

EL PASO ROAD INDUSTRIAL PARK

Final Traffic Impact Analysis / Traffic Statement



ARDURRA

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FEBRUARY 2026

TRAFFIC IMPACT ANALYSIS / TRAFFIC STATEMENT

EL PASO ROAD INDUSTRIAL PARK CITY OF FLAGSTAFF, ARIZONA

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JR
EXPIRES 31 DEC 2027

Prepared by



1801 W Route 66, Suite 117
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February 24, 2026

**EL PASO ROAD INDUSTRIAL PARK
TRAFFIC IMPACT ANALYSIS / TRAFFIC STATEMENT**

CONTENTS	<u>Page</u>
0 EXECUTIVE SUMMARY	I
1 INTRODUCTION	1
2 SCOPING MEETING	1
3 EXISTING CONDITIONS	4
4 DATA COLLECTION	4
5 TRAFFIC ANALYSIS	6
5.1 2025 EXISTING CONDITIONS	6
5.2 TRAFFIC GROWTH PROJECTION FOR OPENING YEAR 2026 CONDITIONS	7
5.3 PROPOSED DEVELOPMENT	9
5.4 TRIP GENERATION	9
5.5 TRIP DISTRIBUTION AND ASSIGNMENT	10
5.6 2025 EXISTING PLUS PROJECT CONDITIONS.....	10
5.7 2026 OPENING YEAR PLUS PROJECT CONDITIONS.....	13
6 PROJECT SITE ACCESS/DRIVEWAYS AND CIRCULATION	15
6.1 RIGHT TURN LANE WARRANT	15
6.2 PROJECT SIGHT DISTANCE	16
7 CRASH ANALYSIS	17
8 FINDINGS AND CONCLUSIONS	17

LIST OF TABLES

Table 1 Level of Service (LOS) Criteria for Intersections.....	6
Table 2 Intersection Level of Service – 2025 Existing Conditions.....	6
Table 3 Intersection Level of Service – 2026 Opening Year Conditions	7
Table 4 Proposed Project Trip Generation	9
Table 5 Intersection Level of Service – 2025 Existing Plus Project Conditions.....	13
Table 6 Intersection Level of Service – 2026 Opening Year Plus Project Conditions	13
Table 7 Sight Distance Calculations	16
Table 8 Crash Analysis.....	17

LIST OF FIGURES

Figure 1 Site Location Map	2
Figure 2 Site Plan.....	3
Figure 3 Turning Movement Counts – 2025 Existing Conditions	5
Figure 4 Opening Year 2026 Traffic Volumes	8
Figure 5 Directional Trip Distribution	11
Figure 6 Turning Movement Counts – 2025 Existing Plus Project Conditions	12
Figure 7 Turning Movement Counts – 2026 Opening Year Plus Project Conditions	14
Figure 8 Right Turn Lane Warrant.....	15

APPENDICES

- A. Approved Traffic Statement / TIA Scope of Work Form
- B. Traffic Data Collection Reports
- C. Synchro Analysis Reports
- D. Sight Distance Exhibit

0 EXECUTIVE SUMMARY

This report summarizes the results of a traffic impact analysis (TIA) conducted by Ardurra Group Incorporated (ARDURRA) in connection with the proposed El Paso Road Industrial Park, located north of Route 66 and west of North El Paso Flagstaff Road, in Flagstaff, Arizona.

Development Description:

The proposed development consists of seven parcels which follow:

- Parcel A, Manufacturing/Processing Heavy with 6,000 square feet (SF) building
- Parcel B, Existing Composting Facility with three (3) existing parking stalls and one (1) ADA space
- Parcel C, Construction Storage/Supply Yard with approximately five (5) employees
- Parcel D, Construction Storage/Supply Yard with 6,000 SF building
- Parcel E, Construction Storage/Supply Yard with approximately 5 employees
- Parcel F, Construction Storage/Supply Yard with approximately 5 employees
- Parcel G, Construction Storage/Supply and assumes 5 employees (to be conservative)

The only proposed buildings for the proposed project consists of one 6,000 SF building on Parcel A and one 6,000 SF building on Parcel D. The remaining Parcels will be utilized for construction storage or a supply yard. The proposed opening year is 2026.

The proposed project is estimated to generate only 15 AM peak hour trips and 15 PM peak hour trips. Four driveways are proposed connecting the project site to North El Paso Flagstaff Road, north of Route 66, and a proposed rural cul-de-sac.

Analysis Area and Scenarios:

Since the proposed project is estimated to generate less than 100 peak hour trips, this is a **Traffic Statement** level of a TIA. Per the Pre-Scoping approval by the City of Flagstaff on September 26, 2025 of the Traffic Statement/TIA scope of work, the study intersections follow:

- North El Paso Flagstaff Road at Route 66
- North El Paso Flagstaff Road and proposed site access driveways

All the study intersections and proposed driveways are analyzed in Synchro Version 12 for the following scenarios:

- 2025 Existing Conditions
- 2025 Existing Plus Project Conditions
- 2026 Opening Year Conditions
- 2026 Opening Year Plus Project Conditions

Findings and Conclusions:

Based on the results of the traffic analysis conducted to determine the impacts caused by the proposed developments on the adjacent roadway system, the following observations are made:

- Under the 2025 Existing plus Project and 2026 Opening Year plus Project Conditions, all study intersections and driveways remain at LOS A (operating at LOS D or better).
- Adequate sight distance is provided the project driveways.
- Right turn deceleration lanes do not meet warrants at the project driveways.
- A left turn lane on Route 66 to access N El Paso Flagstaff Road will be built by this project.

This study concludes that the public roadway system serving the project site and the analyzed intersection and driveways, can accommodate the anticipated traffic volumes to be generated by the proposed project without any significant traffic impact.

1 INTRODUCTION

This report summarizes the results of a traffic impact analysis study conducted by Ardurra Group Incorporated (ARDURRA) in connection with the proposed El Paso Road Industrial Park, located north of Route 66 and west of North El Paso Flagstaff Road in Flagstaff, Arizona.

The proposed development consists of seven parcels which follow:

- Parcel A, Manufacturing/Processing Heavy with 6,000 square feet (SF) building
- Parcel B, Existing Composting Facility with three (3) existing parking stalls and one (1) ADA space
- Parcel C, Construction Storage/Supply Yard with approximately five (5) employees
- Parcel D, Construction Storage/Supply Yard with 6,000 SF building
- Parcel E, Construction Storage/Supply Yard with approximately 5 employees
- Parcel F, Construction Storage/Supply Yard with approximately 5 employees
- Parcel G, Construction Storage/Supply and assumes 5 employees (to be conservative)

Parcel B of the project site is currently being used as an existing composting facility. The project location and the vicinity map of the study area are illustrated in **Figure 1**.

Three driveways along North El Paso Flagstaff Road are proposed to provide access to the development south of a proposed rural cul-de-sac. North of the proposed rural cul-de-sac, a proposed access to the development is provided with a proposed driveway to ten parking stalls. The site plan for this project is shown in **Figure 2**. A previously proposed site access driveway on Route 66 has been removed from the proposed development and site plan.

Per the Pre-Scoping approval by the City of Flagstaff on September 26, 2025 of the Traffic Statement/TIA scope of work, the study intersections follow:

- North El Paso Flagstaff Road at Route 66
- North El Paso Flagstaff Road and proposed site access driveways

All the study intersections and proposed driveways are analyzed in Synchro Version 12 for the following scenarios:

- 2025 Existing Conditions
- 2025 Existing Plus Project Conditions
- 2026 Opening Year Conditions
- 2026 Opening Year Plus Project Conditions

2 SCOPING MEETING

At the onset of this TIA, a meeting with the City of Flagstaff staff was organized to discuss the scope and proposed Traffic Statement/TIA methodology which ARDURRA will follow to complete the study. The Pre-Scoping was APPROVED by the City of Flagstaff on September 26, 2025 of the Traffic Statement/TIA scope of work. Since the proposed project is estimated to generate less than 100 peak hour trips, this is a **Traffic Statement** level of a TIA. The Pre-Scoping Approval of the Traffic Statement/TIA Scope of Work Form is included in **Appendix A** for reference.

