD}$

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 0.21 Trips per Occupied Campsites

$T = 0.21 \text{ Trips} \times 329 \text{ Campsites}$

T = 70 VPH

ENTER: $(0.36) \times (70) = 25 \text{ VPH}$

EXIT: $(0.64) \times (70) = 45 \text{ VPH}$

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 0.27 Trips per Occupied Campsites

$T = 0.27 \text{ Trips} \times 329 \text{ Campsites}$

T = 89 VPH

ENTER: $(0.65) \times (89) = 58 \text{ VPH}$

EXIT: $(0.35) \times (89) = 31 \text{ VPH}$

*where, T = trip ends

TRIP GENERATION SUMMARY

WEEKDAY

N/A VTPD

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

70 VPH

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

89 VPH



**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

Capacity Calculations

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	7	5	2	0	13	10	6	1	2	0
Future Vol, veh/h	0	5	7	5	2	0	13	10	6	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	9	6	3	0	16	13	8	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	71%	33%
Vol Thru, %	34%	42%	29%	67%
Vol Right, %	21%	58%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	12	7	3
LT Vol	13	0	5	1
Through Vol	10	5	2	2
RT Vol	6	7	0	0
Lane Flow Rate	36	15	9	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.015	0.01	0.004
Departure Headway (Hd)	3.943	3.659	4.157	4.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	979	862	882
Service Time	1.952	1.678	2.176	2.083
HCM Lane V/C Ratio	0.04	0.015	0.01	0.005
HCM Control Delay	7.1	6.7	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0

HCM 6th TWSC
3: Naco Highway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	5	0	49	56	11
Future Vol, veh/h	10	5	0	49	56	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	6	0	61	70	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	131	70	84	0	0
Stage 1	70	-	-	-	-
Stage 2	61	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	863	993	1513	-	-
Stage 1	953	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	863	993	1513	-	-
Mov Cap-2 Maneuver	863	-	-	-	-
Stage 1	953	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1513	-	863	993	-	-
HCM Lane V/C Ratio	-	-	0.014	0.006	-	-
HCM Control Delay (s)	0	-	9.2	8.6	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	1	4	6	1	2
Future Vol, veh/h	12	1	4	6	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1	5	8	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	16	0	34
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	18
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1602	-	979
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	1005
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1602	-	976
Mov Cap-2 Maneuver	-	-	-	-	976
Stage 1	-	-	-	-	1007
Stage 2	-	-	-	-	1002

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1032	-	-	1602	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	13	44	5	1	2	13	5	11	1	5	1
Future Vol, veh/h	1	13	44	5	1	2	13	5	11	1	5	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	16	55	6	1	3	16	6	14	1	6	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	2%	62%	14%
Vol Thru, %	17%	22%	12%	71%
Vol Right, %	38%	76%	25%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	58	8	7
LT Vol	13	1	5	1
Through Vol	5	13	1	5
RT Vol	11	44	2	1
Lane Flow Rate	36	72	10	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.04	0.072	0.011	0.01
Departure Headway (Hd)	3.946	3.568	4.042	4.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	1004	885	884
Service Time	1.967	1.589	2.068	2.074
HCM Lane V/C Ratio	0.04	0.072	0.011	0.01
HCM Control Delay	7.1	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0

HCM 6th TWSC
3: Naco Highway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	19	9	0	48	75	10
Future Vol, veh/h	19	9	0	48	75	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	11	0	60	88	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	148	88	101	0	0
Stage 1	88	-	-	-	-
Stage 2	60	-	-	-	-
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	844	970	1491	-	-
Stage 1	935	-	-	-	-
Stage 2	963	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	844	970	1491	-	-
Mov Cap-2 Maneuver	844	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	963	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1491	-	844	970	-	-
HCM Lane V/C Ratio	-	-	0.028	0.012	-	-
HCM Control Delay (s)	0	-	9.4	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	1	6	3	2	6
Future Vol, veh/h	18	1	6	3	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1	8	4	3	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	44
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	20
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1591	-	967
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	1003
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	962
Mov Cap-2 Maneuver	-	-	-	-	962
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	998

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1028	-	-	1591	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
2: Towner Avenue & Newell Street

05/20/2021

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	21	8	4	1	8	5	10	2	0	0
Future Vol, veh/h	1	5	21	8	4	1	8	5	10	2	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	26	10	5	1	10	6	13	3	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	4%	62%	100%
Vol Thru, %	22%	19%	31%	0%
Vol Right, %	43%	78%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	27	13	2
LT Vol	8	1	8	2
Through Vol	5	5	4	0
RT Vol	10	21	1	0
Lane Flow Rate	29	34	16	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.033	0.018	0.003
Departure Headway (Hd)	3.83	3.541	4.091	4.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	937	1013	877	845
Service Time	1.845	1.556	2.106	2.26
HCM Lane V/C Ratio	0.031	0.034	0.018	0.002
HCM Control Delay	7	6.7	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

HCM 6th TWSC
3: Naco Highway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	14	5	0	58	64	17
Future Vol, veh/h	14	5	0	58	64	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	6	0	73	80	21

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	153	80	101	0	0
Stage 1	80	-	-	-	-
Stage 2	73	-	-	-	-
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	839	980	1491	-	-
Stage 1	943	-	-	-	-
Stage 2	950	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	839	980	1491	-	-
Mov Cap-2 Maneuver	839	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	950	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1491	-	839	980	-	-
HCM Lane V/C Ratio	-	-	0.021	0.006	-	-
HCM Control Delay (s)	0	-	9.4	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	0	2	14	1	4
Future Vol, veh/h	16	0	2	14	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	3	18	1	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	20	0
Stage 1	-	-	-	20
Stage 2	-	-	-	24
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	1596	-
Stage 1	-	-	-	1003
Stage 2	-	-	-	999
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1596	-
Mov Cap-2 Maneuver	-	-	-	965
Stage 1	-	-	-	1003
Stage 2	-	-	-	997

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1038	-	-	1596	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	25	6	1	1	6	18	22	1	2	0
Future Vol, veh/h	0	4	25	6	1	1	6	18	22	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	31	8	1	1	8	23	28	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	75%	33%
Vol Thru, %	39%	14%	12%	67%
Vol Right, %	48%	86%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	29	8	3
LT Vol	6	0	6	1
Through Vol	18	4	1	2
RT Vol	22	25	1	0
Lane Flow Rate	58	36	10	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.036	0.012	0.004
Departure Headway (Hd)	3.756	3.53	4.142	4.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	956	1014	865	868
Service Time	1.77	1.552	2.165	2.146
HCM Lane V/C Ratio	0.061	0.036	0.012	0.005
HCM Control Delay	7	6.7	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0