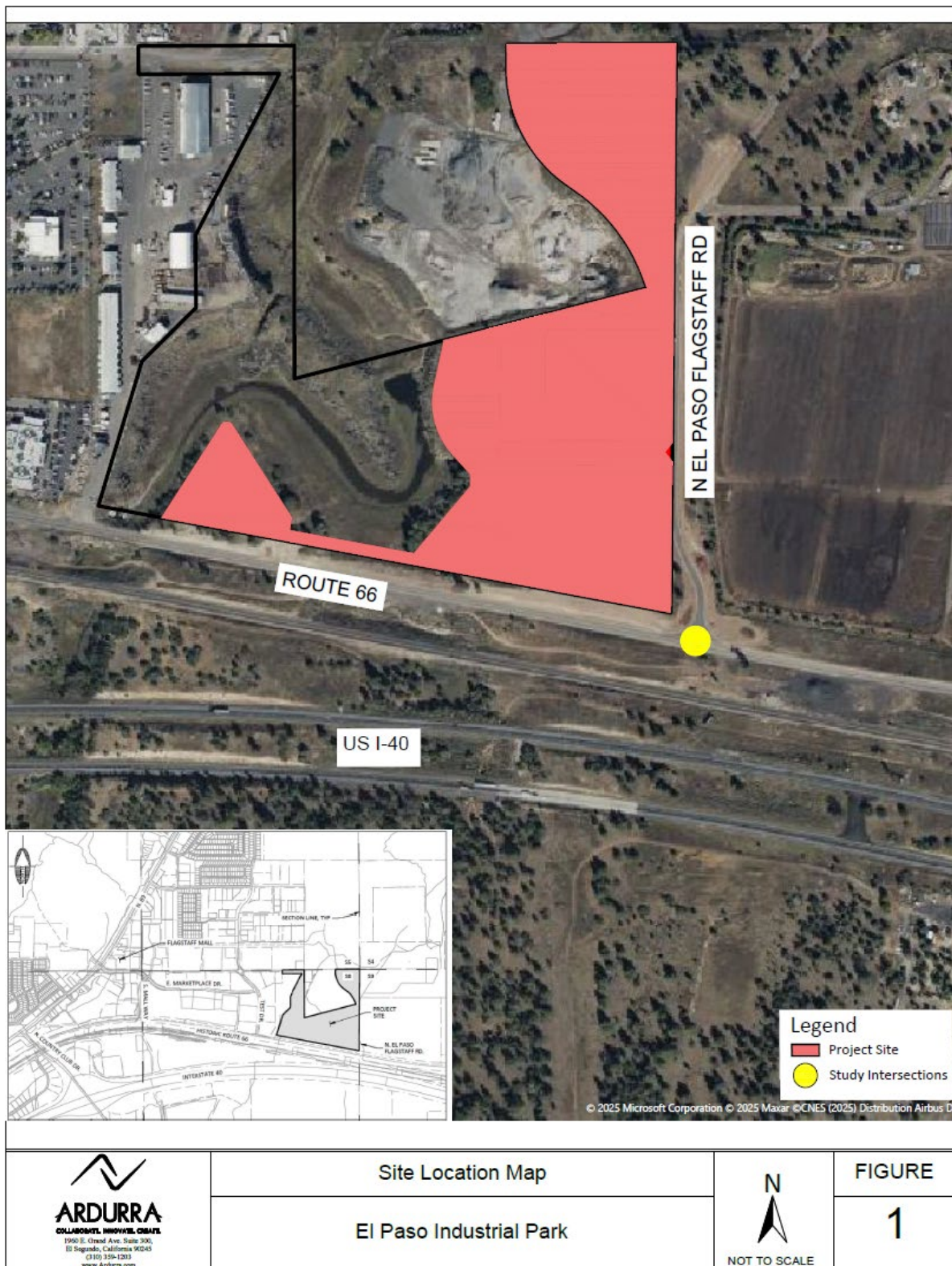


Figure 1 Site Location Map

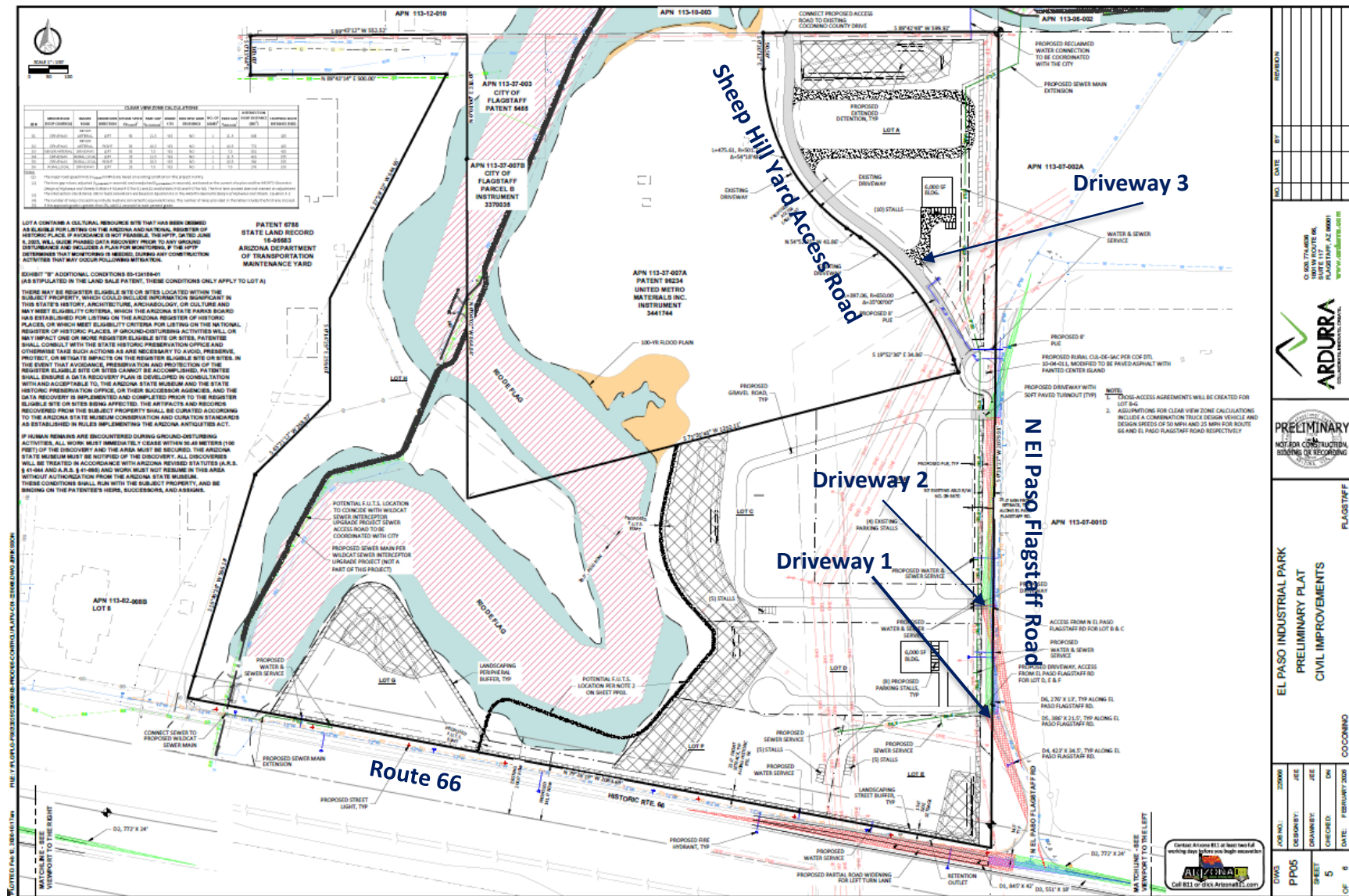


Figure 2 Site Plan

3 EXISTING CONDITIONS

Access to the project site is provided by North El Paso Flagstaff Road and Sheep Hill Yard Access Road. Both North El Paso Flagstaff Road and Sheep Hill Yard Access Road are two-lane roads (one lane in each direction).

Historic Route 66 is adjacent to the project site and classified as a Major Arterial and a Truck Route on the City of Flagstaff Roadway Functional Classification Map in the vicinity of the project site. Historic Route 66 has one (1) lane in each direction near the project site.

In addition, based on reviewing the project site plan and the surrounding street network, Driveway 1 is assumed to be the access for lots D, E, F, and G in the traffic LOS and delay analysis. Driveway 2 is assumed to be the access for lots B and C for the traffic LOS and delay analysis. Driveway 3 is assumed to be the access for lot A. Figure 2 depicts the locations of these intersections and driveways.

4 DATA COLLECTION

The AM and PM peak period turning movement counts at the study intersection of Route 66 and N El Paso Road Flagstaff Road were collected on Thursday, October 9, 2025. From the traffic counts, it is determined that the AM peak is from 8:00 AM to 9:00 AM and the PM peak is from 4:15 PM to 5:15 PM, based on the turning movement counts collected. Figure 3 shows the peak hour turning movement counts and the traffic control types at the study intersection.

A bi-directional 24-hour traffic count was also conducted on Sheep Hill Road west of North El Paso Flagstaff Road on Thursday, October, 9, 2025. A summary of the traffic count on Sheep Hill Road follows:

- AM peak traffic is 23 vehicles, consisting of 10 eastbound and 13 westbound vehicles.
- PM peak traffic is 2 vehicles, consisting of 1 eastbound and 1 westbound vehicle.
- Average Daily Traffic (ADT) for the twenty-four hour period is 227 vehicles consisting of 122 eastbound and 105 westbound vehicles.

Based on the traffic counts conducted for Sheep Hill Road as compared to the traffic counts for North El Paso Flagstaff Road at Route 66, the percentage of traffic from Sheep Hill Road on North El Paso Flagstaff Road is 56 percent in the AM peak and 10 percent in the PM peak.

The detailed traffic count reports are included in Appendix B.



Figure 3 Turning Movement Counts – 2025 Existing Conditions

5 TRAFFIC ANALYSIS

Intersection Level of Service (LOS) analyses were performed per the procedures set forth and recommended by the Highway Capacity Manual (HCM) methodologies for evaluating LOS at unsignalized intersections. In addition, the traffic analysis software, Synchro, was used to evaluate the operations of the study intersections. The Level of Service criteria for signalized and unsignalized intersections are shown below in Table 1. LOS 'A' is considered free-flow conditions, and LOS 'F' is considered failing conditions. LOS 'D' is acceptable during peak hours by most agencies.

Table 1 Level of Service (LOS) Criteria for Intersections

LOS	Signalized Intersection	Unsignalized Intersections
	Delay (sec/veh)	Delay (sec/veh)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

5.1 2025 Existing Conditions

Utilizing the collected traffic volumes, the existing AM and PM weekday traffic peak hour levels of service for the study intersection are determined and summarized in Table 2, while the detailed level of service reports can be found in Appendix C of this report.

Based on the level of service analysis, under the 2025 Existing Conditions, the study intersection operates at LOS D or better.

Table 2 Intersection Level of Service – 2025 Existing Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay ¹	LOS	Delay ¹
1	Route 66 at N El Paso Flagstaff Road ^{2 3}	A	9.11 (SB)	A	9.1 (SB)
LOS – Level of Service 1 Delay is presented in seconds per vehicle. 2 Unsignalized intersection. 3 Delay shown for a critical approach.					

5.2 Traffic Growth Projection for Opening Year 2026 Conditions

The traffic volumes for the 2026 Opening Year conditions are forecasted by projecting the existing volumes to the Year 2026 utilizing an annual growth rate of 2%. The annual vehicle trip growth rate of 2% per year was approved by the City of Flagstaff in Pre-Scoping Approval of the Traffic Statement/TIA Scope of Work Form.

Utilizing the traffic volumes developed for the year 2026 Opening Year Conditions, the AM and PM peak hour levels of service for the study intersection is determined. The results are summarized in **Table 3**. Detailed synchro reports are included in Appendix C. The 2026 Opening Year AM and PM peak hour traffic volumes are presented in Figure 4.

Table 3 Intersection Level of Service – 2026 Opening Year Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay ¹	LOS	Delay ¹
1	Route 66 at N El Paso Flagstaff Road ^{2 3}	A	9.13 (SB)	A	9.11 (SB)
LOS – Level of Service 1 Delay is presented in seconds per vehicle. 2 Unsignalized intersection. 3 Delay shown for a critical approach.					

In the 2026 Opening Year Conditions, all the study intersections will operate at LOS D or better during both AM and PM peak hours, the same as the 2025 Existing Conditions.



Figure 4 Opening Year 2026 Traffic Volumes

5.3 Proposed Development

According to the site plan in Figure 2, the proposed development consists of the following:

- Parcel A, Manufacturing/Processing Heavy with 6,000 SF building
- Parcel B, Existing Composting Facility with 3 existing parking stalls and 1 ADA space
- Parcel C, Construction Storage/Supply Yard with approximately 5 employees
- Parcel D, Construction Storage/Supply Yard with 6,000 SF building
- Parcel E, Construction Storage/Supply Yard with approximately 5 employees
- Parcel F, Construction Storage/Supply Yard with approximately 5 employees
- Parcel G, Construction Storage/Supply and assumes 5 employees (to be conservative)

The site plan shows the driveways proposed for the development in Figure 2. For the purposes of the traffic study, three of the main access driveways were used for the traffic analysis for LOS and delay analysis. Driveway 1 is assumed to be the access for lots D, E, F, and G in this analysis. Driveway 2 is assumed to be the access for lots B and C. Driveway 3 is assumed to be the access for lot A. Figure 2 depicts the locations of these driveways.

5.4 Trip Generation

Trips to and from the proposed development were estimated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. The trip generation potential of the proposed project was estimated using ITE land use code: 130 Industrial Park and ITE land use code: 140 Manufacturing.

Table 4 Proposed Project Trip Generation

ITE Land Use Code: Project Description	Units	AM Trip Rate	AM Peak Hour Trips	PM Trip Rate	PM Peak Hour Trips
Parcel A - Manufacturing/Processing Heavy (6 KSF building)	6	0.68	4	0.74	4
ITE 140: Manufacturing		per KSF		per KSF	
Parcel B - Existing Compost Facility (3 existing parking stalls & 1 ADA)	Existing facility and trips will already be included in the new traffic counts				
ITE 130: Industrial Park					
Parcel C - Construction Storage/Supply Yard (5 employees)	5	0.44	2	0.42	2
ITE 130: Industrial Park		per emp		per emp	
Parcel D - Construction Storage/Supply Yard (5 employees)	5	0.44	2	0.42	2
6 KSF Building		per emp		per emp	
Calculated using trip rates for KSF and employees as comparison	6	0.34	2	0.34	2
ITE 130: Industrial Park		per KSF		per KSF	
Parcel E - Construction Storage/Supply Yard (5 employees)	5	0.44	2	0.42	2
ITE 130: Industrial Park		per emp		per emp	
Parcel F - Construction Storage/Supply Yard (5 employees)	5	0.44	2	0.42	2
ITE 130: Industrial Park		per emp		per emp	
Parcel G - Construction Storage/Supply Yard? (assume 5 employees)	5	0.44	2	0.42	2
ITE 130: Industrial Park		per emp		per emp	
Project Trip Generation			15		15

The proposed project is estimated to generate less than 100 peak hour trips. Parcel B is an existing compost facility and these trips are already included in the new traffic counts conducted; therefore, Parcel B is not included in the trip generation estimate of the proposed project.

The estimated daily trips for the proposed project using the ITE land use codes shown in Table 4 and associated daily trip rates are 101 weekday trips.

The trip generation rates and estimates for the proposed project were discussed with City staff on July 21, 2025 and APPROVED in the Traffic Statement/TIA scope of work form by the City of Flagstaff on September 26, 2025.

5.5 Trip Distribution and Assignment

Estimations of approach/departure routing distributions for the site traffic and assignments of site traffic to the adjacent roadways are essential in determining the traffic impacts of a proposed development. As shown in Figure 5, based on the traffic data conducted and surrounding land uses in the vicinity of the site, the directional trip distribution is assumed as follows:

- 85% to/from the west (Route 66)
- 15% to/from the east (Route 66)

5.6 2025 Existing Plus Project Conditions

The 2025 Existing Plus Project Conditions for AM and PM intersection and driveway traffic volumes are estimated by combining the aforementioned new proposed project trips and the 2025 Existing Conditions traffic volumes. The 2025 Existing Plus Project traffic volumes for AM and PM peak hours are presented in Figure 6.

Utilizing the traffic volumes developed for the 2025 Existing Plus Project Conditions, the AM and PM peak hour levels of service for the study intersections were calculated and the results are summarized in Table 5. Detailed level of service analyses are included in Appendix C.

In the 2025 Existing Plus Project Conditions, all study intersections remain at LOS A during both the AM and PM peak hours.

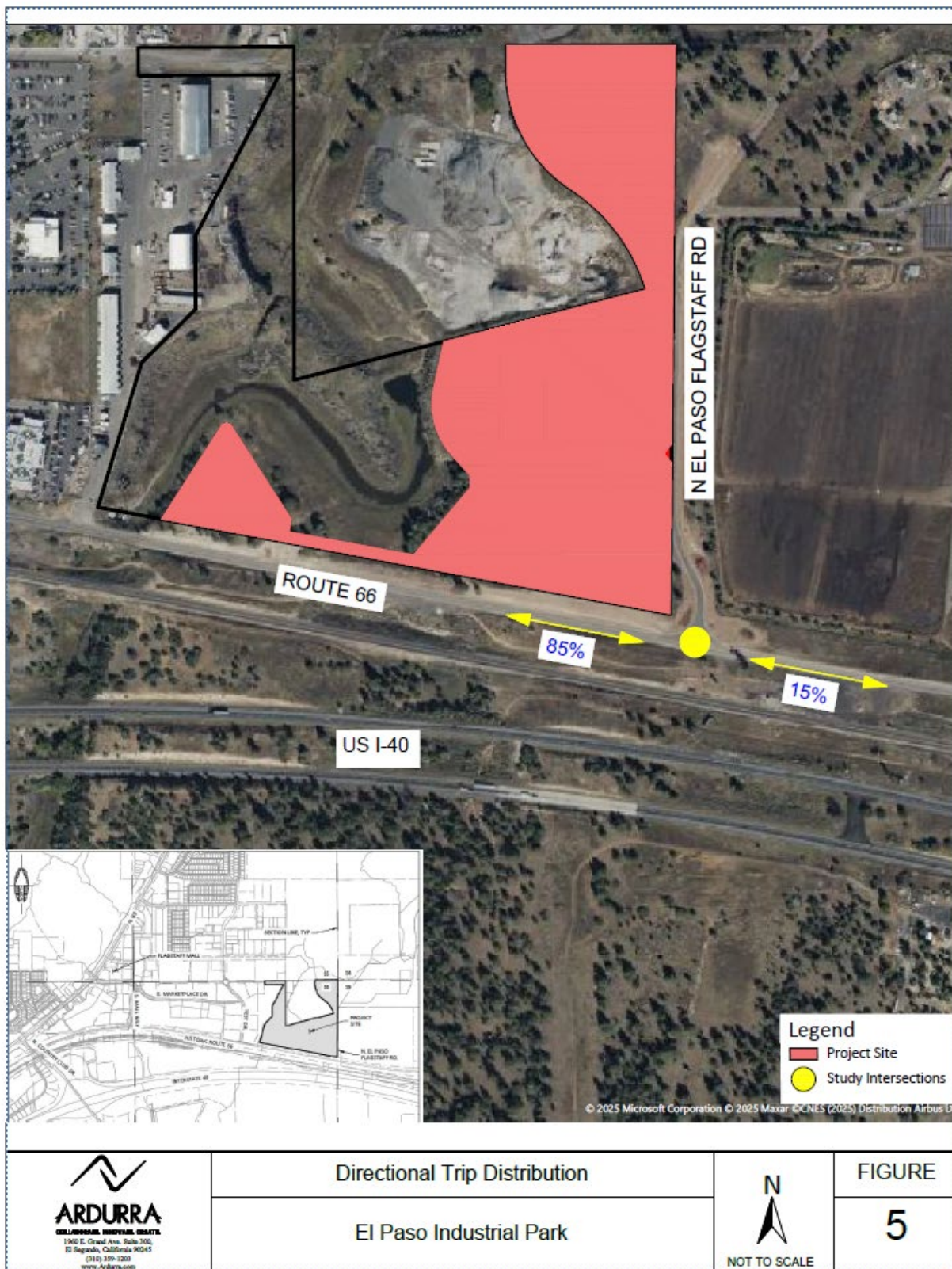


Figure 5 Directional Trip Distribution

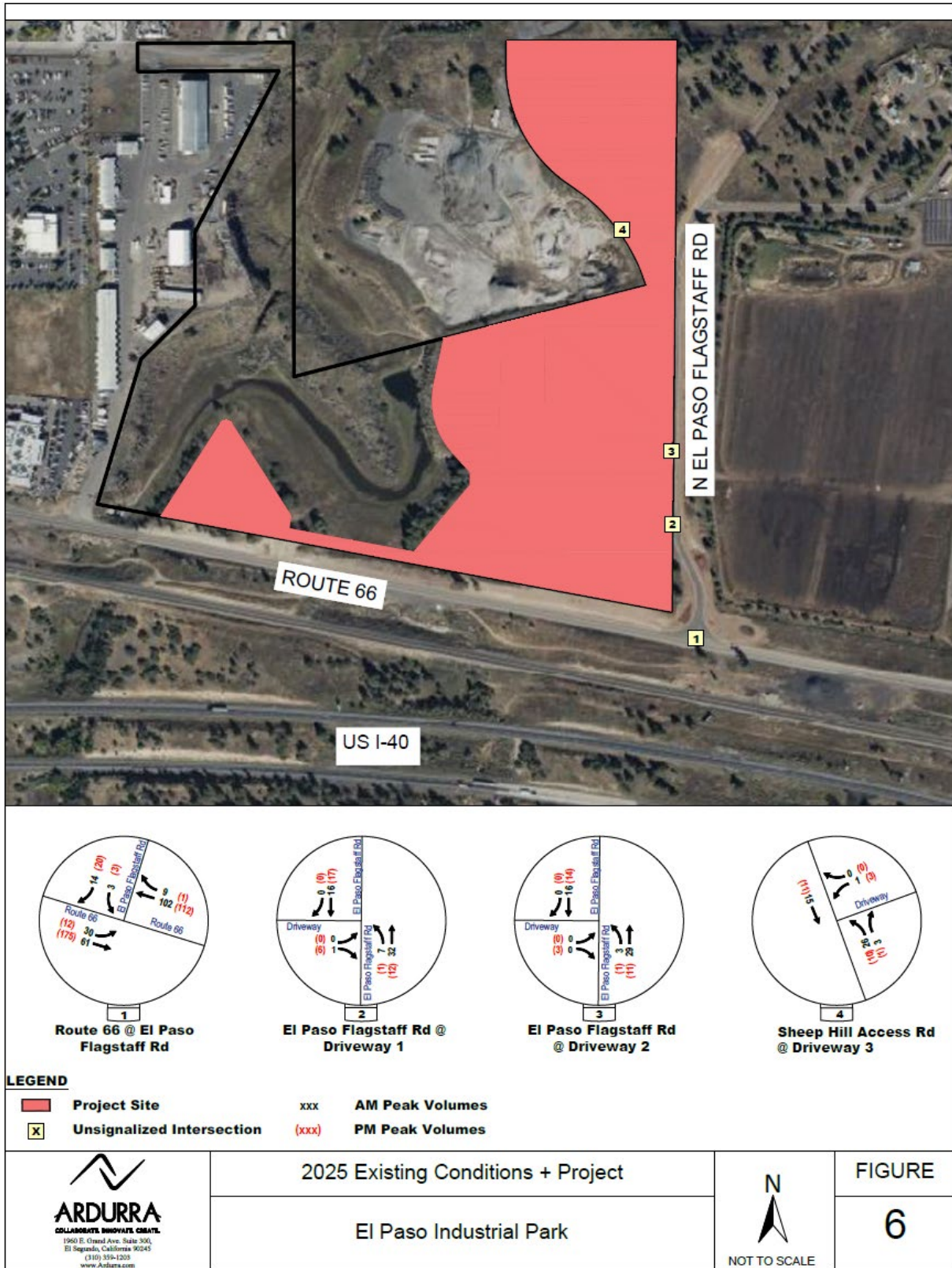


Figure 6 Turning Movement Counts – 2025 Existing Plus Project Conditions

Table 5 Intersection Level of Service – 2025 Existing Plus Project Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay ¹	LOS	Delay ¹
1	Route 66 at N El Paso Flagstaff Road ^{2 3}	A	9.14 (SB)	A	9.23 (SB)
2	Driveway 1 at N El Paso Flagstaff Road ^{2 3}	A	8.4 (EB)	A	8.42 (EB)
3	Driveway 2 at N El Paso Flagstaff Road ^{2 3}	A	0.68 (NB)	A	8.39 (EB)
4	Driveway 3 at Sheep Hill Access Road ^{2 3}	A	8.74 (WB)	A	8.64 (WB)
LOS – Level of Service 1 Delay is presented in seconds per vehicle. 2 Unsignalized intersection. 3 Delay shown for a critical approach.					

5.7 2026 Opening Year Plus Project Conditions

The 2026 Opening Year Plus Project Conditions for AM and PM intersection and driveway traffic volumes are estimated by combining the aforementioned new proposed project trips and the 2026 Opening Year traffic volumes. The 2026 Opening Year Plus Project traffic volumes for AM and PM peak hours are presented in Figure 7.

Utilizing the traffic volumes developed for the 2026 Opening Year Plus Project Conditions, the AM and PM peak hour levels of service for the study intersections were calculated and the results are summarized in Table 6. Detailed level of service analyses are included in Appendix C.

In the 2026 Opening Year Plus Project Conditions, all study intersections remain at LOS A during both the AM and PM peak hours.

Table 6 Intersection Level of Service – 2026 Opening Year Plus Project Conditions

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay ¹	LOS	Delay ¹
1	Route 66 at N El Paso Flagstaff Road ^{2 3}	A	9.16 (SB)	A	9.24 (SB)
2	Driveway 1 at N El Paso Flagstaff Road ^{2 3}	A	8.4 (EB)	A	8.42 (EB)
3	Driveway 2 at N El Paso Flagstaff Road ^{2 3}	A	0.68 (NB)	A	8.39 (EB)
4	Driveway 3 at Sheep Hill Access Road ^{2 3}	A	8.74 (WB)	A	8.64 (WB)
LOS – Level of Service 1 Delay is presented in seconds per vehicle. 2 Unsignalized intersection. 3 Delay shown for a critical approach.					

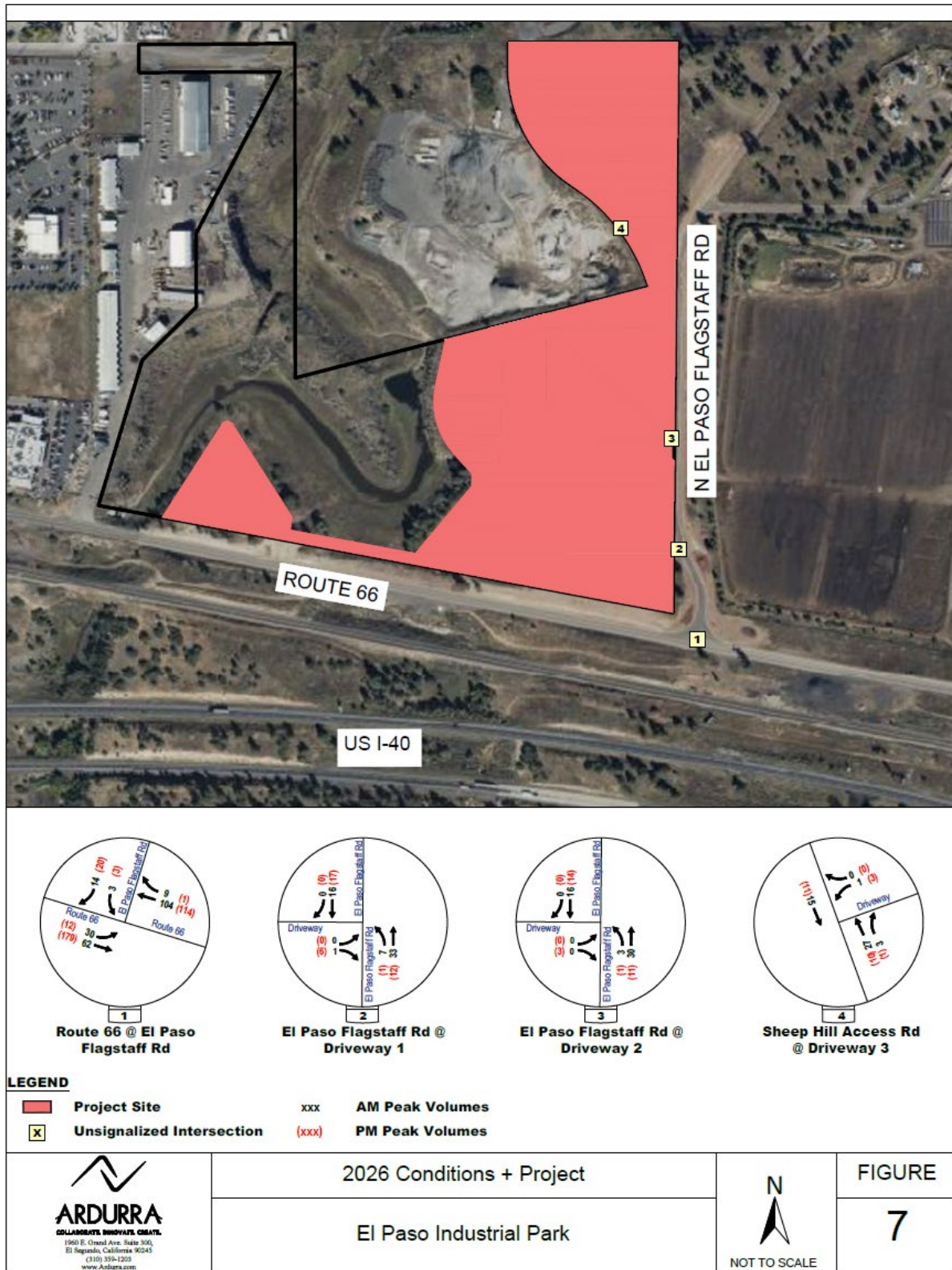


Figure 7 Turning Movement Counts – 2026 Opening Year Plus Project Conditions

6 PROJECT SITE ACCESS/DRIVEWAYS AND CIRCULATION

6.1 Right Turn Lane Warrant

Deceleration lane requirements on N El Paso Flagstaff Road for the proposed project were determined by evaluating the Right Turn Lane Warrant (Figure 13-10-010-01) in Title 13, Engineering Design Standards and Specifications for New Infrastructure, of the City of Flagstaff's Municipal Code. Based on the analysis using the Right Turn Lane Warrant, right turn deceleration lanes are not warranted for any of the proposed project driveways on N El Paso Flagstaff Road with 2026 Opening Year plus project volumes. The warrant table is provided in Figure 8.

A right turn lane is warranted on Route 66 at N El Paso Flagstaff Road for the 2026 conditions plus project trips. However, the warrant is triggered by existing trips that are not project related, and a right turn lane will not be required.