HCM 6th TWSC
3: Naco Highway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	1	1	67	82	6
Future Vol, veh/h	25	1	1	67	82	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	1	1	84	103	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	189	103	111	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	86	-	-	-	-	-
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	800	952	1479	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	799	952	1479	-	-	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1479	-	799	952	-	-
HCM Lane V/C Ratio	0.001	-	0.039	0.001	-	-
HCM Control Delay (s)	7.4	0	9.7	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

05/20/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	2	0	6	0	2
Future Vol, veh/h	24	2	0	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	0	8	0	3
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	33	0	40	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	972	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1579	-	972	1042
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	1015	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.5			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1042	-	-	1579	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.5	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th AWSC
2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	18	5	2	0	14	11	6	1	2	0
Future Vol, veh/h	0	5	18	5	2	0	14	11	6	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	23	6	3	0	18	14	8	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	71%	33%
Vol Thru, %	35%	22%	29%	67%
Vol Right, %	19%	78%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	23	7	3
LT Vol	14	0	5	1
Through Vol	11	5	2	2
RT Vol	6	18	0	0
Lane Flow Rate	39	29	9	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.028	0.01	0.004
Departure Headway (Hd)	3.977	3.543	4.172	4.096
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	1010	859	876
Service Time	1.986	1.565	2.193	2.112
HCM Lane V/C Ratio	0.043	0.029	0.01	0.005
HCM Control Delay	7.2	6.7	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	5	0	53	61	12
Future Vol, veh/h	11	5	0	53	61	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	6	0	66	76	15

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	142	76	91	0	0
Stage 1	76	-	-	-	-
Stage 2	66	-	-	-	-
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	851	985	1504	-	-
Stage 1	947	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	851	985	1504	-	-
Mov Cap-2 Maneuver	851	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	957	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1504	-	851	985	-	-
HCM Lane V/C Ratio	-	-	0.016	0.006	-	-
HCM Control Delay (s)	0	-	9.3	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	1	4	6	1	2
Future Vol, veh/h	13	1	4	6	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1	5	8	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	17	0	35
Stage 1	-	-	-	-	17
Stage 2	-	-	-	-	18
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1600	-	978
Stage 1	-	-	-	-	1006
Stage 2	-	-	-	-	1005
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1600	-	975
Mov Cap-2 Maneuver	-	-	-	-	975
Stage 1	-	-	-	-	1006
Stage 2	-	-	-	-	1002

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1031	-	-	1600	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
 2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	48	5	1	2	14	5	12	1	5	1
Future Vol, veh/h	1	14	48	5	1	2	14	5	12	1	5	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	18	60	6	1	3	18	6	15	1	6	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.1	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	2%	62%	14%
Vol Thru, %	16%	22%	12%	71%
Vol Right, %	39%	76%	25%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	63	8	7
LT Vol	14	1	5	1
Through Vol	5	14	1	5
RT Vol	12	48	2	1
Lane Flow Rate	39	79	10	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.078	0.011	0.01
Departure Headway (Hd)	3.953	3.569	4.051	4.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	1003	883	881
Service Time	1.974	1.593	2.079	2.088
HCM Lane V/C Ratio	0.043	0.079	0.011	0.01
HCM Control Delay	7.2	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0	0

HCM 6th TWSC
3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	10	0	52	81	11
Future Vol, veh/h	21	10	0	52	81	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	13	0	65	95	14

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	160	95	109	0	0
Stage 1	95	-	-	-	-
Stage 2	65	-	-	-	-
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	831	962	1481	-	-
Stage 1	929	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	831	962	1481	-	-
Mov Cap-2 Maneuver	831	-	-	-	-
Stage 1	929	-	-	-	-
Stage 2	958	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1481	-	831	962	-	-
HCM Lane V/C Ratio	-	-	0.032	0.013	-	-
HCM Control Delay (s)	0	-	9.5	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	1	6	3	2	6
Future Vol, veh/h	19	1	6	3	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1	8	4	3	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	25	0	45
Stage 1	-	-	-	-	25
Stage 2	-	-	-	-	20
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1589	-	965
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	1003
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1589	-	960
Mov Cap-2 Maneuver	-	-	-	-	960
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	998

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1027	-	-	1589	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	23	9	4	1	9	5	11	2	0	0
Future Vol, veh/h	1	5	23	9	4	1	9	5	11	2	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	6	29	11	5	1	11	6	14	3	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	3%	64%	100%
Vol Thru, %	20%	17%	29%	0%
Vol Right, %	44%	79%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	29	14	2
LT Vol	9	1	9	2
Through Vol	5	5	4	0
RT Vol	11	23	1	0
Lane Flow Rate	31	36	18	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.036	0.02	0.003
Departure Headway (Hd)	3.837	3.537	4.106	4.252
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	935	1014	874	843
Service Time	1.854	1.552	2.121	2.272
HCM Lane V/C Ratio	0.033	0.036	0.021	0.002
HCM Control Delay	7	6.7	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

HCM 6th TWSC
3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	0	63	69	18
Future Vol, veh/h	15	5	0	63	69	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	6	0	79	86	23

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	165	86	109	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	79	-	-	-	-	-
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	826	973	1481	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	826	973	1481	-	-	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1481	-	826	973	-	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-	-
HCM Control Delay (s)	0	-	9.5	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	2	15	1	4
Future Vol, veh/h	17	0	2	15	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	3	19	1	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	21	0	46
Stage 1	-	-	-	-	21
Stage 2	-	-	-	-	25
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1595	-	964
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	998
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	-	962
Mov Cap-2 Maneuver	-	-	-	-	962
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	996

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1036	-	-	1595	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	27	6	1	1	6	19	24	1	2	0
Future Vol, veh/h	0	4	27	6	1	1	6	19	24	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	34	8	1	1	8	24	30	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	0%	75%	33%
Vol Thru, %	39%	13%	12%	67%
Vol Right, %	49%	87%	12%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	31	8	3
LT Vol	6	0	6	1
Through Vol	19	4	1	2
RT Vol	24	27	1	0
Lane Flow Rate	61	39	10	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0.038	0.012	0.004
Departure Headway (Hd)	3.751	3.53	4.15	4.131
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	957	1014	862	867
Service Time	1.765	1.554	2.175	2.153
HCM Lane V/C Ratio	0.064	0.038	0.012	0.005
HCM Control Delay	7	6.7	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	1	1	73	89	6
Future Vol, veh/h	27	1	1	73	89	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	1	1	91	105	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	198	105	113	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	93	-	-	-	-	-
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	791	949	1476	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	949	1476	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1476	-	790	949	-	-
HCM Lane V/C Ratio	0.001	-	0.043	0.001	-	-
HCM Control Delay (s)	7.4	0	9.8	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	2	0	6	0	2
Future Vol, veh/h	26	2	0	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	3	0	8	0	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	36	0	43
Stage 1	-	-	-	-	35
Stage 2	-	-	-	-	8
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1575	-	968
Stage 1	-	-	-	-	987
Stage 2	-	-	-	-	1015
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1575	-	968
Mov Cap-2 Maneuver	-	-	-	-	968
Stage 1	-	-	-	-	987
Stage 2	-	-	-	-	1015