Figure 13-10-010-01

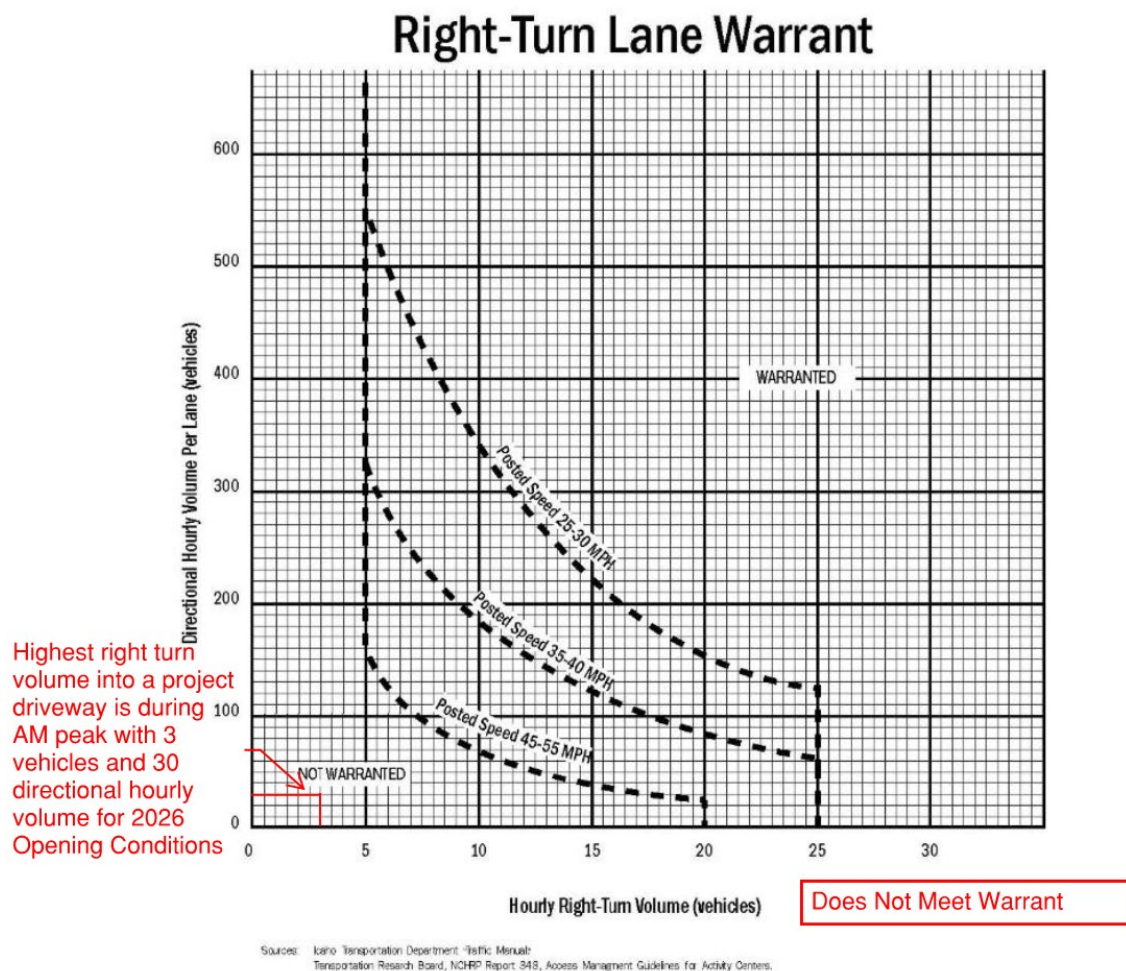


Figure 8 Right Turn Lane Warrant

6.2 Project Sight Distance

Intersection and stopping sight distance were reviewed and evaluated for the proposed project driveways on North El Paso Flagstaff Road and on Sheep Hill Access Road. The intersection and stopping sight distance calculations are shown in the table below.

Table 7 Sight Distance Calculations

CLEAR VIEW ZONE CALCULATIONS											
ID #	MINOR ROAD (STOP CONTROL)	MAJOR ROAD	MANEUVER DIRECTION	DESIGN SPEED (V_{MAJOR}) ¹	TIME GAP (t_g (unadjusted)) ²	GRADE ≤ 3%	MULTIPLE LANE CROSSINGS	NO. OF LANES ⁴	TIME GAP (t_g (adjusted)) ²	INTERSECTION SIGHT DISTANCE (ISD) ⁵	STOPPING SIGHT DISTANCE (SSD)
D1	DRIVEWAY	MINOR ARTERIAL	LEFT	50	11.5	YES	NO	1	11.5	845	425
D2	DRIVEWAY	MINOR ARTERIAL	RIGHT	50	10.5	YES	NO	1	10.5	772	425
D3	MINOR ARTERIAL	DRIVEWAY	LEFT	50	7.5	YES	NO	1	7.5	551	425
D4	DRIVEWAY	RURAL LOCAL	LEFT	25	11.5	YES	NO	1	11.5	423	155
D5	DRIVEWAY	RURAL LOCAL	RIGHT	25	10.5	YES	NO	1	10.5	386	155
D6	RURAL LOCAL	DRIVEWAY	LEFT	25	7.5	YES	NO	1	7.5	276	155
Notes: (1) The major road speed limits (V_{MAJOR} in MPH) are based on existing conditions in the project vicinity. (2) The time gap values, adjusted (t_g (adjusted) in seconds) and unadjusted (t_g (unadjusted) in seconds), are based on the current site plan and the AASHTO-Geometric Design of Highways and Streets Exhibits 9-54 and 9-57 for D1 and D2 and Exhibits 9-66 and 9-67 for ML. The first lane crossed does not warrant an adjustment. (3) The intersection site distance (ISD in feet) calculations are based on Equation 9-1 in the AASHTO-Geometric Design of Highways and Streets. Equation 9-1: (4) The number of lanes crossed may include medians converted to equivalent lanes. The number of lanes provided in the table includes the first lane crossed. (5) If the approach grade is greater than 3%, add 0.1 seconds for each percent grade.											

The assumptions for clear view zone calculations include a combination truck design vehicle and design speeds of 50 miles per hour (mph) and 25 mph for Route 66 and El Paso Flagstaff Road, respectively.

The sight distance exhibit is provided in Appendix D, which includes Table 7 in this report. Based on the sight distance evaluation, adequate sight distance is available at the project driveways/access.

7 CRASH ANALYSIS

Crash history at the existing study intersection was obtained from Arizona Department of Transportation (ADOT) for the period between January 1, 2022 and December 31, 2024. The results of the crash evaluation are shown in Table 8.

Table 8 Crash Analysis

Crash Analysis (North El Paso Flagstaff Road / Route 66)									
Year	Crash Type						Fatal	Injury	Crash Totals
	Angle	Left Turn	Rear End	Sideswipe	Head On	Other			
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
2024	0	0	1	0	0	0	0	0	1
3-Year Total	0	0	1	0	0	0	0	0	1

One rear end collision was observed at the intersection of N. El Paso Flagstaff Road and Route 66 intersection with no injuries or fatalities.

8 FINDINGS AND CONCLUSIONS

Based on the results of the traffic analysis conducted to determine the impacts caused by the proposed developments on the adjacent roadway system, the following observations are made:

- Under the 2025 Existing plus Project and 2026 Opening Year plus Project Conditions, all study intersections and driveways remain at LOS A (operating at LOS D or better).
- Adequate sight distance is provided the project driveways.
- Right turn deceleration lanes do not meet warrants at project driveways.
- A left turn lane on Route 66 to access N El Paso Flagstaff Road will be built by this project.

This study concludes that the public roadway system serving the project site and the analyzed intersection and driveways, can accommodate the anticipated traffic volumes to be generated by the proposed project without any significant traffic impact.

APPENDICES

- A. Approved Traffic Statement / TIA Scope of Work Form**
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Appendix A

Approved Traffic Statement / TIA Scope of Work Form



Date: 7/21/2025

Pre-Scope ☒Revised ☒Final ☐

Pre-Scoping Approved with
conditions found on page 3

City of Flagstaff
211 W. Aspen Ave.
Flagstaff, AZ 86001

TRAFFIC STATEMENT / TIA SCOPE OF WORK FORM

Information on the Project Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to the City of Flagstaff no less than three (3) business days prior to the scheduled meeting. If a form is not received by this deadline, the scope of work meeting may be postponed.

Contact Information

Consultant Name:	Jennifer Rosales, Ardurra
Telephone:	949-216-6833
E-Mail:	jrosales@ardurra.com
Developer/Owner Name:	Art Babbott
Telephone:	928-607-1688
Email:	ABABBOTT@GMAIL.COM

Project Information

Project Name:	El Paso Road Industrial			
Project Location: (Attach regional and site specific location maps)	The proposed El Paso Road Industrial Park is located north of Route 66 and west of North El Paso Flagstaff Road in Flagstaff, Arizona.			
Project Description: Including type of application (rezoning, subdivision, site plan), acreage, business sq. ft., number of dwelling units, access location(s), etc. Attach additional sheet(s) if necessary.	The proposed development project consists of: - Parcel A Manufacturing/Processing Heavy with 6,000 SF building - Parcel B Existing Composting Facility – 3 existing parking stalls and 1 ADA space (trips to/from Parcel B will already be included in the existing traffic counts to be conducted) - Parcel C Construction Storage/Supply Yard – approx. 5 employees - Parcel D Construction Storage/Supply Yard with 6,000 SF building - Parcel E Construction Storage/Supply Yard - approx. 5 employees - Parcel F Construction Storage/Supply Yard – approx. 5 employees - Parcel G Construction Storage/Supply- assuming 5 employees The only proposed buildings for the proposed project consist of one 6,000 SF building on Parcel A and one 6,000 SF building on Parcel D. Attached is a proposed site plan showing driveway locations.			
Trip Generation (Attach calculation summary)	Residential ☐	Commercial ☐	Mixed Use ☐	Other ☒
Proposed Use: ITE Code(s): Number of Units:	Parcel A - Manufacturing / Processing Heavy 140: Manufacturing 6,000 SF			
Proposed Use: ITE Code(s): Number of Units:	Parcel C - Construction Storage / Supply Yard 130: Industrial Park 5 employees			
Proposed Use:	Parcel D – Construction Storage / Supply Yard			

It is important for the applicant to provide sufficient information to the City of Flagstaff so questions regarding geographic scope, alternate methodology, or other potential issues can be answered during the scoping meeting.

ITE Code(s):	130: Industrial Park
Number of Units:	6,000 SF and approx. 5 employees
Proposed Use:	Parcel E – Construction Storage / Supply Yard
ITE Code(s):	130: Industrial Park
Number of Units:	5 employees
Proposed Use:	Parcel F and G – Construction Storage / Supply Yard
ITE Code(s):	130: Industrial Park
Number of Units:	5 employees and 5 employees

Traffic Impact Analysis Assumptions				
Study Years:	Existing: 2025		Opening: 2026	
	Phase 2:		Phase 3:	
Study Area Boundaries: (Attach map)	North:		South: Route 66	
	East: N El Paso Flagstaff Road		West:	
External Factors That Could Affect Project: (Planned road improvements, other nearby developments)	The proposed project is estimated to generate less than 100 peak hour trips. Therefore, a Traffic Statement is recommended.			
Available Traffic Data: (Historical, forecasts)	Click here to enter text.			
Trip Distribution: (Attach map showing distribution percentages)	New turning movement counts to be conducted at the intersection of N El Paso Flagstaff Road at Route 66 will be used to estimate trip distribution. Assuming about 80-90% to/from west and 20-10% to/from east			
Annual Vehicle Trip Growth Rate:	2% per year			
Peak Period for Study: (Check all that apply)	☒ AM	☐ Midday	☒ PM	☐ SAT
Study Intersections and/or Road Segments: (Attach additional sheets as necessary)	1. Site access driveways on El Paso Flagstaff Road		2. Site access driveway on Route 66	
	3. El Paso Flagstaff Road and Route 66		4. Click here to enter text.	
	5. Click here to enter text.		6. Click here to enter text.	
	7. Click here to enter text.		8. Click here to enter text.	
	9. Click here to enter text.		10. Click here to enter text.	
Trip Adjustment Factors: (Attach calculations and assumptions)	Internal allowance: ☐ Yes ☒ No		Pass-by allowance: ☐ Yes ☒ No	
	Reduction: _____% of trips		Reduction: _____% of trips	
Software Methodology:	☒ Synchro ☐ HCS ☐ Rodel ☐ Other: _____			
Traffic Signal Proposed or Affected: (analysis software to be used, progression speed, cycle length)	None			
Improvement(s) Assumed or to be Considered:	N/A			

It is important for the applicant to provide sufficient information to the City of Flagstaff so questions regarding geographic scope, alternate methodology, or other potential issues can be answered during the scoping meeting.

Relevant Traffic Studies Considered:	Click here to enter text.		
Plan Submission:	☐ Master Development Plan ☐ Generalized Development Plan ☐ Preliminary / Sketch Plan ☒ Other Plan Type (Final Site, Subd. Plan)		
Analysis Types:	☐ Queuing Analysis ☐ Actuation / Coordination ☒ LOS Analysis ☒ Sight Distance ☒ Crash Analysis ☒ Delay Analysis ☐ TDM Measures ☒ Right Turn Lane Warrant ☐ Intersection(s) ☐ Other: _____ ☐ Other: _____		

Notes on Assumptions

The proposed project is estimated to generate less than 100 peak hour trips. Please see attached trip generation estimate for the site and each parcel as discussed with City staff on July 21, 2025. Parcel B is an existing Compost Facility and trips will already be included in the new traffic counts conducted; therefore, Parcel B is not included in the trip generation estimate.

Therefore, a Traffic Statement that addresses the trip generation and any site specific issues is recommended.

Approved with the following conditions:

1. Include the following additional analysis types:
 - a. LOS analysis
 - b. Delay analysis

Traffic Impact Analysis Fee

<i>TIA Analysis Category*</i>	<i>Fee Schedule (Levels 1-5)**</i>	<i>Cost</i>
0	1	\$1,128
1 & 2-M	2 & 3	\$3,785
2-L & 2-MULTI	4 & 5	\$10,280

TIA REVIEW FEE: \$1,128

Due with submission of TIA

*refer to Flagstaff City Code 13-05-002-0003.3 for TIA Analysis Category

**refer to Flagstaff City Code 3-10-001-0002 for current Fee Schedules

Applicant or Consultant

It is important for the applicant to provide sufficient information to the City of Flagstaff so questions regarding geographic scope, alternate methodology, or other potential issues can be answered during the scoping meeting.

SIGNATURE:



DATE: 7/21/2025

PRINT NAME: Jennifer Rosales, PE, PTOE (AZ PE No. 82518)

City of Flagstaff

Approved ☐

Revisions Required ☐

SIGNATURE:



DATE: 9/26/25

PRINT NAME:

David Lemcke

It is important for the applicant to provide sufficient information to the City of Flagstaff so questions regarding geographic scope, alternate methodology, or other potential issues can be answered during the scoping meeting.

ITE Land Use Code: Project Description	Units	AM Trip Rate	AM Peak Hour Trips	PM Trip Rate	PM Peak Hour Trips
Parcel A - Manufacturing/Processing Heavy (6 KSF building) ITE 140: Manufacturing	6	0.68 per KSF	4	0.74 per KSF	4
Parcel B - Existing Compost Facility (3 existing parking stalls & 1 ADA) ITE 130: Industrial Park	Existing facility and trips will already be included in the new traffic counts				
Parcel C - Construction Storage/Supply Yard (5 employees) ITE 130: Industrial Park	5	0.44 per emp	2	0.42 per emp	2
Parcel D - Construction Storage/Supply Yard (5 employees) 6 KSF Building <i>Calculated using trip rates for KSF and employees as comparison</i> ITE 130: Industrial Park	5 6	0.44 per emp 0.34 per KSF	2 2	0.42 per emp 0.34 per KSF	2 2
Parcel E - Construction Storage/Supply Yard (5 employees) ITE 130: Industrial Park	5	0.44 per emp	2	0.42 per emp	2
Parcel F - Construction Storage/Supply Yard (5 employees) ITE 130: Industrial Park	5	0.44 per emp	2	0.42 per emp	2
Parcel G - Construction Storage/Supply Yard? (assume 5 employees) ITE 130: Industrial Park	5	0.44 per emp	2	0.42 per emp	2
Project Trip Generation			15		15

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8,
TOWNSHIP 21, RANGE 7 EAST, OF THE GILA AND SALT
RIVER MERIDIAN, COCONINO COUNTY, CITY OF
FLAGSTAFF, ARIZONA

VICINITY MAP

LEGEND

APN:113-37-STATE1
ADDRESS - 2661 N EL PASO FLAGSTAFF ROAD
FLAGSTAFF, AZ 86004

1. THE CITY OF FLAGSTAFF PROVIDES WATER (UTILITY) SERVICE PURSUANT TO STATE LAW AND IS CURRENTLY OPERATING UNDER A DESIGNATION OF ADEQUATE WATER SUPPLY GRANTED BY THE ARIZONA DEPARTMENT OF WATER RESOURCES, APPLICATION NO 41-90000.0002.
2. ALL UTILITIES, INCLUDING STREET LIGHT AND ELECTRIC LINES INSTALLED WITH THIS DEVELOPMENT SHALL BE PLACED UNDERGROUND.
3. DEVELOPMENT AND USE OF THIS SITE WILL CONFORM TO ALL APPLICABLE CITY OF FLAGSTAFF CODES AND ORDINANCES.
4. EXCEPT FOR CONSTRUCTION AND IMPROVEMENTS BY GOVERNMENTAL ENTITIES AND CERTIFICATED PUBLIC UTILITIES, CONSTRUCTION AND IMPROVEMENTS WITHIN UTILITY EASEMENTS SHALL BE LIMITED TO ONLY THE FOLLOWING: REMOVABLE WOOD, WIRE OR SECTION TYPE FENCING; CONSTRUCTION, STRUCTURES OR BUILDING EXPRESSLY APPROVED IN WRITING BY ALL PUBLIC UTILITIES WHICH USE OR SHALL USE THE UTILITY EASEMENT.

LOT A - MANUFACTURING/PROCESSING HEAVY
1 STALL PER 600 GSF: 6,000/600 = 10 STALLS

LOT C - CONSTRUCTION STORAGE/SUPPLY YARD
1 STALL PER EMPLOYEE: 5 X 1 = 5 STALLS

LOT E - CONSTRUCTION STORAGE/SUPPLY YARD
1 STALL PER EMPLOYEE: 5 X 1 = 5 STALLS

LOT H- TO BE SOLD TO THE CITY
NO PARKING

EL PASO RD LAND, LLC.
2684 E. HUNTINGTON DR.
FLAGSTAFF, AZ 86004
CONTACT: ART BABBOTT
PHONE: 928-607-1688
EMAIL: ABABBOTT@GMAIL.COM

ARDURRA GROUP INC.
1801 W. ROUTE 66, SUITE 117
FLAGSTAFF, AZ 86001
CONTACT: DANIEL NYX, PE
PHONE: 928-774-4636

ARIZONA SURVEYING
1843 W. HEAVENLY CT
FLAGSTAFF, AZ 86001
CONTACT: JOHN LUCKOW, RLS
PHONE: 928-607-7092

THENCE NORTH 66° 23' 12" WEST ALONG THE EASTERLY LINE OF PATENT NO. 50254, 50.50 FEET TO THE NORTHEAST CORNER OF PATENT 50254 AND TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 8, MONUMENTED WITH A REBAR WITH ALUMINUM CAP, LS 14671;

JOHN LUCKOW, RLS

O: 928.774.4636
1801 W ROUTE 66,
SUITE 117
FLAGSTAFF, AZ 86001
www.ardurra.com



FLAGSTAFF

SO INDUSTRIAL PARK
RELIMINARY PLAT
COVER SHEET

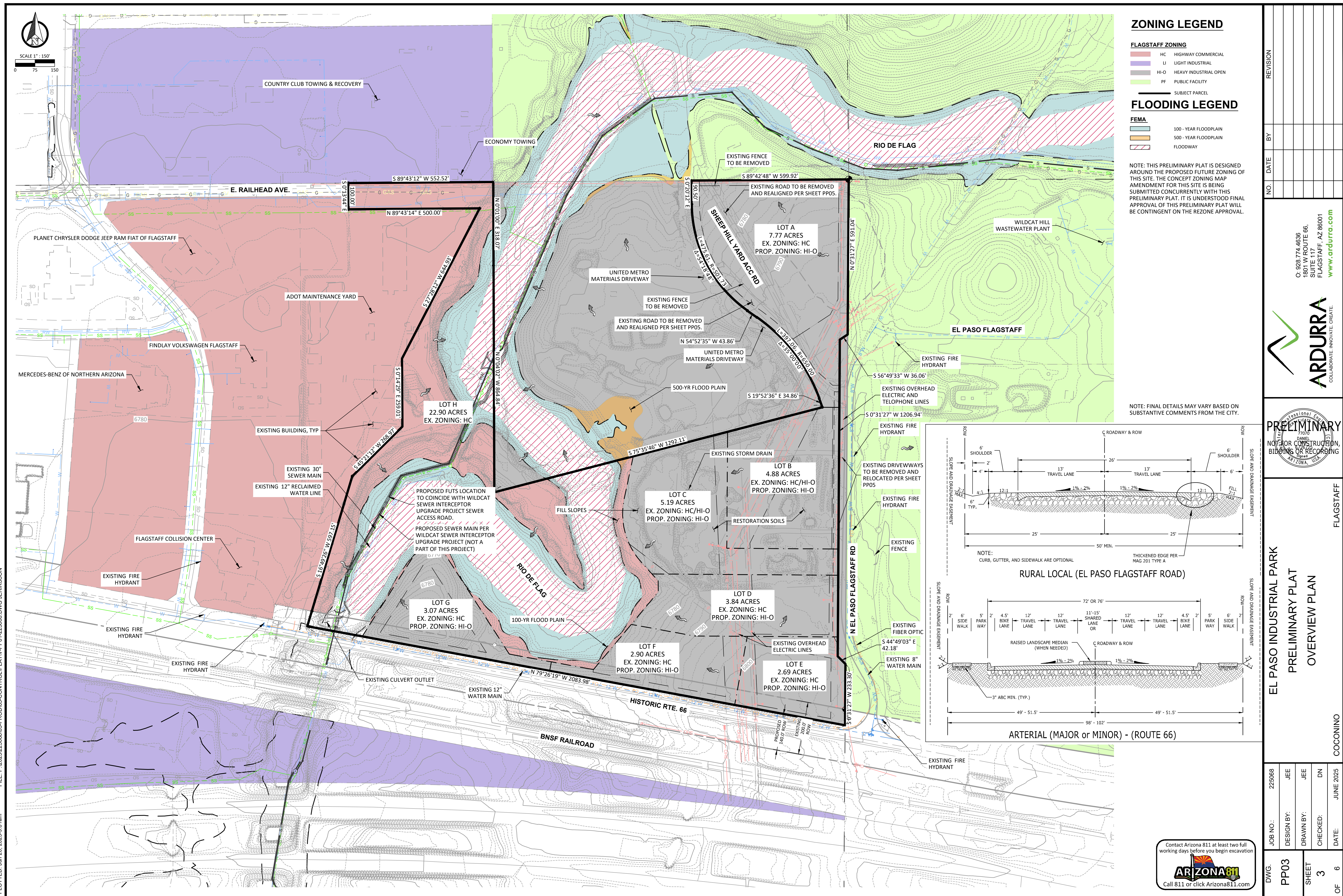
COCONINO

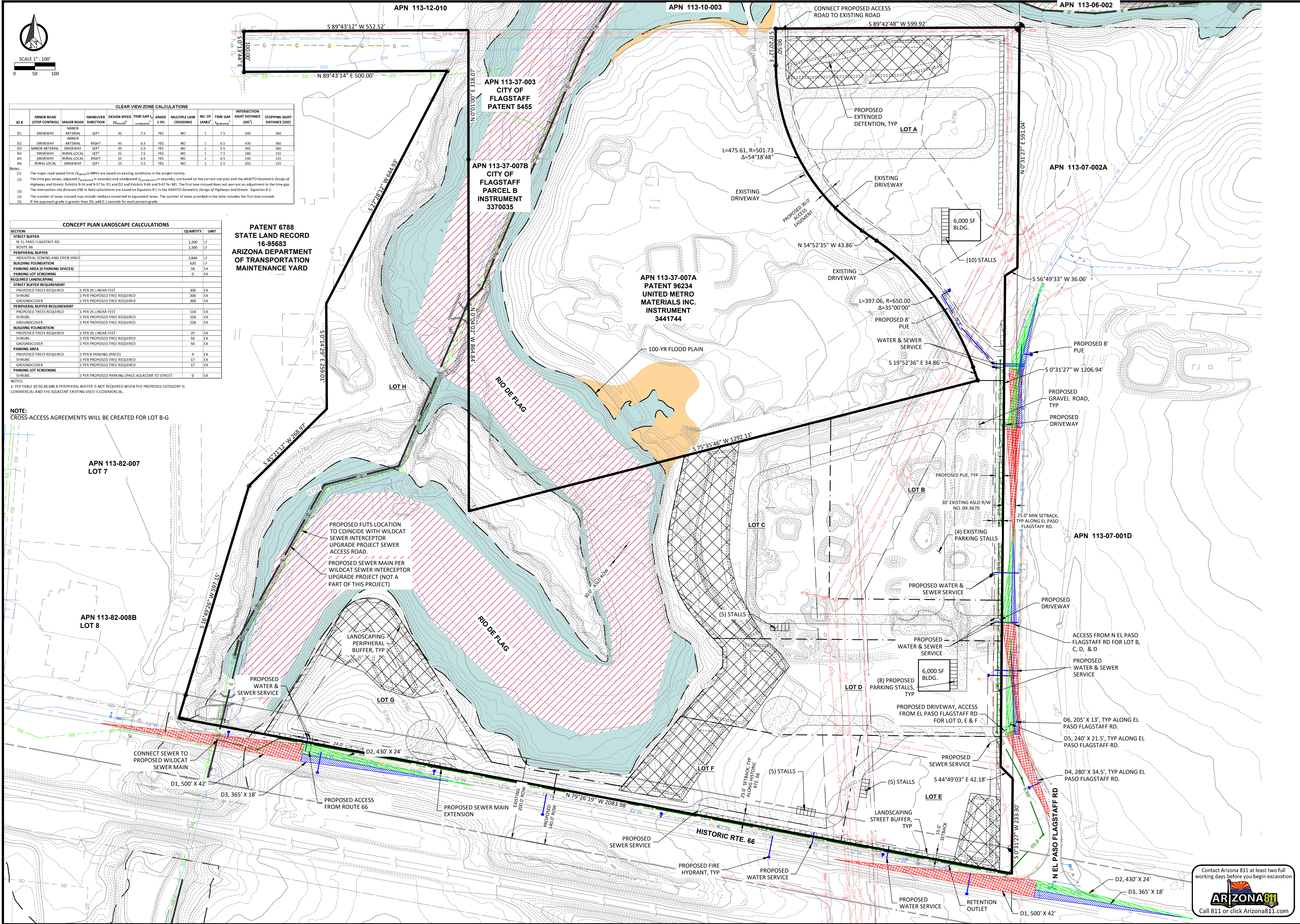
DWG. PP01	SHEET	JOB NO.:	225068
	1	DESIGN BY:	JEE
		DRAWN BY:	JEE
		CHECKED:	DN
		DATE:	JUNE 2025
OF	6		