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1038	-	-	1575	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
 2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	20	6	2	0	16	12	7	1	2	0
Future Vol, veh/h	0	6	20	6	2	0	16	12	7	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	25	8	3	0	20	15	9	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.3	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	0%	75%	33%
Vol Thru, %	34%	23%	25%	67%
Vol Right, %	20%	77%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	26	8	3
LT Vol	16	0	6	1
Through Vol	12	6	2	2
RT Vol	7	20	0	0
Lane Flow Rate	44	32	10	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.032	0.012	0.004
Departure Headway (Hd)	3.982	3.562	4.191	4.108
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	1005	855	872
Service Time	1.995	1.584	2.213	2.128
HCM Lane V/C Ratio	0.049	0.032	0.012	0.005
HCM Control Delay	7.2	6.7	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0

HCM 6th TWSC
3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	6	0	59	67	13
Future Vol, veh/h	12	6	0	59	67	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	8	0	74	84	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	84	100	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	74	-	-	-	-	-
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	833	975	1493	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	833	975	1493	-	-	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1493	-	833	975	-	-
HCM Lane V/C Ratio	-	-	0.018	0.008	-	-
HCM Control Delay (s)	0	-	9.4	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	1	5	7	1	2
Future Vol, veh/h	14	1	5	7	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	1	6	9	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	19	0	40
Stage 1	-	-	-	-	19
Stage 2	-	-	-	-	21
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1597	-	972
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	1002
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1597	-	968
Mov Cap-2 Maneuver	-	-	-	-	968
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	998

Approach	EB	WB	NB
HCM Control Delay, s	0	3	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1027	-	-	1597	-
HCM Lane V/C Ratio	0.004	-	-	0.004	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	16	53	6	1	2	16	6	13	1	6	1
Future Vol, veh/h	1	16	53	6	1	2	16	6	13	1	6	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	20	66	8	1	3	20	8	16	1	8	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %		46%	1%	67%
Vol Thru, %		17%	23%	11%
Vol Right, %		37%	76%	22%
Sign Control		Stop	Stop	Stop
Traffic Vol by Lane		35	70	9
LT Vol		16	1	6
Through Vol		6	16	1
RT Vol		13	53	2
Lane Flow Rate		44	88	11
Geometry Grp		1	1	1
Degree of Util (X)		0.048	0.087	0.013
Departure Headway (Hd)		3.982	3.585	4.094
Convergence, Y/N		Yes	Yes	Yes
Cap		899	999	873
Service Time		2.007	1.609	2.124
HCM Lane V/C Ratio		0.049	0.088	0.013
HCM Control Delay		7.2	7	7.2
HCM Lane LOS		A	A	A
HCM 95th-tile Q		0.2	0.3	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	11	0	57	90	12
Future Vol, veh/h	23	11	0	57	90	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	14	0	71	106	15

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	177	106	121	0	0
Stage 1	106	-	-	-	-
Stage 2	71	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	813	948	1467	-	-
Stage 1	918	-	-	-	-
Stage 2	952	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	813	948	1467	-	-
Mov Cap-2 Maneuver	813	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	952	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1467	-	813	948	-	-
HCM Lane V/C Ratio	-	-	0.035	0.015	-	-
HCM Control Delay (s)	0	-	9.6	8.9	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	1	7	4	2	7
Future Vol, veh/h	22	1	7	4	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	1	9	5	3	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	29	0	52
Stage 1	-	-	-	-	29
Stage 2	-	-	-	-	23
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1584	-	957
Stage 1	-	-	-	-	994
Stage 2	-	-	-	-	1000
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1584	-	951
Mov Cap-2 Maneuver	-	-	-	-	951
Stage 1	-	-	-	-	994
Stage 2	-	-	-	-	994

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1023	-	-	1584	-
HCM Lane V/C Ratio	0.011	-	-	0.006	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
 2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	25	10	5	1	10	6	12	2	0	0
Future Vol, veh/h	1	6	25	10	5	1	10	6	12	2	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	31	13	6	1	13	8	15	3	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.2	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	3%	62%	100%
Vol Thru, %	21%	19%	31%	0%
Vol Right, %	43%	78%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	32	16	2
LT Vol	10	1	10	2
Through Vol	6	6	5	0
RT Vol	12	25	1	0
Lane Flow Rate	35	40	20	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.039	0.023	0.003
Departure Headway (Hd)	3.855	3.551	4.117	4.266
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	930	1009	871	840
Service Time	1.872	1.569	2.133	2.287
HCM Lane V/C Ratio	0.038	0.04	0.023	0.002
HCM Control Delay	7	6.7	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

HCM 6th TWSC
3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	6	0	69	76	20
Future Vol, veh/h	17	6	0	69	76	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	0	86	89	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	175	89	114	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	86	-	-	-	-	-
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	815	969	1475	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	815	969	1475	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1475	-	815	969	-	-
HCM Lane V/C Ratio	-	-	0.026	0.008	-	-
HCM Control Delay (s)	0	-	9.5	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
 4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	2	17	1	5
Future Vol, veh/h	19	0	2	17	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	3	21	1	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	51
Stage 1	-	-	-	-	24
Stage 2	-	-	-	-	27
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1591	-	958
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	996
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	956
Mov Cap-2 Maneuver	-	-	-	-	956
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	994

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	1591	-
HCM Lane V/C Ratio	0.007	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
2: Towner Avenue & Newell Street

01/18/2024

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	30	7	1	1	7	22	26	1	2	0
Future Vol, veh/h	0	5	30	7	1	1	7	22	26	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	38	9	1	1	9	28	33	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.3	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	78%	33%
Vol Thru, %	40%	14%	11%	67%
Vol Right, %	47%	86%	11%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	35	9	3
LT Vol	7	0	7	1
Through Vol	22	5	1	2
RT Vol	26	30	1	0
Lane Flow Rate	69	44	11	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.043	0.013	0.004
Departure Headway (Hd)	3.774	3.553	4.182	4.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	952	1007	855	863
Service Time	1.788	1.579	2.209	2.172
HCM Lane V/C Ratio	0.072	0.044	0.013	0.005
HCM Control Delay	7.1	6.7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	80	98	7
Future Vol, veh/h	30	1	1	80	98	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	1	1	94	115	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	211	115	124	0	-
Stage 1	115	-	-	-	-
Stage 2	96	-	-	-	-
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	777	937	1463	-	-
Stage 1	910	-	-	-	-
Stage 2	928	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	776	937	1463	-	-
Mov Cap-2 Maneuver	776	-	-	-	-
Stage 1	909	-	-	-	-
Stage 2	928	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1463	-	776	937	-	-
HCM Lane V/C Ratio	0.001	-	0.048	0.001	-	-
HCM Control Delay (s)	7.5	0	9.9	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