Contact Arizona 811 at least two full working days before you begin excavation



Call 811 or click Arizona811.com





SCALE 1" = 100'

0 50 100

CLEAR VIEW ZONE CALCULATIONS

ID #	MINOR ROAD (STOP CONTROL)	MAJOR ROAD	MANEUVER DIRECTION	DESIGN SPEED (V _{DESIGN}) ¹	TIME GAP (t _g) ²	GRADE % ³	MULTIPLE LANE CROSSINGS	NO. OF LANES ⁴	TIME GAP (t _{g,adjusted}) ⁵	INTERSECTION SIGHT DISTANCE (ISD) ⁶	STOPPING SIGHT DISTANCE (SSD)
D1	DRIVEWAY	MINOR ARTERIAL	LEFT	45	7.5	YES	NO	1	7.5	500	360
D2	DRIVEWAY	ARTERIAL	RIGHT ⁷	45	6.5	YES	NO	1	6.5	430	360
D3	MINOR ARTERIAL	DRIVEWAY	LEFT	45	5.5	YES	NO	1	5.5	365	360
D4	DRIVEWAY	RURAL LOCAL	LEFT	25	7.5	YES	NO	1	7.5	280	155
D5	DRIVEWAY	RURAL LOCAL	RIGHT ⁷	25	6.5	YES	NO	1	6.5	240	155
D6	RURAL LOCAL	DRIVEWAY	LEFT	25	5.5	YES	NO	1	5.5	205	155

Notes:

- The major road speed limits (V_{DESIGN} in MPH) are based on existing conditions in the project vicinity.
- The time gap values, adjusted (t_{g,adjusted} in seconds) and unadjusted (t_{g,unadjusted} in seconds), are based on the current site plan and the AASHTO Geometric Design of Highways and Streets, Exhibits 9-54 and 9-57 for D1 and D2 and Exhibits 9-46 and 9-47 for M1. The first lane crossed does not warrant an adjustment to the time gap.
- The intersection sight distance (ISD in feet) calculations are based on Equation 9-1 in the AASHTO Geometric Design of Highways and Streets, Equation 9-1.
- The number of lanes crossed may include median converted to equivalent lanes. The number of lanes provided in the table includes the first lane crossed.
- If the approach grade is greater than 3%, add 0.1 seconds for each percent grade.

CONCEPT PLAN LANDSCAPE CALCULATIONS			
SECTION	QUANTITY	UNIT	
STREET BUFFER			
N. EL PASO FLAGSTAFF RD.	1,200	LF	
ROUTE 66	1,300	LF	
PERIPHERAL BUFFER			
INDUSTRIAL ZONING AND OPEN SPACE	2,846	LF	
BUILDING FOUNDATION	600	LF	
PARKING AREA (A PARKING SPACES)	34	EA	
PARKING LOT SCREENING	0	EA	
REQUIRED LANDSCAPING			
STREET BUFFER REQUIREMENT			
PROPOSED TREES REQUIRED	1 PER 25 LINEAR FEET	100	EA
SHRUBS	2 PER PROPOSED TREE REQUIRED	200	EA
GROUND COVER	2 PER PROPOSED TREE REQUIRED	200	EA
PERIPHERAL BUFFER REQUIREMENT			
PROPOSED TREES REQUIRED	1 PER 25 LINEAR FEET	114	EA
SHRUBS	2 PER PROPOSED TREE REQUIRED	228	EA
GROUND COVER	2 PER PROPOSED TREE REQUIRED	228	EA
BUILDING FOUNDATION			
PROPOSED TREES REQUIRED	1 PER 25 LINEAR FEET	25	EA
SHRUBS	2 PER PROPOSED TREE REQUIRED	50	EA
GROUND COVER	2 PER PROPOSED TREE REQUIRED	50	EA
PARKING AREA			
PROPOSED TREES REQUIRED	2 PER 8 PARKING SPACES	9	EA
SHRUBS	2 PER PROPOSED TREE REQUIRED	17	EA
GROUND COVER	2 PER PROPOSED TREE REQUIRED	17	EA
PARKING LOT SCREENING			
SHRUBS	2 PER PROPOSED PARKING SPACE ADJACENT TO STREET	0	EA

NOTES:

1. PER TABLE 10.50.00.0A.8 PERIPHERAL BUFFER IS NOT REQUIRED WHEN THE PROPOSED CATEGORY IS COMMERCIAL AND THE ADJACENT EXISTING USE IS COMMERCIAL.

PATENT 6788
STATE LAND RECORD
16-95683
ARIZONA DEPARTMENT
OF TRANSPORTATION
MAINTENANCE YARD

NOTE:
CROSS-ACCESS AGREEMENTS WILL BE CREATED FOR LOT B-G

REVISION

BY

DATE

NO.

DESIGN BY: JEE

DRAWN BY: JEE

CHECKED: DN

DATE: JUNE 2025

JOB NO.: 225068

PP05

SHEET 5

OF 6

EL PASO INDUSTRIAL PARK

PRELIMINARY PLAT

CIVIL IMPROVEMENTS

ARDURRA

COLLABORATE. INNOVATE. CREATE.

PRELIMINARY

NOT FOR CONSTRUCTION, BIDDING OR RECORDING

FLAGSTAFF

COCONINO

CONTACT ARIZONA 811 AT LEAST TWO FULL WORKING DAYS BEFORE YOU BEGIN EXCAVATION

ARIZONA811

CALL 811 OR CLICK ARIZONA811.COM

Appendix B

Traffic Data Collection Reports



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

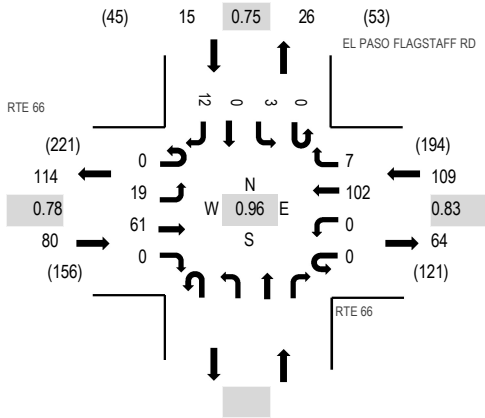
Location: 1 EL PASO FLAGSTAFF RD & RTE 66 AM

Date: Thursday, October 9, 2025

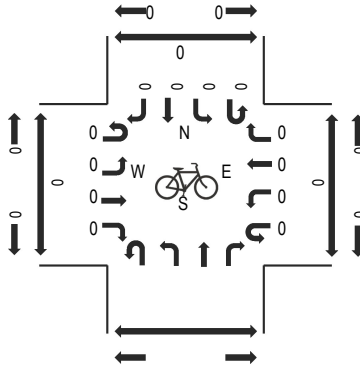
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

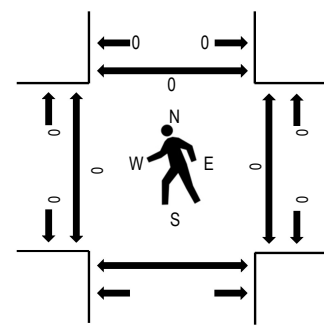
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RTE 66 Eastbound				RTE 66 Westbound				EL PASO FLAGSTAFF RD Northbound				EL PASO FLAGSTAFF RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	13	0	0	0	20	0					0	1	0	6	48	191	0	0		0
7:15 AM	0	4	11	0	0	0	22	1					0	1	0	9	48	196	0	0		0
7:30 AM	0	6	16	0	0	0	20	1					0	2	0	4	49	201	0	0		2
7:45 AM	0	7	11	0	0	0	21	0					0	2	0	5	46	200	0	0		0
8:00 AM	0	4	16	0	0	0	29	0					0	0	0	4	53	204	0	0		0
8:15 AM	0	6	11	0	0	0	29	4					0	0	0	3	53		0	0		0
8:30 AM	0	4	22	0	0	0	18	2					0	0	0	2	48		0	0		0
8:45 AM	0	5	12	0	0	0	26	1					0	3	0	3	50		0	0		0
Count Total	0	44	112	0	0	0	185	9					0	9	0	36	395		0	0		2
Peak Hour	0	19	61	0	0	0	102	7					0	3	0	12	204		0	0		0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

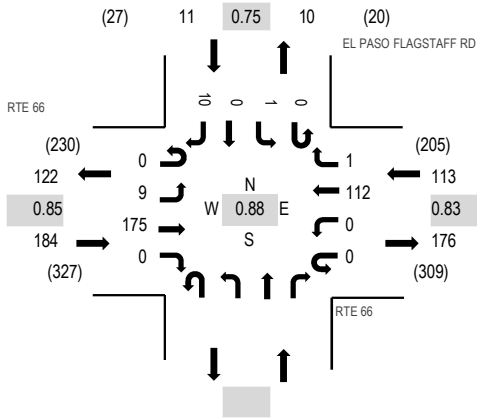
Location: 1 EL PASO FLAGSTAFF RD & RTE 66 PM

Date: Thursday, October 9, 2025

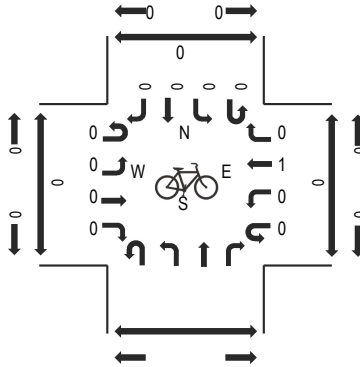
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

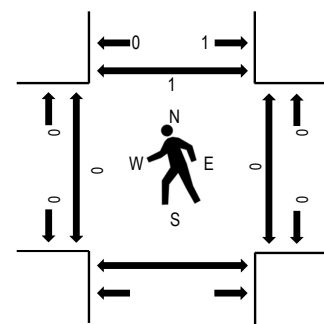
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

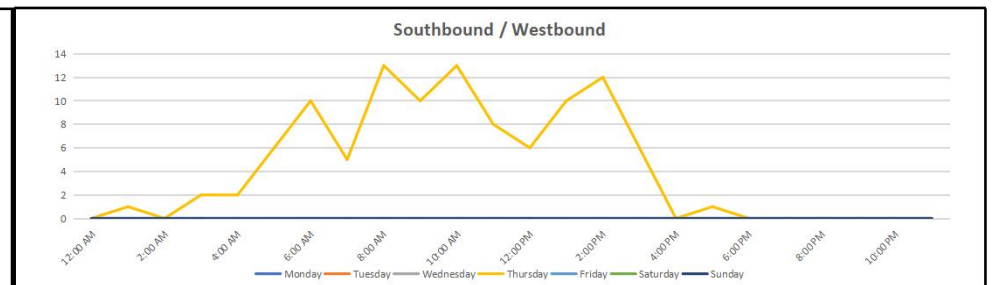
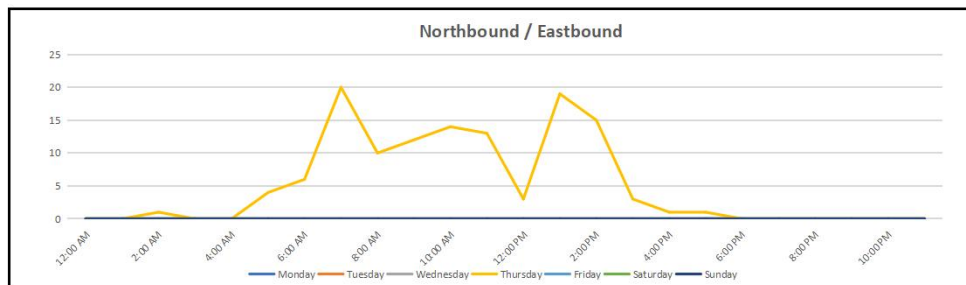
Traffic Counts - Motorized Vehicles

Interval Start Time	RTE 66				RTE 66				EL PASO FLAGSTAFF RD												Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound				West	East	South	North						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right										
4:00 PM	1	1	30	0	0	0	17	1					0	0	0	5	55	288	0	0		0				
4:15 PM	0	4	45	0	0	0	34	0					0	1	0	4	88	308	0	0		0				
4:30 PM	0	3	32	0	0	0	34	0					0	0	0	5	74	288	0	0		1				
4:45 PM	0	0	46	0	0	0	24	1					0	0	0	0	71	281	0	0		0				
5:00 PM	0	2	52	0	0	0	20	0					0	0	0	1	75	271	0	0		0				
5:15 PM	0	3	36	0	0	0	25	0					0	0	0	4	68		0	0		0				
5:30 PM	1	2	31	0	0	0	29	1					0	0	0	3	67		0	0		0				
5:45 PM	0	2	36	0	0	0	19	0					0	0	0	4	61		0	0		0				
Count Total	2	17	308	0	0	0	202	3					0	1	0	26	559		0	0		1				
Peak Hour	0	9	175	0	0	0	112	1					0	1	0	10	308		0	0		1				

Vehicle Volume Report - Hourly

Site Description: Sheep Hill Acc Rd W/O El Paseo Flagstaff Rd
 Site Number: 3
 Start Date: 10/09/2025
 End Date: 10/09/2025

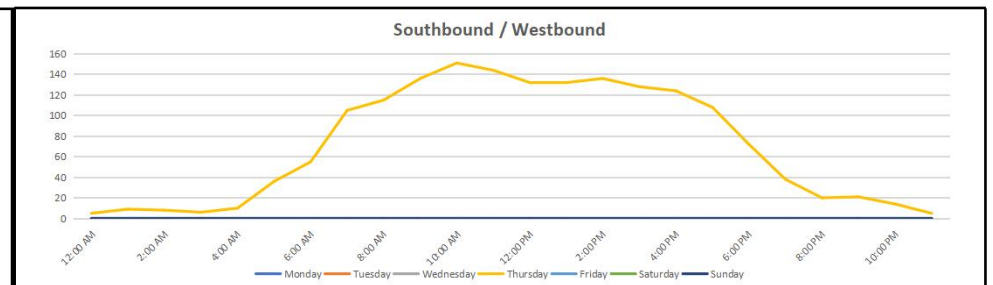
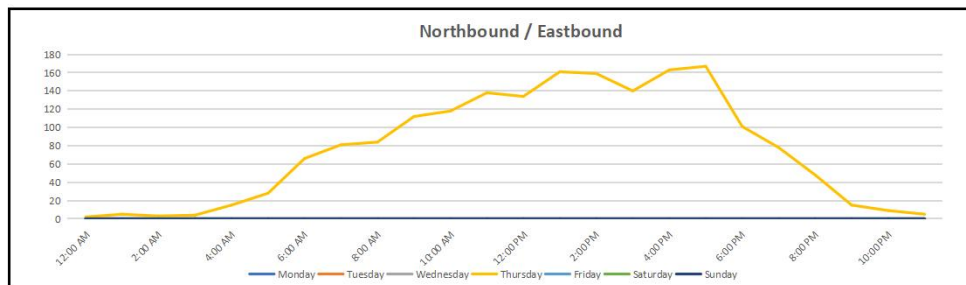
Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/13/25			10/14/25			10/15/25			10/9/25			10/10/25			10/11/25			10/12/25			Tue-Thu		Mon-Fri		Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	4	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	20	5	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	10	13	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	14	13	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	13	8	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	19	10	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	15	12	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	36	28	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	5	7	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	117	94	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	122	105	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	53.7%	46.3%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	10:00 AM	11:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	1:00 PM	2:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Volume Report - Hourly

Site Description: Rte 66 W/O El Paso Flagstaff Rd
 Site Number: 2
 Start Date: 10/09/2025
 End Date: 10/09/2025

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/13/25			10/14/25			10/15/25			10/9/25			10/10/25			10/11/25			10/12/25			Tue-Thu		Mon-Fri		Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	5	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	4	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	15	10	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	28	36	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	66	55	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	81	105	186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	84	115	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	112	136	248	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	118	151	269	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	138	144	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	134	132	266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	161	132	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	159	136	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	140	128	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	163	124	287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	167	108	275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	101	72	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	78	38	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	48	20	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	15	21	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	9	14	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	231	275	506	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	470	360	830	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	1624	1538	3162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	1836	1710	3546	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	51.8%	48.2%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	-	-	-	11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	2:00 PM	3:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Speed Report - Hourly

Site Description: Rte 66 W/O El Paso Flagstaff Rd
 Site Number: 2
 Start Date: 10/09/2025
 End Date: 10/09/2025

Total Study Speed Summary		
	Eastbound	Westbound
Average Speed	38.5 mph	38.7 mph
50th Percentile	38.7 mph	39.3 mph
85th Percentile	42.7 mph	45.0 mph
95th Percentile	45.1 mph	48.4 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Eastbound	1836	1	1	1	2	53	297	820	563	85	12	0	1	0	0	0	0	0	0	0	0
Percent	100.0%	0.1%	0.1%	0.1%	0.1%	2.9%	16.2%	44.7%	30.7%	4.6%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	1710	0	1	5	47	129	286	446	536	214	35	9	1	0	1	0	0	0	0	0	0
Percent	100.0%	0.0%	0.1%	0.3%	2.7%	7.5%	16.7%	26.1%	31.3%	12.5%	2.0%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	3546	1	2	6	49	182	583	1266	1099	299	47	9	2	0	1	0	0	0	0	0	0
Percent	100.0%	0.0%	0.1%	0.2%	1.4%	5.1%	16.4%	35.7%	31.0%	8.4%	1.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Rte 66 W/O El Paso Flagstaff Rd
 Site Number: 2
 Start Date: 10/09/2025
 End Date: 10/09/2025

Vehicle Speed Report (Eastbound - 10/09/2025)

Thursday	Eastbound																				
10/9/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	15	0	0	0	0	1	5	2	7	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	28	0	0	0	0	1	7	12	5	2	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	66	0	0	0	0	3	8	28	19	7	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	81	0	0	0	0	4	18	31	22	4	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	84	0	0	0	0	3	13	36	28	3	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	112	0	0	0	1	1	30	51	29	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	118	0	0	1	0	9	24	54	24	3	3	0	0	0	0	0	0	0	0	0	0
11:00 AM	138	0	0	0	0	6	35	60	30	6	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	134	0	0	0	0	5	35	62	27	4	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	161	1	0	0	1	8	30	75	42	4	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	159	0	0	0	0	3	23	76	50	7	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	140	0	0	0	0	0	13	70	49	8	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	163	0	1	0	0	2	13	66	72	9	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	167	0	0	0	0	1	13	75	63	13	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	101	0	0	0	0	2	8	47	39	5	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	78	0	0	0	0	0	6	40	28	4	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	48	0	0	0	0	1	10	17	15	4	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	15	0	0	0	0	1	3	5	6	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	231	0	0	0	0	10	39	95	69	14	4	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	470	0	1	0	0	3	39	211	184	30	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1624	1	1	1	2	47	263	731	494	73	11	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	1836	1	1	1	2	53	297	820	563	85	12	0	1	0	0	0	0	0	0	0	0
Percent	100%	0.1%	0.1%	0.1%	0.1%	2.9%	16.2%	44.7%	30.7%	4.6%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	38.7 mph																				
85th Percentile	42.7 mph																				
95th Percentile	45.1 mph	Average Speed : 38.5																			

Site Description: Rte 66 W/O El Paso Flagstaff Rd
 Site Number: 2
 Start Date: 10/09/2025
 End Date: 10/09/2025

Vehicle Speed Report (Westbound - 10/09/2025)

Thursday	Westbound																				
10/9/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	5	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	0	0	0	0	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	0	0	0	0	1	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	0	0	2	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	36	0	0	1	0	1	5	11	9	4	5	0	0	0	0	0	0	0	0	0	0
6:00 AM	55	0	0	0	5	1	3	10	19	16	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	105	0	0	0	5	7	14	20	32	20	4	2	1	0	0	0	0	0	0	0	0
8:00 AM	115	0	0	0	4	5	21	23	42	20	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	136	0	0	2	7	12	34	25	45	11	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	151	0	0	1	6	14	35	41	37	15	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	144	0	1	0	2	17	35	44	30	13	1	1	0	0	0	0	0	0	0	0	0
12:00 PM	132	0	0	0	3	12	18	53	36	8	2	0	0	0	0	0	0	0	0	0	0
1:00 PM	132	0	0	0	4	17	23	37	41	8	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	136	0	0	0	2	15	20	37	40	19	2	1	0	0	0	0	0	0	0	0	0
3:00 PM	128	0	0	0	4	9	23	35	41	13	2	1	0	0	0	0	0	0	0	0	0
4:00 PM	124	0	0	0	2	4	11	34	40	29	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	108	0	0	1	0	3	15	19	45	19	5	0	0	0	1	0	0	0	0	0	0
6:00 PM	72	0	0	0	0	6	9	25	26	6	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	38	0	0	0	1	0	4	10	18	2	2	1	0	0	0	0	0	0	0	0	0
8:00 PM	20	0	0	0	0	1	1	4	10	3	0	1	0	0	0	0	0	0	0	0	0
9:00 PM	21	0	0	0	0	1	3	4	6	4	2	1	0	0	0	0	0	0	0	0	0
10:00 PM	14	0	0	0	0	0	1	5	6	1	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	275	0	0	0	14	13	38	53	93	56	4	3	1	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	360	0	0	1	6	16	49	88	126	61	11	1	0	0	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	1538	0	1	4	44	122	261	403	474	197	24	6	1	0	1	0	0	0	0	0	0
12:00 AM - 12:00 AM	1710	0	1	5	47	129	286	446	536	214	35	9	1	0	1	0	0	0	0	0	0
Percent	100%	0.0%	0.1%	0.3%	2.7%	7.5%	16.7%	26.1%	31.3%	12.5%	2.0%	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.3 mph																				
85th Percentile	45.0 mph																				
95th Percentile	48.4 mph	Average Speed : 38.7																			

Appendix C

Synchro Analysis Reports

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 19 61 102 7 3 12

Future Vol, veh/h 19 61 102 7 3 12

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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 20 64 106 7 3 13

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 114 0 - 0 213 110

Stage 1 - - - - 110 -

Stage 2 - - - - 103 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1457 - - - 780 928

Stage 1 - - - - 920 -

Stage 2 - - - - 926 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1457 - - - 769 928

Mov Cap-2 Maneuver - - - - 769 -

Stage 1 - - - - 907 -

Stage 2 - - - - 926 -

Approach EB WB SB

HCM Ctrl Dly, s/v 1.78 0 9.11

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 427 - - - 891

HCM Lane V/C Ratio 0.014 - - - 0.018

HCM Ctrl Dly (s/v) 7.5 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

Intersection

Int Delay, s/veh 0.5

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 9 175 112 1 1 10

Future Vol, veh/h 9 175 112 1 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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 9 182 117 1 1 10

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 118 0 - 0 318 117

Stage 1 - - - - 117 -

Stage 2 - - - - 201 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1452 - - - 679 919

Stage 1 - - - - 913 -

Stage 2 - - - - 838 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1452 - - - 674 919

Mov Cap-2 Maneuver - - - - 674 -

Stage 1 - - - - 906 -

Stage 2 - - - - 838 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.37 0 9.1

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 88 - - - 890

HCM Lane V/C Ratio 0.006 - - - 0.013

HCM Ctrl Dly (s/v) 7.5 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0

Intersection

Int Delay, s/veh 1.4

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 19 62 104 7 3 12

Future Vol, veh/h 19 62 104 7 3 12

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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 20 65 108 7 3 13

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 116 0 - 0 216 112

Stage 1 - - - - 112 -

Stage 2 - - - - 104 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1455 - - - 777 925

Stage 1 - - - - 918 -

Stage 2 - - - - 925 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1455 - - - 766 925

Mov Cap-2 Maneuver - - - - 766 -

Stage 1 - - - - 905 -

Stage 2 - - - - 925 -

Approach EB WB SB

HCM Ctrl Dly, s/v 1.76 0 9.13

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 422 - - - 888

HCM Lane V/C Ratio 0.014 - - - 0.018

HCM Ctrl Dly (s/v) 7.5 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

Intersection

Int Delay, s/veh 0.5

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 9 179 114 1 1 10

Future Vol, veh/h 9 179 114 1 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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 9 186 119 1 1 10

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 120 0 - 0 324 119

Stage 1 - - - - 119 -

Stage 2 - - - - 205 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1450 - - - 674 916

Stage 1 - - - - 911 -

Stage 2 - - - - 834 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1450 - - - 669 916

Mov Cap-2 Maneuver - - - - 669 -

Stage 1 - - - - 904 -

Stage 2 - - - - 834 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.36 0 9.11

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 86 - - - 887

HCM Lane V/C Ratio 0.006 - - - 0.013

HCM Ctrl Dly (s/v) 7.5 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0

Intersection

Int Delay, s/veh 1.7

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 30 61 102 9 3 14

Future Vol, veh/h 30 61 102 9 3 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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 31 64 106 9 3 15

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 116 0 - 0 237 111

Stage 1 - - - - 111 -

Stage 2 - - - - 126 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1455 - - - 756 926

Stage 1 - - - - 919 -

Stage 2 - - - - 905 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1455 - - - 739 926