01/18/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	2	0	7	0	2
Future Vol, veh/h	29	2	0	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	0	9	0	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	39	0	47
Stage 1	-	-	-	-	38
Stage 2	-	-	-	-	9
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1571	-	963
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	1014
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	963
Mov Cap-2 Maneuver	-	-	-	-	963
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	1014

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1034	-	-	1571	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th AWSC
 2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	22	18	5	33	0	14	11	6	1	2	0
Future Vol, veh/h	0	22	18	5	33	0	14	11	6	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	28	23	6	41	0	18	14	8	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	0%	13%	33%
Vol Thru, %	35%	55%	87%	67%
Vol Right, %	19%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	40	38	3
LT Vol	14	0	5	1
Through Vol	11	22	33	2
RT Vol	6	18	0	0
Lane Flow Rate	39	50	48	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.052	0.054	0.004
Departure Headway (Hd)	4.078	3.772	4.07	4.198
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	947	879	848
Service Time	2.118	1.804	2.099	2.245
HCM Lane V/C Ratio	0.045	0.053	0.055	0.005
HCM Control Delay	7.3	7	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	5	0	53	61	20
Future Vol, veh/h	24	5	0	53	61	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	6	0	66	76	25

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	142	76	101	0	0
Stage 1	76	-	-	-	-
Stage 2	66	-	-	-	-
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	851	985	1491	-	-
Stage 1	947	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	851	985	1491	-	-
Mov Cap-2 Maneuver	851	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	957	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1491	-	851	985	-	-
HCM Lane V/C Ratio	-	-	0.035	0.006	-	-
HCM Control Delay (s)	0	-	9.4	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	23	1	4	15	0	1	0	2	0	0	0
Future Vol, veh/h	0	23	1	4	15	0	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	1	5	19	0	1	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	30	0	0	59	59	30	60	59	19
Stage 1	-	-	-	-	-	-	30	30	-	29	29	-
Stage 2	-	-	-	-	-	-	29	29	-	31	30	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1583	-	-	937	832	1044	936	832	1059
Stage 1	-	-	-	-	-	-	987	870	-	988	871	-
Stage 2	-	-	-	-	-	-	988	871	-	986	870	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1583	-	-	935	830	1044	931	830	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	935	830	-	931	830	-
Stage 1	-	-	-	-	-	-	987	870	-	988	868	-
Stage 2	-	-	-	-	-	-	985	868	-	984	870	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.5			8.6			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1597	-	-	1583	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.003	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
 8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	24	0	0	27	3	0	0	0	5	0	12
Future Vol, veh/h	6	24	0	0	27	3	0	0	0	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	30	0	0	34	4	0	0	0	6	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	30	0	0	90	84	30	82	82	36
Stage 1	-	-	-	-	-	-	46	46	-	36	36	-
Stage 2	-	-	-	-	-	-	44	38	-	46	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1583	-	-	895	806	1044	905	808	1037
Stage 1	-	-	-	-	-	-	968	857	-	980	865	-
Stage 2	-	-	-	-	-	-	970	863	-	968	857	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1572	-	-	1583	-	-	879	802	1044	901	804	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	802	-	901	804	-
Stage 1	-	-	-	-	-	-	963	853	-	975	865	-
Stage 2	-	-	-	-	-	-	956	863	-	963	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1572	-	-	1583	-	-	993
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.021
HCM Control Delay (s)	-	0	7.3	0	-	0	-	8.7
HCM Lane LOS	-	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	21	16	1	2	14
Future Vol, veh/h	8	21	16	1	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	20	1	3	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	21	0	-	0	67 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	46 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1595	-	-	-	938 1056
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	976 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1595	-	-	-	932 1056
Mov Cap-2 Maneuver	-	-	-	-	932 -
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	976 -

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	1039
HCM Lane V/C Ratio	0.006	-	-	-	0.019
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	23	16	4	7	5
Future Vol, veh/h	3	23	16	4	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	29	20	5	9	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	25	0	-	0	60 23
Stage 1	-	-	-	-	23 -
Stage 2	-	-	-	-	37 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1589	-	-	-	947 1054
Stage 1	-	-	-	-	1000 -
Stage 2	-	-	-	-	985 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1589	-	-	-	944 1054
Mov Cap-2 Maneuver	-	-	-	-	944 -
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	985 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	987
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	55	48	5	23	2	14	5	12	1	5	1
Future Vol, veh/h	1	55	48	5	23	2	14	5	12	1	5	1
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	65	56	6	29	3	18	6	15	1	6	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	1%	17%	14%
Vol Thru, %	16%	53%	77%	71%
Vol Right, %	39%	46%	7%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	104	30	7
LT Vol	14	1	5	1
Through Vol	5	55	23	5
RT Vol	12	48	2	1
Lane Flow Rate	39	122	38	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.128	0.043	0.01
Departure Headway (Hd)	4.075	3.769	4.102	4.183
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	949	870	848
Service Time	2.132	1.801	2.143	2.248
HCM Lane V/C Ratio	0.045	0.129	0.044	0.011
HCM Control Delay	7.3	7.4	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.1	0

HCM 6th TWSC
3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	10	0	52	81	28
Future Vol, veh/h	30	10	0	52	81	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	13	0	65	95	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	160	95	130	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	65	-	-	-	-	-
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	831	962	1455	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	831	962	1455	-	-	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1455	-	831	962	-	-
HCM Lane V/C Ratio	-	-	0.045	0.013	-	-
HCM Control Delay (s)	0	-	9.5	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	28	1	6	15	0	2	0	6	0	0	0
Future Vol, veh/h	0	28	1	6	15	0	2	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	1	8	19	0	3	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	36	0	0	71	71	36	75	71	19
Stage 1	-	-	-	-	-	-	36	36	-	35	35	-
Stage 2	-	-	-	-	-	-	35	35	-	40	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1575	-	-	920	819	1037	915	819	1059
Stage 1	-	-	-	-	-	-	980	865	-	981	866	-
Stage 2	-	-	-	-	-	-	981	866	-	975	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1575	-	-	916	815	1037	905	815	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	815	-	905	815	-
Stage 1	-	-	-	-	-	-	980	865	-	981	862	-
Stage 2	-	-	-	-	-	-	976	862	-	968	865	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.1			8.6			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1004	1597	-	-	1575	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	0.005	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	52	0	0	23	6	0	0	0	3	0	8
Future Vol, veh/h	16	52	0	0	23	6	0	0	0	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	65	0	0	29	8	0	0	0	4	0	10

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	37	0	0	65	0	0	143	142	65	138	138	33
Stage 1	-	-	-	-	-	-	105	105	-	33	33	-
Stage 2	-	-	-	-	-	-	38	37	-	105	105	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1537	-	-	826	749	999	833	753	1041
Stage 1	-	-	-	-	-	-	901	808	-	983	868	-
Stage 2	-	-	-	-	-	-	977	864	-	901	808	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1537	-	-	810	739	999	825	743	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	739	-	825	743	-
Stage 1	-	-	-	-	-	-	889	797	-	970	868	-
Stage 2	-	-	-	-	-	-	968	864	-	889	797	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1574	-	-	1537	-	-	972
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.014
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	19	36	19	2	1	10
Future Vol, veh/h	19	36	19	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	45	24	3	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	27	0	-	0	119 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	93 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1587	-	-	-	877 1050
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	931 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1587	-	-	-	863 1050
Mov Cap-2 Maneuver	-	-	-	-	863 -
Stage 1	-	-	-	-	981 -
Stage 2	-	-	-	-	931 -

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	1030
HCM Lane V/C Ratio	0.015	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	6	34	19	9	5	4
Future Vol, veh/h	6	34	19	9	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	43	24	11	6	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	35	0	-	0	89 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	59 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1576	-	-	-	912 1044
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	964 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1576	-	-	-	907 1044
Mov Cap-2 Maneuver	-	-	-	-	907 -
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	964 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	963
HCM Lane V/C Ratio	0.005	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	22	23	9	35	1	9	5	11	2	0	0
Future Vol, veh/h	1	22	23	9	35	1	9	5	11	2	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	28	29	11	44	1	11	6	14	3	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.1	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	2%	20%	100%
Vol Thru, %	20%	48%	78%	0%
Vol Right, %	44%	50%	2%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	46	45	2
LT Vol	9	1	9	2
Through Vol	5	22	35	0
RT Vol	11	23	1	0
Lane Flow Rate	31	58	56	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.06	0.063	0.003
Departure Headway (Hd)	3.94	3.739	4.063	4.355
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	957	883	818
Service Time	1.983	1.764	2.084	2.403
HCM Lane V/C Ratio	0.034	0.061	0.063	0.002
HCM Control Delay	7.1	7	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0

HCM 6th TWSC
3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	5	0	63	69	26
Future Vol, veh/h	28	5	0	63	69	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	6	0	79	86	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	165	86	119	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	79	-	-	-	-	-
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	826	973	1469	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	826	973	1469	-	-	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1469	-	826	973	-	-
HCM Lane V/C Ratio	-	-	0.042	0.006	-	-
HCM Control Delay (s)	0	-	9.6	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	27	0	2	24	0	1	0	4	0	0	0
Future Vol, veh/h	0	27	0	2	24	0	1	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	0	3	30	0	1	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	34	0	0	70	70	34	73	70	30
Stage 1	-	-	-	-	-	-	34	34	-	36	36	-
Stage 2	-	-	-	-	-	-	36	36	-	37	34	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1578	-	-	922	821	1039	918	821	1044
Stage 1	-	-	-	-	-	-	982	867	-	980	865	-
Stage 2	-	-	-	-	-	-	980	865	-	978	867	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1578	-	-	920	819	1039	912	819	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	920	819	-	912	819	-
Stage 1	-	-	-	-	-	-	982	867	-	980	863	-
Stage 2	-	-	-	-	-	-	978	863	-	973	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1013	1583	-	-	1578	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.002	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	29	0	0	33	3	0	0	0	5	0	12
Future Vol, veh/h	6	29	0	0	33	3	0	0	0	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	36	0	0	41	4	0	0	0	6	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	36	0	0	103	97	36	95	95	43
Stage 1	-	-	-	-	-	-	52	52	-	43	43	-
Stage 2	-	-	-	-	-	-	51	45	-	52	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1563	-	-	1575	-	-	877	793	1037	888	795	1027
Stage 1	-	-	-	-	-	-	961	852	-	971	859	-
Stage 2	-	-	-	-	-	-	962	857	-	961	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1575	-	-	861	789	1037	884	791	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	789	-	884	791	-
Stage 1	-	-	-	-	-	-	956	848	-	966	859	-
Stage 2	-	-	-	-	-	-	948	857	-	956	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1563	-	-	1575	-	-	980
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.022
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	26	22	1	2	14
Future Vol, veh/h	8	26	22	1	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	33	28	1	3	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	82 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	53 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	920 1046
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	970 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	914 1046
Mov Cap-2 Maneuver	-	-	-	-	914 -
Stage 1	-	-	-	-	988 -
Stage 2	-	-	-	-	970 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1027
HCM Lane V/C Ratio	0.006	-	-	-	0.019
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	3	29	22	4	7	5
Future Vol, veh/h	3	29	22	4	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	36	28	5	9	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	33	0	-	0	75 31
Stage 1	-	-	-	-	31 -
Stage 2	-	-	-	-	44 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1579	-	-	-	928 1043
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	978 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1579	-	-	-	925 1043
Mov Cap-2 Maneuver	-	-	-	-	925 -
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1579	-	-	-	971
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
 2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	45	27	6	23	1	6	19	24	1	2	0
Future Vol, veh/h	0	45	27	6	23	1	6	19	24	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	56	34	8	29	1	8	24	30	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.4	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	0%	20%	33%
Vol Thru, %	39%	62%	77%	67%
Vol Right, %	49%	38%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	72	30	3
LT Vol	6	0	6	1
Through Vol	19	45	23	2
RT Vol	24	27	1	0
Lane Flow Rate	61	90	38	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.096	0.043	0.004
Departure Headway (Hd)	3.886	3.849	4.134	4.268
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	915	929	863	831
Service Time	1.937	1.883	2.174	2.33
HCM Lane V/C Ratio	0.067	0.097	0.044	0.005
HCM Control Delay	7.2	7.3	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	1	1	73	89	23
Future Vol, veh/h	36	1	1	73	89	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	1	1	91	105	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	198	105	134	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	93	-	-	-	-	-
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	791	949	1451	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	949	1451	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	790	949	-	-
HCM Lane V/C Ratio	0.001	-	0.057	0.001	-	-
HCM Control Delay (s)	7.5	0	9.8	8.8	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	36	2	0	18	0	0	0	2	0	0	0
Future Vol, veh/h	0	36	2	0	18	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	3	0	23	0	0	0	3	0	0	0