Mov Cap-2 Maneuver - - - - 739 -

Stage 1 - - - - 898 -

Stage 2 - - - - 905 -

Approach EB WB SB

HCM Ctrl Dly, s/v 2.48 0 9.14

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 593 - - - 887

HCM Lane V/C Ratio 0.021 - - - 0.02

HCM Ctrl Dly (s/v) 7.5 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0.1 - - - 0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	26	3	0	15
Future Vol, veh/h	1	0	26	3	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	28	3	0	16
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	46	30	0	0	32	0
Stage 1	30	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	964	1045	-	-	1581	-
Stage 1	993	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	964	1045	-	-	1581	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.74	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 964		1581	-	
HCM Lane V/C Ratio	-	- 0.001		-	-	
HCM Ctrl Dly (s/v)	-	- 8.7		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	3	29	16	0
Future Vol, veh/h	0	0	3	29	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3	32	17	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	55	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	38	-	-	-	-	-
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	952	1061	1600	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	950	1061	1600	-	-	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	0	0.68		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	169	-	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Ctrl Dly (s/v)	7.3	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	7	32	16	0
Future Vol, veh/h	0	1	7	32	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	8	35	17	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	67	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	50	-	-	-	-	-
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	938	1061	1600	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	933	1061	1600	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.4	1.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	323	-	1061	-	-	
HCM Lane V/C Ratio	0.005	-	0.001	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 12 175 112 1 3 20

Future Vol, veh/h 12 175 112 1 3 20

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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 13 182 117 1 3 21

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 118 0 - 0 324 117

Stage 1 - - - - 117 -

Stage 2 - - - - 207 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1452 - - - 674 919

Stage 1 - - - - 913 -

Stage 2 - - - - 832 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1452 - - - 667 919

Mov Cap-2 Maneuver - - - - 667 -

Stage 1 - - - - 904 -

Stage 2 - - - - 832 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.48 0 9.23

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 116 - - - 876

HCM Lane V/C Ratio 0.009 - - - 0.027

HCM Ctrl Dly (s/v) 7.5 0 - - 9.2

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	10	1	0	11
Future Vol, veh/h	3	0	10	1	0	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	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	11	1	0	12
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	23	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	993	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	1069	-	-	1607	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.64	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	993	1607	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Ctrl Dly (s/v)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	1	11	14	0
Future Vol, veh/h	0	3	1	11	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	12	15	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	29	15	15	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	14	-	-	-	-	-
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	985	1064	1603	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1064	1603	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.39	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	150	-	1064	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	1	12	17	0
Future Vol, veh/h	0	6	1	12	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1	13	18	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	34	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	980	1060	1598	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1060	1598	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.42	0.56		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	138	-	1060	-	-	
HCM Lane V/C Ratio	0.001	-	0.006	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 1.7

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 30 62 104 9 3 14

Future Vol, veh/h 30 62 104 9 3 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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 31 65 108 9 3 15

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 118 0 - 0 240 113

Stage 1 - - - - 113 -

Stage 2 - - - - 127 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1452 - - - 753 924

Stage 1 - - - - 917 -

Stage 2 - - - - 904 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1452 - - - 736 924

Mov Cap-2 Maneuver - - - - 736 -

Stage 1 - - - - 896 -

Stage 2 - - - - 904 -

Approach EB WB SB

HCM Ctrl Dly, s/v 2.46 0 9.16

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 587 - - - 884

HCM Lane V/C Ratio 0.022 - - - 0.02

HCM Ctrl Dly (s/v) 7.5 0 - - 9.2

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0.1 - - - 0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	27	3	0	15
Future Vol, veh/h	1	0	27	3	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	29	3	0	16
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	47	31	0	0	33	0
Stage 1	31	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	962	1043	-	-	1579	-
Stage 1	992	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	962	1043	-	-	1579	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.74	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	962	1579	-	
HCM Lane V/C Ratio	-	-	0.001	-	-	
HCM Ctrl Dly (s/v)	-	-	8.7	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	3	30	16	0
Future Vol, veh/h	0	0	3	30	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	3	33	17	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	57	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	951	1061	1600	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1061	1600	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	0	0.66		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	164	-	-	-	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Ctrl Dly (s/v)	7.3	0	0	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	0	1	7	33	16	0
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Future Vol, veh/h	0	1	7	33	16	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	1	8	36	17	0
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	68	17	17
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Stage 1	17	-	-
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Stage 2	51	-	-
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Critical Hdwy	6.42	6.22	4.12
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Critical Hdwy Stg 1	5.42	-	-
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Critical Hdwy Stg 2	5.42	-	-
---------------------	------	---	---

Follow-up Hdwy	3.518	3.318	2.218
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Pot Cap-1 Maneuver	936	1061	1600
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Stage 1	1005	-	-
---------	------	---	---

Stage 2	971	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	932	1061	1600
--------------------	-----	------	------

Mov Cap-2 Maneuver	932	-	-
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Stage 1	1000	-	-
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Stage 2	971	-	-
---------	-----	---	---

Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	8.4	1.27	0
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HCM LOS	A		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	315	-	1061	-	-
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HCM Lane V/C Ratio	0.005	-	0.001	-	-
--------------------	-------	---	-------	---	---

HCM Ctrl Dly (s/v)	7.3	0	8.4	-	-
--------------------	-----	---	-----	---	---

HCM Lane LOS	A	A	A	-	-
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0	-	0	-	-
-----------------------	---	---	---	---	---

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 12 179 114 1 3 20

Future Vol, veh/h 12 179 114 1 3 20

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 96 96 96 96 96 96

Heavy Vehicles, % 5 10 6 0 0 8

Mvmt Flow 13 186 119 1 3 21

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 120 0 - 0 331 119

Stage 1 - - - - 119 -

Stage 2 - - - - 211 -

Critical Hdwy 4.15 - - - 6.4 6.28

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.245 - - - 3.5 3.372

Pot Cap-1 Maneuver 1450 - - - 668 916

Stage 1 - - - - 911 -

Stage 2 - - - - 829 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1450 - - - 662 916

Mov Cap-2 Maneuver - - - - 662 -

Stage 1 - - - - 902 -

Stage 2 - - - - 829 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.47 0 9.24

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 113 - - - 873

HCM Lane V/C Ratio 0.009 - - - 0.027

HCM Ctrl Dly (s/v) 7.5 0 - - 9.2

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	0	10	1	0	11
Future Vol, veh/h	3	0	10	1	0	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	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	11	1	0	12
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	23	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	993	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	1069	-	-	1607	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	8.64	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	993	1607	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Ctrl Dly (s/v)	-	-	8.6	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 1.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 3 1 11 14 0

Future Vol, veh/h 0 3 1 11 14 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 3 1 12 15 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 29 15 15 0 - 0

Stage 1 15 - - - - -

Stage 2 14 - - - - -

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 985 1064 1603 - - -

Stage 1 1008 - - - - -

Stage 2 1009 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 984 1064 1603 - - -

Mov Cap-2 Maneuver 984 - - - - -

Stage 1 1007 - - - - -

Stage 2 1009 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 8.39 0.6 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 150 - 1064 - -

HCM Lane V/C Ratio 0.001 - 0.003 - -

HCM Ctrl Dly (s/v) 7.2 0 8.4 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0 - -

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 0 6 1 12 17 0

Future Vol, veh/h 0 6 1 12 17 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 7 1 13 18 0

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All 34 18 18 0 - 0

Stage 1 18 - - - - -

Stage 2 15 - - - - -

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 980 1060 1598 - - -

Stage 1 1004 - - - - -

Stage 2 1008 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 979 1060 1598 - - -

Mov Cap-2 Maneuver 979 - - - - -

Stage 1 1004 - - - - -

Stage 2 1008 - - - - -

Approach	EB	NB	SB
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HCM Ctrl Dly, s/v 8.42 0.56 0

HCM LOS A

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h) 138 - 1060 - -

HCM Lane V/C Ratio 0.001 - 0.006 - -

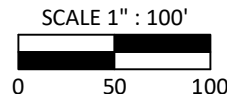
HCM Ctrl Dly (s/v) 7.3 0 8.4 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0 - -

Appendix D

Sight Distance Exhibit



Notes:

- (1) The major road speed limits (V_{major} in MPH) are based on existing conditions in the project vicinity.
- (2) The time gap values, adjusted (L_{space}) in seconds and unadjusted (L_{time}) in seconds, are based on the current site plan and the AASHTO-Geometric Design of Highways and Streets, Equations 9-5 and 9-5.7 for D and D₂, Equations 9-6 and 9-6.7 for ML. The first lane crossed does not warrant an adjustment. The intersection site data (SID in feet) calculations are based on Equation 9-1 in the AASHTO Geometric Design of Highways and Streets, Equation 9-1.
- (3) The number of lanes crossed may include medians converted to equivalent lanes. The number of lanes provided in the table includes the first lane crossed.
- (4) If the approach grade is greater than 3%, add 0.1 seconds for each percent grade.

LOT 4 CONTAINS A CULTURAL RESOURCE SITE THAT HAS BEEN DEEMED AS ELIGIBLE FOR LISTING ON THE ARIZONA AND NATIONAL REGISTER OF HISTORIC PLACES. IF AVOIDANCE IS NOT FEASIBLE, THE HPTT, DATED JUNE 6, 2025, WILL GUIDE PHASED DATA RECOVERY PRIOR TO ANY GROUND DISTURBANCE AND INCLUDES A PLAN FOR MONITORING, IF THE HPTT DETERMINES THAT MONITORING IS NEEDED, DURING ANY CONSTRUCTION ACTIVITIES THAT MAY OCCUR FOLLOWING MITIGATION.

**PATENT 6788
STATE LAND RECORD
16-95683
ARIZONA DEPARTMENT
OF TRANSPORTATION
MAINTENANCE YARD**

**EXHIBIT "B" ADDITIONAL CONDITIONS 53-124156-01
(AS STIPULATED IN THE LAND SALE PATENT, THESE CONDITIONS ONLY APPLY TO LOT A)**

THERE MAY BE REGISTER ELIGIBLE SITE OR SITES LOCATED WITHIN THE
 SUBJECT PROPERTY, WHICH COULD INCLUDE INFORMATION SIGNIFICANT IN
 THIS STATE'S HISTORY, ARCHITECTURE, ARCHAEOLOGY, OR CULTURE AND
 MAY MEET ELIGIBILITY CRITERIA, WHICH THE ARIZONA STATE PARKS BOARD
 HAS ESTABLISHED FOR LISTING ON THE ARIZONA REGISTER OF HISTORIC
 PLACES, OR WHICH MEET ELIGIBILITY CRITERIA FOR LISTING ON THE NATIONAL
 REGISTER OF HISTORIC PLACES. IF GROUND-DISTURBING ACTIVITIES WILL OR
 MAY IMPACT ONE OR MORE REGISTER ELIGIBLE SITE OR SITES, PATENTEE
 SHALL CONSULT WITH THE STATE HISTORIC PRESERVATION OFFICE AND
 OTHERWISE TAKE SUCH ACTIONS AS ARE NECESSARY TO AVOID, PRESERVE,
 PROTECT, OR MITIGATE IMPACTS ON THE REGISTER ELIGIBLE SITE OR SITES. IN
 THE EVENT THAT AVOIDANCE, PRESERVATION AND PROTECTION OF THE
 REGISTER ELIGIBLE SITE OR SITES CANNOT BE COMPLETED, PATENTEE
 SHALL ENSURE A DATA RECOVERY PLAN IS DEVELOPED. CONSULTATION
 WITH AND ACCEPTABLE TO, THE ARIZONA STATE MUSEUM AND THE STATE
 HISTORIC PRESERVATION OFFICE, OR THEIR SUCCESSOR AGENCIES, AND THE
 DATA RECOVERY IS IMPLEMENTED AND COMPLETED PRIOR TO THE REGISTER
 ELIGIBLE SITE OR SITES BEING AFFECTED, THE ARTIFACTS AND RECORDS
 RECOVERED FROM THE SUBJECT PROPERTY SHALL BE CURATED ACCORDING
 TO THE ARIZONA STATE MUSEUM CONSERVATION AND CURATION STANDARDS
 AS ESTABLISHED IN RULES IMPLEMENTING THE ARIZONA ANTIQUITIES ACT.

IF HUMAN REMAINS ARE ENCOUNTERED DURING GROUND-DISTURBING ACTIVITIES, ALL WORK MUST IMMEDIATELY CEASE WITHIN 30.48 METERS (100 FEET) OF THE DISCOVERY AND THE AREA MUST BE SECURED. THE ARIZONA STATE MUSEUM MUST BE NOTIFIED OF THE DISCOVERY. ALL DISCOVERIES WILL BE TREATED IN ACCORDANCE WITH ARIZONA REVISED STATUTES (A.R.S. § 41-844 AND A.R.S. § 41-865) AND WORK MUST NOT RESUME IN THIS AREA WITHOUT AUTHORIZATION FROM THE ARIZONA STATE MUSEUM. THESE CONDITIONS SHALL RUN WITH THE SUBJECT PROPERTY, AND BE BINDING ON THE PATENTEE'S HEIRS, SUCCESSORS, AND ASSIGNS.

NOTE:

1. CROSS-ACCESS AGREEMENTS WILL BE CREATED FOR LOT B-G
2. ASSUMPTIONS FOR CLEAR VIEW ZONE CALCULATIONS INCLUDE A COMBINATION TRUCK DESIGN VEHICLE AND DESIGN SPEEDS OF 50 MPH AND 25 MPH FOR ROUTE 66 AND EL PASO FLAGSTAFF ROAD RESPECTIVELY

REVISION

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1

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DRAWN BY:	JEE
CHECKED:	DN

DWG.
PP05
SHEET
5

Contact Arizona 811 at least two full working days before you begin excavation



Call 811 or click Arizona811.com