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	23	0	0	48	0	0	70	70	47	71	71	23
Stage 1	-	-	-	-	-	-	47	47	-	23	23	-
Stage 2	-	-	-	-	-	-	23	23	-	48	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1559	-	-	922	821	1022	920	819	1054
Stage 1	-	-	-	-	-	-	967	856	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	965	855	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1592	-	-	1559	-	-	922	821	1022	918	819	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	922	821	-	918	819	-
Stage 1	-	-	-	-	-	-	967	856	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	963	855	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	0		0			8.5			0		
HCM LOS						A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1022	1592	-	-	1559	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	54	0	0	23	6	0	0	0	3	0	8
Future Vol, veh/h	16	54	0	0	23	6	0	0	0	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	68	0	0	29	8	0	0	0	4	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	68	0	0	146	145	68	141	141	33
Stage 1	-	-	-	-	-	-	108	108	-	33	33	-
Stage 2	-	-	-	-	-	-	38	37	-	108	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1533	-	-	823	746	995	829	750	1041
Stage 1	-	-	-	-	-	-	897	806	-	983	868	-
Stage 2	-	-	-	-	-	-	977	864	-	897	806	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1533	-	-	807	736	995	821	740	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	807	736	-	821	740	-
Stage 1	-	-	-	-	-	-	885	796	-	970	868	-
Stage 2	-	-	-	-	-	-	968	864	-	885	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1574	-	-	1533	-	-	970
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.014
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	19	38	19	2	1	10
Future Vol, veh/h	19	38	19	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	48	24	3	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	27	0	-	0	122 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	96 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1587	-	-	-	873 1050
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	928 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1587	-	-	-	859 1050
Mov Cap-2 Maneuver	-	-	-	-	859 -
Stage 1	-	-	-	-	981 -
Stage 2	-	-	-	-	928 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1587	-	-	-	1029
HCM Lane V/C Ratio	0.015	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	32	16	9	5	4
Future Vol, veh/h	6	32	16	9	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	40	20	11	6	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	31	0	-	0	82 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	56 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1582	-	-	-	920 1050
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	967 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	915 1050
Mov Cap-2 Maneuver	-	-	-	-	915 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	967 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	970
HCM Lane V/C Ratio	0.005	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	23	20	6	33	0	16	12	7	1	2	0
Future Vol, veh/h	0	23	20	6	33	0	16	12	7	1	2	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	25	8	41	0	20	15	9	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	0%	15%	33%
Vol Thru, %	34%	53%	85%	67%
Vol Right, %	20%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	43	39	3
LT Vol	16	0	6	1
Through Vol	12	23	33	2
RT Vol	7	20	0	0
Lane Flow Rate	44	54	49	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.056	0.055	0.004
Departure Headway (Hd)	4.085	3.773	4.088	4.212
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	947	875	845
Service Time	2.124	1.807	2.118	2.261
HCM Lane V/C Ratio	0.05	0.057	0.056	0.005
HCM Control Delay	7.3	7	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	6	0	59	67	21
Future Vol, veh/h	25	6	0	59	67	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	8	0	74	84	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	158	84	110	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	74	-	-	-	-	-
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	833	975	1480	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	833	975	1480	-	-	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1480	-	833	975	-	-
HCM Lane V/C Ratio	-	-	0.038	0.008	-	-
HCM Control Delay (s)	0	-	9.5	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	24	1	5	16	0	1	0	2	0	0	0
Future Vol, veh/h	0	24	1	5	16	0	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	1	6	20	0	1	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	31	0	0	63	63	31	64	63	20
Stage 1	-	-	-	-	-	-	31	31	-	32	32	-
Stage 2	-	-	-	-	-	-	32	32	-	32	31	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1596	-	-	1582	-	-	932	828	1043	930	828	1058
Stage 1	-	-	-	-	-	-	986	869	-	984	868	-
Stage 2	-	-	-	-	-	-	984	868	-	984	869	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1582	-	-	929	825	1043	925	825	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	929	825	-	925	825	-
Stage 1	-	-	-	-	-	-	986	869	-	984	865	-
Stage 2	-	-	-	-	-	-	980	865	-	982	869	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			8.6			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1002	1596	-	-	1582	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.004	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	25	0	0	27	3	0	0	0	5	0	12
Future Vol, veh/h	6	25	0	0	27	3	0	0	0	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	31	0	0	34	4	0	0	0	6	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	31	0	0	91	85	31	83	83	36
Stage 1	-	-	-	-	-	-	47	47	-	36	36	-
Stage 2	-	-	-	-	-	-	44	38	-	47	47	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1582	-	-	893	805	1043	904	807	1037
Stage 1	-	-	-	-	-	-	967	856	-	980	865	-
Stage 2	-	-	-	-	-	-	970	863	-	967	856	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1572	-	-	1582	-	-	877	801	1043	900	803	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	801	-	900	803	-
Stage 1	-	-	-	-	-	-	962	852	-	975	865	-
Stage 2	-	-	-	-	-	-	956	863	-	962	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1572	-	-	1582	-	-	993
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.021
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	8	22	16	1	2	14
Future Vol, veh/h	8	22	16	1	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	28	20	1	3	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	21	0	-	0	69 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	48 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1595	-	-	-	936 1056
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	974 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1595	-	-	-	930 1056
Mov Cap-2 Maneuver	-	-	-	-	930 -
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	974 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	1038
HCM Lane V/C Ratio	0.006	-	-	-	0.019
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
 16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	25	17	4	7	5
Future Vol, veh/h	3	25	17	4	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	31	21	5	9	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	26	0	-	0	63 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	39 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1588	-	-	-	943 1052
Stage 1	-	-	-	-	999 -
Stage 2	-	-	-	-	983 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1588	-	-	-	940 1052
Mov Cap-2 Maneuver	-	-	-	-	940 -
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	983 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	984
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	57	53	6	23	2	16	6	13	1	6	1
Future Vol, veh/h	1	57	53	6	23	2	16	6	13	1	6	1
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	67	62	8	29	3	20	8	16	1	8	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.4	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	1%	19%	12%
Vol Thru, %	17%	51%	74%	75%
Vol Right, %	37%	48%	6%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	111	31	8
LT Vol	16	1	6	1
Through Vol	6	57	23	6
RT Vol	13	53	2	1
Lane Flow Rate	44	131	39	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.137	0.044	0.012
Departure Headway (Hd)	4.102	3.772	4.127	4.21
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	947	863	841
Service Time	2.164	1.808	2.173	2.28
HCM Lane V/C Ratio	0.051	0.138	0.045	0.012
HCM Control Delay	7.4	7.4	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.1	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	11	0	57	90	29
Future Vol, veh/h	32	11	0	57	90	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	14	0	71	106	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	177	106	142	0	-	0
Stage 1	106	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	813	948	1441	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	813	948	1441	-	-	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1441	-	813	948	-	-
HCM Lane V/C Ratio	-	-	0.049	0.015	-	-
HCM Control Delay (s)	0	-	9.7	8.9	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	31	1	7	16	0	2	0	7	0	0	0
Future Vol, veh/h	0	31	1	7	16	0	2	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	39	1	9	20	0	3	0	9	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	20	0	0	40	0	0	78	78	40	82	78	20
Stage 1	-	-	-	-	-	-	40	40	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	44	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1596	-	-	1570	-	-	911	812	1031	905	812	1058
Stage 1	-	-	-	-	-	-	975	862	-	977	863	-
Stage 2	-	-	-	-	-	-	977	863	-	970	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1570	-	-	906	807	1031	893	807	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	807	-	893	807	-
Stage 1	-	-	-	-	-	-	975	862	-	977	858	-
Stage 2	-	-	-	-	-	-	971	858	-	962	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1000	1596	-	-	1570	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-	0.006	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	55	0	0	24	6	0	0	0	3	0	8
Future Vol, veh/h	16	55	0	0	24	6	0	0	0	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	69	0	0	30	8	0	0	0	4	0	10

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	38	0	0	69	0	0	148	147	69	143	143	34
Stage 1	-	-	-	-	-	-	109	109	-	34	34	-
Stage 2	-	-	-	-	-	-	39	38	-	109	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1532	-	-	820	744	994	826	748	1039
Stage 1	-	-	-	-	-	-	896	805	-	982	867	-
Stage 2	-	-	-	-	-	-	976	863	-	896	805	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1572	-	-	1532	-	-	804	734	994	818	738	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	804	734	-	818	738	-
Stage 1	-	-	-	-	-	-	884	795	-	969	867	-
Stage 2	-	-	-	-	-	-	967	863	-	884	795	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1572	-	-	1532	-	-	968
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.014
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

HCM 6th TWSC
 11: Newell Street & Middle Access

02/07/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	19	39	20	2	1	10
Future Vol, veh/h	19	39	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	49	25	3	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	124 27
Stage 1	-	-	-	-	27 -
Stage 2	-	-	-	-	97 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1585	-	-	-	871 1048
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	927 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	857 1048
Mov Cap-2 Maneuver	-	-	-	-	857 -
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	927 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	1027
HCM Lane V/C Ratio	0.015	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	6	37	20	9	5	4
Future Vol, veh/h	6	37	20	9	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	46	25	11	6	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	36	0	-	0	93 31
Stage 1	-	-	-	-	31 -
Stage 2	-	-	-	-	62 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1575	-	-	-	907 1043
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	961 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1575	-	-	-	902 1043
Mov Cap-2 Maneuver	-	-	-	-	902 -
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	961 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	960
HCM Lane V/C Ratio	0.005	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	23	25	10	36	1	10	6	12	2	0	0
Future Vol, veh/h	1	23	25	10	36	1	10	6	12	2	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	29	31	13	45	1	13	8	15	3	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	2%	21%	100%
Vol Thru, %	21%	47%	77%	0%
Vol Right, %	43%	51%	2%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	49	47	2
LT Vol	10	1	10	2
Through Vol	6	23	36	0
RT Vol	12	25	1	0
Lane Flow Rate	35	61	59	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.064	0.066	0.003
Departure Headway (Hd)	3.956	3.74	4.074	4.368
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	900	956	879	815
Service Time	2.002	1.768	2.099	2.42
HCM Lane V/C Ratio	0.039	0.064	0.067	0.002
HCM Control Delay	7.2	7	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0

HCM 6th TWSC
 3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	6	0	69	76	28
Future Vol, veh/h	30	6	0	69	76	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	8	0	86	89	35

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	175	89	124	0	0
Stage 1	89	-	-	-	-
Stage 2	86	-	-	-	-
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	815	969	1463	-	-
Stage 1	934	-	-	-	-
Stage 2	937	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	815	969	1463	-	-
Mov Cap-2 Maneuver	815	-	-	-	-
Stage 1	934	-	-	-	-
Stage 2	937	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1463	-	815	969	-	-
HCM Lane V/C Ratio	-	-	0.046	0.008	-	-
HCM Control Delay (s)	0	-	9.6	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	29	0	2	26	0	1	0	5	0	0	0
Future Vol, veh/h	0	29	0	2	26	0	1	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	0	3	33	0	1	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	36	0	0	75	75	36	78	75	33
Stage 1	-	-	-	-	-	-	36	36	-	39	39	-
Stage 2	-	-	-	-	-	-	39	39	-	39	36	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1575	-	-	915	815	1037	911	815	1041
Stage 1	-	-	-	-	-	-	980	865	-	976	862	-
Stage 2	-	-	-	-	-	-	976	862	-	976	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1575	-	-	913	813	1037	904	813	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	813	-	904	813	-
Stage 1	-	-	-	-	-	-	980	865	-	976	860	-
Stage 2	-	-	-	-	-	-	974	860	-	970	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	8.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1014	1579	-	-	1575	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	0.002	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
 8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	31	0	0	35	3	0	0	0	5	0	12
Future Vol, veh/h	6	31	0	0	35	3	0	0	0	5	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	39	0	0	44	4	0	0	0	6	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	39	0	0	109	103	39	101	101	46
Stage 1	-	-	-	-	-	-	55	55	-	46	46	-
Stage 2	-	-	-	-	-	-	54	48	-	55	55	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1571	-	-	870	787	1033	880	789	1023
Stage 1	-	-	-	-	-	-	957	849	-	968	857	-
Stage 2	-	-	-	-	-	-	958	855	-	957	849	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1571	-	-	854	783	1033	876	785	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	854	783	-	876	785	-
Stage 1	-	-	-	-	-	-	952	845	-	963	857	-
Stage 2	-	-	-	-	-	-	944	855	-	952	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1559	-	-	1571	-	-	975
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.022
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th TWSC
 11: Newell Street & Middle West Access

02/07/2024

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	28	24	1	2	14
Future Vol, veh/h	8	28	24	1	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	35	30	1	3	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	31	0	-	0	86 31
Stage 1	-	-	-	-	31 -
Stage 2	-	-	-	-	55 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1582	-	-	-	915 1043
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	968 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	910 1043
Mov Cap-2 Maneuver	-	-	-	-	910 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	968 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1024
HCM Lane V/C Ratio	0.006	-	-	-	0.02
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	3	31	24	4	7	5
Future Vol, veh/h	3	31	24	4	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	39	30	5	9	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	35	0	-	0	80 33
Stage 1	-	-	-	-	33 -
Stage 2	-	-	-	-	47 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1576	-	-	-	922 1041
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	975 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1576	-	-	-	919 1041
Mov Cap-2 Maneuver	-	-	-	-	919 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	975 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	966
HCM Lane V/C Ratio	0.002	-	-	-	0.016
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th AWSC
 2: Towner Avenue & Newell Street

02/07/2024

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	46	30	7	23	1	7	22	26	1	2	0
Future Vol, veh/h	0	46	30	7	23	1	7	22	26	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	54	35	9	29	1	9	28	33	1	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.4	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	23%	33%
Vol Thru, %	40%	61%	74%	67%
Vol Right, %	47%	39%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	76	31	3
LT Vol	7	0	7	1
Through Vol	22	46	23	2
RT Vol	26	30	1	0
Lane Flow Rate	69	89	39	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.096	0.045	0.004
Departure Headway (Hd)	3.898	3.851	4.153	4.274
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	912	927	859	829
Service Time	1.952	1.888	2.196	2.341
HCM Lane V/C Ratio	0.076	0.096	0.045	0.005
HCM Control Delay	7.3	7.3	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0

HCM 6th TWSC
3: Naco Highway & Newell Street

02/07/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	1	1	80	98	24
Future Vol, veh/h	39	1	1	80	98	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	120	0	-	-	-	210
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	1	1	94	115	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	211	115	145	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	96	-	-	-	-	-
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	777	937	1437	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	776	937	1437	-	-	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1437	-	776	937	-	-
HCM Lane V/C Ratio	0.001	-	0.063	0.001	-	-
HCM Control Delay (s)	7.5	0	10	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

HCM 6th TWSC
4: RV Park Driveway & Newell Street

02/07/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	39	2	0	19	0	0	0	2	0	0	0
Future Vol, veh/h	0	39	2	0	19	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	3	0	24	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	52	0	0	75	75	51	76	76	24
Stage 1	-	-	-	-	-	-	51	51	-	24	24	-
Stage 2	-	-	-	-	-	-	24	24	-	52	52	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1554	-	-	915	815	1017	914	814	1052
Stage 1	-	-	-	-	-	-	962	852	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	961	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1591	-	-	1554	-	-	915	815	1017	912	814	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	915	815	-	912	814	-
Stage 1	-	-	-	-	-	-	962	852	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	959	852	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.5			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1017	1591	-	-	1554	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
8: Newell Street & West Access

02/07/2024

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	57	0	0	24	6	0	0	0	3	0	8
Future Vol, veh/h	16	57	0	0	24	6	0	0	0	3	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	71	0	0	30	8	0	0	0	4	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	71	0	0	150	149	71	145	145	34
Stage 1	-	-	-	-	-	-	111	111	-	34	34	-
Stage 2	-	-	-	-	-	-	39	38	-	111	111	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1529	-	-	818	743	991	824	746	1039
Stage 1	-	-	-	-	-	-	894	804	-	982	867	-
Stage 2	-	-	-	-	-	-	976	863	-	894	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1572	-	-	1529	-	-	802	733	991	816	736	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	802	733	-	816	736	-
Stage 1	-	-	-	-	-	-	882	794	-	969	867	-
Stage 2	-	-	-	-	-	-	967	863	-	882	794	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	0	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1572	-	-	1529	-	-	967
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.014
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

HCM 6th TWSC
 11: Newell Street & Middle West Access

02/07/2024

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	19	41	20	2	1	10
Future Vol, veh/h	19	41	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	51	25	3	1	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	126 27
Stage 1	-	-	-	-	27 -
Stage 2	-	-	-	-	99 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1585	-	-	-	869 1048
Stage 1	-	-	-	-	996 -
Stage 2	-	-	-	-	925 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	855 1048
Mov Cap-2 Maneuver	-	-	-	-	855 -
Stage 1	-	-	-	-	980 -
Stage 2	-	-	-	-	925 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	1027
HCM Lane V/C Ratio	0.015	-	-	-	0.013
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
16: Newell Street & East Access

02/07/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	35	16	9	5	4
Future Vol, veh/h	6	35	16	9	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	44	20	11	6	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	31	0	-	0	86 26
Stage 1	-	-	-	-	26 -
Stage 2	-	-	-	-	60 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1582	-	-	-	915 1050
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	963 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	910 1050
Mov Cap-2 Maneuver	-	-	-	-	910 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	963 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	967
HCM Lane V/C Ratio	0.005	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

Turn Lane Calculations

Un-Signalized Intersection (Left Turn Lane)
Location: Newell Street/Naco Highway
Approach/Leg: Eastbound

2027 With Project

V = vehicles per hour

PM Peak Hour (Sat)

Turning Volume = 39 vph
Opposing Volume = 179 vph

Based on AASHTO Policy on Geometric Design of Highways and Streets (2018)
Table 9-22. Calculated Storage Lengths to Accommodate the 85th Percentile Critical Gap
Storage = 50 feet

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection (Right Turn Lane)
Location: Newell Street/Naco Highway
Approach/Leg: Southbound

2027 With Project

V = vehicles per hour

AM Peak Hour (Sat)

Turning Volume = 28 vph
Opposing Volume = 76 vph

Based on AASHTO Policy on Geometric Design of Highways and Streets (2018)
Table 9-22. Calculated Storage Lengths to Accommodate the 85th Percentile Critical Gap
Storage = 50 feet

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection (Left Turn Lane)
Location: Newell Street/Naco Highway
Approach/Leg: Eastbound

2027 With Project

V = vehicles per hour

PM Peak Hour (Fri)

Turning Volume = 32 vph
Opposing Volume = 147 vph

Based on AASHTO Policy on Geometric Design of Highways and Streets (2018)
Table 9-22. Calculated Storage Lengths to Accommodate the 85th Percentile Critical Gap
Storage = 50 feet

Minimum Recommended Storage: 50 feet

Un-Signalized Intersection

(Right Turn Lane)

Location: Newell Street/Naco Highway

Approach/Leg: Southbound

2027 With Project

V = vehicles per hour

PM Peak Hour (Fri)

Turning Volume = 29 vph

Opposing Volume = 90 vph

Based on AASHTO Policy on Geometric Design of Highways and Streets (2018)
Table 9-22. Calculated Storage Lengths to Accommodate the 85th Percentile Critical Gap

Storage = 50 feet

Minimum Recommended Storage: 50 feet



**CAMP RIFF
NEWELL STREET/NACO HIGHWAY
REVISED TRAFFIC IMPACT ANALYSIS**

APPENDIX

Crash Analysis

Camp Riff TIA

2018-2022

IncidentID	IncidentDate	CollisionManner	TotalInjuries	Total Fatalities	InjurySeverity	Onroad	CrossingFeature
3326871	1/18/2018	1	0	0	1	Naco Highway	Newell Street

LEGEND

CollisionManner

- 1 SINGLE_VEHICLE
- 2 ANGLE (front to side)(other than left turn)
- 3 LEFT_TURN
- 4 REAR_END
- 5 HEAD_ON
- 6 SIDESWIPE_SAME_DIRECTION
- 7 SIDESWIPE_OPPOSITE_DIRECTION
- 8 REAR_TO_SIDE
- 9 REAR_TO_REAR
- 10 U_TURN
- 97 OTHER
- 99 UNKNOWN

InjurySeverity

- 1 NO_INJURY
- 2 POSSIBLE_INJURY
- 3 SUSPECTED_MINOR_INJURY
- 4 SUSPECTED_SERIOUS_INJURY
- 5 FATAL
- 99 UNKNOWN